

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Federal Funds

General and special funds:

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, [\$87,234,000, of which not to exceed \$2,220,000 shall be available for the immediate Office of the Secretary; not to exceed \$705,000 shall be available for the immediate Office of the Deputy Secretary; not to exceed \$15,395,000 shall be available for the Office of the General Counsel; not to exceed \$12,627,000 shall be available for the Office of the Under Secretary of Transportation for Policy; not to exceed \$8,573,000 shall be available for the Office of the Assistant Secretary for Budget and Programs; not to exceed \$2,316,000 shall be available for the Office of the Assistant Secretary for Governmental Affairs; not to exceed \$23,436,000 shall be available for the Office of the Assistant Secretary for Administration; not to exceed \$1,929,000 shall be available for the Office of Public Affairs; not to exceed \$1,456,000 shall be available for the Office of the Executive Secretariat; not to exceed \$704,000 shall be available for the Board of Contract Appeals; not to exceed \$1,278,000 shall be available for the Office of Small and Disadvantaged Business Utilization; not to exceed \$2,053,000 for the Office of Intelligence and Security; not to exceed \$3,150,000 shall be available for the Office of Emergency Transportation; and not to exceed \$11,392,000 shall be available for the Office of the Chief Information Officer] \$87,046,000: *Provided*, That the Secretary of Transportation is authorized to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary: *Provided further*, That no appropriation for any office shall be increased or decreased by more than 5 percent by all such transfers: *Provided further*, That notice of any change in funding greater than 5 percent shall be submitted [for approval] to the House and Senate Committees on Appropriations: *Provided further*, That not to exceed \$60,000 shall be for allocation within the Department for official reception and representation expenses as the Secretary may determine: *Provided further*, That notwithstanding any other provision of law, excluding fees authorized in Public Law 107-71, there may be credited to this appropriation up to \$2,500,000 in funds received in user fees: *Provided further*, That none of the funds provided in this Act shall be available for the position of Assistant Secretary for Public Affairs]. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-0102-0-1-407	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 General administration	78	83	87
01.00 Subtotal Direct Obligations	78	83	87
09.01 Reimbursable program	20	21	21
10.00 Total new obligations	98	104	108
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	98	104	108
22.10 Resources available from recoveries of prior year obligations	1	5	.....
22.21 Unobligated balance transferred to other accounts .....	.....	-5	.....
22.22 Unobligated balance transferred from other accounts .....	.....	1	.....
23.90 Total budgetary resources available for obligation	99	105	108
23.95 Total new obligations	-98	-104	-108
23.98 Unobligated balance expiring or withdrawn	-1	.....	.....
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	81	87	87
40.35 Appropriation permanently reduced	-3	-3	.....
41.00 Transferred to other accounts .....	.....	-1	.....

43.00 Appropriation (total discretionary)	78	83	87
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	5	21	21
68.10 Change in uncollected customer payments from Federal sources (unexpired)	15	.....	.....
68.90 Spending authority from offsetting collections (total discretionary)	20	21	21
70.00 Total new budget authority (gross)	98	104	108
Change in obligated balances:			
72.40 Obligated balance, start of year	45	44	3
73.10 Total new obligations	98	104	108
73.20 Total outlays (gross)	-86	-144	-107
73.32 Obligated balance transferred from other accounts .....	.....	4	.....
73.45 Recoveries of prior year obligations	-1	-5	.....
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-15	.....	.....
74.10 Change in uncollected customer payments from Federal sources (expired)	3	.....	.....
74.40 Obligated balance, end of year	44	3	4
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	71	94	97
86.93 Outlays from discretionary balances	15	50	10
87.00 Total outlays (gross)	86	144	107
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-8	-18	-18
88.40 Non-Federal sources .....	.....	-3	-3
88.90 Total, offsetting collections (cash)	-8	-21	-21
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-15	.....	.....
88.96 Portion of offsetting collections (cash) credited to expired accounts	3	.....	.....
Net budget authority and outlays:			
89.00 Budget authority	78	83	87
90.00 Outlays	78	123	86
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities: Par value .....	.....	.....	.....
92.02 Total investments, end of year: Federal securities: Par value .....	.....	.....	.....

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

Object Classification (in millions of dollars)

Identification code 69-0102-0-1-407	2004 actual	2005 est.	2006 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	36	43	44
11.3 Other than full-time permanent	4	4	4
11.9 Total personnel compensation	40	47	48
12.1 Civilian personnel benefits	8	9	11
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	7	9	9
25.2 Other services	21	16	17
31.0 Equipment	1	1	1
99.0 Direct obligations	78	83	87

General and special funds—Continued**SALARIES AND EXPENSES—Continued****Object Classification (in millions of dollars)—Continued**

Identification code 69-0102-0-1-407	2004 actual	2005 est.	2006 est.
99.0 Reimbursable obligations	20	21	21
99.9 Total new obligations	98	104	108

Personnel Summary

Identification code 69-0102-0-1-407	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	425	490	495
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	29	33	33

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, **[\$8,700,000]** \$8,550,000. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-0118-0-1-407	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct program	8	8	9
09.01 Reimbursable program		2	2
10.00 Total new obligations	8	10	11
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	8	10	11
23.95 Total new obligations	-8	-10	-11
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	8	8	9
68.00 Spending authority from offsetting collections: Offsetting collections (cash)		2	2
70.00 Total new budget authority (gross)	8	10	11
Change in obligated balances:			
72.40 Obligated balance, start of year	3	3	1
73.10 Total new obligations	8	10	11
73.20 Total outlays (gross)	-9	-12	-11
74.10 Change in uncollected customer payments from Federal sources (expired)	1		
74.40 Obligated balance, end of year	3	1	1
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	8	9	10
86.93 Outlays from discretionary balances	1	3	1
87.00 Total outlays (gross)	9	12	11
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	1	-2	-2
Against gross budget authority only:			
88.96 Portion of offsetting collections (cash) credited to expired accounts	-1		
Net budget authority and outlays:			
89.00 Budget authority	8	8	9
90.00 Outlays	8	10	9

This appropriation finances the costs of a Departmental Civil Rights office. This office is responsible for enforcing laws and regulations that prohibit discrimination in federally-operated and assisted transportation programs. This office also

handles all civil rights cases related to Department of Transportation employees.

Object Classification (in millions of dollars)

Identification code 69-0118-0-1-407	2004 actual	2005 est.	2006 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	5	5	5
12.1 Civilian personnel benefits	1	1	1
25.2 Other services	2	2	3
99.0 Direct obligations	8	8	9
99.0 Reimbursable obligations		2	2
99.9 Total new obligations	8	10	11

Personnel Summary

Identification code 69-0118-0-1-407	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	58	64	64

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, \$3,000,000, to remain available until September 30, **[2006] 2007: Provided,** That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-0119-0-1-407	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct Program Activity	4	3	3
00.02 Bonding Assistance		5	5
10.00 Total new obligations	4	8	8
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1		
22.00 New budget authority (gross)	3	3	3
22.10 Resources available from recoveries of prior year obligations			5
22.22 Unobligated balance transferred from other accounts		5	
23.90 Total budgetary resources available for obligation	4	8	8
23.95 Total new obligations	-4	-8	-8
24.40 Unobligated balance carried forward, end of year			
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	3	3	3
Change in obligated balances:			
72.40 Obligated balance, start of year	4	4	5
73.10 Total new obligations	4	8	8
73.20 Total outlays (gross)	-5	-7	-3
73.45 Recoveries of prior year obligations			-5
74.40 Obligated balance, end of year	4	5	5
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	3	3	3
86.93 Outlays from discretionary balances	2	4	
87.00 Total outlays (gross)	5	7	3
Net budget authority and outlays:			
89.00 Budget authority	3	3	3
90.00 Outlays	3	7	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 Fed-

eral 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	2004 actual	2005 est.	2006 est.
25.2 Other services	4	5	5
41.0 Grants, subsidies, and contributions		3	3
99.9 Total new obligations	4	8	8

Personnel Summary

Identification code 69-0119-0-1-407	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment			1

NEW HEADQUARTERS BUILDING

For necessary expenses of the Department of Transportation's new headquarters building and related services, **[\$68,000,000]** \$100,000,000, to remain available until expended. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-0147-0-1-407	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct Program Activity		67	100
10.00 Total new obligations (object class 25.2)		67	100
Budgetary resources available for obligation:			
22.00 New budget authority (gross)		67	100
23.95 Total new obligations		-67	-100
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation		68	100
40.35 Appropriation permanently reduced		-1	
43.00 Appropriation (total discretionary)		67	100
Change in obligated balances:			
72.40 Obligated balance, start of year			17
73.10 Total new obligations		67	100
73.20 Total outlays (gross)		-50	-92
74.40 Obligated balance, end of year		17	25
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		50	75
86.93 Outlays from discretionary balances			17
87.00 Total outlays (gross)		50	92
Net budget authority and outlays:			
89.00 Budget authority		67	100
90.00 Outlays		50	92

This appropriation finances the 2006 costs for the new Department of Transportation's headquarters project to consolidate all of the Department's headquarters operating administration functions (except FAA), from various locations into a state-of-the-art, efficient leased building within the central employment area of the District of Columbia.

COMPENSATION FOR AIR CARRIERS

[(RESCISSION)]

[Of the funds made available under section 101(a)(2) of Public Law 107-42, \$235,000,000 are rescinded.] (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-0111-0-1-402	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Compensation to Air Carriers	1	44	
10.00 Total new obligations (object class 41.0)	1	44	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	278	279	
22.00 New budget authority (gross)	2	-235	
23.90 Total budgetary resources available for obligation	280	44	
23.95 Total new obligations	-1	-44	
24.40 Unobligated balance carried forward, end of year	279		
New budget authority (gross), detail:			
Discretionary:			
40.36 Unobligated balance permanently reduced		-235	
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	2		
70.00 Total new budget authority (gross)	2	-235	
Change in obligated balances:			
73.10 Total new obligations	1	44	
73.20 Total outlays (gross)	-1	-43	-1
Outlays (gross), detail:			
86.98 Outlays from mandatory balances	1	43	1
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-2		
Net budget authority and outlays:			
89.00 Budget authority		-235	
90.00 Outlays		43	1

The Air Transportation Safety and System Stabilization Act (P.L. 107-42) provided \$5 billion to compensate air carriers for direct losses incurred during the Federal ground stop of civil aviation after the September 11, 2001, terrorist attacks, and for incremental losses incurred between September 11 and December 31, 2001. The Administration is not requesting additional funds for this purpose in 2006.

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, **[\$20,000,000]** \$9,030,000. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-0142-0-1-407	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
Direct program:			
00.01 Transportation policy and planning	25	21	9
00.02 Safe skies	7		
01.00 Total direct program	32	21	9
09.00 Reimbursable program		2	2
10.00 Total new obligations	32	23	11
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	9	5	3
22.00 New budget authority (gross)	22	21	11
22.22 Unobligated balance transferred from other accounts	6		
23.90 Total budgetary resources available for obligation	37	26	14
23.95 Total new obligations	-32	-23	-11
24.40 Unobligated balance carried forward, end of year	5	3	3

General and special funds—Continued

**TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT—
Continued**

Program and Financing (in millions of dollars)—Continued

Identification code 69-0142-0-1-407	2004 actual	2005 est.	2006 est.
New budget authority (gross), detail:			
Discretionary:			
40.00	21	20	9
40.35		-1	
43.00	21	19	9
Spending authority from offsetting collections:			
68.00	3	2	2
68.10	-2		
68.90	1	2	2
70.00	22	21	11
Change in obligated balances:			
72.40	14	35	15
73.10	32	23	11
73.20	-13	-43	-19
74.00	2		
74.40	35	15	7
Outlays (gross), detail:			
86.90	10	10	6
86.93	3	33	13
87.00	13	43	19
Offsets:			
Against gross budget authority and outlays:			
88.00	-3	-2	-2
Against gross budget authority only:			
88.95	2		
Net budget authority and outlays:			
89.00	21	19	9
90.00	11	41	17

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

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

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

Object Classification (in millions of dollars)

Identification code 69-0142-0-1-407	2004 actual	2005 est.	2006 est.
Direct obligations:			
11.1	3	3	3
12.1		1	1
25.2	28	17	5
99.0	31	21	9
99.0	1	2	2
99.9	32	23	11

Personnel Summary

Identification code 69-0142-0-1-407	2004 actual	2005 est.	2006 est.
Direct:			
1001	29	31	31

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND

Program and Financing (in millions of dollars)

Identification code 69-5423-0-2-402	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01	55	52	50
10.00	55	52	50
Budgetary resources available for obligation:			
21.40	7	2	
22.00		50	50
22.22	50		
23.90	57	52	50
23.95	-55	-52	-50
24.40	2		
New budget authority (gross), detail:			
Mandatory:			
62.00		50	50
Change in obligated balances:			
72.40	33	41	19
73.10	55	52	50
73.20	-47	-74	-50
74.40	41	19	19
Outlays (gross), detail:			
86.93	40		
86.97		30	30
86.98	7	44	20
87.00	47	74	50
Net budget authority and outlays:			
89.00		50	50
90.00	47	74	50
Memorandum (non-add) entries:			
91.10		74	

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, the law required the difference to be covered by Federal Aviation Administration funds. The 2006 Budget proposes a \$50 million program to be fully financed from overflight fees. The Budget proposes a general provision to restructure the program.

Object Classification (in millions of dollars)

Identification code 69-5423-0-2-402	2004 actual	2005 est.	2006 est.
11.1	1	1	1
41.0	54	51	49
99.9	55	52	50

Personnel Summary

Identification code 69-5423-0-2-402	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	9	10	10

Intragovernmental funds:

WORKING CAPITAL FUND

【Necessary expenses for operating costs and capital outlays of the Working Capital Fund, not to exceed \$151,054,000, shall be paid from appropriations made available to the Department of Transportation: *Provided*, That such services shall be provided on a competitive basis to entities within the Department of Transportation: *Provided further*, That the above limitation on operating expenses shall not apply to non-DOT entities: *Provided further*, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Working Capital Fund without the approval of the agency modal administrator: *Provided further*, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.】 (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-4520-0-4-407	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
09.01 DOT service center activities	76	130	120
09.02 Non-DOT service center activities	279	338	292
10.00 Total new obligations	355	468	412
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	355	468	412
23.95 Total new obligations	-355	-468	-412
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	440	468	412
68.10 Change in uncollected customer payments from Federal sources (unexpired)	-85		
68.90 Spending authority from offsetting collections (total discretionary)	355	468	412
Change in obligated balances:			
72.40 Obligated balance, start of year	-8	37	
73.10 Total new obligations	355	468	412
73.20 Total outlays (gross)	-395	-505	-412
74.00 Change in uncollected customer payments from Federal sources (unexpired)	85		
74.40 Obligated balance, end of year	37		
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	355	468	412
86.93 Outlays from discretionary balances	40	37	
87.00 Total outlays (gross)	395	505	412
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-440	-468	-412
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	85		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-45	37	

The Working Capital Fund finances common administrative services that are centrally performed in the interest of economy and efficiency in the Department. The fund is financed

through agreements with the Department of Transportation operating administrations and other customers.

Object Classification (in millions of dollars)

Identification code 69-4520-0-4-407	2004 actual	2005 est.	2006 est.
Personnel compensation:			
11.1 Full-time permanent	17	18	19
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	18	19	20
12.1 Civilian personnel benefits	4	4	4
13.0 Benefits for former personnel	16	1	1
21.0 Travel and transportation of persons	1	2	2
22.0 Transportation of things			1
23.1 Rental payments to GSA	4	5	5
23.3 Communications, utilities, and miscellaneous charges	11	14	16
25.2 Other services	3	4	6
25.3 Other purchases of goods and services from Government accounts	189	112	61
25.4 Operation and maintenance of facilities	1	14	14
25.7 Operation and maintenance of equipment	27	73	51
26.0 Supplies and materials	79	218	229
31.0 Equipment	2	2	2
99.9 Total new obligations	355	468	412

Personnel Summary

Identification code 69-4520-0-4-407	2004 actual	2005 est.	2006 est.
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	226	239	239

Credit accounts:

MINORITY BUSINESS RESOURCE CENTER PROGRAM

For the cost of guaranteed loans, \$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 total loan principal, any part of which is to be guaranteed, not to exceed \$18,367,000. In addition, for administrative expenses to carry out the guaranteed loan program, \$400,000. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-0155-0-1-407	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.02 Guarantee Loan Subsidy & Administrative Expenses	1	1	1
10.00 Total new obligations (object class 99.5)	1	1	1
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	1	1	1
23.95 Total new obligations	-1	-1	-1
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	1	1	1
Change in obligated balances:			
72.40 Obligated balance, start of year		1	
73.10 Total new obligations	1	1	1
73.20 Total outlays (gross)		-2	-1
74.40 Obligated balance, end of year	1		
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		1	1
86.93 Outlays from discretionary balances		1	
87.00 Total outlays (gross)		2	1
Net budget authority and outlays:			
89.00 Budget authority	1	1	1

Credit accounts—Continued

MINORITY BUSINESS RESOURCE CENTER PROGRAM—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0155-0-1-407	2004 actual	2005 est.	2006 est.
90.00 Outlays		2	1

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

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with guaranteed loans obligated in 2001 and beyond, as well as administrative expenses of this program.

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

Identification code 69-0155-0-1-407	2004 actual	2005 est.	2006 est.
Guaranteed loan levels supportable by subsidy budget authority:			
215001 MBRC—Loan guarantee levels	8	18	18
215901 Total loan guarantee levels	8	18	18
Guaranteed loan subsidy (in percent):			
232001 MBRC—Loan guarantee levels	2.53	2.08	1.85
232901 Weighted average subsidy rate	2.53	2.08	1.85
Guaranteed loan subsidy budget authority:			
233001 MBRC—Loan guarantee levels			1
233901 Total subsidy budget authority			1
Guaranteed loan subsidy outlays:			
234001 MBRC—Loan guarantee levels		1	1
234901 Total subsidy outlays		1	1
Administrative expense data:			
358001 Outlays from balances		1	

Personnel Summary

Identification code 69-0155-0-1-407	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment		1	1

**MINORITY BUSINESS RESOURCE CENTER
GUARANTEED LOAN FINANCING ACCOUNT**

Program and Financing (in millions of dollars)

Identification code 69-4082-0-3-407	2004 actual	2005 est.	2006 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	1	1
22.00 New financing authority (gross)			1
23.90 Total budgetary resources available for obligation	1	1	2
24.40 Unobligated balance carried forward, end of year	1	1	2
New financing authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)		1	1
68.10 Change in uncollected customer payments from Federal sources (unexpired)		-1	
68.90 Spending authority from offsetting collections (total discretionary)			1
Change in obligated balances:			
72.40 Obligated balance, start of year			1

74.00 Change in uncollected customer payments from Federal sources (unexpired)		1	
74.40 Obligated balance, end of year		1	1

Offsets:

Against gross financing authority and financing disbursements:			
88.00 Offsetting collections (cash) from: Federal sources		-1	-1
Against gross financing authority only:			
88.95 Change in receivables from program accounts		1	

Net financing authority and financing disbursements:

89.00 Financing authority			
90.00 Financing disbursements		-1	-1

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4082-0-3-407	2004 actual	2005 est.	2006 est.
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders	18	18	18
2142 Uncommitted loan guarantee limitation	-10		
2150 Total guaranteed loan commitments	8	18	18
2199 Guaranteed amount of guaranteed loan commitments	6	14	14
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	10	10	20
2231 Disbursements of new guaranteed loans	8	18	18
2251 Repayments and prepayments	-8	-8	-15
2290 Outstanding, end of year	10	20	23
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	7	16	18

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all the cash flows to and from the Government resulting from guaranteed loan commitments in 2001 and beyond. The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4082-0-3-407	2003 actual	2004 actual
ASSETS:		
1101 Federal assets: Fund balances with Treasury	1	1
1999 Total assets	1	1
LIABILITIES:		
2204 Non-Federal liabilities: Liabilities for loan guarantees	1	1
2999 Total liabilities	1	1
4999 Total liabilities and net position	1	1

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

[In addition to funds made available from any other source to carry out the essential air service program under 49 U.S.C. 41731 through 41742, \$52,000,000, to be derived from the Airport and Airway Trust Fund, to remain available until expended.] (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-8304-0-7-402	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct Program Activity	52	52	
10.00 Total new obligations (object class 41.0)	52	52	

Budgetary resources available for obligation:			
22.00	New budget authority (gross)	52	52
23.95	Total new obligations	-52	-52
New budget authority (gross), detail:			
Discretionary:			
40.26	Appropriation (trust fund)	52	52
40.26	Appropriation (trust fund)		
40.26	Appropriation (trust fund)		
43.00	Appropriation (total discretionary)	52	52
Change in obligated balances:			
72.40	Obligated balance, start of year	13	16
73.10	Total new obligations	52	52
73.20	Total outlays (gross)	-49	-47
74.40	Obligated balance, end of year	16	21
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	49	31
86.93	Outlays from discretionary balances		16
87.00	Total outlays (gross)	49	47
Net budget authority and outlays:			
89.00	Budget authority	52	52
90.00	Outlays	49	47

Through 1997, this program was funded from the Airport and Airway Trust Fund. Starting in 1998, the FAA reauthorization funded it as a mandatory program supported by overflight fees under the Essential Air Service and Rural Airport Improvement Fund. In 2005, in addition to mandatory funding supported by overflight fees, direct appropriations from the Airport and Airway Trust Fund to the Payments to Air Carriers program were enacted to meet the needs of the essential air service program.

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]

	¹ 2004 actual	⁴ 2005 est.	2006 est.
Budget authority:			
Operations	7,479	7,707	8,051
General fund (memorandum entry)	(3,010)	(2,828)	(1,551)
Flight Service Station transition costs	—	—	150
Grants-in-aid for Airports (trust fund)	² 3,647	⁵ 3,701	2,531
Other Budget Authority	³ 2	—	—
Facilities and equipment (trust fund)	2,863	5,252	2,448
Research, engineering, and development (trust fund)	118	130	130
Total net	14,109	14,063	13,310
Obligations:			
Operations	7,463	7,707	8,051
General fund (memorandum entry)	(2,994)	(2,828)	(1,701)
Flight Service Station transition costs	—	—	150
Grants-in-aid for Airports (trust fund)	3,499	3,498	3,001
Other Budget Authority	2	—	—
Facilities and equipment (trust fund)	2,589	2,547	2,458
Research, engineering, and development (trust fund)	116	149	130
Aviation insurance revolving fund	1	2	2
Aviation User Fees	27	—	—
Total net	13,697	13,903	13,792
Outlays:			
Operations	7,186	7,700	8,010
General fund (memorandum entry)	(2,697)	(2,814)	(1,510)
Flight Service Station transition costs	—	—	132
Grants-in-aid for Airports (trust fund)	2,961	3,041	3,263
Other Budget Authority	—	1	1
Facilities and equipment (trust fund)	2,740	2,866	2,553
Research, engineering, and development (trust fund)	141	172	172
Aviation insurance revolving fund	(182)	(222)	—
Administrative services franchise fund	(38)	—	—
Aviation User Fees	27	—	—

Total net	12,835	13,558	14,131
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¹ FY 2004 includes across-the-board recession of 0.59 percent per P.L. 108-199.
² Grants-in-Aid for Airports includes \$267M BA for popup contract activity per 49 USC 48112 created by underfunding F&E (Vision 100).
³ Direct Appropriation per P.L. 108-199, Div. H., Sec. 167, for Fort Worth Alliance Airport.
⁴ FY 2005 includes across-the-board recession of 0.80 percent per P.L. 108-447.
⁵ In FY 2005, Grants-in-Aid for Airports includes \$25M and Facilities & Equipment includes \$5.1M Hurricane Supplemental funding per P.L. 108-324.

Federal Funds

General and special funds:

OPERATIONS

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 108-176, [\$7,775,000,000] \$8,051,000,000, of which [\$4,918,073,000] \$6,500,000,000 shall be derived from the Airport and Airway Trust Fund, [of which not to exceed \$6,234,417,600 shall be available for air traffic services activities; not to exceed \$916,894,000 shall be available for aviation regulation and certification activities; not to exceed \$224,039,000 shall be available for research and acquisition activities; not to exceed \$11,674,000 shall be available for commercial space transportation activities; not to exceed \$52,124,000 shall be available for financial services activities; not to exceed \$69,821,600 shall be available for human resources program activities; not to exceed \$149,569,800 shall be available for region and center operations and regional coordination activities; not to exceed \$139,302,000 shall be available for staff offices; and not to exceed \$36,254,000 shall be available for information services]: *Provided*, That none of the funds in this Act shall be available for the Federal Aviation Administration to finalize or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of the enactment of this Act: *Provided further*, That there may be credited to this appropriation funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms: [*Provided further*, That of the funds appropriated under this heading, not less than \$7,000,000 shall be for the contract tower cost-sharing program:] *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 for aeronautical charting and cartography are available for activities conducted by, or coordinated through, the Working Capital Fund: [*Provided further*, That of the funds provided under this heading, \$4,000,000 is available only for recruitment, personnel compensation and benefits, and related costs to raise the level of operational air traffic control supervisors to the level of 1,846:] *Provided further*, That none of the funds in this Act may be obligated or expended for an employee of the Federal Aviation Administration to purchase a store gift card or gift certificate through use of a Government-issued credit card. In addition, \$150,000,000 for transition costs associated with OMB Circular A-76 Flight Service Station competition. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

General and special funds—Continued

OPERATIONS—Continued

Program and Financing (in millions of dollars)

Identification code 69-1301-0-1-402	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
Direct program:			
00.01 Air Traffic Organization (ATO)			6,647
00.02 Air Traffic Services (ATS)	5,995	6,135	
00.03 Research and Acquisitions	212	220	
00.04 Regulation and Certification	871	903	942
00.05 Commercial Space Transportation	11	12	12
00.06 Staff Offices	374	437	450
00.07 Flight Service Station			150
01.00 Direct Program Activities Subtotal	7,463	7,707	8,201
09.01 Reimbursable program	86	100	116
10.00 Total new obligations	7,549	7,807	8,317
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	22	12	12
22.00 New budget authority (gross)	7,581	7,807	8,317
23.90 Total budgetary resources available for obligation	7,603	7,819	8,329
23.95 Total new obligations	-7,549	-7,807	-8,317
23.98 Unobligated balance expiring or withdrawn	-42		
24.40 Unobligated balance carried forward, end of year	12	12	12
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	3,031	2,857	1,701
40.35 Appropriation permanently reduced 0.59%	-21	-23	
40.35 Appropriation permanently reduced—WCF rescission		-6	
43.00 Appropriation (total discretionary)	3,010	2,828	1,701
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	4,491	4,979	6,616
68.10 Change in uncollected customer payments from Federal sources (unexpired)	80		
68.90 Spending authority from offsetting collections (total discretionary)	4,571	4,979	6,616
70.00 Total new budget authority (gross)	7,581	7,807	8,317
Change in obligated balances:			
72.40 Obligated balance, start of year	667	905	919
73.10 Total new obligations	7,549	7,807	8,317
73.20 Total outlays (gross)	-7,223	-7,793	-8,258
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-80		
74.10 Change in uncollected customer payments from Federal sources (expired)	-8		
74.40 Obligated balance, end of year	905	919	978
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	6,590	6,869	7,320
86.93 Outlays from discretionary balances	633	924	938
87.00 Total outlays (gross)	7,223	7,793	8,258
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-4,518	-4,979	-6,616
88.45 Offsetting governmental collections (from non-Federal sources)	-7		
88.90 Total, offsetting collections (cash)	-4,525	-4,979	-6,616
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-80		
88.96 Portion of offsetting collections (cash) credited to expired accounts	34		
Net budget authority and outlays:			
89.00 Budget authority	3,010	2,828	1,701
90.00 Outlays	2,697	2,814	1,642

For 2006, the Budget requests \$8,051 million. These funds will be used to continue to promote aviation safety and efficiency. In particular, the Budget supports the Air Traffic Organization (ATO) under the leadership of the Chief Operating Officer. The ATO is responsible for all activities formerly carried out by Air Traffic Services and Research and Acquisitions, including complete management of the air traffic control system. As a performance-based organization, the ATO is designed to provide cost-effective, efficient, and, above all, safe air traffic services. In particular, the Budget increases the number of air traffic controllers to address the impending retirement wave. The budget also increases the number of safety inspectors to improve repair station oversight. In addition, \$150 million is provided for transition costs for the FAA's Flight Service Station A-76 competition.

Performance Metrics

Identification code 69-1301-0-1-402	2004 actual	2005 est.	2006 est.
Regulation & Certification:			
224601 Reduce the number of Fatal Air Carrier Accidents per 100,000 departures by 80%, from a three-year average baseline (1994-1996) to 0.010. ....	.022	.023	.018
224602 By FY 2008, reduce the number of general aviation and nonscheduled Part 135 fatal accidents to no more than 325	267	343	337
224603 Reduce the number of accidents in Alaska from 130, which represent the average number of fatal accidents for the baseline period of 2000-2002, to 104 by FY 2008.	63	120	115

Object Classification (in millions of dollars)

Identification code 69-1301-0-1-402	2004 actual	2005 est.	2006 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	4,027	4,121	4,313
11.3 Other than full-time permanent	39	40	41
11.5 Other personnel compensation	354	353	364
11.8 Special personal services payments	-2	1	1
11.9 Total personnel compensation	4,418	4,515	4,719
12.1 Civilian personnel benefits	1,217	1,258	1,317
13.0 Benefits for former personnel	1	1	56
21.0 Travel and transportation of persons	97	92	101
22.0 Transportation of things	18	17	17
23.1 Rental payments to GSA	100	115	115
23.2 Rental payments to others	38	43	45
23.3 Communications, utilities, and miscellaneous charges	331	332	354
24.0 Printing and reproduction	7	8	8
25.1 Advisory and assistance services	118	72	78
25.2 Other services	947	1,094	1,224
26.0 Supplies and materials	131	130	136
31.0 Equipment	30	24	25
32.0 Land and structures	4	4	4
41.0 Grants, subsidies, and contributions	3		
42.0 Insurance claims and indemnities	1	1	1
43.0 Interest and dividends	2	1	1
99.0 Direct obligations	7,463	7,707	8,201
99.0 Reimbursable obligations	86	100	116
99.9 Total new obligations	7,549	7,807	8,317

Personnel Summary

Identification code 69-1301-0-1-402	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	42,991	42,543	42,770
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	132	120	120

GRANTS-IN-AID FOR AIRPORTS

Program and Financing (in millions of dollars)

Identification code 69-1305-0-1-402	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct Program Activity	2		
10.00 Total new obligations (object class 41.0)	2		
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	2		
23.95 Total new obligations	-2		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	2		
Change in obligated balances:			
72.40 Obligated balance, start of year		2	1
73.10 Total new obligations	2		
73.20 Total outlays (gross)		-1	-1
74.40 Obligated balance, end of year	2	1	
Outlays (gross), detail:			
86.93 Outlays from discretionary balances		1	1
Net budget authority and outlays:			
89.00 Budget authority	2		
90.00 Outlays	1		1

AVIATION USER FEES

Unavailable Receipts (in millions of dollars)

Identification code 69-5422-0-2-402	2004 actual	2005 est.	2006 est.
01.99 Balance, start of year	20	20	33
Receipts:			
02.00 Aviation user fees, overflight fees		63	48
04.00 Total: Balances and collections	20	83	81
Appropriations:			
05.00 Aviation user fees		-50	-50
07.99 Balance, end of year	20	33	31

Program and Financing (in millions of dollars)

Identification code 69-5422-0-2-402	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct Program Activity	27		
10.00 Total new obligations (object class 44.0)	27		
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	77		
22.21 Unobligated balance transferred to other accounts	-50		
23.90 Total budgetary resources available for obligation	27		
23.95 Total new obligations	-27		
24.40 Unobligated balance carried forward, end of year			
New budget authority (gross), detail:			
Mandatory:			
60.20 Appropriation (special fund)		50	50
61.00 Transferred to other accounts		-50	-50
62.50 Appropriation (total mandatory)			
Change in obligated balances:			
72.40 Obligated balance, start of year			
73.10 Total new obligations	27		
73.20 Total outlays (gross)		-27	
74.40 Obligated balance, end of year			

Outlays (gross), detail:			
86.93 Outlays from discretionary balances		27	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays		27	

The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264) authorized the collection of user fees for air traffic control and related services provided by the FAA to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Budget estimates that \$48 million in overflight fees will be collected in 2006.

Public enterprise funds:

AVIATION INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4120-0-3-402	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
09.01 Program administration	1	2	2
10.00 Total new obligations (object class 25.2)	1	2	2
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	218	399	508
22.00 New budget authority (gross)	182	111	
23.90 Total budgetary resources available for obligation	400	510	508
23.95 Total new obligations	-1	-2	-2
24.40 Unobligated balance carried forward, end of year	399	508	506
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	182	111	
Change in obligated balances:			
72.40 Obligated balance, start of year	5	5	118
73.10 Total new obligations	1	2	2
73.20 Total outlays (gross)	-1	111	
74.40 Obligated balance, end of year	5	118	120
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	1	-111	
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.20 Interest on Federal securities	-2	-2	
88.40 Non-Federal sources	-180	-109	
88.90 Total, offsetting collections (cash)	-182	-111	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-182	-222	
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities:			
Par value	197	351	258
92.02 Total investments, end of year: Federal securities:			
Par value	351	258	258

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

The Homeland Security Act of 2002 (P.L. 107-296) required the Secretary to provide additional war risk insurance cov-

Public enterprise funds—Continued

AVIATION INSURANCE REVOLVING FUND—Continued

erage (Hull, Passenger and Crew Liability) to air carriers insured for Third-Party War Risk Liability as of June 19, 2002, as authorized under existing law. Under P.L. 108-11, the Wartime Supplemental, and subsequently P.L. 108-447, Consolidated Appropriations Act, 2005, the Secretary of Transportation was directed to extend coverage for premium War Risk Insurance through August 31, 2005, to all airlines covered as of November 25, 2002. The legislation includes an option for a further extension until December 31, 2005. The Secretary is authorized to limit an air carrier's, and aircraft and aircraft engine manufacturers' third-party liability to \$100 million, when the Secretary certifies that the loss is from an act of terrorism. The FAA insurance policies cover: (i) hull losses at fair market value; (ii) death, injury, or property loss to passengers or crew, the limit being the same as that of the air carrier's coverage before September 11, 2001; and (iii) third party liability, the limit generally being twice that of such coverage.

Personnel Summary

Identification code 69-4120-0-3-402	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	4	3	3

Intragovernmental accounts:

ADMINISTRATIVE SERVICES FRANCHISE FUND

Program and Financing (in millions of dollars)

Identification code 69-4562-0-4-402	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
09.01 Franchise Services	368	419	423
09.99 Total reimbursable program	368	419	423
10.00 Total new obligations	368	419	423
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	79	73	100
22.00 New budget authority (gross)	362	446	337
23.90 Total budgetary resources available for obligation	441	519	437
23.95 Total new obligations	-368	-419	-423
24.40 Unobligated balance carried forward, end of year	73	100	14
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	360	446	337
68.10 Change in uncollected customer payments from Federal sources (unexpired)	2		
68.90 Spending authority from offsetting collections (total discretionary)	362	446	337
Change in obligated balances:			
72.40 Obligated balance, start of year	92	136	109
73.10 Total new obligations	368	419	423
73.20 Total outlays (gross)	-322	-446	-337
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-2		
74.40 Obligated balance, end of year	136	109	195
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	322	446	337
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-360	-446	-337

88.95	Against gross budget authority only: Change in uncollected customer payments from Federal sources (unexpired)	-2	
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	-38	

In 1997, the Federal Aviation Administration established a franchise fund to finance operations where the costs for goods and services provided are charged to the users on a reimbursable basis. The fund improves organizational efficiency and provides better support to FAA's internal and external customers. The activities included in this franchise fund are: training, accounting, payroll, travel, duplicating services, multi-media services, information technology, material management (logistics), and aircraft maintenance.

Object Classification (in millions of dollars)

Identification code 69-4562-0-4-402	2004 actual	2005 est.	2006 est.
11.1 Personnel compensation: Full-time permanent	80	85	88
12.1 Civilian personnel benefits	20	23	24
21.0 Travel and transportation of persons	3	5	5
22.0 Transportation of things	4	4	4
23.3 Communications, utilities, and miscellaneous charges	2	2	2
24.0 Printing and reproduction	2	2	2
25.2 Other services	188	228	226
26.0 Supplies and materials	59	60	61
31.0 Equipment	10	10	11
99.0 Reimbursable obligations	368	419	423
99.9 Total new obligations	368	419	423

Personnel Summary

Identification code 69-4562-0-4-402	2004 actual	2005 est.	2006 est.
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	1,212	1,174	1,174

Trust Funds

AIRPORT AND AIRWAY TRUST FUND

Program and Financing (in millions of dollars)

Identification code 20-8103-0-7-402	2004 actual	2005 est.	2006 est.
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities: Par value	10,518	9,892	9,857
92.02 Total investments, end of year: Federal securities: Par value	9,892	9,857	9,228

Section 9502 of Title 26, U.S. Code, provides for amounts equivalent to the funds received in the Treasury for the passenger ticket tax and certain other taxes paid by airport and airway users to be transferred to the Airport and Airway Trust Fund. In turn, appropriations are authorized from this fund to meet obligations for airport improvement grants, FAA facilities and equipment, research, operations, payment to air carriers, and for the Bureau of Transportation Statistics Office of Airline Information.

The status of the fund is as follows:

Status of Funds (in millions of dollars)

Identification code 20-8103-0-7-402	2004 actual	2005 est.	2006 est.
Balance, start of year:			
0100 Uninvested balance	12,397	11,669	11,596
0199 Total balance, start of year	12,397	11,669	11,596
Cash income during the year:			
Current law:			
Receipts:			
1200 Passenger ticket tax	9,174	10,517	11,319

1240	Offsetting receipts (intragovernmental):			
	Interest, Airport and airway trust fund	477	423	450
	Offsetting collections:			
1280	Trust fund share of FAA operations	1		
1281	Grants-in-aid for airports	1	1	1
1282	Facilities and Equipment	34	110	110
1283	Offsetting collections		25	25
1284	Offsetting collections		16	16
1299	Income under present law	9,687	11,092	11,921
3299	Total cash income	9,687	11,092	11,921
	Cash outgo during year:			
	Current law:			
4500	Payments to air carriers	-49	-47	-21
4501	Trust fund share of FAA Operations	-4,489	-4,886	-6,500
4502	Grants-in-Aid for Airports	-2,961	-3,042	-3,264
4503	Facilities and Equipment	-2,774	-3,002	-2,687
4504	Research, engineering and development	-142	-188	-188
4599	Outgo under current law (-)	-10,415	-11,165	-12,660
6599	Total cash outgo (-)	-10,415	-11,165	-12,660
	Unexpended balance, end of year:			
8799	Total balance, end of year	11,669	11,596	10,857
	Commitments against unexpended balance, end of year:			
9801	Obligated balance (-)	-7,961	-8,073	-7,652
9802	Unobligated balance (-)	-1,261	-1,402	-2,010
	Total commitments	-9,222	-9,493	-9,662
	Uncommitted balance, end of year	2,447	2,103	1,195

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

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations; for procurement, installation, and commissioning of runway incursion prevention devices and systems at airports of such title; for grants authorized under section 41743 [of title 49, United States Code]; and for inspection activities and administration of airport safety programs, including those related to airport operating certificates under section 44706 [of title 49, United States Code, \$2,800,000,000]; \$3,300,000,000 to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That none of the funds under this heading shall be available for the planning or execution of programs the obligations for which are in excess of [\$3,500,000,000] \$3,000,000,000 in fiscal year [2005] 2006, notwithstanding section 47117(g) [of title 49, United States Code]: *Provided further*, That the Secretary shall, for the purposes of apportioning funds under section 47114 of title 49, United States Code, treat the limitation on obligations as though it were \$3,200,000,000: *Provided further*, That the amount credited to the discretionary fund established in section 47115(a), shall be at least \$520,000,000: *Provided further*, That to provide for said amount, the amounts determined under sections 47114(c)(1), 47114(c)(2), 47114(d), and 47117(e) shall be reduced pro rata: *Provided further*, That none of the funds under this heading shall be available for the replacement of baggage conveyor systems, reconfiguration of terminal baggage areas, or other airport improvements that are necessary to install bulk explosive detection systems: *Provided further*, That notwithstanding any other provision of law, not more than [\$68,802,000] \$81,346,584 of funds limited under this heading shall be obligated for administration and [not less than \$20,000,000 shall be for the Small Community Air Service Development Program] \$17,500,000 for airport technology research. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

GRANTS-IN-AID FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION OF CONTRACT AUTHORIZATION)

Of the [amount] amounts authorized for the fiscal year ending September 30, [2004,] 2006 and prior years under sections 48103 and 48112 of title 49, United States Code, [\$265,000,000] \$1,674,000,000 are rescinded. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-8106-0-7-402	2004 actual	2005 est.	2006 est.	
Obligations by program activity:				
00.01	Grants-in-aid for airports	3,413	3,384	2,901
00.02	Personnel and related expenses	65	68	81
00.03	Airport technology research			18
00.04	Emergency assistance to airports		25	
00.05	Small community air service	20	20	
00.06	Discretionary terrorist response	1		
01.00	Total direct program	3,499	3,497	3,000
09.01	Reimbursable program		1	1
09.99	Total reimbursable program		1	1
10.00	Total new obligations	3,499	3,498	3,001
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	9	285	485
22.00	New budget authority (gross)	3,648	3,698	2,532
22.10	Resources available from recoveries of prior year obligations	127		
23.90	Total budgetary resources available for obligation	3,784	3,983	3,017
23.95	Total new obligations	-3,499	-3,498	-3,001
24.40	Unobligated balance carried forward, end of year	285	485	16
New budget authority (gross), detail:				
Discretionary:				
40.26	Appropriation (trust fund)	3,400	2,825	3,300
40.49	Portion applied to liquidate contract authority	-3,400	-2,800	-3,300
43.00	Appropriation (total discretionary)		25	
49.00	Contract authority			605
49.35	Contract authority permanently reduced			-1,205
49.36	Unobligated balance permanently reduced			-469
49.90	Contract authority (total discretionary)			-1,069
Mandatory:				
66.10	Contract authority (Vision 100)	3,400	3,500	3,600
66.10	Contract authority (49 USC 48112)	267	469	
66.35	Contract authority permanently reduced	-20	-297	
66.90	Contract authority (total mandatory)	3,647	3,672	3,600
Discretionary:				
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	1	1	1
70.00	Total new budget authority (gross)	3,648	3,698	2,532
Change in obligated balances:				
72.40	Obligated balance, start of year	5,681	6,092	6,548
73.10	Total new obligations	3,499	3,498	3,001
73.20	Total outlays (gross)	-2,961	-3,042	-3,264
73.45	Recoveries of prior year obligations	-127		
74.40	Obligated balance, end of year	6,092	6,548	6,285
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	686	709	609
86.93	Outlays from discretionary balances	2,275	2,333	2,655
87.00	Total outlays (gross)	2,961	3,042	3,264
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	3,647	3,697	2,531
90.00	Outlays	2,961	3,041	3,263

GRANTS-IN-AID FOR AIRPORTS—Continued

(RESCISSION OF CONTRACT AUTHORIZATION)—Continued

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 of title 49 provides for grants for aircraft noise compatibility planning and programs.

Object Classification (in millions of dollars)

Identification code 69-8106-0-7-402	2004 actual	2005 est.	2006 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	42	44	47
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	44	46	49
12.1 Civilian personnel benefits	10	10	11
21.0 Travel and transportation of persons	2	2	2
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.2 Other services	7	9	36
31.0 Equipment	1		
41.0 Grants, subsidies, and contributions	3,434	3,429	2,901
99.0 Direct obligations	3,499	3,497	3,000
99.0 Reimbursable obligations		1	1
99.9 Total new obligations	3,499	3,498	3,001

Personnel Summary

Identification code 69-8106-0-7-402	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	491	533	552
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	3	3	3

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, technical support services, improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment, as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this heading; to be derived from the Airport and Airway Trust Fund, **[\$2,540,000,000]** *\$2,448,000,000*, of which **[\$2,119,000,000]** *\$2,013,000,000* shall remain available until September 30, **[2007]** *2008*, and of which **[\$421,000,000]** *\$435,000,000* shall remain available until September 30, **[2005]** *2006*: *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 **[2006]** *2007* 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 **[2006]** *2007* through **[2010]** *2011*, 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. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

[For an additional amount for "Facilities and Equipment", for expenses resulting from the recent natural disasters in the southeastern

United States, \$5,100,000, to be derived from the airport and airway trust fund and to remain available until expended: *Provided*, That such amount is designated as an emergency requirement pursuant to section 402 of S. Con. Res. 95 (108th Congress), as made applicable to the House of Representatives by H. Res. 649 (108th Congress) and applicable to the Senate by section 14007 of Public Law 108-287. **]** (*Emergency Supplemental Appropriations for Hurricane Disasters Assistance Act, 2005.*)

Unavailable Receipts (in millions of dollars)

Identification code 69-8107-0-7-402	2004 actual	2005 est.	2006 est.
06.10 Unobligated balance returned to receipts	- 12		

Program and Financing (in millions of dollars)

Identification code 69-8107-0-7-402	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
Direct program:			
00.01 Engineering, development, test and evaluation		199	198
00.02 Procurement and modernization of air traffic control (ATC) facilities and equipment		1,121	1,243
00.03 Procurement and modernization of non-ATC facilities and equipment		76	113
00.04 Mission support		201	221
00.05 Personnel and related expenses	411	418	435
00.06 Improve aviation safety	359	44	39
00.07 Improve efficiency of the air traffic control system	923	170	58
00.08 Increase capacity of the NAS	116	215	67
00.09 Improve reliability of the NAS	366	48	38
00.10 Improve the efficiency of mission support	414	55	46
01.00 Subtotal, direct program	2,589	2,547	2,458
09.01 Reimbursable program	58	135	135
10.00 Total new obligations	2,647	2,682	2,593

Budgetary resources available for obligation:

21.40 Unobligated balance carried forward, start of year	603	957	935
22.00 New budget authority (gross)	2,995	2,660	2,583
22.10 Resources available from recoveries of prior year obligations	17		
23.90 Total budgetary resources available for obligation	3,615	3,617	3,518
23.95 Total new obligations	- 2,647	- 2,682	- 2,593
23.98 Unobligated balance expiring or withdrawn	- 12		
24.40 Unobligated balance carried forward, end of year	957	935	925
24.41 Unobligated balance returned to receipts	- 12		

New budget authority (gross), detail:

Discretionary:			
40.26 Appropriation (trust fund)	2,910	2,545	2,448
40.37 Appropriation temporarily reduced	- 39	- 20	
40.38 Unobligated balance temporarily reduced	- 8		
43.00 Appropriation (total discretionary)	2,863	2,525	2,448
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	31	135	135
68.10 Change in uncollected customer payments from Federal sources (unexpired)	101		
68.90 Spending authority from offsetting collections (total discretionary)	132	135	135
70.00 Total new budget authority (gross)	2,995	2,660	2,583

Change in obligated balances:

72.40 Obligated balance, start of year	1,953	1,672	1,352
73.10 Total new obligations	2,647	2,682	2,593
73.20 Total outlays (gross)	- 2,774	- 3,002	- 2,687
73.40 Adjustments in expired accounts (net)	- 2		
73.45 Recoveries of prior year obligations	- 17		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	- 101		
74.10 Change in uncollected customer payments from Federal sources (expired)	- 34		
74.40 Obligated balance, end of year	1,672	1,352	1,258

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	1,095	1,224	1,188
86.93 Outlays from discretionary balances	1,679	1,778	1,499

87.00	Total outlays (gross)	2,774	3,002	2,687
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00	Federal sources	- 34	- 110	- 110
88.40	Non-Federal sources		- 25	- 25
88.90	Total, offsetting collections (cash)	- 34	- 135	- 135
Against gross budget authority only:				
88.95	Change in uncollected customer payments from Federal sources (unexpired)	- 101		
88.96	Portion of offsetting collections (cash) credited to expired accounts	3		
Net budget authority and outlays:				
89.00	Budget authority	2,863	2,525	2,448
90.00	Outlays	2,740	2,867	2,552

Funding in this account provides for the national airspace system equipment, facility, and related applied research activities.

Object Classification (in millions of dollars)

Identification code 69-8107-0-7-402		2004 actual	2005 est.	2006 est.
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	292	295	304
11.3	Other than full-time permanent	1	1	1
11.5	Other personnel compensation		5	6
11.9	Total personnel compensation	293	301	311
12.1	Civilian personnel benefits	67	66	68
21.0	Travel and transportation of persons	38	41	39
22.0	Transportation of things	2	3	3
23.2	Rental payments to others	52	41	40
23.3	Communications, utilities, and miscellaneous charges	10	12	12
24.0	Printing and reproduction	1	1	1
25.2	Other services	1,250	1,210	1,114
26.0	Supplies and materials	27	30	28
31.0	Equipment	588	680	680
32.0	Land and structures	249	154	154
41.0	Grants, subsidies, and contributions	12	8	8
99.0	Direct obligations	2,589	2,547	2,458
99.0	Reimbursable obligations	58	135	135
99.9	Total new obligations	2,647	2,682	2,593

Personnel Summary

Identification code 69-8107-0-7-402		2004 actual	2005 est.	2006 est.
Direct:				
1001	Total compensable workyears: Civilian full-time equiv- alent employment	2,977	2,930	2,884
Reimbursable:				
2001	Total compensable workyears: Civilian full-time equiv- alent employment	53	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, **[\$130,927,000]** \$130,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, **[2007]** 2008: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for research, engineering, and development. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Unavailable Receipts (in millions of dollars)

Identification code 69-8108-0-7-402		2004 actual	2005 est.	2006 est.
06.10	Unobligated balance returned to receipts	- 1		

Program and Financing (in millions of dollars)

Identification code 69-8108-0-7-402		2004 actual	2005 est.	2006 est.
Obligations by program activity:				
00.11	Improve aviation safety	99	120	90
00.12	Improve efficiency of the air traffic control system	1	11	18
00.13	Reduce environmental impact of aviation	8	12	17
00.14	Improve the efficiency of mission support	8	6	5
01.00	Subtotal, direct program	116	149	130
09.01	Reimbursable program	1	16	16
10.00	Total new obligations	118	165	146

Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	17	19	
22.00	New budget authority (gross)	119	146	146
22.10	Resources available from recoveries of prior year obli- gations	1		
23.90	Total budgetary resources available for obligation	137	165	146
23.95	Total new obligations	- 118	- 165	- 146
23.98	Unobligated balance expiring or withdrawn	- 1		
24.40	Unobligated balance carried forward, end of year	19		
24.41	Unobligated balance returned to receipts	- 1		

New budget authority (gross), detail:				
Discretionary:				
40.26	Appropriation (trust fund)	119	131	130
40.37	Appropriation temporarily reduced	- 1	- 1	
43.00	Appropriation (total discretionary)	118	130	130
Spending authority from offsetting collections:				
68.00	Offsetting collections (cash)		16	16
68.10	Change in uncollected customer payments from Federal sources (unexpired)	1		
68.90	Spending authority from offsetting collections (total discretionary)	1	16	16
70.00	Total new budget authority (gross)	119	146	146

Change in obligated balances:				
72.40	Obligated balance, start of year	197	174	151
73.10	Total new obligations	118	165	146
73.20	Total outlays (gross)	- 142	- 188	- 188
73.40	Adjustments in expired accounts (net)	- 1		
73.45	Recoveries of prior year obligations	- 1		
74.00	Change in uncollected customer payments from Fed- eral sources (unexpired)	- 1		
74.10	Change in uncollected customer payments from Fed- eral sources (expired)	3		
74.40	Obligated balance, end of year	174	151	109

Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	46	94	94
86.93	Outlays from discretionary balances	96	94	94
87.00	Total outlays (gross)	142	188	188

Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources		- 16	- 16
Against gross budget authority only:				
88.95	Change in uncollected customer payments from Federal sources (unexpired)	- 1		

Net budget authority and outlays:				
89.00	Budget authority	118	130	130
90.00	Outlays	141	172	172

This account provides funding to conduct research, engineering, and development to improve the national airspace system's capacity and safety, as well as the ability to meet environmental needs. For 2006, the proposed funding is allocated to the following performance goal areas of the FAA: increase safety and create greater capacity. The request includes funding for a Joint Planning and Development Office.

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

Object Classification (in millions of dollars)				
Identification code 69-8108-0-7-402	2004 actual	2005 est.	2006 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	23	26	29
11.3	Other than full-time permanent	1	1	1
11.9	Total personnel compensation	24	27	30
12.1	Civilian personnel benefits	5	5	5
21.0	Travel and transportation of persons	2	3	2
25.5	Research and development contracts	68	86	70
26.0	Supplies and materials	2	3	2
31.0	Equipment	2	2	2
41.0	Grants, subsidies, and contributions	14	23	19
99.0	Direct obligations	117	149	130
99.0	Reimbursable obligations	1	16	16
99.9	Total new obligations	118	165	146

Personnel Summary

Identification code 69-8108-0-7-402	2004 actual	2005 est.	2006 est.	
Direct:				
1001	Total compensable workyears: Civilian full-time equivalent employment	266	298	298

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

Program and Financing (in millions of dollars)

Identification code 69-8104-0-7-402	2004 actual	2005 est.	2006 est.	
Obligations by program activity:				
00.01	Payment to Operations	4,469	4,879	6,500
10.00	Total new obligations (object class 94.0)	4,469	4,879	6,500
Budgetary resources available for obligation:				
22.00	New budget authority (gross)	4,469	4,879	6,500
22.10	Resources available from recoveries of prior year obligations	1		
23.90	Total budgetary resources available for obligation	4,470	4,879	6,500
23.95	Total new obligations	-4,469	-4,879	-6,500
New budget authority (gross), detail:				
Discretionary:				
40.26	Appropriation (trust fund)	4,500	4,918	6,500
40.37	Appropriation temporarily reduced—WCF rescission	-4		
40.37	Appropriation temporarily reduced 0.59%	-27	-39	
43.00	Appropriation (total discretionary)	4,469	4,879	6,500
Change in obligated balances:				
72.40	Obligated balance, start of year	28	7	
73.10	Total new obligations	4,469	4,879	6,500
73.20	Total outlays (gross)	-4,489	-4,886	-6,500
73.45	Recoveries of prior year obligations	-1		
74.40	Obligated balance, end of year	7		
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	4,469	4,879	6,500
86.93	Outlays from discretionary balances	20	7	
87.00	Total outlays (gross)	4,489	4,886	6,500
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-1		
Against gross budget authority only:				
88.96	Portion of offsetting collections (cash) credited to expired accounts	1		

Net budget authority and outlays:				
89.00	Budget authority	4,469	4,879	6,500
90.00	Outlays	4,489	4,886	6,500

For 2006, the Budget proposes \$8,201 million for FAA Operations, of which \$6,500 million would be provided from the Airport and Airway Trust Fund.

[EMERGENCY ASSISTANCE TO AIRPORTS]

[(AIRPORT AND AIRWAY TRUST FUND)]

[For emergency capital costs to repair or replace public use facilities at public use airports listed in the Federal Aviation Administration's National Plan of Integrated Airport Systems resulting from damage from hurricanes Charley, Frances, Ivan, and Jeanne, to enable the Federal Aviation Administrator to compensate airports for such costs, \$25,000,000, to be derived from the airport and airway trust fund and to remain available until expended: *Provided*, That such amount is designated as an emergency requirement pursuant to section 402 of S. Con. Res. 95 (108th Congress), as made applicable to the House of Representatives by H. Res. 649 (108th Congress) and applicable to the Senate by section 14007 of Public Law 108-287.] (*Emergency Supplemental Appropriations for Hurricane Disasters Assistance Act, 2005.*)

FEDERAL HIGHWAY ADMINISTRATION

The Transportation Equity Act for the 21st Century (TEA-21), which authorized most surface transportation programs from 1998 through 2003, expired September 30, 2003. The President's Budget supports the Administration's blueprint for the future, as described in its surface transportation reauthorization proposal, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA). The President's Budget continues transportation infrastructure investment to increase the mobility and productivity of the Nation, strengthens transportation safety programs, and provides focus on program efficiencies, oversight, and accountability.

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

In 2006, the Federal Highway Administration continues major programs, including the Surface Transportation Program, the National Highway System, Interstate Maintenance, Highway Bridge Replacement and Rehabilitation Program, Congestion Mitigation and Air Quality Improvement Program, and Transportation Infrastructure Finance and Innovation programs.

In summary, the 2006 Budget consists of \$35,445,000 million in new budget authority and \$35,748,844 million in outlays. The following table reflects program levels (obligations). Because project selection is determined by the States, the 2005 and 2006 program levels are estimates.

FEDERAL HIGHWAY ADMINISTRATION

(In millions of dollars)

	2004 actual ^{1&2}	2005 est.	2006 est.
Obligations:			
Federal-aid highways	30,451	40,564	35,185
Federal-aid subject to limitation	29,561	37,245	34,213
Miscellaneous highway trust funds	159	216	128
Appalachian development highway system (GF)	140	273	0
Appalachian development highway system (TF)	1	4	0
Miscellaneous appropriations (GF)	38	38	38
Miscellaneous trust funds	19	355	355
Total program level	30,808	41,450	35,706
Total discretionary	30,108	40,419	34,854
Total mandatory	700	1,031	852

¹ 2004 funds reflect the transfer of \$1,022 billion from FHWA to FTA. The Budget assumes that flex-funding transfer between FHWA and FTA will continue.

² P.L. 108-199, Consolidated Appropriations Bill, 2004, provided \$150 million for vehicle safety activities, formerly funded in the National Highway Traffic Safety Administration's Operation and Research account, under the Federal-aid highways account. P.L. 108-199 also provided \$65 million for Federal Motor Carrier Safety Administration grants under the Federal-aid highways account.

Federal Funds

MISCELLANEOUS APPROPRIATIONS

Program and Financing (in millions of dollars)

Identification code 69-9911-0-1-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.10 Feasibility, design, environmental and engineering	1		
00.11 Bridge Improvement demo proj	1		
00.12 Interstate transfer grants	1	1	1
00.24 Highway demonstration projects	3	5	5
00.30 Highway demonstration projects—preliminary engineering	1	1	1
00.45 Highway bypass demonstration	2	2	2
00.46 Railroad highway crossing demonstration	3	2	2
00.79 Surface transportation projects	24	3	3
00.83 Miscellaneous highway projects/muscle shoals	2	24	24
10.00 Total new obligations (object class 41.0)	38	38	38
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	197	165	626
22.00 New budget authority (gross)	3	-2	
22.10 Resources available from recoveries of prior year obligations	3	503	
23.90 Total budgetary resources available for obligation	203	666	626
23.95 Total new obligations	-38	-38	-38
23.98 Unobligated balance expiring or withdrawn		-2	
24.40 Unobligated balance carried forward, end of year	165	626	588

New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	3		
40.35 Appropriation permanently reduced		-2	
43.00 Appropriation (total discretionary)	3	-2	

Change in obligated balances:			
72.40 Obligated balance, start of year	792	693	-32
73.10 Total new obligations	38	38	38
73.20 Total outlays (gross)	-134	-260	-195
73.45 Recoveries of prior year obligations	-3	-503	
74.40 Obligated balance, end of year	693	-32	-189

Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	1	-1	
86.93 Outlays from discretionary balances	133	261	195
87.00 Total outlays (gross)	134	260	195

Net budget authority and outlays:			
89.00 Budget authority	3	-2	
90.00 Outlays	134	260	195

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

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

[For necessary expenses for the Appalachian Development Highway System as authorized under section 1069(y) of Public Law 102-240, as amended, \$80,000,000, to remain available until expended.] (Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)

Program and Financing (in millions of dollars)

Identification code 69-0640-0-1-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Appalachian highway development system, 1998		3	
00.03 Appalachian highway development system, 2002	15	45	
00.04 Appalachian highway development system, 2003	73	74	
00.05 Appalachian highway development system, 2004	52	72	
00.06 Appalachian highway development system, 2005		79	
10.00 Total new obligations (object class 25.2)	140	273	

Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	210	194	
22.00 New budget authority (gross)	124	79	
23.90 Total budgetary resources available for obligation	334	273	
23.95 Total new obligations	-140	-273	
24.40 Unobligated balance carried forward, end of year	194		

New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	125	80	
40.35 Appropriation permanently reduced	-1	-1	
43.00 Appropriation (total discretionary)	124	79	

Change in obligated balances:			
72.40 Obligated balance, start of year	176	225	318
73.10 Total new obligations	140	273	
73.20 Total outlays (gross)	-91	-180	-163
74.40 Obligated balance, end of year	225	318	155

Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	33	21	
86.93 Outlays from discretionary balances	58	159	163
87.00 Total outlays (gross)	91	180	163

Net budget authority and outlays:			
89.00 Budget authority	124	79	
90.00 Outlays	91	180	163

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

STATE INFRASTRUCTURE BANKS

Program and Financing (in millions of dollars)

Identification code 69-0549-0-1-401	2004 actual	2005 est.	2006 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	10	5	2
73.20 Total outlays (gross)	-5	-3	-1
74.40 Obligated balance, end of year	5	2	1
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	5	3	1
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	5	3	1

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

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	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Loan obligations		2,200	2,200
00.02 Interest paid to Treasury	12	45	91
00.91 Direct Program by Activities—Subtotal (1 level)	12	2,245	2,291
08.02 Downward Reestimate		1	

Credit accounts—Continued

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

Program and Financing (in millions of dollars)—Continued

Identification code 69-4123-0-3-401	2004 actual	2005 est.	2006 est.
10.00 Total new obligations	12	2,246	2,291
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	13	2,246	2,291
23.95 Total new obligations	-12	-2,246	-2,291
New financing authority (gross), detail:			
Mandatory:			
67.10 Authority to borrow	2	2,111	2,134
69.00 Offsetting collections (cash)	14	25	68
69.10 Change in uncollected customer payments from Federal sources (unexpired)	-3	110	94
69.47 Portion applied to repay debt			-5
69.90 Spending authority from offsetting collections (total mandatory)	11	135	157
70.00 Total new financing authority (gross)	13	2,246	2,291
Change in obligated balances:			
72.40 Obligated balance, start of year	2,239	2,189	3,903
73.10 Total new obligations	12	2,246	2,291
73.20 Total financing disbursements (gross)	-65	-422	-870
74.00 Change in uncollected customer payments from Federal sources (unexpired)	3	-110	-94
74.40 Obligated balance, end of year	2,189	3,903	5,230
87.00 Total financing disbursements (gross)	65	422	870
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Federal sources: subsidy from program account	-3	-12	-39
88.00 Federal sources: Payment from program account—upward reestimate		-4	
88.25 Interest on uninvested funds	-6		
88.40 Interest payments from borrowers	-5	-7	-22
88.40 Repayment of principal, net		-2	-7
88.40 Non-Federal sources: fees			
88.90 Total, offsetting collections (cash)	-14	-25	-68
Against gross financing authority only:			
88.95 Change in receivables from program accounts	3	-110	-94
Net financing authority and financing disbursements:			
89.00 Financing authority	2	2,111	2,129
90.00 Financing disbursements	51	397	802

Status of Direct Loans (in millions of dollars)

Identification code 69-4123-0-3-401	2004 actual	2005 est.	2006 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	2,200	2,200	2,200
1142 Unobligated direct loan limitation (-)	-2,200		
1150 Total direct loan obligations		2,200	2,200
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	103	168	542
1231 Disbursements: Direct loan disbursements	65	376	774
1251 Repayments: Repayments and prepayments		-2	-7
1290 Outstanding, end of year	168	542	1,309

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	2003 actual	2004 actual
ASSETS:		
Investments in US securities:		
1106 Federal assets: Receivables, net	31	62
Net value of assets related to post-1991 direct loans receivable:		
1401 Direct loans receivable, gross	103	168
1405 Allowance for subsidy cost (-)	-2	-5
1499 Net present value of assets related to direct loans	101	163
1999 Total assets	132	225
LIABILITIES:		
2103 Federal liabilities: Debt	132	225
2999 Total liabilities	132	225
4999 Total liabilities and net position	132	225

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION
PROGRAM GUARANTEED LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4145-0-3-401	2004 actual	2005 est.	2006 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year			
22.00 New financing authority (gross)			10
23.90 Total budgetary resources available for obligation			10
24.40 Unobligated balance carried forward, end of year			10
New financing authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)			10
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Federal sources: loan guarantee subsidy			-9
88.25 Interest on uninvested funds			-1
88.90 Total, offsetting collections (cash)			-10
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements			-10

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4145-0-3-401	2004 actual	2005 est.	2006 est.
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders	200	200	200
2142 Uncommitted loan guarantee limitation	-200		
2150 Total guaranteed loan commitments		200	200
2199 Guaranteed amount of guaranteed loan commitments			200
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year			
2231 Disbursements of new guaranteed loans			200
2251 Repayments and prepayments			
2290 Outstanding, end of year			200
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year			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.

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION
PROGRAM LINE OF CREDIT FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4173-0-3-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Lines of credit		200	200
00.02 Interest Paid to Treasury			2
10.00 Total new obligations		200	202
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	-3	200	202
22.10 Resources available from recoveries of prior year obligations	33		
22.70 Balance of authority to borrow withdrawn	-30		
23.90 Total budgetary resources available for obligation		200	202
23.95 Total new obligations		-200	-202
New financing authority (gross), detail:			
Mandatory:			
67.10 Authority to borrow		179	187
69.00 Offsetting collections (cash)		2	4
69.10 Change in uncollected customer payments from Federal sources (unexpired)	-3	19	11
69.90 Spending authority from offsetting collections (total mandatory)	-3	21	15
70.00 Total new financing authority (gross)	-3	200	202
Change in obligated balances:			
72.40 Obligated balance, start of year	47	17	177
73.10 Total new obligations		200	202
73.20 Total financing disbursements (gross)	-21		-48
73.45 Recoveries of prior year obligations	-33		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	3	-19	-11
74.40 Obligated balance, end of year	17	177	320
87.00 Total financing disbursements (gross)		21	48
Offsets:			
Against gross financing authority and financing disbursements:			
88.00 Offsetting collections (cash) from: Federal sources		-2	-4
Against gross financing authority only:			
88.95 Change in receivables from program accounts	3	-19	-11
Net financing authority and financing disbursements:			
89.00 Financing authority		179	187
90.00 Financing disbursements		19	44

Status of Direct Loans (in millions of dollars)

Identification code 69-4173-0-3-401	2004 actual	2005 est.	2006 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	200	200	200
1142 Unobligated direct loan limitation (-)	-200		
1150 Total direct loan obligations		200	200
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year			20
1231 Disbursements: Direct loan disbursements		20	44
1290 Outstanding, end of year		20	64

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from lines of credit made under the Transportation Infrastructure Finance and Innovation Act Program (TIFIA). The amounts are a means of financing and are not included in the budget totals.

ORANGE COUNTY (CA) TOLL ROAD DEMONSTRATION PROJECT
PROGRAM ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-0543-0-1-401	2004 actual	2005 est.	2006 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	10	7	5
73.40 Adjustments in expired accounts (net)	-3	-2	
74.40 Obligated balance, end of year	7	5	5
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

As required by the Federal Credit Reform Act of 1990, this account records for this program, the subsidy costs associated with the direct loans obligated in 1992 and later years (including modifications of direct loans, loan guarantees, or lines of credit that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The Department offered this line of credit for two toll road projects in Orange County, California. Each year, some credit expires as it goes unused.

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	2004 actual	2005 est.	2006 est.
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	-3	-2	
22.10 Resources available from recoveries of prior year obligations	24	24	
22.70 Balance of authority to borrow withdrawn	-21	-22	
23.90 Total budgetary resources available for obligation			
New financing authority (gross), detail:			
Mandatory:			
69.10 Change in uncollected customer payments from Federal sources (unexpired)	-3	-2	
Change in obligated balances:			
72.40 Obligated balance, start of year	134	113	91
73.45 Recoveries of prior year obligations	-24	-24	
74.00 Change in uncollected customer payments from Federal sources (unexpired)	3	2	
74.40 Obligated balance, end of year	113	91	91
Offsets:			
Against gross financing authority only:			
88.95 Change in receivables from program accounts	3	2	
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements			

Trust Funds

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-8402-0-8-401	2004 actual	2005 est.	2006 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	10		
22.10 Resources available from recoveries of prior year obligations	4		
22.60 Loan repayment transferred to Highway Trust Fund	-14		
23.90 Total budgetary resources available for obligation			

Credit accounts—Continued

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8402-0-8-401	2004 actual	2005 est.	2006 est.
24.40 Unobligated balance carried forward, end of year			
Change in obligated balances:			
72.40 Obligated balance, start of year	14	10	10
73.45 Recoveries of prior year obligations	-4		
74.40 Obligated balance, end of year	10	10	10
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

Status of Direct Loans (in millions of dollars)

Identification code 69-8402-0-8-401	2004 actual	2005 est.	2006 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	94	80	80
1251 Repayments: Repayments and prepayments	-14		
1290 Outstanding, end of year	80	80	80

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 obligations are estimated in 2006.

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

[Of the unobligated balances of funds apportioned to each State under chapter 1 of title 23, United States Code, \$520,277,000 are rescinded: *Provided*, That such rescission shall not apply to the funds distributed in accordance with 23 U.S.C. 133(d)(1) and the first sentence of 23 U.S.C. 133(d)(3)(A) or to the funds apportioned to the program authorized under section 163 of title 23, United States Code.] (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 20-8102-0-7-401	2004 actual	2005 est.	2006 est.
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities:			
Par value	13,578	10,212	13,192
92.02 Total investments, end of year: Federal securities:			
Par value	10,212	13,192	13,642

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

The following table presents the status of the Highway Trust Fund. The rule governing most trust funds is that the legal authority to incur obligations against the receipts estimated to be collected by the fund cannot exceed the cash

balances of the fund, i.e., the actual receipts estimated to be collected in that year. The laws governing the Highway Trust Fund provide an exception to this rule. The legal authority to incur obligations against the Highway Trust Fund can exceed the actual cash balances up to the receipts anticipated to be collected in the following two years.

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

Commitments in excess of cash balances. Since this trust fund has legal authority to incur obligations in excess of the cash balances, the last part of the table presents the extent to which there are commitments in excess of the cash balances at the end of the year.

The status of the fund is as follows:

Status of Funds (in millions of dollars)

Identification code 20-8102-0-7-401	2004 actual	2005 est.	2006 est.
Balance, start of year:			
0100 Uninvested balance	17,815	14,569	18,816
0199 Total balance, start of year	17,815	14,569	18,816
Cash income during the year:			
Current law:			
Receipts:			
1200 Highway trust fund, deposits (Highway account)	29,785	32,815	34,025
1201 Highway Trust Fund deposits (Transit account)	4,926	4,977	5,094
Offsetting receipts (intragovernmental):			
1240 Offsetting receipts (intragovernmental)		1	
Offsetting collections:			
1280 Federal-aid highways	142	120	120
1281 Motor carrier safety	6	6	
1282 Motor carrier safety	14	14	
1283 Motor carrier safety operations and programs			14
1284 Motor carrier safety operations and programs			6
1285 Operations and research	19	41	42
1286 Formula grants and research		25	25
1299 Income under present law	34,892	37,999	39,326
Proposed legislation:			
Receipts:			
2202 Highway trust fund, deposits (Highway account)		947	964
2203 Highway Trust Fund deposits (Transit account)		142	143
2299 Income under proposed legislation		1,089	1,107
3299 Total cash income	34,892	39,088	40,433
Cash outgo during year:			
Current law:			
4500 Construction, National Park Service, Interior	-1		
4501 Appalachian development highway system	-45	-7	-7
4502 Federal-aid highways	-30,192	-31,991	-34,910
4503 Miscellaneous highway trust funds	-256	-276	-237
4504 National motor carrier safety program	-190	-252	-135
4505 Motor carrier safety	-155	-352	-26
4506 Motor carrier safety grants			-65
4507 Motor carrier safety operations and programs			-230
4508 Cash outgo during the year (-)	-10	-17	
4509 Operations and research (trust fund share)	-75	-224	-280
4510 Highway traffic safety grants	-205	-239	-339
4511 Discretionary grants (trust fund)	-161	-96	-103
4512 Formula grants and research		-776	-2,738
4513 Trust fund share of expenses	-6,834	-573	-690
4599 Outgo under current law (-)	-38,124	-34,803	-39,760
6599 Total cash outgo (-)	-38,124	-34,803	-39,760
7699 Total adjustments	-14	-38	
Unexpended balance, end of year:			
8799 Total balance, end of year	14,569	18,816	19,489
Commitments against unexpended balance, end of year:			
9801 Obligated balance (-)	-43,294	-56,906	-61,459
9802 Unobligated balance (-)	-32,114	-27,145	-26,170
Total commitments (-)	-75,408	-84,051	-87,629
Excess of commitments over fund's cash balance, end of year (-)	-60,839	-65,236	-68,141

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

STATUS OF THE HIGHWAY ACCOUNT OF THE HIGHWAY TRUST FUND

(In millions of dollars)

	2004 actual	2005 est.	2006 est.
Unexpended balance, start of year	12,991	10,791	11,381
Cash income during the year:			
Total cash income	29,785	33,763	34,989
Cash outgo during the year (outlays)	31,971	33,177	36,047
Adjustments	-14	3	
Unexpended balance, end of year	10,791	11,381	10,323

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

**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 \$34,700,000,000 for Federal-aid highways and highway safety construction programs for fiscal year 2006: *Provided, That the Secretary may, as authorized by section 183 and 184 of title 23, United States Code, charge and collect a fee, from the applicant for a direct loan, guaranteed loan, or line of credit to cover the cost of the financial and legal analyses performed on behalf of the Department: Provided further, That such fees are available until expended to pay for such costs: Provided further, That such amounts are in addition to administrative expenses that are also available for such purpose, and are not subject to any obligation limitation or the limitation on administrative expenses under 23 U.S.C. 188.* [2005: *Provided, That within the \$34,700,000,000 obligation limitation on Federal-aid highways and highway safety construction programs, not more than \$462,500,000 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 2005: Provided further, That this limitation on transportation research programs shall not apply to any authority previously made available for obligation: Provided further, That within the \$232,000,000 obligation limitation on Intelligent Transportation Systems, the following sums shall be made available for Intelligent Transportation System projects that are designed to achieve the goals and purposes set forth in section 5203 of the Intelligent Transportation Systems Act of 1998 (subtitle C of title V of Public Law 105–178; 112 Stat. 453; 23 U.S.C. 502 note) in the following specified areas:*

- Alameda Corridor-East Project, San Gabriel Valley, California, \$2,000,000.
- Alexandria Fiber Optic Cable for Traffic Signal Coordination, Virginia, \$2,000,000.
- Alliance for Transportation Research, Transportation Technology Center, New Mexico, \$750,000.
- Appalachian Transportation Institute and U3C, West Virginia, \$1,000,000.
- Atlanta Construction and Traffic Management Project, Georgia, \$2,000,000.
- Baltimore City Intelligent Transportation System, Maryland, \$1,000,000.
- Bay County Regional ITS, Florida, \$2,000,000.
- Calmar Research Vehicle Communication Systems, New York, \$1,150,000.
- Center for Injury Sciences, Alabama, \$2,000,000.
- Central Florida Regional Transportation Authority (LYNX): North Orange/South Seminole ITS Enhanced Circulator, \$500,000.
- Cicero Avenue Smart Corridor, Illinois, \$1,000,000.
- City of Boston Directional Signage Program, Massachusetts, \$1,000,000.
- City of Elk Grove ITS Project, California, \$1,500,000.
- City of Fort Worth Intelligent Transportation Systems, Texas, \$1,800,000.
- City of San Antonio Municipal ITS Technologies, Texas, \$1,300,000.

- Clark County ITS, Washington, \$2,000,000.
- Commercial Vehicle Information Systems Network, Illinois, \$500,000.
- COTA ITS Integration Project Phases II and III, Ohio, \$800,000.
- DeKalb Co. Signal System Improvements, Georgia, \$500,000.
- Downtown Signalization Project, Mechanicsburg, Pennsylvania, \$750,000.
- FAST-TRAC Signal Expansion, Michigan, \$1,000,000.
- Florida State University System Center for Intermodal Transportation Safety, \$3,000,000.
- Freeway Incident Management Program, Houston, Texas, \$3,250,000.
- Ft. Lauderdale Intelligent Trans System Improvement, Florida, \$1,000,000.
- GEARS Demonstration Project, Cumberland County, Pennsylvania, \$150,000.
- Germantown ITS, Tennessee, \$500,000.
- GMU ITS Appropriations, Virginia, \$2,000,000.
- Highway Speed E-ZPass, Outerbridge Crossing, New York, \$350,000.
- Hillsborough Area Regional Transit Authority: Bus Tracking, Communication and Security, Florida, \$750,000.
- I-70 Incident Management Plan, Colorado, \$1,250,000.
- I-91 Fiber and ITS Construction, Massachusetts, \$2,500,000.
- Intelligent Transportation at George Washington University, Virginia, \$1,000,000.
- Intelligent Transportation System Feasibility Study and Implementation Plan, Edmond, Oklahoma, \$100,000.
- Intelligent Transportation System, Jackson, Tennessee, \$385,000.
- Intelligent Transportation System, Wichita, Kansas, \$1,250,000.
- Intelligent Transportation Systems, Nebraska, \$450,000.
- Intelligent Transportation Systems, City of Jackson, Tennessee, \$1,000,000.
- Intelligent Transportation Systems, Illinois, \$5,000,000.
- Intercity Transit ITS (Thurston County), Washington, \$2,000,000.
- Interurban Transit Partnership, Grand Rapids, Michigan, \$2,000,000.
- Iowa ITS, \$2,000,000.
- ITS—Commercial Vehicle Safety and Integration Statewide, Utah, \$500,000.
- ITS—Northwest Arkansas Regional Architecture, Arkansas, \$250,000.
- ITS—Rural Recreation & Tourism, Statewide, Utah, \$750,000.
- ITS—Springfield, Illinois, \$650,000.
- ITS Deployment Project, Inglewood, California, \$400,000.
- ITS Statewide, Maryland, \$1,000,000.
- Jacksonville Transportation Authority: Intelligent Transportation Systems Regional Planning, Florida, \$750,000.
- JAXPORT Intermodal Cargo Tracking Project, Florida, \$900,000.
- Kansas City SmartPort, Missouri, \$750,000.
- King County, County-Wide Signal Program, Washington, \$2,000,000.
- Lake County Passage, Lake County, Illinois, \$1,250,000.
- Laredo ITS Multi-Agency Integration and Incidence Project, Texas, \$500,000.
- Los Angeles Union Station Communication System, \$1,000,000.
- Lynnwood Traffic Management Center of Multi-Jurisdictional ITS, Washington, \$1,000,000.
- MARTA Automated Fare Collection/Smart Card System, Georgia, \$500,000.
- Missouri Statewide Rural ITS, \$2,500,000.
- Montgomery County Integrated ITS Program, Maryland, \$750,000.
- Montgomery Intelligent Transportation System Acquisition and Implementation, Alabama, \$1,000,000.
- Nepperhan Traffic Improvements, City of Yonkers, New York, \$300,000.
- Northwest Arkansas Regional Planning Commission—ITS Regional Architecture, \$300,000.
- Park Avenue Corridor Improvements, New Jersey, \$1,000,000.
- Park Avenue Corridor Improvements, Union County, New Jersey, \$765,000.
- Pennsylvania Turnpike ITS Initiative, Pennsylvania, \$2,000,000.
- PSU's Center for Transportation Studies ITS Initiative, Oregon, \$400,000.
- Puget Sound In-Vehicle Traffic Map Expansion Program, Washington, \$2,000,000.
- Pulaski at Irving Park Intersection Improvement, Illinois, \$500,000.

Credit accounts—Continued

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

PVTA ITS, Massachusetts, \$1,000,000.
Regional ITS Springfield, Missouri, \$2,000,000.
Reston Traffic Signal Prioritization, Virginia, \$750,000.
Route 28 traffic light synchronization, \$500,000.
Route 50 signalization improvement, Virginia, \$1,000,000.
Route 7 signalization improvements, Virginia, \$500,000.
Rural Highway Information System, Kentucky, \$2,000,000.
San Diego Joint Transportation Operations Center, California, \$750,000.
SCDOT InRoads, South Carolina, \$2,500,000.
Signal Pre-emption Upgrades, Culver City, California, \$110,000.
South Boulevard Signal System, North Carolina, \$470,000.
Springfield Regional Intelligent Transportation System, Missouri, \$2,000,000.
Stamford Urban Transitway Phase II, Connecticut, \$1,000,000.
State Transportation Incident Management Center, Wisconsin, \$500,000.
STRAP 3 Transportation Program Tracking, \$1,500,000.
The Mass Country Roads Traveler Information System, Massachusetts, \$200,000.
TMC Transportation Operations Center, Texas, \$500,000.
Traffic Operations Center, City of Fresno, California, \$500,000.
Traffic Response and Information, Partnership Center, Maryland, \$1,500,000.
Transportation Management & Emergency Ops Center/Oakland, California, \$750,000.
Transportation Research Center, Georgia, \$1,000,000.
Traveler Information System, Seattle, Washington, \$1,000,000.
Tri-County ITS Coordination Initiative, Michigan, \$500,000.
Twin Cities, Minnesota Redundant Communications Pilot, \$750,000.
University of Alaska Arctic Transportation Engineering Research Center, Alaska, \$1,500,000.
University of Kentucky Transportation Center, \$1,500,000.
US 2 Lohman Rail Crossing Advance Warning, Montana, \$1,000,000.
US 280 Corridor ITS, Alabama, \$800,000.
US 280, Jefferson County, ITS, Alabama, \$4,000,000.
US 98 Widening from Bayshore Road to Portside Road, Florida, \$500,000.
Variable Message Signs and 511 Implementation, Idaho, \$2,250,000.
Ventura County Intelligent Transportation Systems, California, \$750,000.
Vermont Roadway Weather Information System, \$1,000,000.
Village of Tarrytown, New York, \$320,000.
West Baton Rouge Emergency Communications Center, Louisiana, \$1,500,000.
Wisconsin State Patrol Mobile Data Communications Network—Phase III, \$3,400,000.】

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for carrying out the provisions of title 23, United States Code, that are attributable to Federal-aid highways, including the National Scenic and Recreational Highway as authorized by 23 U.S.C. 148, not otherwise provided, including reimbursement for sums expended pursuant to the provisions of 23 U.S.C. 308, \$35,000,000,000 or so much thereof as may be available in and derived from the Highway Trust Fund, to remain available until expended. (Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)

【EMERGENCY RELIEF PROGRAM】

【(INCLUDING RESCISSION)】

【(HIGHWAY TRUST FUND)】

【For an additional amount for the “Emergency Relief Program” as authorized under section 125 of title 23, United States Code, \$741,000,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: *Provided*, That of the unobligated balances of funds apportioned to each State under chapter 1 of title 23, United States Code,

\$741,000,000 are rescinded: *Provided further*, That such rescission shall not apply to the funds distributed in accordance with 23 U.S.C. 133(d)(1) and the first sentence of 23 U.S.C. 133(d)(3)(A) or to the funds apportioned to the program authorized under section 163 of title 23, United States Code.】 (Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)

【EMERGENCY RELIEF PROGRAM】

【(HIGHWAY TRUST FUND)】

【For an additional amount for “Emergency Relief Program”, for emergency expenses resulting from 2004 Hurricanes Charley, Frances, Gaston, Ivan, and Jeanne, as authorized by 23 U.S.C. 125, \$1,202,000,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: *Provided*, That notwithstanding 23 U.S.C. 125(d)(1), the Secretary of Transportation may obligate more than \$100,000,000 for projects arising from hurricanes Charley, Frances, Ivan, and Jeanne: *Provided further*, That any amounts in excess of those necessary for emergency expenses relating to the above hurricanes may be used for other projects authorized under 23 U.S.C. 125: *Provided further*, That the amounts provided under this heading are designated as an emergency requirement pursuant to section 402 of S. Con. Res. 95 (108th Congress), as made applicable to the House of Representatives by H. Res. 649 (108th Congress) and applicable to the Senate by section 14007 of Public Law 108–287.】 (Emergency Supplemental Appropriations for Hurricane Disasters Assistance Act, 2005.)

Program and Financing (in millions of dollars)

Identification code 69–8083–0–7–401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct loan subsidy—		142	149
00.02 Guaranteed loan subsidy		9	7
00.09 Administrative expenses	2	2	2
00.11 Interstate maintenance	4,208	5,998	5,678
00.12 National highway system	7,266	7,366	6,775
00.13 Bridge program	4,105	5,153	4,938
00.14 Surface transportation program	7,420	8,616	7,078
00.15 Congestion mitigation and air quality improvement	940	2,113	2,104
00.17 Appalachian development highway system	198	502	444
00.18 Reauthorization initiatives and other programs	2,515	3,024	3,282
00.19 Federal lands highways	653	750	959
00.20 Transportation research	301	864	430
00.21 Minimum guarantee	1,620	2,365	2,000
00.22 Administration	333	341	367
00.91 Programs subject to obligation limitation	29,561	37,245	34,213
02.11 Emergency relief program	87	172	187
02.13 Minimum allocation/guarantee	483	750	594
02.14 Demonstration projects	130	105	71
02.15 Re-estimate on direct loan subsidy		4	
02.91 Programs exempt from obligation limitation	700	1,031	852
03.01 Emergency Relief Supplemental	19	2,168	
06.00 Total direct program	30,280	40,444	35,065
09.01 Reimbursable program	171	120	120
10.00 Total new obligations	30,451	40,564	35,185
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	27,223	31,579	25,706
22.00 New budget authority (gross)	34,807	34,688	34,265
22.22 Unobligated balance transferred from other accounts		3	
23.90 Total budgetary resources available for obligation	62,030	66,270	59,971
23.95 Total new obligations	–30,451	–40,564	–35,185
24.40 Unobligated balance carried forward, end of year	31,579	25,706	24,786
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	34,000	35,000	35,000
40.26 Appropriation (trust fund, definite) (Emergency Relief Program)		1,202	
40.26 Appropriation (trust fund)		741	
40.35 Appropriation permanently reduced		–6	
40.49 Portion applied to liquidate contract authority	–32,979	–34,844	–35,000
41.00 Transferred to other accounts	–1,036	–156	
42.00 Transferred from other accounts	15		
43.00 Appropriation (total discretionary)		1,937	
49.36 Unobligated balance permanently reduced	–207	–520	

49.36	Unobligated balance permanently reduced		-100	
49.36	Unobligated balance permanently reduced		-14	
49.36	Unobligated balance permanently reduced		-741	
49.90	Contract authority (total discretionary)	-207	-1,375	
	Mandatory:			
60.26	Appropriation (trust fund)		4	
66.10	Contract authority	35,864	35,158	35,145
66.61	Transferred to other accounts	-1,036	-1,156	-1,000
66.62	Transferred from other accounts	15		
66.90	Contract authority (total mandatory)	34,843	34,002	34,145
	Spending authority from offsetting collections:			
	Discretionary:			
68.00	Offsetting collections (cash)	142	120	120
68.10	Change in uncollected customer payments from Federal sources (unexpired)	29		
68.90	Spending authority from offsetting collections (total discretionary)	171	120	120
70.00	Total new budget authority (gross)	34,807	34,688	34,265
	Change in obligated balances:			
72.40	Obligated balance, start of year	41,547	41,777	50,350
73.10	Total new obligations	30,451	40,564	35,185
73.20	Total outlays (gross)	-30,192	-31,991	-34,910
74.00	Change in uncollected customer payments from Federal sources (unexpired)	-29		
74.40	Obligated balance, end of year	41,777	50,350	50,625
	Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	9,033	9,624	9,219
86.93	Outlays from discretionary balances	20,297	21,424	24,716
86.97	Outlays from new mandatory authority	200	204	200
86.98	Outlays from mandatory balances	662	739	775
87.00	Total outlays (gross)	30,192	31,991	34,910
	Offsets:			
	Against gross budget authority and outlays:			
88.00	Offsetting collections (cash) from: Federal sources Against gross budget authority only:	-142	-120	-120
88.95	Change in uncollected customer payments from Federal sources (unexpired)	-29		
	Net budget authority and outlays:			
89.00	Budget authority	34,636	34,568	34,145
90.00	Outlays	30,050	31,871	34,790

Summary of Budget Authority and Outlays

(in millions of dollars)

	2004 actual	2005 est.	2006 est.
Enacted/requested:			
Budget Authority	34,636	34,568	34,145
Outlays	30,050	53,076	44,869
Legislative proposal, subject to PAYGO:			
Budget Authority			
Outlays			
Total:			
Budget Authority	34,636	34,568	34,145
Outlays	30,050	53,076	44,869

Performance Metrics

Identification code 69-8083-0-7-401	2004 actual	2005 est.	2006 est.
FHWA Highway Infrastructure:			
41205 Percent of schedule milestones and cost estimates for major Federally funded transportation infrastructure projects	75/95	95	95
Federal Lands:			
112201 Program Delivery Costs (measure/targets adjusted and redefined in FY 2002). This metric measures the percent of funds to deliver projects to construction.		<25%	<25%
112206 Completed Project Customer Satisfaction		>85%	>85%

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

Identification code 69-8083-0-7-401	2004 actual	2005 est.	2006 est.
Direct loan levels supportable by subsidy budget authority:			
115001 Direct loan		2,200	2,200

115002 Line of credit		200	200
115901 Total direct loan levels		2,400	2,400
Direct loan subsidy (in percent):			
132001 Direct loan	5.33	5.51	6.04
132002 Line of credit	12.93	10.69	7.76
132901 Weighted average subsidy rate	0.00	5.94	6.18
Direct loan subsidy budget authority:			
133001 Direct loan		121	133
133002 Line of credit		21	16
133901 Total subsidy budget authority		142	149
Direct loan subsidy outlays:			
134001 Direct loan	3	12	39
134002 Line of credit		2	4
134901 Total subsidy outlays	3	14	43
Direct loan upward reestimate subsidy budget authority:			
135001 Upward reestimates subsidy budget authority		4	
135901 Total upward reestimate budget authority		4	
Direct loan downward reestimate subsidy budget authority:			
137001 Direct loan		-1	
137901 Total downward reestimate budget authority		-1	
Guaranteed loan levels supportable by subsidy budget authority:			
215001 Loan guarantee		200	200
215901 Total loan guarantee levels		200	200
Guaranteed loan subsidy (in percent):			
232001 Loan guarantee	4.77	4.68	3.67
232901 Weighted average subsidy rate	0.00	4.68	3.67
Guaranteed loan subsidy budget authority:			
233001 Loan guarantee		9	7
233901 Total subsidy budget authority		9	7
Guaranteed loan subsidy outlays:			
234001 Loan guarantee			9
234901 Total subsidy outlays			9
Administrative expense data:			
351001 Budget authority	2	2	2
358001 Outlays from balances			
359001 Outlays from new authority	2	2	2

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

All programs included within FAH are financed from the Highway Trust Fund and most are distributed via apportionments and allocations to States. Liquidating cash appropriations are subsequently requested to fund outlays resulting from obligations incurred under contract authority. The Budget 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 FAH program is funded by contract authority in P.L. 108-310, an extension of the Transportation Equity Act for the 21st Century (TEA-21) through May 31, 2005.

Surface transportation program (STP).—STP funds may be used by States and localities for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of the funds reserved for rural areas may be used on rural minor collectors. Ten percent of STP funds are set aside for transportation enhancements and State sub-allocations are provided, including the special rule for areas less than 5,000 population.

National highway system (NHS).—The NHS program provides funding for a designated National Highway System consisting of roads that are of primary Federal interest. The

Credit accounts—Continued

[EMERGENCY RELIEF PROGRAM]—Continued

[(HIGHWAY TRUST FUND)]—Continued

NHS consists of the current Interstate, other rural principal arterials, urban freeways and connecting urban principal arterials, and facilities on the Defense Department's designated Strategic Highway Network, and roads connecting the NHS to intermodal facilities. Legislation designating the 161,000 mile system was enacted in 1995 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 (ER).—The ER program provides funds for the repair or reconstruction of Federal-aid highways and bridges and Federally-owned roads and bridges that have suffered serious damage as the result of natural disasters or catastrophic failures. The ER program supplements the commitment of resources by States, their political subdivisions, or Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions.

Bridge replacement and rehabilitation.—The bridge program enables States to 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.

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 funds improvement for forest highways; park roads and parkways; Indian reservation roads; refuge roads; and recreation 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. The Indian Reservation Roads program consists of the Bureau of Indian Affairs road system (25,000 miles) and State and local roads (25,000 miles) that provide access within Indian lands. There are approximately 4,250 miles that are under the jurisdiction of the Fish and Wildlife Service. Refuge Roads consist of public roads that provide access to or within the National Wildlife Refuge System.

Transportation infrastructure finance and innovation (TIFIA) program.—The TIFIA credit program provides funds to assist in the development of surface transportation projects of regional and national significance. The goal is to develop major infrastructure facilities through greater non-Federal and private sector participation, building on public willingness to dedicate future revenues or user fees in order to receive transportation benefits earlier than would be possible under traditional funding techniques. The TIFIA program provides secured loans, loan guarantees, and standby lines of credit that can be used to secure junior lien debt and thus enhance a project's overall debt obligations.

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, technology and education.—The research, technology, and education program develops new transportation technology that can be applied nationwide. Activities include surface transportation research, including Intelligent Transportation Systems; development and deployment, training and education; University Transportation Research; and funding for State research, development, and technology implementation.

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401	2004 actual	2005 est.	2006 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	23	22	27
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	25	24	29
12.1 Civilian personnel benefits	6	7	7
21.0 Travel and transportation of persons	8	9	10
22.0 Transportation of things	1	1	1
25.2 Other services	29,443	39,443	34,026
26.0 Supplies and materials	2	3	3
32.0 Land and structures		8	
41.0 Grants, subsidies, and contributions	12	27	27
93.0 Limitation on general operating expenses (see separate schedule)	333	341	367
99.0 Direct obligations	29,830	39,863	34,470
99.0 Reimbursable obligations	171	120	120
Allocation Account:			
Personnel compensation:			
11.1 Full-time permanent	69	86	88
11.3 Other than full-time permanent	4	6	6
11.5 Other personnel compensation	2	2	2
11.9 Total personnel compensation	75	94	96
12.1 Civilian personnel benefits	18	23	23
21.0 Travel and transportation of persons	3	5	5
22.0 Transportation of things	2	2	2
23.1 Rental payments to GSA	7	8	8
23.2 Rental payments to others	1	1	1
23.3 Communications, utilities, and miscellaneous charges	7	9	9
24.0 Printing and reproduction	1	1	1
25.1 Advisory and assistance services	6	7	7
25.2 Other services	272	363	373
25.3 Other purchases of goods and services from Government accounts	13	14	14
25.7 Operation and maintenance of equipment	4	3	4
26.0 Supplies and materials	8	10	10
31.0 Equipment	10	14	14
32.0 Land and structures	4	8	9
41.0 Grants, subsidies, and contributions	19	19	19
99.0 Allocation account	450	581	595
99.9 Total new obligations	30,451	40,564	35,185

Personnel Summary

Identification code 69-8083-0-7-401	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	420	418	443
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	7	29	33
Allocation account:			
3001 Total compensable workyears: Civilian full-time equivalent employment	151	171	180

FEDERAL HIGHWAY ADMINISTRATION
LIMITATION ON ADMINISTRATIVE EXPENSES

Necessary expenses for administration and operation of the Federal Highway Administration, not to exceed **[\$346,500,000] \$367,638,000,**

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. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

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

Program direction and coordination.—Provides overall management of the highway transportation program, including formulation of multi-year and long-range policy plans and goals for highway programs; 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	2004 actual	2005 est.	2006 est.
Personnel compensation:			
11.1 Full-time permanent	177	186	191
11.3 Other than full-time permanent	3	3	3
11.5 Other personnel compensation	3	3	3
11.9 Total personnel compensation	183	192	197
12.1 Civilian personnel benefits	48	54	58
21.0 Travel and transportation of persons	12	12	13
22.0 Transportation of things	2	1	.....
23.1 Rental payments to GSA	21	24	32
23.3 Communications, utilities, and miscellaneous charges	5	10	11
24.0 Printing and reproduction	3	2	2
25.2 Other services	46	39	46
26.0 Supplies and materials	2	2	3
31.0 Equipment	11	5	5
93.0 Limitation on expenses	-333	-341	-367
99.0 Limitation acct—direct obligations .....	.....	.....	.....

Personnel Summary

Identification code 69-8083-0-7-401	2004 actual	2005 est.	2006 est.
6001 Total compensable workyears: Civilian full-time equivalent employment	2,396	2,424	2,430

APPALACHIAN DEVELOPMENT HIGHWAY
(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8072-0-7-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.02 Section 378 of P.L. 106-346	1	4	.....
10.00 Total new obligations (object class 25.2)	1	4	.....
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	3	4	.....
22.10 Resources available from recoveries of prior year obligations	2	.....	.....
23.90 Total budgetary resources available for obligation	5	4	.....
23.95 Total new obligations	-1	-4	.....

24.40 Unobligated balance carried forward, end of year	4	.....	.....
Change in obligated balances:			
72.40 Obligated balance, start of year	70	24	21
73.10 Total new obligations	1	4	.....
73.20 Total outlays (gross)	-45	-7	-7
73.45 Recoveries of prior year obligations	-2	.....	.....
74.40 Obligated balance, end of year	24	21	14
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	45	7	7
Net budget authority and outlays:			
89.00 Budget authority .....	.....	.....	.....
90.00 Outlays	45	7	7

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

HIGHWAY RELATED SAFETY GRANTS

(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8019-0-7-401	2004 actual	2005 est.	2006 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	1	1	1
74.40 Obligated balance, end of year	1	1	1
Net budget authority and outlays:			
89.00 Budget authority .....	.....	.....	.....
90.00 Outlays .....	.....	.....	.....

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

MISCELLANEOUS TRUST FUNDS

Unavailable Receipts (in millions of dollars)

Identification code 69-9971-0-7-999	2004 actual	2005 est.	2006 est.
01.99 Balance, start of year	1	1	1
Receipts:			
02.20 Advances from State cooperating agencies and foreign governments	14	27	27
02.21 Advances for highway research program, Miscellaneous trust	4	14	14
02.22 Contributions from States, etc., cooperative work, forest highwa	103	12	12
02.40 Advances from other Federal agencies, FHA miscellaneous trust	11	247	247
02.99 Total receipts and collections	132	300	300
04.00 Total: Balances and collections	133	301	301
Appropriations:			
05.00 Miscellaneous trust funds	-132	-300	-300
07.99 Balance, end of year	1	1	1

Credit accounts—Continued

MISCELLANEOUS TRUST FUNDS—Continued

Program and Financing (in millions of dollars)

Identification code 69-9971-0-7-999	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Cooperative work, forest highways	7	51	51
00.03 Contributions for highway research programs	16	16	16
00.04 Advances from State cooperating agencies	12	41	41
00.05 Advances from other Federal Agencies	247	247	247
10.00 Total new obligations	19	355	355
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	44	178	123
22.00 New budget authority (gross)	132	300	300
22.10 Resources available from recoveries of prior year obligations	21		
23.90 Total budgetary resources available for obligation	197	478	423
23.95 Total new obligations	-19	-355	-355
24.40 Unobligated balance carried forward, end of year	178	123	68
New budget authority (gross), detail:			
Mandatory:			
60.26 Appropriation (trust fund)	132	300	300
Change in obligated balances:			
72.40 Obligated balance, start of year	151	65	67
73.10 Total new obligations	19	355	355
73.20 Total outlays (gross)	-84	-353	-355
73.45 Recoveries of prior year obligations	-21		
74.40 Obligated balance, end of year	65	67	67
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	243	243	243
86.98 Outlays from mandatory balances	84	110	112
87.00 Total outlays (gross)	84	353	355
Net budget authority and outlays:			
89.00 Budget authority	132	300	300
90.00 Outlays	84	353	355

Miscellaneous Trust Funds contain 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.

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

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

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

Object Classification (in millions of dollars)

Identification code 69-9971-0-7-999	2004 actual	2005 est.	2006 est.
11.1 Personnel compensation: Full-time permanent	1	7	7
25.2 Other services	18	348	348
99.9 Total new obligations	19	355	355

Personnel Summary

Identification code 69-9971-0-7-999	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	31	91	98

MISCELLANEOUS HIGHWAY TRUST FUNDS

Program and Financing (in millions of dollars)

Identification code 69-9972-0-7-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.27 Miscellaneous highway projects	159	216	128
10.00 Total new obligations (object class 41.0)	159	216	128
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	530	421	239
22.00 New budget authority (gross)	50	34	
23.90 Total budgetary resources available for obligation	580	455	239
23.95 Total new obligations	-159	-216	-128
24.40 Unobligated balance carried forward, end of year	421	239	111
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	50	34	
Change in obligated balances:			
72.40 Obligated balance, start of year	616	519	459
73.10 Total new obligations	159	216	128
73.20 Total outlays (gross)	-256	-276	-237
74.40 Obligated balance, end of year	519	459	350
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	14	9	
86.93 Outlays from discretionary balances	242	267	237
87.00 Total outlays (gross)	256	276	237
Net budget authority and outlays:			
89.00 Budget authority	50	34	
90.00 Outlays	257	276	237

No further budget authority is requested for 2006. Accounts in this consolidated schedule show the obligation and outlay amounts made available in prior years.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

[Trust Funds]

[MOTOR CARRIER SAFETY]

[LIMITATION ON ADMINISTRATIVE EXPENSES]

[(HIGHWAY TRUST FUND)]

[(INCLUDING TRANSFER OF FUNDS)]

[Notwithstanding any other provision of law, none of the funds in this Act shall be available for expenses for administration of motor carrier safety programs and motor carrier safety research, and grants, the obligations for which are in excess of \$257,547,000 for fiscal year 2005: *Provided*, That \$33,000,000 shall be available to make grants to, or enter into contracts with, States, local governments, or other persons for carrying out border commercial motor vehicle safety programs and enforcement activities and projects for the purposes described in 49 U.S.C. 31104(f)(2)(B), and the Federal share payable under such grants shall be 100 percent; \$20,000,000 shall be available to make grants to, or enter into contracts with, States, local governments, or other persons for commercial driver's licenses program improvements, and the Federal share payable under such grants shall be 100 percent; \$13,200,000 shall be available to make grants to States for implementation of section 210 of the Motor Car-

rier Safety Improvement Act of 1999, and the Federal share payable under such grant shall be 100 percent; and \$7,400,000 shall be available to make grants to, or enter into contracts with, States, local governments, or other persons for the commercial vehicle analysis reporting system, and the Federal share payable under such grants shall be 100 percent: *Provided further*, That notwithstanding any other provision of law, for payment of obligations incurred to pay administrative expenses of and grants by the Federal Motor Carrier Safety Administration, \$257,547,000, to be derived from the Highway Trust Fund, together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, the sum of which shall remain available until expended.】 (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

88.40	Non-Federal sources	- 14	- 14	.....
88.90	Total, offsetting collections (cash)	- 20	- 20	.....
	Against gross budget authority only:			
88.95	Change in uncollected customer payments from Federal sources (unexpired)	- 6		.....
Net budget authority and outlays:				
89.00	Budget authority	175	255	.....
90.00	Outlays	135	332	26

No funding is requested for this account in 2006.

Object Classification (in millions of dollars)

Identification code 69-8055-0-7-401	2004 actual	2005 est.	2006 est.	
Direct obligations:				
11.1	Personnel compensation: Full-time permanent	59	61	.....
12.1	Civilian personnel benefits	16	27	.....
21.0	Travel and transportation of persons	21	14	.....
23.1	Rental payments to GSA	12	10	.....
25.2	Other services	56	58	.....
25.5	Research and development contracts	5	6	.....
26.0	Supplies and materials	1	1	.....
31.0	Equipment	3	4	.....
41.0	Grants, subsidies, and contributions		74	.....
99.0	Direct obligations	173	255	.....
99.0	Reimbursable obligations	24	20	.....
99.9	Total new obligations	197	275	.....

Personnel Summary

Identification code 69-8055-0-7-401	2004 actual	2005 est.	2006 est.	
Direct:				
1001	Total compensable workyears: Civilian full-time equivalent employment	957	1,046
Reimbursable:				
2001	Total compensable workyears: Civilian full-time equivalent employment	49	52

【NATIONAL MOTOR CARRIER SAFETY PROGRAM】

【LIQUIDATION OF CONTRACT AUTHORIZATION】

【LIMITATION ON OBLIGATIONS】

【HIGHWAY TRUST FUND】

【Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 31102, 31106, and 31309, \$190,000,000 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 \$190,000,000 for “Motor Carrier Safety Grants” and “Information Systems,” and of which \$17,000,000 shall be available for grants to States for implementation of section 210 of the Motor Carrier Safety Improvement Act of 1999 (113 Stat. 1764–1765) and \$1,000,000 shall be available for grants to States, local governments, or other entities for commercial driver’s license program improvements: *Provided further*, That for grants made to States for implementation of section 210 of the Motor Carrier Safety Improvement Act of 1999 (113 Stat. 1764–1765), and for grants to States, local governments, or other entities for commercial driver’s license program improvements, the Federal share payable under such grants shall be 100 percent.】 (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-8055-0-7-401	2004 actual	2005 est.	2006 est.	
Obligations by program activity:				
Direct program:				
00.01	Administration	137	142	.....
00.02	Research and technology	7	8	.....
00.03	Regulatory Development	12	11	.....
00.04	Information Management	12	19	.....
00.05	Crash Data Improvements	5	7	.....
00.06	Outreach and Education		2	.....
00.07	CDL Improvement Grants		20	.....
00.08	Border Enforcement Grants		33	.....
00.09	New Entrant Grants		13	.....
01.00	Subtotal, Direct program	173	255	.....
09.01	Reimbursable program	24	20	.....
10.00	Total new obligations	197	275	.....
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	14	19	19
22.00	New budget authority (gross)	201	275	.....
22.10	Resources available from recoveries of prior year obligations	1		.....
23.90	Total budgetary resources available for obligation	216	294	19
23.95	Total new obligations	- 197	- 275	.....
24.40	Unobligated balance carried forward, end of year	19	19	19
New budget authority (gross), detail:				
Discretionary:				
40.26	Appropriation (trust fund)	175	255	.....
40.49	Portion applied to liquidate contract authority	- 175	- 255	.....
43.00	Appropriation (total discretionary) .....			.....
Mandatory:				
66.10	Contract authority	175	255	.....
Spending authority from offsetting collections:				
Discretionary:				
68.00	Offsetting collections (cash)	20	20	.....
68.10	Change in uncollected customer payments from Federal sources (unexpired)	6		.....
68.90	Spending authority from offsetting collections (total discretionary)	26	20	.....
70.00	Total new budget authority (gross)	201	275	.....
Change in obligated balances:				
72.40	Obligated balance, start of year	64	99	22
73.10	Total new obligations	197	275	.....
73.20	Total outlays (gross)	- 155	- 352	- 26
73.45	Recoveries of prior year obligations	- 1		.....
74.00	Change in uncollected customer payments from Federal sources (unexpired)	- 6		.....
74.40	Obligated balance, end of year	99	22	- 4
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	143	249	.....
86.93	Outlays from discretionary balances	12	103	26
87.00	Total outlays (gross)	155	352	26
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00	Federal sources	- 6	- 6	.....

Identification code 69-8048-0-7-401	2004 actual	2005 est.	2006 est.	
Obligations by program activity:				
00.01	Motor carrier grants	172	170	.....
00.02	Administration & Studies	3	3	.....
00.03	Information systems	14	15	.....
10.00	Total new obligations	189	188	.....

[NATIONAL MOTOR CARRIER SAFETY PROGRAM]—Continued
[LIQUIDATION OF CONTRACT AUTHORIZATION]—Continued
[HIGHWAY TRUST FUND]—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8048-0-7-401	2004 actual	2005 est.	2006 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	4	4	4
22.00 New budget authority (gross)	189	188	
23.90 Total budgetary resources available for obligation	193	192	4
23.95 Total new obligations	-189	-188	
24.40 Unobligated balance carried forward, end of year	4	4	4
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	189	188	
40.49 Portion applied to liquidate contract authority	-189	-188	
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority	189	188	
70.00 Total new budget authority (gross)	189	188	
Change in obligated balances:			
72.40 Obligated balance, start of year	200	199	135
73.10 Total new obligations	189	188	
73.20 Total outlays (gross)	-190	-252	-135
74.40 Obligated balance, end of year	199	135	
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	53	53	
86.93 Outlays from discretionary balances	137	199	135
87.00 Total outlays (gross)	190	252	135
Net budget authority and outlays:			
89.00 Budget authority	189	188	
90.00 Outlays	190	252	135

No funding is requested for this account in 2006.

Object Classification (in millions of dollars)

Identification code 69-8048-0-7-401	2004 actual	2005 est.	2006 est.
25.2 Other services	23	22	
41.0 Grants, subsidies, and contributions	166	166	
99.9 Total new obligations	189	188	

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

For payment of obligations incurred in carrying out the motor carrier safety grant programs for the purpose of issuing motor carrier safety grants, commercial driver license improvement grants, border enforcement grants, and Performance and Registration Information System Management grants, \$232,000,000, 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 \$232,000,000, for "Motor Carrier Safety Grants": Provided further, That establishment of this account and the funds made available to this program are contingent upon enactment of pending surface transportation authorization legislation.

Program and Financing (in millions of dollars)

Identification code 69-8158-0-7-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Commercial Motor Vehicle Safety			222

00.02 HAZMAT Safety			10
10.00 Total new obligations			232

Budgetary resources available for obligation:

22.00 New budget authority (gross)			232
23.95 Total new obligations			-232

New budget authority (gross), detail:

Discretionary:			
40.26 Motor Carrier Safety Grants			232
40.49 Portion applied to liquidate contract authority, Motor Carrier Safety Grants			-232
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority, Motor Carrier Safety Grants			232
70.00 Total new budget authority (gross)			232

Change in obligated balances:

72.40 Obligated balance, start of year			
73.10 Total new obligations			232
73.20 Total outlays (gross)			-65
74.40 Obligated balance, end of year			167

Outlays (gross), detail:

86.90 Outlays from new discretionary authority			65
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Net budget authority and outlays:

89.00 Budget authority			232
90.00 Outlays			65

Motor Carrier Safety Grants are funded at \$232 million in 2006, of which \$172 million is dedicated to Motor Carrier Safety Assistance Program (MCSAP) State grants. Grants will be used to support State compliance reviews; identify and apprehend traffic violators; conduct roadside inspections; and support safety audits on new entrant carriers. State safety enforcement efforts, at both the southern and northern borders, are funded at a total of \$33 million to ensure that all points of entry into the U.S. are fortified with comprehensive safety measures. In addition, \$23 million is included to improve State commercial driver's license (CDL) oversight activities to prevent unqualified drivers from being issued CDLs, and \$4 million is provided for the Performance Registration Information Systems and Management (PRISM) program, which links State motor vehicle registration systems with carrier safety data in order to identify unsafe commercial motor carriers.

Performance Metrics

Identification code 69-8158-0-7-401	2004 actual	2005 est.	2006 est.
Federal Motor Carrier Safety Administration Grant Program:			
41002 Large Truck Fatalities per 100 million per CVMT	2.21(p)	<1.96	<1.85

Object Classification (in millions of dollars)

Identification code 69-8158-0-7-401	2004 actual	2005 est.	2006 est.
25.2 Other services			3
41.0 Grants, subsidies, and contributions			229
99.9 Total new obligations			232

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

For payment of obligations incurred in the implementation, execution and administration of the motor carrier safety program, motor

carrier safety research, motor carrier outreach and education, \$233,000,000, to be derived from the Highway Trust Fund, together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, the sum of which shall remain available until expended: Provided, That none of the funds derived from the Highway Trust Fund in this Act shall be available for the implementation, execution or administration of programs the obligations for which are in excess of \$233,000,000, for "Motor Carrier Safety Operations and Programs", of which \$10,953,000, to remain available until September 30, 2009, is for the research and technology program; and of which up to \$6,800,000 shall be available to make grants to, or enter into contracts with, States, local government, or other persons for the commercial vehicle analysis reporting system, and the Federal share payable under such grants shall be 100 percent: Provided further, That establishment of this account and the funds made available to this program are contingent upon enactment of pending surface transportation authorization legislation.

Program and Financing (in millions of dollars)

Identification code 69-8159-0-7-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Commercial Motor Vehicle Safety			189
00.02 HAZMAT Safety			10
00.03 HAZMAT Security			8
00.04 Commercial Motor Vehicle Productivity			2
00.05 Organizational Excellence			24
01.00 Subtotal, direct program			233
09.01 Reimbursable program			20
10.00 Total new obligations			253
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			253
23.95 Total new obligations			-253
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)			233
40.49 Portion applied to liquidate contract authority			-233
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority			233
Discretionary:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)			20
70.00 Total new budget authority (gross)			253
Change in obligated balances:			
72.40 Obligated balance, start of year			
73.10 Total new obligations			253
73.20 Total outlays (gross)			-230
74.40 Obligated balance, end of year			23
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority			230
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources			-6
88.45 Offsetting governmental collections (from non-Federal sources)			-14
88.90 Total, offsetting collections (cash)			-20
Net budget authority and outlays:			
89.00 Budget authority			233
90.00 Outlays			210

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

Resources are also provided to fund motor carrier regulatory development and implementation, information management, research and technology, safety education and outreach, and the 24-hour safety and consumer telephone hotline. Funds are also provided from the Highway Trust Fund for Government-wide E-Government initiatives.

Performance Metrics

Identification code 69-8159-0-7-401	2004 actual	2005 est.	2006 est.
Operations and Programs:			
225001 Large Truck Fatalities per 100 million per Commercial Vehicle Miles Traveled (CVMT)	2.29	1.96	1.85
225002 Number of Federal Compliance Reviews conducted annually		8,000	10,000
225004 Number of HAZMAT Incidents involving commercial motor vehicles		409	399
225005 Number of days to upload crashdata		21/90	19/85

Object Classification (in millions of dollars)

Identification code 69-8159-0-7-401	2004 actual	2005 est.	2006 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent			68
11.3 Other than full-time permanent			2
11.9 Total personnel compensation			70
12.1 Civilian personnel benefits			23
21.0 Travel and transportation of persons			14
23.1 Rental payments to GSA			11
25.2 Other services			105
25.5 Research and development contracts			5
26.0 Supplies and materials			1
31.0 Equipment			4
99.0 Direct obligations			233
99.0 Reimbursable obligations			20
99.9 Total new obligations			253

Personnel Summary

Identification code 69-8159-0-7-401	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment			1,069
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment			52

BORDER ENFORCEMENT PROGRAM

(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8274-0-7-401	2004 actual	2005 est.	2006 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	27	17	
73.20 Total outlays (gross)	-10	-17	
74.40 Obligated balance, end of year	17		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	10	17	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	10	17	

No funding is requested for this account in 2006.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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

(In millions of dollars)

Budget authority:	2004 actual	2005 est.	2006 est.
Operations and research ¹	150		
Operations and research (Highway trust fund)	74	72	231
Operations and research (Highway Trust Fund) (Transfer from FHWA) ²		156	
Highway traffic safety grants	223	223	465
Total budget authority	297	451	696
Program level (obligations):			
Operations and research	9	4	
Operations and research (Highway trust fund)	74	228	231
Highway traffic safety grants	223	223	465
Total program level	306	455	696
Outlays:			
Operations and research	69	41	20
Operations and research (Highway trust fund)	56	181	237
Highway traffic safety grants	205	240	433
Total outlays	330	462	690

¹ H.R. 2673, Consolidated Appropriations Bill, FY 2004, provided \$150,000,000 for vehicle safety activities, formerly funded in the Operations and Research (General Fund) account, under the Federal-aid highways account.
² H.R. 4818, Consolidated Appropriations Bill, FY 2005, provided \$156,127,000 for vehicle safety activities under the Federal-aid highways account.

Federal Funds

General and special funds

OPERATIONS AND RESEARCH

[(LIQUIDATION OF CONTRACT AUTHORIZATION)]

[(LIMITATION ON OBLIGATIONS)]

[(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, \$157,386,000, to be derived from the sum authorized to be deducted under section 117 of this Act and transferred to the National Highway Traffic Safety Administration, to remain available until expended: *Provided*, That such funds shall be transferred to and administered by the National Highway Traffic Safety Administration: *Provided further*, That none of the funds in this Act may be used to augment information technology or computer support funds provided to NHTSA in excess of \$2,900,000: *Provided further*, 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: *Provided further*, That all funds made available under this heading shall be subject to any limitation on obligations for Federal-aid highways and highway safety construction programs set forth in this Act or any other Act: *Provided further*, That the obligation limitation made available for the programs, projects, and activities for which funds are made available under this heading 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]. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-0650-0-1-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Rulemaking	1		
00.02 Enforcement	2		
00.03 Research and analysis	4		
00.05 General administration	1		

00.06 Highway Safety Programs	1		
01.00 Total direct obligations	9		
10.00 Total new obligations	9		

Budgetary resources available for obligation:

21.40 Unobligated balance carried forward, start of year	12	4	4
22.10 Resources available from recoveries of prior year obligations	2		
23.90 Total budgetary resources available for obligation	14	4	4
23.95 Total new obligations	-9		
23.98 Unobligated balance expiring or withdrawn	-1		
24.40 Unobligated balance carried forward, end of year	4	4	4

Change in obligated balances:

72.40 Obligated balance, start of year	125	60	19
73.10 Total new obligations	9		
73.20 Total outlays (gross)	-69	-41	-19
73.40 Adjustments in expired accounts (net)	-3		
73.45 Recoveries of prior year obligations	-2		
74.40 Obligated balance, end of year	60	19	

Outlays (gross), detail:

86.93 Outlays from discretionary balances	69	41	19
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Net budget authority and outlays:

89.00 Budget authority			
90.00 Outlays	69	41	19

No funding is requested for this account in 2006. Funding for vehicle safety programs is requested in the Operations and Research Trust Fund account.

Object Classification (in millions of dollars)

Identification code 69-0650-0-1-401	2004 actual	2005 est.	2006 est.
25.2 Other services	7		
25.5 Research and development contracts	2		
99.9 Total new obligations	9		

Personnel Summary

Identification code 69-0650-0-1-401	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment			
Allocation account:			
3001 Total compensable workyears: Civilian full-time equivalent employment	374		

Trust Funds

OPERATIONS AND RESEARCH

[(LIQUIDATION OF CONTRACT AUTHORIZATION)]

[(LIMITATION ON OBLIGATIONS)]

[(HIGHWAY TRUST FUND)]

[Notwithstanding any other provision of law, for] *For* payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, [to remain available until expended, \$72,000,000] 49 U.S.C. 301, and part C of subtitle VI of 49 U.S.C., \$227,367,000, to be derived from the Highway Trust Fund, of which \$135,367,000 is to remain available until September 30, 2008, and \$92,000,000 is to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year [2005] 2006, are in excess of [\$72,000,000] \$227,367,000 for programs authorized under [23 U.S.C. 403] such sections. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

NATIONAL DRIVER REGISTER
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out chapter 303 of title 49, United States Code, **[\$3,600,000] \$4,000,000**, to be derived from the Highway Trust Fund and 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 **[\$3,600,000] \$4,000,000** for the National Driver Register authorized under chapter 303 of title 49, United States Code. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-8016-0-7-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Highway safety programs	70	74	69
00.02 Research and analysis	6	88	94
00.03 Office of the Administrator	1	6	7
00.04 General administration	7	14	13
00.05 Rulemaking	25	26	26
00.06 Enforcement	34	35	35
00.07 National Driver Register	4	4	4
01.00 Total Direct Obligations	84	245	248
09.01 Reimbursable program	8	25	25
10.00 Total new obligations	92	270	273
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	5	6	8
22.00 New budget authority (gross)	93	272	273
23.90 Total budgetary resources available for obligation	98	278	281
23.95 Total new obligations	-92	-270	-273
24.40 Unobligated balance carried forward, end of year	6	8	8
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	76	75	231
40.49 Portion applied to liquidate contract authority	-72	-231	-231
42.00 Transferred from other accounts	156		
43.00 Appropriation (total discretionary)	4		
Mandatory:			
66.10 Contract authority	72	75	231
66.35 Contract authority permanently reduced	-2		
66.62 Transferred from other accounts	156		
66.90 Contract authority (total mandatory)	70	231	231
Discretionary:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	19	41	42
70.00 Total new budget authority (gross)	93	272	273
Change in obligated balances:			
72.40 Obligated balance, start of year	81	98	144
73.10 Total new obligations	92	270	273
73.20 Total outlays (gross)	-75	-224	-280
74.40 Obligated balance, end of year	98	144	137
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	75	174	176
86.93 Outlays from discretionary balances	50		104
87.00 Total outlays (gross)	75	224	280
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-19	-41	-42
Net budget authority and outlays:			
89.00 Budget authority	74	231	231
90.00 Outlays	56	183	238
93.01 Unobligated balance, start of year: Contract authority	4	5	8
93.02 Unobligated balance, end of year: Contract authority	5	8	8
93.03 Obligated balance, start of year: Contract authority	80	95	142

93.04 Obligated balance, end of year: Contract authority 95 142 136

A total of \$231.367 million is proposed for Operations and Research.

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

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

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

Research and Analysis.—Provides motor vehicle safety research and development in support of all NHTSA programs, including the collection and analysis of crash data 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 increasing safety belt use, decreasing alcohol involvement in crashes, decreasing the number of rollover crashes, improving vehicle-to-vehicle crash compatibility, and improved data systems.

Highway Safety Programs.—Provide research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by State and local governments, the private sector, universities, research units, and various safety associations and organizations. This program emphasizes alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, State and community evaluation, motorcycle riders, pedestrian and bicycle safety, pupil transportation, young and older driver safety programs, and development of improved accident investigation procedures.

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.

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.

Object Classification (in millions of dollars)

Identification code 69-8016-0-7-401	2004 actual	2005 est.	2006 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	16	56	57
11.5 Other personnel compensation	2	2	2
11.9 Total personnel compensation	16	58	59
12.1 Civilian personnel benefits	4	13	13
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	1	7	8
23.3 Communications, utilities, and miscellaneous charges	4	4	3
24.0 Printing and reproduction	2	4	4

NATIONAL DRIVER REGISTER—Continued
(LIQUIDATION OF CONTRACT AUTHORIZATION)—Continued
(HIGHWAY TRUST FUND)—Continued

Object Classification (in millions of dollars)—Continued

Identification code 69-8016-0-7-401	2004 actual	2005 est.	2006 est.
25.2 Other services	49	70	70
25.5 Research and development contracts	11	73	74
26.0 Supplies and materials	10	11	
31.0 Equipment	5	5	
99.0 Direct obligations	84	245	248
99.0 Reimbursable obligations	8	25	25
99.9 Total new obligations	92	270	273

Personnel Summary

Identification code 69-8016-0-7-401	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	249	673	673

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

[Notwithstanding any other provision of law, for] For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, [405, and 410, to remain available until expended, \$225,000,000], 407, and 412, \$465,000,000 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 planning or execution of programs the total obligations for which, in fiscal year [2005] 2006, are in excess of [\$225,000,000 for programs authorized under 23 U.S.C. 402, 405, and 410, of which \$165,000,000 shall be for "Highway Safety Programs"] \$456,000,000 for such programs, to be allocated as follows: \$172,000,000 for "Highway Safety Programs" under 23 U.S.C. 402, \$20,000,000 shall be for "Occupant Protection Incentive Grants" under 23 U.S.C. 405, and \$40,000,000 shall be for "Alcohol-Impaired Driving Countermeasures Grants" under 23 U.S.C. 410;] \$183,000,000 under 23 U.S.C. 402(k); \$50,000,000 under 23 U.S.C. 402(l); \$10,000,000 under 23 U.S.C. 407; \$50,000,000 under 23 U.S.C. 412: *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 [\$10,000,000] \$6,325,000 of the funds made available for section 402, not to exceed [\$2,306,000] \$6,781,000 of the funds made available for section [405] 402(K), and not to exceed [\$2,000,000 of the funds made available for section 410] \$1,893,000 of the funds made available for section 402(l), not to exceed \$373,000 of the funds made available for section 407, and not to exceed \$1,893,000 of the funds made available for section 412 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 \$1,000,000 of the funds subject to allocation under section 157 of title 23, United States Code, and not to exceed \$1,000,000 of the funds subject to apportionment under section 163 of that title, shall be available to the National Highway Traffic Safety Administration for administering highway safety grants under those sections: *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]. (Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)

Program and Financing (in millions of dollars)

Identification code 69-8020-0-7-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Section 402 formula grants	160	163	405

00.02 Section 405 occupant protection incentive grants	20	20	
00.04 Safety Incentive Grants for Primary Seat Belt Laws	40	40	
00.05 Section 412 State Traffic Safety Information System Improvement			50
00.06 Section 407 Emergency Medical Services			10
10.00 Total new obligations	220	223	465

Budgetary resources available for obligation:

21.40 Unobligated balance carried forward, start of year		4	4
22.00 New budget authority (gross)	224	223	465
23.90 Total budgetary resources available for obligation	224	227	469
23.95 Total new obligations	-220	-223	-465
24.40 Unobligated balance carried forward, end of year	4	4	4

New budget authority (gross), detail:

Discretionary:			
40.26 Appropriation (trust fund)	224	223	465
40.49 Portion applied to liquidate contract authority	-224	-223	-465
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority	225	223	465
66.35 Contract authority permanently reduced	-1		
66.90 Contract authority (total mandatory)	224	223	465
70.00 Total new budget authority (gross)	224	223	465

Change in obligated balances:

72.40 Obligated balance, start of year	237	252	236
73.10 Total new obligations	220	223	465
73.20 Total outlays (gross)	-205	-239	-339
74.40 Obligated balance, end of year	252	236	362

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	90	91	191
86.93 Outlays from discretionary balances	115	148	148
87.00 Total outlays (gross)	205	239	339

Net budget authority and outlays:

89.00 Budget authority	224	223	465
90.00 Outlays	206	239	339

Section 402.—The Section 402 State and Community Grant Program is a three-part, performance-based program administered by NHTSA. The basic formula grant funding is allocated to the States on the basis of a statutory formula. Incentive grants will be awarded to States based on performance and passage of primary safety belt laws. Performance incentives will be calculated using highway safety performance measures for overall fatalities, occupant protection, impaired driving, and a combined measure of motorcycle, pedestrian, and bicycle safety. States use the formula and performance incentive funding to reduce traffic crashes, fatalities, and injuries. The grants are used to support State highway safety programs focused on national priority areas, and 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/impaired driving, and roadway safety. A final portion of Section 402 funds will support an impaired driving initiative in which grants are awarded strategically to the States where the greatest gains in reducing alcohol-related fatalities can be made.

State Traffic Safety Information System Improvement.—Incentive grants will be provided to States to support improvements in their highway safety data systems. Funds may be used only for eligible highway safety data improvements such as collecting all model minimum uniform crash criteria elements, linking data, and driving while intoxicated tracking systems.

Emergency Medical Services.—Grants will be provided to assist States in developing comprehensive wireless emergency access and response systems.

Performance Metrics

Identification code 69-8020-0-7-401	2004 actual	2005 est.	2006 est.
National Highway Traffic Safety Administration Grant Program:			
41403 Percentage of front occupants using seat belts		80%	82%

Object Classification (in millions of dollars)

Identification code 69-8020-0-7-401	2004 actual	2005 est.	2006 est.
41.0 Grants, subsidies, and contributions	209	211	448
94.0 Financial transfers	11	12	17
99.9 Total new obligations	220	223	465

FEDERAL RAILROAD ADMINISTRATION

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

(In millions of dollars)

Budget authority:	2004 actual	2005 est.	2006 est.
Safety and operations	130	139	146
Railroad research and development	34	36	46
Grants to the National Railroad Passenger Corporation	1,218	1,207	360
Pennsylvania Station redevelopment project			
Next generation high-speed rail	37	19	
Alaska Railroad rehabilitation	25	25	
Amtrak corridor improvement loans			
Railroad rehabilitation and improvement program	6		
Total budget authority	1,450	1,426	552

Outlays:	2004 actual	2005 est.	2006 est.
Safety and Operations	122	153	146
Railroad research and development	33	45	47
Grants to the National Railroad Passenger Corporation	1,282	1,259	360
Amtrak Reform Council	1		
Northeast corridor improvement program		18	
Rhode Island rail development	14		
Pennsylvania Station redevelopment project		5	24
Next generation high-speed rail	35	22	14
Alaska Railroad rehabilitation	20	37	15
West Virginia rail development	3	1	
Amtrak corridor improvement loans			
Railroad rehabilitation and improvement program	6		
Railroad rehabilitation and improvement program liquidating account	(4)	(5)	(5)
Total outlays	1,512	1,535	601

Federal Funds

General and special funds:

SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, **[\$139,769,000]** \$145,949,000, of which **[\$15,350,000]** \$13,856,000 shall remain available until expended. (Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)

Program and Financing (in millions of dollars)

Identification code 69-0700-0-1-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
Direct program:			
00.01 Salaries and expenses	124	144	144
00.02 Contract support		1	1
00.03 Local Rail Freight Assistance		1	
00.06 Alaska railroad liabilities	1	2	1
01.00 Total direct program	125	148	146
Reimbursable program:			
09.01 Reimbursable services	9	10	1

09.99 Total reimbursable program	9	10	1
10.00 Total new obligations	134	158	147

Budgetary resources available for obligation:

21.40 Unobligated balance carried forward, start of year	4	8	
22.00 New budget authority (gross)	139	148	147
22.22 Unobligated balance transferred from other accounts		2	
23.90 Total budgetary resources available for obligation	143	158	147
23.95 Total new obligations	-134	-158	-147
24.40 Unobligated balance carried forward, end of year	8		

New budget authority (gross), detail:

Discretionary:			
40.00 Appropriation	131	140	146
40.35 Appropriation permanently reduced	-1	-2	
43.00 Appropriation (total discretionary)	130	138	146
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)		10	1
68.10 Change in uncollected customer payments from Federal sources (unexpired)	9		
68.90 Spending authority from offsetting collections (total discretionary)	9	10	1
70.00 Total new budget authority (gross)	139	148	147

Change in obligated balances:

72.40 Obligated balance, start of year	24	20	15
73.10 Total new obligations	134	158	147
73.20 Total outlays (gross)	-125	-163	-148
73.40 Adjustments in expired accounts (net)	-2		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-9		
74.10 Change in uncollected customer payments from Federal sources (expired)	-3		
74.40 Obligated balance, end of year	20	15	14

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	117	133	133
86.93 Outlays from discretionary balances	8	30	15
87.00 Total outlays (gross)	125	163	148

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-5	-10	-1
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-9		
88.96 Portion of offsetting collections (cash) credited to expired accounts	5		

Net budget authority and outlays:

89.00 Budget authority	130	138	146
90.00 Outlays	122	153	147

The programs under this account are:

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

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

Alaska Railroad Liabilities.—Provides reimbursement to the Department of Labor for compensation payments to former Federal employees of the Alaska Railroad who were on the rolls during the period of Federal ownership and support for clean-up activities at hazardous waste sites located at properties once owned by the FRA. The 2006 request is for workers' compensation.

Performance Metrics

Identification code 69-0700-0-1-401	2004 actual	2005 est.	2006 est.
Railroad Safety Program (RSP):			
112701 Rail-related Fatalities Per Million Train Miles	1.16	1.18	1.15

General and special funds—Continued

SAFETY AND OPERATIONS—Continued

Performance Metrics—Continued

Identification code 69-0700-0-1-401	2004 actual	2005 est.	2006 est.
112702 Rail-related Injuries Per Million Train Miles	10.95	11.11	10.68
112703 Train Accidents Per Million Train-Miles	3.98	3.59	3.58

Object Classification (in millions of dollars)

Identification code 69-0700-0-1-401	2004 actual	2005 est.	2006 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	61	68	71
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	2	2	2
11.9 Total personnel compensation	64	71	74
12.1 Civilian personnel benefits	17	19	19
21.0 Travel and transportation of persons	9	9	9
23.1 Rental payments to GSA	4	5	6
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.1 Advisory and assistance services	1		
25.2 Other services	12	25	18
25.3 Other purchases of goods and services from Government accounts	3	2	2
25.7 Operation and maintenance of equipment	10	9	12
26.0 Supplies and materials	1	1	1
31.0 Equipment	2	3	3
41.0 Grants, subsidies, and contributions	1	3	1
99.0 Direct obligations	125	148	146
99.0 Reimbursable obligations	9	10	1
99.9 Total new obligations	134	158	147

Personnel Summary

Identification code 69-0700-0-1-401	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	783	827	837

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, **[\$36,025,000]** \$46,325,000, to remain available until expended. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-0745-0-1-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Railroad system issues	3	4	3
00.02 Human factors	3	4	3
00.03 Rolling stock and components	2	3	3
00.04 Track and structures	4	4	3
00.05 Track and train interaction	3	3	3
00.06 Train control	1	1	1
00.07 Grade crossings	1	2	2
00.08 Hazardous materials transportation	1	1	1
00.09 Train occupant protection	5	7	6
00.10 R&D facilities and test equipment	1	2	1
00.12 NDGPS	6	7	20
00.13 Marshall U/U of Nebraska	2	2	
01.00 Total direct program	32	40	46
09.10 Reimbursable program		4	5
10.00 Total new obligations	32	44	51
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	3	4	
22.00 New budget authority (gross)	34	40	51
23.90 Total budgetary resources available for obligation	37	44	51

23.95 Total new obligations	-32	-44	-51
24.40 Unobligated balance carried forward, end of year	4		

New budget authority (gross), detail:

Discretionary:			
40.00 Appropriation	34	36	46
68.00 Spending authority from offsetting collections: Offsetting collections (cash)		4	5
70.00 Total new budget authority (gross)	34	40	51

Change in obligated balances:

72.40 Obligated balance, start of year	43	43	38
73.10 Total new obligations	32	44	51
73.20 Total outlays (gross)	-33	-49	-52
74.40 Obligated balance, end of year	43	38	37

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	20	26	33
86.93 Outlays from discretionary balances	13	23	19
87.00 Total outlays (gross)	33	49	52

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources		-4	-5

Net budget authority and outlays:

89.00 Budget authority	34	36	46
90.00 Outlays	33	45	47

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 with private sector organizations.

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

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

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

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

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

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

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

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

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

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

NDGPS.—Provides for the operation and maintenance of the Nationwide Differential GPS (NDGPS) network and capital expenses for the continued expansion of this network. NDGPS provides precise positioning information and integrity monitoring of the GPS constellation for all transportation modes. The funding in 2006 will complete a major portion of the NDGPS transmitter network in the lower 48 states.

Performance Metrics

Identification code 69-0745-0-1-401	2004 actual	2005 est.	2006 est.
Research and Development:			
225202 Train accident rate (total number of train accidents versus train miles in millions)		3.59	3.58
225207 Number of deliverable research products, innovations, and technologies relating to equipment and operating practices that support DOT and FRA rail safety goals.		3	3
225208 Number of deliverable research products, innovations and technology relating to track and infrastructure that support DOT and FRA rail safety goals.		3	3

Object Classification (in millions of dollars)

Identification code 69-0745-0-1-401	2004 actual	2005 est.	2006 est.
Direct obligations:			
25.2 Other services	18	18	16
25.4 Operation and maintenance of facilities	1	2	1
25.5 Research and development contracts	11	18	27
41.0 Grants, subsidies, and contributions	2	2	2
99.0 Direct obligations	32	40	46
99.0 Reimbursable obligations		4	5
99.9 Total new obligations	32	44	51

RHODE ISLAND RAIL DEVELOPMENT

Program and Financing (in millions of dollars)

Identification code 69-0726-0-1-401	2004 actual	2005 est.	2006 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	14		
73.20 Total outlays (gross)	-14		
74.40 Obligated balance, end of year			
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	14		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	14		

Funds were previously provided to continue the construction of a third rail line and related costs between Davisville and Central Falls, RI. No funds are requested for 2006, as the 2001 funding completed the Administration's total funding commitment to this project.

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Program and Financing (in millions of dollars)

Identification code 69-0723-0-1-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Pennsylvania Station redevelopment project		60	
10.00 Total new obligations (object class 41.0)		60	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	60	60	
23.95 Total new obligations		-60	
24.40 Unobligated balance carried forward, end of year	60		
Change in obligated balances:			
72.40 Obligated balance, start of year			55
73.10 Total new obligations		60	
73.20 Total outlays (gross)		-5	-24
74.40 Obligated balance, end of year		55	31

Outlays (gross), detail:			
86.93 Outlays from discretionary balances		5	24
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays		5	24

Funds are used to redevelop the Pennsylvania Station in New York City, which involves 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. In 2001, an advance appropriation of \$20 million for the Farley Building was made available specifically for fire and life safety initiatives. No funds are requested in 2006.

[ALASKA RAILROAD REHABILITATION]

[To enable the Secretary of Transportation to make grants to the Alaska Railroad, \$25,000,000, for capital rehabilitation and improvements benefiting its passenger operations, to remain available until expended.] (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-0730-0-1-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Alaska Railroad Rehabilitation	25	25	
10.00 Total new obligations (object class 41.0)	25	25	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	25	25	
23.95 Total new obligations	-25	-25	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	25	25	
Change in obligated balances:			
72.40 Obligated balance, start of year	22	27	15
73.10 Total new obligations	25	25	
73.20 Total outlays (gross)	-20	-37	-15
74.40 Obligated balance, end of year	27	15	
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	19	10	
86.93 Outlays from discretionary balances	1	27	15
87.00 Total outlays (gross)	20	37	15
Net budget authority and outlays:			
89.00 Budget authority	25	25	
90.00 Outlays	20	37	15

These funds provided direct payments to the Alaska railroad. No funds are requested for 2006.

WEST VIRGINIA RAIL DEVELOPMENT

Program and Financing (in millions of dollars)

Identification code 69-0758-0-1-401	2004 actual	2005 est.	2006 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	4	1	
73.20 Total outlays (gross)	-3	-1	
74.40 Obligated balance, end of year	1		

General and special funds—Continued**WEST VIRGINIA RAIL DEVELOPMENT—Continued****Program and Financing (in millions of dollars)—Continued**

Identification code 69-0758-0-1-401	2004 actual	2005 est.	2006 est.
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	3	1	.....
Net budget authority and outlays:			
89.00 Budget authority	3	1	.....
90.00 Outlays	3	1	.....

Funding for capital costs associated with track, signal and crossover rehabilitation and improvements on the MARC Brunswick line in West Virginia. No funds are requested in 2006.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

[To enable the Secretary of Transportation to make quarterly grants to the National Railroad Passenger Corporation, \$1,217,000,000, to remain available until September 30, 2005: *Provided*, That not less than \$500,000,000 shall be provided in quarterly grants for capital expenses: *Provided further*, That the Secretary of Transportation shall approve funding to cover operating losses and capital expenditures, including advance purchase orders, for the National Railroad Passenger Corporation only after receiving and reviewing a grant request for each specific train route: *Provided further*, That each such grant request shall be accompanied by a detailed financial analysis, revenue projection, and capital expenditure projection justifying the Federal support to the Secretary's satisfaction: *Provided further*, That the Secretary of Transportation shall reserve \$60,000,000 of the funds provided under this heading and is authorized to transfer such sums to the Surface Transportation Board, upon request from said Board, to carry out directed service orders issued pursuant to section 11123 of title 49, United States Code, to respond to the cessation of commuter rail operations by the National Railroad Passenger Corporation: *Provided further*, That the Secretary of Transportation shall make the reserved funds available to the National Railroad Passenger Corporation through an appropriate grant instrument during the end of the fourth quarter of fiscal year 2005 to the extent that no directed service orders have been issued by the Surface Transportation Board as of the date of transfer or there is a balance of reserved funds not needed by the Board to pay for any directed service order issued through September 30, 2005: *Provided further*, That not later than 60 days after enactment of this Act, Amtrak shall transmit, in electronic format, to the Secretary of Transportation, the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation a comprehensive business plan approved by the Board of Directors for fiscal year 2005 under section 24104(a) of title 49, United States Code: *Provided further*, That the business plan shall include, as applicable, targets for ridership, revenues, and capital and operating expenses: *Provided further*, That the plan shall also include a separate accounting of such targets for the Northeast Corridor; commuter service; long-distance Amtrak service; State-supported service; each intercity train route; including Autotrain; and commercial activities including contract operations and mail and express: *Provided further*, That the business plan shall include a description of the work to be funded, along with cost estimates and an estimated timetable for completion of the projects covered by this business plan: *Provided further*, That not later than December 1, 2004 and no later than 30 days following the last business day of the previous month thereafter, Amtrak shall submit to the Secretary of Transportation and the House and Senate Committees on Appropriations a supplemental report, in electronic format, regarding the pending business plan, which shall describe the work completed to date, any changes to the business plan, and the reasons for such changes: *Provided further*, That none of the funds in this Act may be used for operating expenses, including advance purchase orders, and capital projects not approved by the Secretary of Transportation nor on the National Railroad Passenger Corporation's fiscal year 2005 business plan: *Provided further*, That Amtrak shall display the business plan and all subsequent supplemental plans on the Corporation's website within a reasonable time-

frame following their submission to the appropriate entities: *Provided further*, That none of the funds under this heading may be obligated or expended until the National Railroad Passenger Corporation agrees to continue abiding by the provisions of paragraphs 1, 2, 3, 5, 9, and 11 of the summary of conditions for the direct loan agreement of June 28, 2002, in the same manner as in effect on the date of enactment of this Act: *Provided further*, That the Secretary of Transportation is authorized to retain up to \$4,000,000 of the funds provided to be used to retain a consultant or consultants to assist the Secretary in preparing a comprehensive valuation of Amtrak's assets to be completed not later than September 30, 2005: *Provided further*, That these funds shall be available to the Secretary of Transportation until expended: *Provided further*, That this valuation shall be used to retain a consultant or consultants to develop to the Secretary's satisfaction a methodology for determining the avoidable and fully allocated costs of each Amtrak route: *Provided further*, That once the Secretary has approved the methodology for determining the avoidable and fully allocated costs of each Amtrak route, Amtrak shall apply that methodology in compiling an annual report to Congress on the avoidable and fully allocated costs of each of its routes, with the initial report for fiscal year 2005 to be submitted to the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure, and the Senate Committee on Commerce, Science, and Transportation before December 31, 2005, and each subsequent report to be submitted within 90 days after the end of the fiscal year to which the report pertains.]

To enable the Secretary of Transportation to transfer such sums to the Surface Transportation Board, \$360,000,000 shall be available to carry out 49 U.S.C. 11123 and respond to the possible cessation of commuter rail operations by the National Railroad Passenger Corporation: Provided, That the Secretary of Transportation shall make the funds available to the Surface Transportation Board on an equal pro rata quarterly basis, only following the justification for Federal support to the satisfaction of the Secretary of Transportation. (Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)

Program and Financing (in millions of dollars)

Identification code 69-0704-0-1-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Operating Expenses and Restructuring Initiatives	756	711	360
00.02 Capital and Infrastructure		496	.....
00.03 General Capital Grants	462	24	.....
10.00 Total new obligations (object class 41.0)	1,218	1,231	360
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	24	24	.....
22.00 New budget authority (gross)	1,218	1,207	360
23.90 Total budgetary resources available for obligation	1,242	1,231	360
23.95 Total new obligations	-1,218	-1,231	-360
24.40 Unobligated balance carried forward, end of year	24	.....	.....
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	1,225	1,217	360
40.35 Appropriation permanently reduced	-7	-10	.....
43.00 Appropriation (total discretionary)	1,218	1,207	360
Change in obligated balances:			
72.40 Obligated balance, start of year	92	28	.....
73.10 Total new obligations	1,218	1,231	360
73.20 Total outlays (gross)	-1,282	-1,259	-360
74.40 Obligated balance, end of year	28	.....	.....
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	1,218	1,207	360
86.93 Outlays from discretionary balances	64	52	.....
87.00 Total outlays (gross)	1,282	1,259	360
Net budget authority and outlays:			
89.00 Budget authority	1,218	1,207	360
90.00 Outlays	1,282	1,259	360

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

The Administration's legislative proposal, entitled the "Passenger Rail Investment Reform Act," outlines certain reforms for the existing intercity passenger rail service. Reforms are critical for developing an efficient intercity passenger rail system. Because Congress has not yet acted upon the reauthorization proposal, no funding is provided in 2006. With no Federal subsidy, Amtrak will be confronted with the need to take steps to implement structural reform. The funding provided in 2006 to be made available to the Surface Transportation Board will support existing commuter service along the Northeast Corridor should Amtrak cease commuter rail operations. Funds will be provided to the Surface Transportation Board on an equal pro rata quarterly basis only following justification of the Federal support to the satisfaction of the Secretary.

AMTRAK REFORM COUNCIL

Program and Financing (in millions of dollars)

Identification code 69-0152-0-1-407	2004 actual	2005 est.	2006 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	1		
73.20 Total outlays (gross)	-1		
74.40 Obligated balance, end of year			
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	1		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	1		

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, \$19,650,000, to remain available until expended.] (Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)

Program and Financing (in millions of dollars)

Identification code 69-0722-0-1-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 High-speed train control systems	10	8	
00.02 High-speed non-electric locomotives	9	8	
00.03 Grade crossing hazard mitigation/low-cost innovative technologies	9	6	
00.04 Track/structures technology	1	1	
00.05 Corridor planning	2	6	
00.06 Maglev	8	2	
10.00 Total new obligations	39	31	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	14	12	
22.00 New budget authority (gross)	37	19	
23.90 Total budgetary resources available for obligation	51	31	
23.95 Total new obligations	-39	-31	
24.40 Unobligated balance carried forward, end of year	12		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	37	19	

Change in obligated balances:			
72.40 Obligated balance, start of year	56	60	69
73.10 Total new obligations	39	31	
73.20 Total outlays (gross)	-35	-22	-14
74.40 Obligated balance, end of year	60	69	55
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	5	3	
86.93 Outlays from discretionary balances	30	19	14
87.00 Total outlays (gross)	35	22	14
Net budget authority and outlays:			
89.00 Budget authority	37	19	
90.00 Outlays	35	22	14

The Next Generation High-Speed Rail Program funds: research, development, and technology demonstration programs and the planning and analysis required to evaluate technology proposals under the program. No funds are requested in 2006 because the future of the passenger rail system remains under debate.

Object Classification (in millions of dollars)

Identification code 69-0722-0-1-401	2004 actual	2005 est.	2006 est.
25.2 Other services	36	28	
41.0 Grants, subsidies, and contributions	3	3	
99.9 Total new obligations	39	31	

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0123-0-1-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.04 System engineering, program management and administration		4	
10.00 Total new obligations (object class 25.2)		4	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	4	4	
23.95 Total new obligations		-4	
24.40 Unobligated balance carried forward, end of year	4		
Change in obligated balances:			
72.40 Obligated balance, start of year	15	15	1
73.10 Total new obligations		4	
73.20 Total outlays (gross)		-18	
74.40 Obligated balance, end of year	15	1	1
Outlays (gross), detail:			
86.93 Outlays from discretionary balances		18	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays		18	

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

General and special funds—Continued

ALAMEDA CORRIDOR DIRECT LOAN FINANCING PROGRAM

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

Identification code 69-0536-0-1-401	2004 actual	2005 est.	2006 est.
Direct loan downward reestimate subsidy budget authority:			
137001 Downward reestimates subsidy budget authority	-17		
137901 Total downward reestimate budget authority	-17		

Credit accounts:

ALAMEDA CORRIDOR DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4183-0-3-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.02 Interest paid to Treasury	17		
00.03 Refund of overpayment of FY2003 interest on uninvested funds	2		
00.91 Direct Program by Activities—Subtotal (1 level)	19		
08.02 Downward subsidy reestimate	12		
08.04 Interest on downward reestimate of subsidy	5		
08.91 Direct Program by Activities—Subtotal (1 level)	17		
10.00 Total new obligations	36		
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	37		
23.95 Total new obligations	-36		
New financing authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	651		
68.10 Change in uncollected customer payments from Federal sources (unexpired)	-69		
68.47 Portion applied to repay debt	-545		
68.90 Spending authority from offsetting collections (total discretionary)	37		
Change in obligated balances:			
72.40 Obligated balance, start of year	-69		
73.10 Total new obligations	36		
73.20 Total financing disbursements (gross)	-36		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	69		
74.40 Obligated balance, end of year			
87.00 Total financing disbursements (gross)	36		
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Refund	-74		
88.25 Interest on uninvested funds	-1		
88.40 Non-Federal sources (Principal)	-576		
88.40 Non-Federal sources (interest)			
88.90 Total, offsetting collections (cash)	-651		
Against gross financing authority only:			
88.95 Change in receivables from program accounts	69		
Net financing authority and financing disbursements:			
89.00 Financing authority	-545		
90.00 Financing disbursements	-615		

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. In 2004, ACTA repaid the entire loan balance.

Status of Direct Loans (in millions of dollars)

Identification code 69-4183-0-3-401	2004 actual	2005 est.	2006 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	545		
1251 Repayments: Repayments and prepayments	-545		
1290 Outstanding, end of year			

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans. 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	2003 actual	2004 actual
ASSETS:		
Net value of assets related to post-1991 direct loans receivable:		
1401 Direct loans receivable, gross	545	
1499 Net present value of assets related to direct loans	545	
1999 Total assets	545	
LIABILITIES:		
2103 Federal liabilities: Debt	545	
2999 Total liabilities	545	
4999 Total liabilities and net position	545	

[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 2005: *Provided further*, That the Secretary of Transportation and the National Railroad Passenger Corporation shall reach agreement on a schedule for the repayment of all principal and interest on their June 28, 2002 direct loan agreement that provides for repayment in five equal annual installments over a 5-year period beginning in fiscal year 2005: *Provided further*, That each annual installment payment shall be made no later than thirty days after the enactment of the Departments of Transportation and Treasury, Independent Agencies, and General Government Appropriations Act for the fiscal year: *Provided further*, That in the event the Secretary and the National Railroad Passenger Corporation are unable to agree on the terms and conditions of such revised repayment schedule within sixty days after the enactment of this Act, then all principal and interest shall come due as provided for under the existing terms of the June 28, 2002 direct loan agreement.] (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

General Fund Credit Receipt Accounts (in millions of dollars)

Identification code 69-0750-0-1-401	2004 actual	2005 est.	2006 est.
0101 Negative subsidies/subsidy reestimates		10	

Program and Financing (in millions of dollars)

Identification code 69-0750-0-1-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.03 Loan Modification	6		
00.05 Upward Reestimate		1	
10.00 Total new obligations (object class 94.0)	6	1	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	6	1	
23.95 Total new obligations	-6	-1	

New budget authority (gross), detail:

Discretionary:			
40.00 Appropriation	6		
Mandatory:			
60.00 Upward Reestimate		1	
70.00 Total new budget authority (gross)	6	1	

Change in obligated balances:

73.10 Total new obligations	6	1	
73.20 Total outlays (gross)	-6	-1	

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	6		
86.97 Outlays from new mandatory authority		1	
87.00 Total outlays (gross)	6	1	

Net budget authority and outlays:

89.00 Budget authority	6	1	
90.00 Outlays	6	1	

No funding is requested in 2006 for the Railroad Rehabilitation and Improvement account (RRIF). The Administration proposes eliminating the program. Recent legislation provides significant benefits to railroads through changes to the tax code.

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

Identification code 69-0750-0-1-401	2004 actual	2005 est.	2006 est.
Direct loan levels supportable by subsidy budget authority:			
115001 Direct loan levels	263	250	
115901 Total direct loan levels	263	250	
Direct loan subsidy (in percent):			
132001 Subsidy rate	0.00	0.00	
Direct loan subsidy budget authority:			
133001 Subsidy budget authority			
133901 Total subsidy budget authority			
Direct loan subsidy outlays:			
134001 Subsidy outlays			
134901 Total subsidy outlays			
Direct loan upward reestimate subsidy budget authority:			
135001 Upward reestimates subsidy budget authority		1	
135901 Total upward reestimate budget authority		1	
Direct loan downward reestimate subsidy budget authority:			
137001 Downward reestimates subsidy budget authority	-5	-10	
137901 Total downward reestimate budget authority	-5	-10	

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4420-0-3-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct Loans	263	250	
00.02 Interest to Treasury	16	22	26
00.91 Direct Program by Activities—Subtotal (1 level)	279	272	26
08.02 Downward Reestimate	5	10	
10.00 Total new obligations	284	282	26
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	284	282	26
23.95 Total new obligations	-284	-282	-26

New financing authority (gross), detail:

Mandatory:			
67.10 Authority to borrow	255	250	
69.00 Offsetting collections Upward Reestimate		1	
69.00 Amtrak Modification	6		
69.00 Offsetting collections (reestimate)	5		
69.00 Offsetting collections (principal)	9	24	28
69.00 Offsetting collections (credit risk premium)	13	1	
69.00 Offsetting collections (interest)	3	22	26
69.47 Portion applied to repay debt	-7	-16	-28
69.90 Spending authority from offsetting collections (total mandatory)	29	32	26
70.00 Total new financing authority (gross)	284	282	26

Change in obligated balances:

72.40 Obligated balance, start of year	5	53	85
73.10 Total new obligations	284	282	26
73.20 Total financing disbursements (gross)	-236	-250	
74.40 Obligated balance, end of year	53	85	111
87.00 Total financing disbursements (gross)	236	250	

Offsets:

Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Federal sources (reestimate)		-1	
88.00 Federal sources (Amtrak Modification)	-6		
88.25 Interest on uninvested funds	-5		
88.40 Credit premium	-13	-1	
88.40 Principal repayment	-3	-24	-28
88.40 Interest Repayment	-9	-22	-26
88.90 Total, offsetting collections (cash)	-36	-48	-54

Net financing authority and financing disbursements:

89.00 Financing authority	248	234	-28
90.00 Financing disbursements	201	202	-54

Status of Direct Loans (in millions of dollars)

Identification code 69-4420-0-3-401	2004 actual	2005 est.	2006 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			
1121 Limitation available from carry-forward	3,389	3,126	2,876
1143 Unobligated limitation carried forward (P.L. xx) (-)	-3,126	-2,876	-2,876
1150 Total direct loan obligations	263	250	
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	105	333	555
1231 Disbursements: Direct loan disbursements	227	250	
1251 Repayments: Repayments and prepayments	-7	-24	-28
Write-offs for default:			
1263 Direct loans	-2	-4	-6
1264 Other adjustments, net	10		
1290 Outstanding, end of year	333	555	521

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from

Credit accounts—ContinuedRAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN
FINANCING ACCOUNT—Continued

the Government resulting from direct loans. The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4420-0-3-401	2003 actual	2004 actual
ASSETS:		
Net value of assets related to post-1991 direct loans receivable:		
1401 Direct loans receivable, gross	105	333
1499 Net present value of assets related to direct loans	105	333
1601 Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable: Direct loans, gross		
1999 Total assets	105	333
LIABILITIES:		
2105 Federal liabilities: Other	105	333
2999 Total liabilities	105	333
4999 Total liabilities and net position	105	333

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

Identification code 69-4411-0-3-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Interest to Treasury	2	1	1
10.00 Total new obligations (object class 43.0)	2	1	1
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	2	2	2
23.95 Total new obligations	-2	-1	-1
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	6	6	6
69.47 Portion applied to repay debt	-4	-4	-4
69.90 Spending authority from offsetting collections (total mandatory)	2	2	2
Change in obligated balances:			
73.10 Total new obligations	2	1	1
73.20 Total outlays (gross)	-2	-1	-1
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	2	1	1
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-6	-6	-6
Net budget authority and outlays:			
89.00 Budget authority	-4	-4	-4
90.00 Outlays	-4	-5	-5

Status of Direct Loans (in millions of dollars)

Identification code 69-4411-0-3-401	2004 actual	2005 est.	2006 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	36	32	27
1251 Repayments: Repayments and prepayments	-4	-5	-5
1290 Outstanding, end of year	32	27	22

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

Section 511—Loan repayments.—This program reflects repayments of principal and interest on outstanding borrowings by the railroads to the Federal Financing Bank under the section 511 loan guarantee program.

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

Balance Sheet (in millions of dollars)

Identification code 69-4411-0-3-401	2003 actual	2004 actual
ASSETS:		
Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable:		
1601 Direct loans, gross	36	32
1602 Interest receivable	2	2
1699 Value of assets related to direct loans	38	34
1999 Total assets	38	34
LIABILITIES:		
Federal liabilities:		
2102 Interest payable	2	2
2103 Debt	36	32
2999 Total liabilities	38	34
4999 Total liabilities and net position	38	34

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 region-wide 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 FTA budget includes program streamlining and consolidation to support the President's goal of creating a citizen-centered, outcome-based Government. The Administration proposes consolidating the myriad of separate transit programs in order to give States and localities additional flexibility to better meet the mobility needs in their communities. This consolidation has the added benefit of reducing the administrative burden on grantees, since fewer separate grant applications would be required. In addition, the FTA proposes new initiatives, including performance incentives and the President's New Freedom Initiative.

In 2006, \$7,781 million is proposed for transit programs.

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

	[In millions of dollars]		
	2004 actual	2005 est.	2006 est.
Obligation Limitations:			
Administrative expenses, general fund	14	9	84
Administrative expenses, trust fund	60	68	
Subtotal, obligation limitation	74	76	84

Transit planning and research, general fund	25	16	.....
Transit planning and research, trust fund	156	111	.....
Subtotal, obligation limitation	181	127	.....
University transportation centers, general fund	1	1	.....
University transportation centers, trust fund	5	5	.....
Subtotal, obligation limitation	6	6	.....
Job access and reverse commute, general fund	5	16	.....
Job access and reverse commute, trust fund	99	109	.....
Subtotal, obligation limitation	104	124	.....
Formula grants, general fund	714	450	.....
Formula grants, trust fund	4,019	3,500	.....
Subtotal, obligation limitation	4,733	3,950	.....
Capital investment grants, general fund	694	464	.....
Capital investment grants, trust fund	2,495	2,898	.....
Subtotal, obligation limitation	3,189	3,262	.....
Major Capital Investment Grants, general funds		873	.....
Major Capital Investment Grants, trust funds		690	.....
Total		1,563	.....
Formula Grants and Research, trust funds		6,135	.....
Trust fund share of expenses, total budget authority (non-add)	[6,834]	[6,691]	[690]
Trust fund share of expenses, available for obligation (non-add)	[6,834]	[6,691]	[690]
Total FTA, obligation limitation	8,287	7,649	7,781

Note.—In 2004, P.L. 108-199, the Consolidated Appropriations Act, 2004, Division H, Sec. 168(b) reduced funding by .59 percent. The 2004 funds reflect the transfer of \$1,036 million from FHWA to FTA and \$15 million in funds transferred from FTA to FHWA.

In 2005, P.L. 108-447, the Consolidated Appropriations Act, 2005, Division J, Sec. 122 reduced funding by .80 percent. The budget assumes that flex funding transfers between FHWA and FTA will continue, and will be documented at the end of the fiscal year.

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, **[\$9,750,000] \$83,500,000: Provided, That [no more than \$78,000,000 of budget authority shall be available for these purposes: Provided further, That of the funds available not to exceed \$900,000 shall be available for the Office of the Administrator; not to exceed \$6,520,000 shall be available for the Office of Administration; not to exceed \$4,100,000 shall be available for the Office of the Chief Counsel; not to exceed \$1,243,000 shall be available for the Office of Communication and Congressional Affairs; not to exceed \$7,396,000 shall be available for the Office of Program Management; not to exceed \$6,929,000 shall be available for the Office of Budget and Policy; not to exceed \$4,645,000 shall be available for the Office of Demonstration and Innovation; not to exceed \$3,013,000 shall be available for the Office of Civil Rights; not to exceed \$4,171,000 shall be available for the Office of Planning; not to exceed \$20,150,000 shall be available for regional offices; and not to exceed \$16,433,000 shall be available for the central account: Provided further, That the Administrator is authorized to transfer funds appropriated for an office of the Federal Transit Administration: Provided further, That no appropriation for an office shall be increased or decreased by more than a total of 5 percent during the fiscal year by all such transfers: Provided further, That any change in funding greater than 5 percent shall be submitted for approval to the House and Senate Committees on Appropriations: Provided further, That any funding transferred from the central account shall be submitted for approval to the House and Senate Committees on Appropriations: Provided further, That none of the funds provided or limited in this Act may be used to create a permanent office of transit security under this heading: Provided further, That] of the funds in this Act available for the execution of contracts under section 5327(c) of title 49, United States Code, \$2,000,000 shall be reimbursed to the Department of Transportation's Office of Inspector General for costs associated with audits and investigations of transit-related issues, including reviews of new fixed guideway systems: Provided further, That up to \$2,500,000 for the National transit database shall remain available until expended: Provided further, That upon submission to the Congress of the fiscal year 2006 President's budget, the Secretary of Transportation shall transmit to Congress the annual report on new starts, proposed allocations of funds for fiscal year**

2006: *Provided further, That the amount herein appropriated shall be reduced by \$20,000 per day for each day after initial submission of the President's budget that the report has not been submitted to the Congress.* (Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)

Program and Financing (in millions of dollars)

Identification code 69-1120-0-1-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct program	74	76	84
01.01 Reimbursable program			
10.00 Total new obligations	74	76	84
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year			1
22.00 New budget authority (gross)	74	77	84
23.90 Total budgetary resources available for obligation	74	77	85
23.95 Total new obligations	-74	-76	-84
24.40 Unobligated balance carried forward, end of year		1	1
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	15	78	84
40.35 Appropriation permanently reduced	-1	-1	
43.00 Appropriation (total discretionary)	14	77	84
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	60		
70.00 Total new budget authority (gross)	74	77	84
Change in obligated balances:			
72.40 Obligated balance, start of year	13	13	6
73.10 Total new obligations	74	76	84
73.20 Total outlays (gross)	-74	-83	-84
74.40 Obligated balance, end of year	13	6	6
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	66	69	76
86.93 Outlays from discretionary balances	8	14	8
87.00 Total outlays (gross)	74	83	84
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-61		
Against gross budget authority only:			
88.96 Portion of offsetting collections (cash) credited to expired accounts	1		
Net budget authority and outlays:			
89.00 Budget authority	14	77	84
90.00 Outlays	13	83	84

For 2006, \$83.5 million is requested to fund the personnel and other support costs associated with management and direction of FTA programs. FTA continues to focus on the President's Management Agenda, long-term management of the Federal workforce, and fostering a citizen-centered, results-based government that is organized to be flexible and lean. FTA remains committed to continuing aggressive efforts to increase efficiency and productivity within available staffing resources, and to improve the services offered to its customers. FTA has been a leader in the Department by expanding its automated systems to provide direct access to our customers. The Transportation Electronic Award and Management 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	2004 actual	2005 est.	2006 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	43	45	48

General and special funds—Continued

ADMINISTRATIVE EXPENSES—Continued

Object Classification (in millions of dollars)—Continued

Identification code 69-1120-0-1-401	2004 actual	2005 est.	2006 est.
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	44	46	49
12.1 Civilian personnel benefits	9	10	11
21.0 Travel and transportation of persons	1	1	2
23.1 Rental payments to GSA	5	5	6
23.3 Communications, utilities, and miscellaneous charges	2	2	2
25.2 Other services	12	11	13
31.0 Equipment	1	1	1
99.0 Direct obligations	74	76	84
99.0 Reimbursable obligations			
99.9 Total new obligations	74	76	84

Personnel Summary

Identification code 69-1120-0-1-401	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	495	517	527
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment			

MAJOR CAPITAL INVESTMENT GRANTS

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses to carry out 49 U.S.C. 5303-5305, and 5309, \$872,800,000, to remain available until expended: *Provided*, That no more than \$1,562,500,000 of budget authority shall be available for these purposes, of which \$1,531,250,000 is for new fixed guideway systems, and \$31,250,000 is for metropolitan and statewide planning activities.

Program and Financing (in millions of dollars)

Identification code 69-1139-0-1-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Major capital investment grants		1,452	1,562
10.00 Total new obligations		1,452	1,562
Budgetary resources available for obligation:			
22.00 New budget authority (gross)		1,452	1,562
23.95 Total new obligations		-1,452	-1,562
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation		886	872
40.35 Appropriation permanently reduced		-7	
43.00 Appropriation (total discretionary)		879	872
68.00 Spending authority from offsetting collections: Offsetting collections (cash)		573	690
70.00 Total new budget authority (gross)		1,452	1,562
Change in obligated balances:			
72.40 Obligated balance, start of year			1,278
73.10 Total new obligations		1,452	1,562
73.20 Total outlays (gross)		-174	-580
74.40 Obligated balance, end of year		1,278	2,260
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		174	188
86.93 Outlays from discretionary balances			392
87.00 Total outlays (gross)		174	580

Offsets:

88.00 Against gross budget authority and outlays:			
Offsetting collections (cash) from: Federal sources		-573	-690

Net budget authority and outlays:

89.00 Budget authority		879	872
90.00 Outlays		-399	-110

New Starts.—\$1,531 million for the construction of new fixed guideway systems and extensions to existing fixed guideway systems. The Administration proposes to expand the New Starts program to make new non-fixed guideway transportation corridor systems and extensions (“small starts”) eligible for funding, in order to more cost-effectively address the transit needs of some communities. In order to accommodate growth in the “small starts” category and ensure that meritorious New Starts projects can be funded in the future, FTA seeks a modest increase in the New Starts program. FTA has made significant gains in controlling major project costs. FTA’s goal is that for 100 percent of the projects, the current total estimated project cost will not exceed the project’s baseline cost estimate by more than 5 percent. FTA achieved this goal in 2003.

Planning.—\$31.2 million for Metropolitan and Statewide Planning activities. This portion of the Metropolitan and Statewide planning activities will be funded from Major Capital Investment Grants. Fixed guideway modernization funding is provided in the Formula Grants and Research account.

Object Classification (in millions of dollars)

Identification code 69-1139-0-1-401	2004 actual	2005 est.	2006 est.
25.2 Other services		14	15
41.0 Grants, subsidies, and contributions		1,438	1,547
99.9 Total new obligations		1,452	1,562

[FORMULA GRANTS]

[(INCLUDING TRANSFER OF FUNDS)]

For necessary expenses to carry out 49 U.S.C. 5307, 5308, 5310, 5311, 5327, and section 3038 of Public Law 105-178, \$504,022,000, to remain available until expended: *Provided*, That no more than \$4,032,175,000 of budget authority shall be available for these purposes: *Provided further*, That notwithstanding any other provision of law, \$50,000,000 of the funds 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”.] (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-1129-0-1-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.02 Urban formula-capital	3,833	1,480	490
00.03 Alaska Railroad	3	2	
00.05 Elderly and disabled	173	13	
00.06 Nonurban formula	243	103	
00.07 Over-the-road-bus	7	6	
00.08 Emergency response funds	1	6	
10.00 Total new obligations	4,260	1,610	490
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1,554	2,067	490
22.00 New budget authority (gross)	4,740		
22.10 Resources available from recoveries of prior year obligations	33		
22.22 Unobligated balance transferred from other accounts		33	
23.90 Total budgetary resources available for obligation	6,327	2,100	490
23.95 Total new obligations	-4,260	-1,610	-490
24.40 Unobligated balance carried forward, end of year	2,067	490	

New budget authority (gross), detail:

Discretionary:			
40.00	Appropriation	768	
40.35	Appropriation permanently reduced	-5	
41.00	Transferred to other accounts	-50	
43.00	Appropriation (total discretionary)	713	
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	4,027	
70.00	Total new budget authority (gross)	4,740	

Change in obligated balances:

72.40	Obligated balance, start of year	6,797	6,300	4,530
73.10	Total new obligations	4,260	1,610	490
73.20	Total outlays (gross)	-4,724	-3,380	-2,328
73.45	Recoveries of prior year obligations	-33		
74.40	Obligated balance, end of year	6,300	4,530	2,692

Outlays (gross), detail:

86.90	Outlays from new discretionary authority	1,039		
86.93	Outlays from discretionary balances	3,685	3,380	2,328
87.00	Total outlays (gross)	4,724	3,380	2,328

Offsets:

Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00	Federal sources	-4,019		
88.45	Offsetting governmental collections (from non-Federal sources)	-8		
88.90	Total, offsetting collections (cash)	-4,027		

Net budget authority and outlays:

89.00	Budget authority	713		
90.00	Outlays	697	3,380	2,328

Beginning in 2006, Formula Grants will be funded as a Trust Fund account.

Object Classification (in millions of dollars)

Identification code 69-1129-0-1-401	2004 actual	2005 est.	2006 est.
25.2 Other services	13	9	
41.0 Grants, subsidies, and contributions	4,247	1,601	490
99.9 Total new obligations	4,260	1,610	490

[UNIVERSITY TRANSPORTATION RESEARCH]

[For necessary expenses to carry out 49 U.S.C. 5505, \$750,000, to remain available until expended: *Provided*, That no more than \$6,000,000 of budget authority shall be available for these purposes.] (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-1136-0-1-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct Program Activity	6		
10.00 Total new obligations (object class 41.0)	6		
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	6	6	6
22.00 New budget authority (gross)	6		
23.90 Total budgetary resources available for obligation	12	6	6
23.95 Total new obligations	-6		
24.40 Unobligated balance carried forward, end of year	6	6	6
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	1		
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	5		

70.00	Total new budget authority (gross)	6		
Change in obligated balances:				
72.40	Obligated balance, start of year	13	12	6
73.10	Total new obligations	6		
73.20	Total outlays (gross)	-7	-6	-5
74.40	Obligated balance, end of year	12	6	1

Outlays (gross), detail:

86.93	Outlays from discretionary balances	7	6	5
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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	1		
90.00	Outlays	2	6	5

Beginning in 2006, University Transportation Research will be funded in the Formula Grants and Research account.

[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, \$16,000,000, to remain available until expended: *Provided*, That no more than \$128,000,000 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)), \$60,385,600 is available for metropolitan planning (49 U.S.C. 5303, 5304, and 5305), \$12,614,400 is available for State planning (49 U.S.C. 5313(b)); and \$37,500,000 is available for the national planning and research program (49 U.S.C. 5314).] (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-1137-0-1-401	2004 actual	2005 est.	2006 est.	
Obligations by program activity:				
00.01 Direct program	155	71		
09.01 Reimbursable program	26			
10.00 Total new obligations	181	71		
Budgetary resources available for obligation:				
21.40 Unobligated balance carried forward, start of year	40	68		
22.00 New budget authority (gross)	207			
22.10 Resources available from recoveries of prior year obligations	2			
22.22 Unobligated balance transferred from other accounts		3		
23.90 Total budgetary resources available for obligation	249	71		
23.95 Total new obligations	-181	-71		
24.40 Unobligated balance carried forward, end of year	68			
New budget authority (gross), detail:				
Discretionary:				
40.00 Appropriation	25			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	167			
68.10 Change in uncollected customer payments from Federal sources (unexpired)	15			
68.90 Spending authority from offsetting collections (total discretionary)	182			
70.00 Total new budget authority (gross)	207			
Change in obligated balances:				
72.40	Obligated balance, start of year	262	243	190
73.10	Total new obligations	181	71	
73.20	Total outlays (gross)	-183	-124	-93
73.45	Recoveries of prior year obligations	-2		
74.00	Change in uncollected customer payments from Federal sources (unexpired)	-15		

General and special funds—Continued

【TRANSIT PLANNING AND RESEARCH】—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-1137-0-1-401	2004 actual	2005 est.	2006 est.
74.40 Obligated balance, end of year	243	190	97
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	27		
86.93 Outlays from discretionary balances	156	124	93
87.00 Total outlays (gross)	183	124	93
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-167		
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-15		
Net budget authority and outlays:			
89.00 Budget authority	25		
90.00 Outlays	16	124	93

In 2006, the National Research program, Transit Cooperative Research, and National Transit Institute are funded in the Formula Grants and Research account. Funds supporting metropolitan and statewide planning activities are made available from the Formula Grants and Research account and the Major Capital Investment Grants account. The Rural Transit Assistance program will be funded within the Formula Grants and Research account as part of the Nonurbanized Area Formula Program.

Object Classification (in millions of dollars)

Identification code 69-1137-0-1-401	2004 actual	2005 est.	2006 est.
Direct obligations:			
25.5 Research and development contracts	31		
41.0 Grants, subsidies, and contributions	124	71	
99.0 Direct obligations	155	71	
99.0 Reimbursable obligations	26		
99.9 Total new obligations	181	71	

【JOB ACCESS AND REVERSE COMMUTE GRANTS】

【For necessary expenses to carry out section 3037 of the Federal Transit Act of 1998, \$15,625,000, to remain available until expended: *Provided*, That no more than \$125,000,000 of budget authority shall be available for these purposes: *Provided further*, That up to \$300,000 of the funds provided under this heading may be used by the Federal Transit Administration for technical assistance and support and performance reviews of the Job Access and Reverse Commute Grants program.】 (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-1125-0-1-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct Program Activity	86	124	
10.00 Total new obligations (object class 41.0)	86	124	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	114	128	
22.00 New budget authority (gross)	104		
22.10 Resources available from recoveries of prior year obligations	1		
22.21 Unobligated balance transferred to other accounts	-5	-4	
23.90 Total budgetary resources available for obligation	214	124	
23.95 Total new obligations	-86	-124	

24.40 Unobligated balance carried forward, end of year	128		
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New budget authority (gross), detail:

Discretionary:			
40.00 Appropriation	25		
41.00 Transferred to other accounts	-20		
43.00 Appropriation (total discretionary)	5		
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	99		
70.00 Total new budget authority (gross)	104		

Change in obligated balances:

72.40 Obligated balance, start of year	160	164	175
73.10 Total new obligations	86	124	
73.20 Total outlays (gross)	-81	-113	-82
73.45 Recoveries of prior year obligations	-1		
74.40 Obligated balance, end of year	164	175	93

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	1		
86.93 Outlays from discretionary balances	80	113	82
87.00 Total outlays (gross)	81	113	82

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-99		

Net budget authority and outlays:

89.00 Budget authority	5		
90.00 Outlays	-18	113	82

In 2006, funds requested for the Job Access and Reverse Commute program are included in the Formula Grants and Research account.

【CAPITAL INVESTMENT GRANTS】

【(INCLUDING TRANSFER OF FUNDS)】

【For necessary expenses to carry out 49 U.S.C. 5308, 5309, 5318, and 5327, \$417,353,000, to remain available until expended: *Provided*, That no more than \$3,338,825,000 of budget authority shall be available for these purposes: *Provided further*, That there shall be available for fixed guideway modernization, \$1,214,400,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, \$675,000,000, which shall include \$50,000,000 made available under 5309(m)(3)(C) of this title, plus \$50,000,000 transferred from "Federal Transit Administration, Formula Grants"; and there shall be available for new fixed guideway systems \$1,449,425,000, with \$3,591,548 in unobligated balances made available in Public Law 106-346, and \$22,554,144 in unobligated balances made available in Public Law 107-87, to be available as follows:

- Atlanta, Georgia/North Springs (North Line Extension), \$265,410.
- Baltimore, Maryland, Central Light Rail Double Track, \$29,010,000.
- Birmingham-Transit Corridor, Alabama, \$1,000,000.
- Boston, Massachusetts, Silver Line III, \$3,000,000.
- Capital Metro-Bus Rapid Transit, Texas, \$1,000,000.
- CATRAIL RTC Rail Project, Nevada, \$1,000,000.
- Charlotte, North Carolina, South Corridor Light Rail Project, \$30,000,000.
- Chicago, Illinois, Douglas Branch Reconstruction, \$85,000,000.
- Chicago, Illinois, Ravenswood Line Extension, \$40,000,000.
- Cleveland, Ohio, Euclid Corridor Transportation Project, \$25,000,000.
- Dallas, Texas NW/SE Extension, \$8,500,000.
- Denver, Colorado, Southeast Corridor LRT, \$80,000,000.
- Dulles Corridor Rapid Transit Project, Virginia, \$25,000,000.
- Fort Lauderdale, Florida, South Florida Commuter Rail Upgrades, \$11,409,506.
- Harrisburg, Pennsylvania, Corridor One Rail MOS, \$2,000,000.
- Hawaii and Alaska Ferry Boats, \$10,296,000.
- Houston Advanced Metro Transit Plan, Texas, \$8,500,000.
- I-5/I-205/SR50, Transit Loop, Washington and Oregon, \$1,500,000.

Las Vegas, Nevada, Resort Corridor Fixed Guideway Project, \$30,000,000.
 Little Rock River Rail, Arkansas, \$3,500,000.
 Los Angeles, California/MOS3 Metro Rail (North Hollywood), \$675,103.
 Los Angeles, California, Eastside Light Rail Transit Project, \$60,000,000.
 Los Angeles, California, Gold Line Foothill Extension, \$500,000.
 Metra Commuter Rail Expansions and Extensions, Illinois, \$52,000,000.
 Minneapolis, Minnesota, Hiawatha Light Rail Project, \$33,698,453.
 Minneapolis, Minnesota, Northstar Commuter Rail Project, \$5,000,000.
 Nashville, Tennessee, East Corridor Commuter Rail, \$2,000,000.
 New Jersey Trans-Hudson Midtown Corridor, \$1,200,000.
 New Orleans, Louisiana, Canal Street Corridor Project, \$16,747,023.
 New York, New York Long Island Rail Road East Side Access, \$100,000,000.
 Norfolk, Virginia, Light Rail Transit Project, \$2,000,000.
 Northern New Jersey Hudson-Bergen Light Rail MOS2, \$100,000,000.
 Northern New Jersey Newark Rail Link MOS 1, \$319,463.
 Northern New Jersey Newark-Elizabeth Rail Line MOS1, \$1,365,876.
 Philadelphia, Pennsylvania, Schuylkill Valley MetroRail, \$10,000,000.
 Phoenix, Arizona, Central Phoenix/East Valley Light Rail, \$75,000,000.
 Pittsburgh, Pennsylvania, North Shore Light Rail Connector, \$55,000,000.
 Pittsburgh, Pennsylvania, Stage II Light Rail, \$1,140,792.
 Portland, Oregon, Interstate Max Light Rail Extension, \$23,480,000.
 Raleigh, North Carolina, Triangle Transit Authority Regional Rail Project, \$20,000,000.
 Rhode Island Integrated Commuter Rail Project, \$6,000,000.
 Regional Commuter Rail (Weber County to Salt Lake City), Utah, \$8,000,000.
 Salt Lake City, Utah/CBD to University LRT, \$1,147,398.
 Salt Lake City, Utah/Medical Center Extension, \$8,836,110.
 San Diego, California, Mid-Coast Light Rail Extension, \$1,000,000.
 San Diego, California, Mission Valley East Light Rail Extension, \$81,640,000.
 San Diego, California, Oceanside-Escondido Rail Corridor, \$55,000,000.
 San Francisco, California, BART Extension to San Fran International Airport, \$100,000,000.
 San Francisco, California, Muni Third Street Light Rail Project, \$10,000,000.
 San Juan, Puerto Rico, Tren Urbano Rapid Transit System, \$44,620,000.
 Santa Clara County, California, Silicon Valley Rapid Transit Corridor Project, \$2,500,000.
 Seattle, Washington, Central Link Initial Segment, \$80,000,000.
 Sound Transit Sounder Commuter Rail, Lakewood to Nisqually, Washington, \$4,000,000.
 South Shore Commuter Rail, Indiana, \$2,500,000.
 St. Louis, Missouri/MetroLink St. Clair Extension, \$60,436.
 Stamford, Connecticut Urban Transitway, Phase 2, \$3,000,000.
 Washington County, Oregon, Wilsonville to Beaverton Commuter Rail Project, \$9,000,000.
 Washington, DC/Largo Extension, Maryland, \$76,770,615].
(Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)

10.00	Total new obligations	5,837	2,441	749
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	5,874	3,239	794
22.00	New budget authority (gross)	3,189		
22.10	Resources available from recoveries of prior year obligations	8		
22.21	Unobligated balance transferred to other accounts		-8	
22.22	Unobligated balance transferred from other accounts	5	4	
23.90	Total budgetary resources available for obligation	9,076	3,235	794
23.95	Total new obligations	-5,837	-2,441	-749
24.40	Unobligated balance carried forward, end of year	3,239	794	45
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	628		
40.35	Appropriation permanently reduced	-4		
42.00	Transferred from other accounts	70		
43.00	Appropriation (total discretionary)	694		
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	2,495		
70.00	Total new budget authority (gross)	3,189		
Change in obligated balances:				
72.40	Obligated balance, start of year	4,032	7,072	5,827
73.10	Total new obligations	5,837	2,441	749
73.20	Total outlays (gross)	-2,789	-3,686	-2,513
73.45	Recoveries of prior year obligations	-8		
74.40	Obligated balance, end of year	7,072	5,827	4,063
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	724		
86.93	Outlays from discretionary balances	2,065	3,686	2,513
87.00	Total outlays (gross)	2,789	3,686	2,513
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-2,495		
Net budget authority and outlays:				
89.00	Budget authority	694		
90.00	Outlays	294	3,686	2,513

In 2006, funds requested for fixed guideway modernization are included under the Formula Grants and Research account. Funding for new major capital investment grants (i.e., New Starts) is being proposed in a new account, Major Capital Investment Grants.

Performance Metrics

Identification code 69-1134-0-1-401	2004 actual	2005 est.	2006 est.	
New Starts:				
112501	Percent of projects under Full Funding Grant Agreements that have current total cost estimates that do not exceed baseline cost by more than 5%	92%	1	1
112502	Ridership: The percent change in transit passenger-miles traveled per transit market, adjusted for employment levels. (new measure of ridership established in FY 2003).	.7%	1.0%	1.0%
112505	Ensure that all New Starts projects are completed within 5 percent of its total estimated capital cost as outlined in the full funding grant agreement	100%	100%	100%

Object Classification (in millions of dollars)

Identification code 69-1134-0-1-401	2004 actual	2005 est.	2006 est.	
Direct obligations:				
11.1	Personnel compensation: Full-time permanent	1	1	1
25.2	Other services	28	24	2
41.0	Grants, subsidies, and contributions	4,005	1,944	274
99.0	Direct obligations	4,034	1,969	277
99.0	Reimbursable obligations	1,803	472	472

Program and Financing (in millions of dollars)

Identification code 69-1134-0-1-401	2004 actual	2005 est.	2006 est.	
Obligations by program activity:				
00.01	Capital investment grants	2,930	1,645	
00.02	Emergency Supplemental P.L. 107-117	1	1	
00.03	Lower Manhattan Recovery P.L. 107-206	1,103	323	277
09.00	Federal Emergency Management P.L. 107-206 Reimbursable (FEMA)	1,803	472	472

General and special funds—Continued

**【CAPITAL INVESTMENT GRANTS】—Continued
【(INCLUDING TRANSFER OF FUNDS)】—Continued**

Object Classification (in millions of dollars)—Continued

Identification code 69-1134-0-1-401	2004 actual	2005 est.	2006 est.
99.9 Total new obligations	5,837	2,441	749

Personnel Summary

Identification code 69-1134-0-1-401	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	6	10	10

RESEARCH, TRAINING, AND HUMAN RESOURCES

Program and Financing (in millions of dollars)

Identification code 69-1121-0-1-401	2004 actual	2005 est.	2006 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	1	1	1
74.40 Obligated balance, end of year	1	1	1
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

Since 1993, the activities of this account have been financed in the Transit Planning and Research account. Beginning in 2006, these activities will be funded in the Formula Grants and Research account.

INTERSTATE TRANSFER GRANTS—TRANSIT

Program and Financing (in millions of dollars)

Identification code 69-1127-0-1-401	2004 actual	2005 est.	2006 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	-21		8
22.10 Resources available from recoveries of prior year obligations	3		
22.22 Unobligated balance transferred from other accounts		8	
23.90 Total budgetary resources available for obligation	-18	8	8
23.97 Deficiency	18		
24.40 Unobligated balance carried forward, end of year		8	8
Change in obligated balances:			
72.40 Obligated balance, start of year	10	6	3
73.20 Total outlays (gross)	-1	-3	-2
73.45 Recoveries of prior year obligations	-3		
74.40 Obligated balance, end of year	6	3	1
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	1	3	2
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	1	3	2
Memorandum (non-add) entries:			
91.90 Unpaid obligations, end of year: Deficiency			

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	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
01.00 Direct Program by Activities—Subtotal (WMATA)			
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	1	1
24.40 Unobligated balance carried forward, end of year	1	1	1
Change in obligated balances:			
72.40 Obligated balance, start of year	21	9	5
73.10 Total new obligations			
73.20 Total outlays (gross)	-12	-4	-3
74.40 Obligated balance, end of year	9	5	2
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	12	4	3
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	12	4	3

The National Capital Transportation Amendments of 1979 (Stark-Harris) authorized \$1.7 billion in Federal funds to support the construction of the Washington Metrorail system. In addition, the National Capital Transportation Amendments of 1990 authorized another \$1.3 billion in Federal capital assistance to complete construction of the planned 103-mile system. The Federal commitment to complete the 103-mile system was fully funded in 1999. No new budget authority is proposed.

MISCELLANEOUS EXPIRED ACCOUNTS

Program and Financing (in millions of dollars)

Identification code 69-1122-0-1-401	2004 actual	2005 est.	2006 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	-1		
23.97 Deficiency	1		
24.40 Unobligated balance carried forward, end of year			
Change in obligated balances:			
72.40 Obligated balance, start of year	1	1	1
74.40 Obligated balance, end of year	1	1	1
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			
Memorandum (non-add) entries:			
91.90 Unpaid obligations, end of year: Deficiency	1		

This schedule displays program balances that are no longer required.

Trust Funds

DISCRETIONARY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8191-0-7-401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Discretionary grants	31	1	3

10.00	Total new obligations (object class 41.0)	31	1	3
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	55	45	3
22.10	Resources available from recoveries of prior year obligations	21		
22.21	Unobligated balance transferred to other accounts	-41		
23.90	Total budgetary resources available for obligation	76	4	3
23.95	Total new obligations	-31	-1	-3
24.40	Unobligated balance carried forward, end of year	45	3	
Change in obligated balances:				
72.40	Obligated balance, start of year	448	297	202
73.10	Total new obligations	31	1	3
73.20	Total outlays (gross)	-161	-96	-103
73.45	Recoveries of prior year obligations	-21		
74.40	Obligated balance, end of year	297	202	102
Outlays (gross), detail:				
86.93	Outlays from discretionary balances	161	96	103
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	161	96	103

In 2006, no additional liquidating cash is requested to pay previous obligations in the Discretionary Grants account.

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, \$6,744,500,000, to remain available until expended, and to be derived from the Mass Transit Account of the Highway Trust Fund: *Provided*, That \$3,528,153,000 shall be paid to the Federal Transit Administration’s formula grants account: *Provided further*, That \$112,000,000 shall be paid to the Federal Transit Administration’s transit planning and research account: *Provided further*, That \$68,250,000 shall be paid to the Federal Transit Administration’s administrative expenses account: *Provided further*, That \$5,250,000 shall be paid to the Federal Transit Administration’s university transportation research account: *Provided further*, That \$109,375,000 shall be paid to the Federal Transit Administration’s job access and reverse commute grants program: *Provided further*, That \$2,921,472,000] 5305, 5309, and 5327, \$690,000,000, to remain available until expended, to be derived from the Mass Transit Account of the Highway Trust Fund, which shall be paid to the Federal Transit Administration’s Major Capital Investment Grants account. (Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)

Program and Financing (in millions of dollars)

Identification code 69–8350–0–7–401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01	Administrative expenses	60	
00.02	Job access and reverse commute	99	
00.03	Formula programs	4,019	
00.04	University transportation research	5	
00.05	Transit planning and research	156	
00.06	Capital investment grants	2,495	
00.07	Major Capital Investment		690
10.00	Total new obligations (object class 94.0)	6,834	690
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year		
	Contract Authority	29	29
22.00	New budget authority (gross)	6,834	690
23.90	Total budgetary resources available for obligation	6,863	719
23.95	Total new obligations	-6,834	-690
24.40	Unobligated balance carried forward, end of year		
	Contract Authority	29	29

New budget authority (gross), detail:			
Discretionary:			
40.26	Appropriation (trust fund)	5,847	573
40.35	Appropriation permanently reduced	-34	
40.49	Portion applied to liquidate contract authority used	-6,834	-573
41.00	Transferred to other accounts	-15	
42.00	Transferred from other accounts	1,036	
43.00	Appropriation (total discretionary)		
Mandatory:			
66.10	Contract authority	5,847	573
66.35	Contract authority permanently reduced	-34	
66.61	Transferred to other accounts	-15	
66.62	Transferred from other accounts	1,036	
66.90	Contract authority (total mandatory)	6,834	573
70.00	Total new budget authority (gross)	6,834	573
Change in obligated balances:			
73.10	Total new obligations	6,834	573
73.20	Total outlays (gross)	-6,834	-573
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	6,834	573
Net budget authority and outlays:			
89.00	Budget authority	6,834	573
90.00	Outlays	6,833	573

For 2006, 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)

	2004 actual	2005 est.	2006 est.
Unexpended balance, start of year	4,823	3,777	7,435
Cash income during the year, Governmental receipts:			
Motor fuel taxes	4,926	5,119	5,237
Cash outlays during the year:			
Discretionary grants	161	96	103
Formula Grants and Research		752	2,714
Trust fund share of transit programs	5,813	573	690
Total annual outlays	5,974	1,421	3,507
Adjustments		-41	
Unexpended balance, end of year	3,777	7,435	9,165

Trust Funds

FORMULA GRANTS AND RESEARCH

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

None of the funds in this Act shall be available for programs, the obligations for which are in excess of the \$6,135,000,000 for formula grants and research, to be derived from the Mass Transit Account of the Highway Trust Fund, together with reimbursements received by the Federal Transit Administration, to remain available until expended. Within the obligation limitation of \$6,135,000,000, not more than the following shall be available:

- \$122,700,000 for Planning programs authorized under 49 U.S.C. 5305;
- \$3,900,000 for the National Transit database authorized under 49 U.S.C. 5335;
- \$4,849,950 for grants to the Alaska Railroad for improvements to its passenger operations under 49 U.S.C. 5307;
- \$6,950,000 for the Rural Transportation Accessibility Incentive program authorized under section 3038 of the Transportation Equity Act for the 21st Century, as amended;
- \$47,791,650 for programs authorized under 49 U.S.C. 5312–5315 and 5322, of which \$9,008,726 for transit cooperative research under section 5313, \$4,368,157 for the National Transit Institute under section 5315, including not more than \$1,000,000 for workplace safety under section 5315(a)(16), and \$34,414,767 for national research programs under sections 5312–5314 and 5322;
- \$158,405,700 for the New Freedom Program authorized under 49 U.S.C. 5317;

General and special funds—Continued

FORMULA GRANTS AND RESEARCH—Continued

(LIMITATION ON OBLIGATIONS)—Continued

\$3,742,350 for the Bus Testing program authorized under 49 U.S.C. 5318;

\$6,000,000 for University Transportation Research authorized under 49 U.S.C. 5505;

\$392,640,000 for grants to other than urbanized areas authorized under 49 U.S.C. 5311, of which \$7,852,000 for the rural transit assistance program;

\$95,092,500 for financial assistance for services for elderly persons and persons with disabilities authorized under 49 U.S.C. 5310; \$163,865,850 for financial assistance for job access and reverse commute projects;

\$1,326,755,100 for fixed guideway modernization grants authorized under section 5307 and apportioned in accordance with section 5337; and

\$3,697,306,500 for grants to urbanized areas authorized under 49 U.S.C. 5307, and apportioned in accordance with 49 U.S.C. 5336.

For payment of obligations incurred in carrying out 49 U.S.C. 5305, 5307–5308, 5310, 5311, 5318, 5322, 5327, 5335, 5505, 5570–5575, and section 3038 of Public Law 105–178, as amended, \$1,115,000,000, to remain available until expended, and to be derived from the Mass Transit Account of the Highway Trust Fund.

Program and Financing (in millions of dollars)

Identification code 69–8303–0–7–401	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Urbanized area programs		4,137	4,878
00.02 Fixed guideway modernization		1,205	1,327
00.03 Alaska railroad		5	5
00.04 Over-the-road bus		7	7
00.05 National transit database		4	4
00.06 State administered programs		605	631
00.07 National research		55	54
00.08 Planning		58	123
00.09 National Parks Legacy Project			30
09.01 Reimbursable program		25	25
10.00 Total new obligations		6,101	7,084
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year			1,042
22.00 New budget authority (gross)		7,143	7,160
23.90 Total budgetary resources available for obligation		7,143	8,202
23.95 Total new obligations		–6,101	–7,084
24.40 Unobligated balance carried forward, end of year		1,042	1,118
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)		989	3,384
40.49 Portion applied to liquidate contract authority		–989	–3,384
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority		6,118	6,135
66.10 Contract authority		1,000	1,000
66.90 Contract authority (total mandatory)		7,118	7,135
Discretionary:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)		25	25
70.00 Total new budget authority (gross)		7,143	7,160
Change in obligated balances:			
72.40 Obligated balance, start of year			5,325
73.10 Total new obligations		6,101	7,084
73.20 Total outlays (gross)		–776	–2,738
74.40 Obligated balance, end of year		5,325	9,671
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		776	767
86.93 Outlays from discretionary balances			1,971
87.00 Total outlays (gross)		776	2,738

Offsets:

88.00 Against gross budget authority and outlays:			
Offsetting collections (cash) from: Federal sources	–25		–25

Net budget authority and outlays:

89.00 Budget authority	7,118	7,135
90.00 Outlays	751	2,713

Formula Grants and Research funds totaling \$6,135 million are requested in 2006. Formula Grant funds can be used for all transit purposes including planning, bus and railcare purchases, facility repair and construction, maintenance and where eligible, operating expenses. These funds help transit succeed in alleviating congestion, ensuring basic mobility, promoting economically vital communities and meeting the requirements of the Americans with Disabilities Act (ADA) and the Clean Air Act (CAA). In 2006, the Budget requests \$4.8 million for the Alaska Railroad, \$7 million for the Rural Transportation Accessibility Incentive Program, commonly referred to as the Over-the-Road Bus Accessibility Program, \$3.9 million for the National Transit Database, and \$3.5 million for the Altoona, Pennsylvania, bus testing facility.

National Transit Database (NTD).—\$3.9 million for operation and maintenance of the NTD system, a database of statistics on the transit industry, which is Congressionally mandated under 49 U.S.C. 5335(a)(1)(2). The NTD provides for the national collection and dissemination of a uniform system of transit system financial accounts and operating data. As set forth in legislative formulas, these data are used in the national allocation of FTA formula funding.

Over-the-Road Bus Accessibility Program.—\$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.—\$3,697.3 million in funds will be apportioned to areas with populations of 50,000 or more. Funds may be used for any transit capital purpose, including preventive maintenance for these capital assets, in urban areas over 200,000 in population. 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 CAA and the ADA.

Fixed Guideway Modernization.—\$1,326.8 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 help ensure that the Nation’s older fixed guideway systems continue to meet the transportation needs of the communities they serve.

State Administered Programs.—\$810 million. Nonurbanized Area Formula—\$392.6 million, will be apportioned according to a legislative formula based on 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, including \$7.9 million for the Rural Transit Assistance Program formerly apportioned from Transit Planning and Research funds. Formula Grants for Elderly and Individuals with Disabilities—\$95.1 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. Job Access and Reverse Commute—\$163.9 million, to be apportioned to the States by formula to provide grants to non-profit organizations and local transit agencies to fund transportation services in urban, suburban and rural areas to assist welfare recipients and

low-income individuals to access employment opportunities. Federal transit funds 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. New Freedom Initiative—\$158.4 million, to provide additional tools to overcome significant barriers facing Americans with disabilities seeking access to jobs and integration into the workforce. FTA is requesting authority to provide \$158.4 million to be allocated to States by formula to fund competitive grants for alternative transportation services so that persons with disabilities have greater access to the workplace.

National and University Research.—\$53.8 million to fund National and University Research. The National Research program is funded at \$34.4 million. These funds will be used to cover costs for FTA’s essential safety and security activities and transit safety data collection. Additional research programs include \$9 million for Transit Cooperative Research, and \$4.4 million for the National Transit Institute. Under the national component of the program, 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. Proposed funding for the University Transportation Research program is \$6 million. 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.

Planning.—\$122.7 million to fund metropolitan and State-wide planning activities.

National Parks Legacy Project.—\$30 million to enhance the protection of America’s national parks and increase the enjoyment of those visiting the parks. The goals of the National Parks Legacy Project include ensuring access for all, including individuals with disabilities; improving conservation and park and public land opportunities in urban areas through partnering with State and local governments; and improving park and public land transportation.

Intermodal Passenger Facilities Program.—\$75 million to accelerate intermodal integration among North America’s passenger transportation modes through assuring intercity public transportation access to intermodal passenger facilities, to encourage the development of an integrated system of public transportation information, and to provide intercity bus intermodal passenger facility grants. These funds would be combined with \$10 million per year from the Highway Trust Fund.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

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. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-4089-0-3-403	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
09.01 Operations and maintenance	14	16	16
09.02 Replacements and improvements	1	1	1
10.00 Total new obligations	15	17	17
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	15	15	15
22.00 New budget authority (gross)	15	17	17
23.90 Total budgetary resources available for obligation	30	32	32
23.95 Total new obligations	-15	-17	-17
24.40 Unobligated balance carried forward, end of year	15	15	15
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	15	17	17
Change in obligated balances:			
72.40 Obligated balance, start of year	3	4	4
73.10 Total new obligations	15	17	17
73.20 Total outlays (gross)	-15	-17	-17
74.40 Obligated balance, end of year	4	4	4
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	15	17	17
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-14	-16	-16
88.40 Non-Federal sources	-1	-1	-1
88.90 Total, offsetting collections (cash)	-15	-17	-17
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-1		

Object Classification (in millions of dollars)

Identification code 69-8303-0-7-401	2004 actual	2005 est.	2006 est.
Direct obligations:			
25.2 Other services	76	76	
25.5 Research and development contracts	7	2	
41.0 Grants, subsidies, and contributions	5,993	6,981	
99.0 Direct obligations	6,076	7,059	
99.0 Reimbursable obligations	25	25	
99.9 Total new obligations	6,101	7,084	

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. The SLSDC provides a reliable and efficient waterway and lock transportation system for the movement of commercial goods to and from the Great Lakes region of North America. The SLSDC continues to coordinate with its Canadian counterpart to ensure safety and security of the waterway.

The collection of U.S. Seaway commercial tolls, appropriations from the Harbor Maintenance Trust Fund, and other revenues from non-Federal sources are intended to finance the operations and maintenance portion of the Seaway for which the Corporation is responsible.

Public enterprise funds—Continued

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION—Continued

Balance Sheet (in millions of dollars)

Identification code 69-4089-0-3-403	2003 actual	2004 actual
ASSETS:		
1101 Federal assets: Fund balances with Treasury	3	4
Other Federal assets:		
1801 Cash and other monetary assets	12	12
1803 Property, plant and equipment, net	80	78
1901 Other assets	2	3
1999 Total assets	97	97
LIABILITIES:		
Non-Federal liabilities:		
2201 Accounts payable	1	3
2206 Pension and other actuarial liabilities	2	2
2999 Total liabilities	3	5
NET POSITION:		
3100 Invested Capital	95	93
3300 Cumulative results of operations	-1	-1
3999 Total net position	94	92
4999 Total liabilities and net position	97	97

Object Classification (in millions of dollars)

Identification code 69-4089-0-3-403	2004 actual	2005 est.	2006 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	9	9	9
12.1 Civilian personnel benefits	3	3	3
25.2 Other services	1		
25.4 Operation and maintenance of facilities		2	2
26.0 Supplies and materials	1		
32.0 Land and structures		1	1
99.0 Reimbursable obligations	14	15	15
99.5 Below reporting threshold	1	2	2
99.9 Total new obligations	15	17	17

Personnel Summary

Identification code 69-4089-0-3-403	2004 actual	2005 est.	2006 est.
Reimbursable:			
2001 Total compensable workyears: Civilian 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, **[\$15,900,000] \$8,000,000**, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662[: *Provided*, That, of this amount, \$1,500,000 shall be for the concrete replacement project and related expenses at the Eisenhower and Snell Locks]. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Unavailable Receipts (in millions of dollars)

Identification code 69-8003-0-7-403	2004 actual	2005 est.	2006 est.
Receipts:			
02.20 PROPOSED LEGISLATION, SUBJECT TO PAYGO: User fees, Operations and maintenance			8
Appropriations:			
05.00 PROPOSED LEGISLATION, NOT SUBJECT TO PAYGO: Operations and maintenance			-8
07.99 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-8003-0-7-403	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct Program Activity	14	16	8
10.00 Total new obligations (object class 25.3)	14	16	8
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	14	16	8
23.95 Total new obligations	-14	-16	-8
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	14	16	8
Change in obligated balances:			
73.10 Total new obligations	14	16	8
73.20 Total outlays (gross)	-14	-16	-8
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	14	16	8
Net budget authority and outlays:			
89.00 Budget authority	14	16	8
90.00 Outlays	14	16	8

Summary of Budget Authority and Outlays

	(in millions of dollars)		
Enacted/requested:	2004 actual	2005 est.	2006 est.
Budget Authority	14	16	8
Outlays	14	16	8
Legislative proposal, not subject to PAYGO:			
Budget Authority			8
Outlays			8
Total:			
Budget Authority	14	16	16
Outlays	14	16	16

The Water Resources Development Act of 1986 authorizes use of the Harbor Maintenance Trust Fund as an appropriation source for the Corporation's operations and maintenance activities. Beginning in 2006, the Corporation will fund its operations and maintenance through a combination of commercial toll revenues, appropriations, and other non-Federal sources.

OPERATIONS AND MAINTENANCE

(Legislative proposal, net subject to PAYGO)

In addition, such sums as may be deposited to the Fees, Operations and Maintenance special fund account may be transferred to this account, to be merged with and available for the same purposes as this account, to remain available until expended.

Program and Financing (in millions of dollars)

Identification code 69-8003-2-7-403	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct Program Activity			8
10.00 Total new obligations (object class 25.3)			8
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			8
23.95 Total new obligations			-8
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)			
40.26 Appropriation (trust fund)			8
43.00 Appropriation (total discretionary)			8
Change in obligated balances:			
73.10 Total new obligations			8
73.20 Total outlays (gross)			-8

Outlays (gross), detail:		
86.90	Outlays from new discretionary authority	8
Net budget authority and outlays:		
89.00	Budget authority	8
90.00	Outlays	8

Legislation will be proposed to allow the SLSDC to collect fees to support operations and maintenance. The SLSDC will be able to use the fees to the extent provided in appropriations acts.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

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

	[In millions of dollars]		
	2004 actual	2005 est.	2006 est.
Budget authority:			
Administrative expenses	0	0	17
Hazardous materials safety	0	0	26
Research and special programs	46	43	0
Emergency preparedness grants	13	14	14
Pipeline safety	53	54	54
Trust fund share of pipeline safety	13	15	19
Total budget authority	125	126	131
Program level (obligations):			
Administrative expenses	0	0	17
Hazardous materials safety	0	0	26
Research and special programs	45	44	0
Emergency preparedness grants	13	14	14
Pipeline safety	53	70	54
Trust fund share of pipeline safety	12	23	19
Total program level	123	151	131
Outlays:			
Administrative expenses	0	0	12
Hazardous materials safety	0	0	18
Research and special programs	39	49	14
Emergency preparedness grants	12	15	15
Pipeline safety	50	63	57
Trust fund share of pipeline safety	12	14	17
Total outlays	112	141	133

Federal Funds

General and special funds:

RESEARCH AND SPECIAL PROGRAMS

[For expenses necessary to discharge the functions of the Research and Special Programs Administration, \$47,115,000, of which \$645,000 shall be derived from the Pipeline Safety Fund, and of which \$3,425,000 shall remain available until September 30, 2007: *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.] (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

	2004 actual	2005 est.	2006 est.
Identification code 69-0104-0-1-407			
Obligations by program activity:			
Direct program:			
00.01 Hazardous materials safety	23	25	
00.02 Emergency transportation	3		
00.03 Research and technology	2	1	
00.04 Program and administrative support	17	18	

01.00	Subtotal direct program	45	44
09.01	Reimbursable program	45	17
10.00	Total new obligations	90	61
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	2	2
22.00	New budget authority (gross)	91	60
22.21	Unobligated balance transferred to other accounts	-1	-1
23.90	Total budgetary resources available for obligation	93	61
23.95	Total new obligations	-90	-61
24.40	Unobligated balance carried forward, end of year	2	

New budget authority (gross), detail:

Discretionary:			
40.00	Appropriation	46	46
40.35	Appropriation permanently reduced	-1	-1
41.00	Transferred to other accounts	-3	-3
42.00	Transferred from other accounts	1	1
43.00	Appropriation (total discretionary)	46	43
Spending authority from offsetting collections:			
68.00	Offsetting collections (cash)	41	17
68.10	Change in uncollected customer payments from Federal sources (unexpired)	4	
68.90	Spending authority from offsetting collections (total discretionary)	45	17
70.00	Total new budget authority (gross)	91	60

Change in obligated balances:

72.40	Obligated balance, start of year	19	27	14
73.10	Total new obligations	90	61	
73.20	Total outlays (gross)	-88	-67	-14
73.31	Obligated balance transferred to other accounts	-7		
74.00	Change in uncollected customer payments from Federal sources (unexpired)	-4		
74.10	Change in uncollected customer payments from Federal sources (expired)	8		
74.40	Obligated balance, end of year	27	14	

Outlays (gross), detail:

86.90	Outlays from new discretionary authority	36	46	
86.93	Outlays from discretionary balances	52	21	14
87.00	Total outlays (gross)	88	67	14

Offsets:

Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-49	-17	
Against gross budget authority only:				
88.95	Change in uncollected customer payments from Federal sources (unexpired)	-4		
88.96	Portion of offsetting collections (cash) credited to expired accounts	8		

Net budget authority and outlays:

89.00	Budget authority	46	43	
90.00	Outlays	39	50	14

In 2006, resources for this program are requested in the Administrative Expenses appropriation, the Hazardous Materials Safety appropriation, and in the Research and Innovative Technology Administration's Research and Development appropriation.

Object Classification (in millions of dollars)

	2004 actual	2005 est.	2006 est.
Identification code 69-0104-0-1-407			
Direct obligations:			
Personnel compensation:			
11.1	Full-time permanent	16	21
11.3	Other than full-time permanent	1	2
11.9	Total personnel compensation	17	23
12.1	Civilian personnel benefits	4	4
21.0	Travel and transportation of persons	1	1
23.1	Rental payments to GSA	2	2
23.3	Communications, utilities, and miscellaneous charges	1	1

General and special funds—Continued

RESEARCH AND SPECIAL PROGRAMS—Continued

Object Classification (in millions of dollars)—Continued

Identification code 69-0104-0-1-407	2004 actual	2005 est.	2006 est.
24.0 Printing and reproduction		1	
25.1 Advisory and assistance services		1	
25.2 Other services	1	1	
25.3 Other purchases of goods and services from Government accounts	15	7	
25.5 Research and development contracts		1	
25.7 Operation and maintenance of equipment	3	1	
31.0 Equipment	1	1	
99.0 Direct obligations	45	44	
99.0 Reimbursable obligations	44	17	
99.5 Below reporting threshold	1		
99.9 Total new obligations	90	61	

Personnel Summary

Identification code 69-0104-0-1-407	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	207	220	
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	46	31	

Federal Funds

General and special funds:

HAZARDOUS MATERIALS SAFETY

For expenses necessary to discharge the hazardous materials safety functions of the Pipeline and Hazardous Materials Safety Administration, \$26,324,000, of which \$1,847,000 shall remain available until September 30, 2008: 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.

Program and Financing (in millions of dollars)

Identification code 69-1401-0-1-407	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct Program Activity			26
10.00 Total new obligations			26
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			26
23.95 Total new obligations			-26
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			26
Change in obligated balances:			
72.40 Obligated balance, start of year			
73.10 Total new obligations			26
73.20 Total outlays (gross)			-18
74.40 Obligated balance, end of year			8
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority			18
Net budget authority and outlays:			
89.00 Budget authority			26
90.00 Outlays			18

The Pipeline and Hazardous Materials Safety Administration provides services to advance safety in hazardous materials transportation.

Object Classification (in millions of dollars)

Identification code 69-1401-0-1-407	2004 actual	2005 est.	2006 est.
11.1 Personnel compensation: Full-time permanent			14
12.1 Civilian personnel benefits			3
25.1 Advisory and assistance services			1
25.2 Other services			4
25.3 Other purchases of goods and services from Government accounts			3
31.0 Equipment			1
99.9 Total new obligations			26

Personnel Summary

Identification code 69-1401-0-1-407	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment			154

ADMINISTRATIVE EXPENSES

For necessary administrative expenses of the Pipeline and Hazardous Materials Safety Administration, \$17,027,000, of which \$645,000 shall be derived from the Pipeline Safety Fund.

Program and Financing (in millions of dollars)

Identification code 69-1400-0-1-407	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct Program Activity			17
10.00 Total new obligations			17
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			17
23.95 Total new obligations			-17
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			16
42.00 Transferred from other accounts			1
43.00 Appropriation (total discretionary)			17
Change in obligated balances:			
72.40 Obligated balance, start of year			
73.10 Total new obligations			17
73.20 Total outlays (gross)			-12
74.40 Obligated balance, end of year			5
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority			12
Net budget authority and outlays:			
89.00 Budget authority			17
90.00 Outlays			12

General Administration.—This appropriation finances the program support costs for the Pipeline and Hazardous Materials Safety Administration. This includes policy development, counsel, budget, financial management, civil rights, management, administration and agency-wide expenses.

Object Classification (in millions of dollars)

Identification code 69-1400-0-1-407	2004 actual	2005 est.	2006 est.
11.1 Personnel compensation: Full-time permanent			5
12.1 Civilian personnel benefits			1
23.1 Rental payments to GSA			3
23.3 Communications, utilities, and miscellaneous charges			1
25.1 Advisory and assistance services			1
25.2 Other services			2
25.3 Other purchases of goods and services from Government accounts			3

31.0	Equipment			1
99.9	Total new obligations			17

Personnel Summary

Identification code 69-1400-0-1-407	2004 actual	2005 est.	2006 est.
Direct:			
1001	Total compensable workyears: Civilian full-time equivalent employment		63
Reimbursable:			
2001	Total compensable workyears: Civilian full-time equivalent employment		12

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, **[\$69,769,000] \$73,165,000**, of which **[\$15,000,000] \$19,000,000** shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, **[2007] 2008**; of which **[\$54,769,000] \$54,165,000** shall be derived from the Pipeline Safety Fund, of which **[\$23,105,000] \$24,000,000** shall remain available until September 30, **[2007: Provided further, That not less than \$1,000,000 of the funds provided under this heading shall be for the one-call State grant program] 2008. (Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)**

Unavailable Receipts (in millions of dollars)

Identification code 69-5172-0-2-407	2004 actual	2005 est.	2006 est.	
01.99	Balance, start of year	18	20	20
Receipts:				
02.60	Pipeline safety user fees, Pipeline Safety, DOT	55	55	55
04.00	Total: Balances and collections	73	75	75
Appropriations:				
05.00	Pipeline safety	-54	-55	-55
05.01	Pipeline safety	1		
05.99	Total appropriations	-53	-55	-55
07.99	Balance, end of year	20	20	20

Program and Financing (in millions of dollars)

Identification code 69-5172-0-2-407	2004 actual	2005 est.	2006 est.	
Obligations by program activity:				
Direct program:				
00.01	Operations	43	44	45
00.02	Research and development	17	16	9
00.03	Grants	6	33	19
10.00	Total new obligations	65	93	73
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	17	17	
22.00	New budget authority (gross)	64	76	73
23.90	Total budgetary resources available for obligation	81	93	73
23.95	Total new obligations	-65	-93	-73
24.40	Unobligated balance carried forward, end of year	17		
New budget authority (gross), detail:				
Discretionary:				
40.20	Appropriation (special fund)	54	55	55
40.35	Appropriation permanently reduced		-1	
40.37	Appropriation temporarily reduced	-1		
41.00	Transferred to other accounts	-1	-1	-1
43.00	Appropriation (total discretionary)	52	53	54
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	12	23	19

70.00	Total new budget authority (gross)	64	76	73
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Change in obligated balances:

72.40	Obligated balance, start of year	30	34	42
73.10	Total new obligations	65	93	73
73.20	Total outlays (gross)	-61	-85	-76
74.40	Obligated balance, end of year	34	42	39

Outlays (gross), detail:

86.90	Outlays from new discretionary authority	29	49	45
86.93	Outlays from discretionary balances	32	36	31
87.00	Total outlays (gross)	61	85	76

Offsets:

Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-12	-23	-19

Net budget authority and outlays:

89.00	Budget authority	52	53	54
90.00	Outlays	50	62	57

The Pipeline and Hazardous Materials Safety Administration (PHMSA), which was established as an administration within the Department of Transportation effective November 30, 2004, pursuant to the Norman Y. Mineta Research and Special Programs Improvement Act (Public Law. 108-246), is responsible for the Department's pipeline safety program. PHMSA oversees the safety, security, and environmental protection of pipelines through analysis of data, damage prevention, education and training, enforcement of regulations and standards, research and development, grants for States pipeline safety programs, and emergency planning and response to accidents.

Performance Metrics

Identification code 69-5172-0-2-407	2004 actual	2005 est.	2006 est.	
Pipeline Safety:				
226401	Number of pipeline natural gas incidents and hazardous liquid accidents.	393	295	280
226402	Tons of oil and hazardous liquid materials spilled per million ton-miles shipped by pipelines (including highly volatile liquids). ....	.0102	0.0118	0.0110
226403	Number of all pipeline incidents caused by excavation damage.	89	92	87
226404	Number of pipeline incidents caused by corrosion.		53	51

Trust Funds

TRUST FUND SHARE OF PIPELINE SAFETY

Object Classification (in millions of dollars)

Identification code 69-5172-0-2-407	2004 actual	2005 est.	2006 est.	
Direct obligations:				
11.1	Personnel compensation: Full-time permanent	11	14	15
12.1	Civilian personnel benefits	3	3	4
21.0	Travel and transportation	3	2	2
23.1	Rental payments to GSA	2	2	1
23.3	Communications, utilities, and miscellaneous charges	1	2	2
25.1	Advisory and assistance services	10	15	15
25.2	Other services		5	5
25.3	Other purchases of goods and services from Government accounts	14	12	5
25.5	Research and development contracts		2	2
25.7	Operation and maintenance of equipment	1	1	
31.0	Equipment	1	2	2
41.0	Grants, subsidies, and contributions	18	33	19
99.0	Direct obligations	64	93	72
99.5	Below reporting threshold	1		1
99.9	Total new obligations	65	93	73

General and special funds—Continued
TRUST FUND SHARE OF PIPELINE SAFETY—Continued

Personnel Summary

Identification code 69-5172-0-2-407	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	125	164	168

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, [2006: *Provided*, That not more than \$14,300,000 shall be made available for obligation in fiscal year 2005 from amounts made available by 49 U.S.C. 5116(i) and 5127(d)] 2007: *Provided [further]*, That none of the funds made available by 49 U.S.C. 5116(i), 5127(c), and 5127(d) shall be made available for obligation by individuals other than the Secretary of Transportation, or his designee. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Unavailable Receipts (in millions of dollars)

Identification code 69-5282-0-2-407	2004 actual	2005 est.	2006 est.
01.99 Balance, start of year	26	20	12
Receipts:			
02.20 Hazardous materials transportation registration, filing, and permit fees	7	6	6
04.00 Total: Balances and collections	33	26	18
Appropriations:			
05.00 Emergency preparedness grants	-13	-14	-14
07.99 Balance, end of year	20	12	4

Program and Financing (in millions of dollars)

Identification code 69-5282-0-2-407	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Grants	12	13	13
00.02 Supplemental training grants	1	1	1
10.00 Total new obligations	13	14	14
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	13	14	14
23.95 Total new obligations	-13	-14	-14
New budget authority (gross), detail:			
Mandatory:			
60.20 Appropriation (special fund)	13	14	14
Change in obligated balances:			
72.40 Obligated balance, start of year	21	22	21
73.10 Total new obligations	13	14	14
73.20 Total outlays (gross)	-12	-15	-15
74.40 Obligated balance, end of year	22	21	20
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	1	1	1
86.98 Outlays from mandatory balances	11	14	14
87.00 Total outlays (gross)	12	15	15
Net budget authority and outlays:			
89.00 Budget authority	13	14	14
90.00 Outlays	12	15	15

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

Performance Metrics

Identification code 69-5282-0-2-407	2004 actual	2005 est.	2006 est.
Hazardous Materials Transportation:			
112302 Program activity and Metrics		184,000	184,000
112303 Program activity and Metrics		3,700	3,700

Object Classification (in millions of dollars)

Identification code 69-5282-0-2-407	2004 actual	2005 est.	2006 est.
41.0 Direct obligations: Grants, subsidies, and contributions	12	13	13
99.5 Below reporting threshold	1	1	1
99.9 Total new obligations	13	14	14

Trust Funds

TRUST FUND SHARE OF PIPELINE SAFETY

Program and Financing (in millions of dollars)

Identification code 69-8121-0-7-407	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct Program Activity	12	23	19
10.00 Total new obligations (object class 94.0)	12	23	19
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	7	8	
22.00 New budget authority (gross)	13	15	19
23.90 Total budgetary resources available for obligation	20	23	19
23.95 Total new obligations	-12	-23	-19
24.40 Unobligated balance carried forward, end of year	8		
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	13	15	19
Change in obligated balances:			
72.40 Obligated balance, start of year	1	1	11
73.10 Total new obligations	12	23	19
73.20 Total outlays (gross)	-12	-13	-17
74.40 Obligated balance, end of year	1	11	13
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	6	7	9
86.93 Outlays from discretionary balances	6	6	8
87.00 Total outlays (gross)	12	13	17
Net budget authority and outlays:			
89.00 Budget authority	13	15	19
90.00 Outlays	12	13	17

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

RESEARCH AND INNOVATIVE TECHNOLOGY ADMINISTRATION

RESEARCH AND DEVELOPMENT

For necessary expenses of the Research and Innovative Technology Administration, \$6,274,000, of which \$1,181,000 shall remain avail-

able until September 30, 2008: Provided, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training.

Program and Financing (in millions of dollars)

Identification code 69-1730-0-1-407	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Administrative expenses		3	5
00.02 Research and development		1	1
01.00 Direct Program by Activities—Subtotal (running)		4	6
09.01 Reimbursable program		52	52
10.00 Total new obligations		56	58
Budgetary resources available for obligation:			
22.00 New budget authority (gross)		56	58
23.95 Total new obligations		-56	-58
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			6
42.00 Transferred from other accounts		4	
43.00 Appropriation (total discretionary)		4	6
68.00 Spending authority from offsetting collections: Offsetting collections (cash)		52	52
70.00 Total new budget authority (gross)		56	58
Change in obligated balances:			
72.40 Obligated balance, start of year			1
73.10 Total new obligations		56	58
73.20 Total outlays (gross)		-58	-58
73.32 Obligated balance transferred from other accounts		3	
74.40 Obligated balance, end of year		1	1
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		56	57
86.93 Outlays from discretionary balances		2	1
87.00 Total outlays (gross)		58	58
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources		-52	-52
Net budget authority and outlays:			
89.00 Budget authority		4	6
90.00 Outlays		6	6

The Research and Innovative Technology Administration (RITA) was established as an administration within the Department of Transportation effective November 30, 2004, pursuant to the Norman Y. Mineta Research and Special Programs Improvement Act (Public Law 108-426). The mission of RITA is to provide strategic clarity to the Department's multi-modal and intermodal research efforts, while coordinating the multifaceted research agenda of the Department.

RITA will coordinate, facilitate, and review the following research and development programs and activities: advancement and research and development of innovative technologies, including intelligent transportation systems; comprehensive transportation statistics research, analysis, and reporting; education and training in transportation and transportation-related fields, including the University Transportation Centers; and activities of the Volpe National Transportation Center.

The Bureau of Transportation Statistics (BTS) is funded by an allocation from Federal Highway Administration's Federal-Aid Highway account. BTS compiles, analyzes, and makes accessible information on the Nation's transportation systems; collects information on intermodal transportation and other areas as needed; and enhances the quality and effectiveness of the statistical programs of the Department of Transportation through research, the development of guidelines, and the promotion of improvements in data acquisition and use.

Object Classification (in millions of dollars)

Identification code 69-1730-0-1-407	2004 actual	2005 est.	2006 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent		2	3
12.1 Civilian personnel benefits		1	1
25.2 Other services		1	1
99.0 Direct obligations		4	5
99.0 Reimbursable obligations		52	52
99.5 Below reporting threshold			1
99.9 Total new obligations		56	58

Personnel Summary

Identification code 69-1730-0-1-407	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment		21	28
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment		49	49

Intragovernmental funds:

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER

Program and Financing (in millions of dollars)

Identification code 69-4522-0-4-407	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
09.01 Reimbursable program	238	252	252
10.00 Total new obligations	238	252	252
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	182	178	178
22.00 New budget authority (gross)	234	252	252
23.90 Total budgetary resources available for obligation	416	430	430
23.95 Total new obligations	-238	-252	-252
24.40 Unobligated balance carried forward, end of year	178	178	178
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	210	252	252
68.10 Change in uncollected customer payments from Federal sources (unexpired)	24		
68.90 Spending authority from offsetting collections (total discretionary)	234	252	252
Change in obligated balances:			
72.40 Obligated balance, start of year	-113	-112	-112
73.10 Total new obligations	238	252	252
73.20 Total outlays (gross)	-213	-252	-252
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-24		
74.40 Obligated balance, end of year	-112	-112	-112
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	64	252	252
86.93 Outlays from discretionary balances	149		
87.00 Total outlays (gross)	213	252	252
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-210	-251	-251
88.40 Non-Federal sources		-1	-1
88.90 Total, offsetting collections (cash)	-210	-252	-252
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-24		
Net budget authority and outlays:			
89.00 Budget authority			

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	2004 actual	2005 est.	2006 est.
90.00 Outlays	3		

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	2004 actual	2005 est.	2006 est.
Personnel compensation:			
11.1 Full-time permanent	42	46	46
11.3 Other than full-time permanent	3	3	3
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	46	50	50
12.1 Civilian personnel benefits	11	11	11
21.0 Travel and transportation of persons	4	4	4
23.3 Communications, utilities, and miscellaneous charges	3	4	4
25.2 Other services	51	62	62
25.3 Other purchases of goods and services from Government accounts	1	7	7
25.4 Operation and maintenance of facilities	4	5	5
25.5 Research and development contracts	79	94	94
26.0 Supplies and materials	1	1	1
31.0 Equipment	37	12	12
32.0 Land and structures	1	2	2
99.9 Total new obligations	238	252	252

Personnel Summary

Identification code 69-4522-0-4-407	2004 actual	2005 est.	2006 est.
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	546	550	550

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, **[\$59,000,000] \$62,499,000: Provided,** That the Inspector General shall have all necessary authority, in carrying out the duties specified in the Inspector General Act, as amended (5 U.S.C. App. 3), to investigate allegations of fraud, including false statements to the government (18 U.S.C. 1001), by any person or entity that is subject to regulation by the Department: *Provided further,* That the funds made available under this heading shall be used to investigate, pursuant to section 41712 of title 49, United States Code: (1) unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents; and (2) the compliance of domestic and foreign air carriers with respect to item (1) of this proviso. *(Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)*

Program and Financing (in millions of dollars)

Identification code 69-0130-0-1-407	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
01.01 General administration	55	58	62
09.01 Reimbursable program	8	7	7
10.00 Total new obligations	63	65	69
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	63	65	69
23.95 Total new obligations	-63	-65	-69
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	56	59	62
40.35 Appropriation permanently reduced	-1	-1	
43.00 Appropriation (total discretionary)	55	58	62
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	7	7	7
68.10 Change in uncollected customer payments from Federal sources (unexpired)	1		
68.90 Spending authority from offsetting collections (total discretionary)	8	7	7
70.00 Total new budget authority (gross)	63	65	69
Change in obligated balances:			
72.40 Obligated balance, start of year	10	7	6
73.10 Total new obligations	63	65	69
73.20 Total outlays (gross)	-65	-66	-69
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-1		
74.10 Change in uncollected customer payments from Federal sources (expired)	1		
74.40 Obligated balance, end of year	7	6	6
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	56	59	63
86.93 Outlays from discretionary balances	9	7	6
87.00 Total outlays (gross)	65	66	69
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-8	-7	-7
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-1		
88.96 Portion of offsetting collections (cash) credited to expired accounts	1		
Net budget authority and outlays:			
89.00 Budget authority	55	58	62
90.00 Outlays	57	59	62

This appropriation finances the cost of conducting and supervising audits and investigations relating to the programs and operations of the Department to promote economy, efficiency and effectiveness, and to prevent and detect fraud, waste, and abuse in such programs and operations. In addition, reimbursable funding will be received from the Federal Highway Administration, the Federal Transit Administration, the Federal Aviation Administration, and the National Transportation Safety Board.

Object Classification (in millions of dollars)

Identification code 69-0130-0-1-407	2004 actual	2005 est.	2006 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	28	31	33
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	2	2	2
11.9 Total personnel compensation	31	34	36
12.1 Civilian personnel benefits	9	10	11
21.0 Travel and transportation of persons	3	3	3
23.1 Rental payments to GSA	4	4	4

25.1	Advisory and assistance services	2	3	3
25.2	Other services	1	1	1
25.3	Other purchases of goods and services from Government accounts	4	3	4
31.0	Equipment	1		
99.0	Direct obligations	55	58	62
99.0	Reimbursable obligations	8	7	7
99.9	Total new obligations	63	65	69

86.93	Outlays from discretionary balances	2	3	2
87.00	Total outlays (gross)	20	22	24

Offsets:

Against gross budget authority and outlays:				
88.40	Offsetting collections (cash) from: Non-Federal sources	-1	-1	-1

Net budget authority and outlays:

89.00	Budget authority	18	20	23
90.00	Outlays	19	21	23

Personnel Summary

Identification code 69-0130-0-1-407	2004 actual	2005 est.	2006 est.	
Direct:				
1001	Total compensable workyears: Civilian full-time equivalent employment	357	372	379
Reimbursable:				
2001	Total compensable workyears: Civilian full-time equivalent employment	59	58	56

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, **[\$21,250,000] \$24,388,000: Provided,** That notwithstanding any other provision of law, not to exceed **[\$1,050,000] \$1,250,000** from fees established by the Chairman of the Surface Transportation Board shall be credited to this appropriation as offsetting collections and used for necessary and authorized expenses under this heading: *Provided further,* That the sum herein appropriated from the general fund shall be reduced on a dollar-for-dollar basis as such offsetting collections are received during fiscal year **[2005] 2006,** to result in a final appropriation from the general fund estimated at no more than **[\$20,200,000] \$23,138,000.** (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-0301-0-1-401	2004 actual	2005 est.	2006 est.	
Obligations by program activity:				
Direct program:				
00.01	Rail carriers	16	19	21
00.02	Other surface transportation carriers	2	2	2
01.00	Total direct obligations	18	21	23
09.12	Reimbursable rail carriers	1	1	1
10.00	Total new obligations	19	22	24
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	1	1	
22.00	New budget authority (gross)	19	21	24
23.90	Total budgetary resources available for obligation	20	22	24
23.95	Total new obligations	-19	-22	-24
24.40	Unobligated balance carried forward, end of year	1		
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	18	20	23
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	1	1	1
70.00	Total new budget authority (gross)	19	21	24
Change in obligated balances:				
72.40	Obligated balance, start of year	3	3	3
73.10	Total new obligations	19	22	24
73.20	Total outlays (gross)	-20	-22	-24
74.40	Obligated balance, end of year	3	3	3
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	18	19	22

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.

The Administration has proposed legislation to reform the existing intercity passenger rail system. Reforms are critical for developing an efficient intercity passenger rail system. Because no reforms have been enacted, the Administration will not continue to provide grants to the National Railroad Passenger Corporation (Amtrak). Instead, \$360 million is to be made available in 2006 for the Surface Transportation Board to support existing commuter service along the northeast corridor should Amtrak cease commuter rail operations. Funds will be provided to the Surface Transportation Board on an equal pro rata quarterly basis only following justification of the Federal support to the satisfaction of the Secretary.

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.

2006 Program Request.—\$24.388 million is requested to implement rulemakings and adjudicate the ongoing caseload within the directives and deadlines set forth by the ICCTA. This amount also includes \$4.5 million for the agency's relocation by GSA.

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 2006 appropriation request of \$27.061 million and a request for \$1.250 million from reimbursements from the offsetting collection of user fees to operate at 152 FTEs. Included in this request is \$4.875 million for the agency's relocation by GSA. 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 FY 2005 appropriation act, the FY 2006 request reflects offsetting collections as a credit to the appropriation received, to the extent that they are collected.

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

General and special funds—Continued

SALARIES AND EXPENSES—Continued

Object Classification (in millions of dollars)

Identification code 69-0301-0-1-401	2004 actual	2005 est.	2006 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	11	13	11
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	12	14	12
12.1 Civilian personnel benefits	3	3	3
23.1 Rental payments to GSA	2	2	2
25.2 Other services	1	1	1
25.3 Other purchases of goods and services from Government accounts	1	1	5
99.0 Direct obligations	18	21	23
99.0 Reimbursable obligations	1	1	1
99.9 Total new obligations	19	22	24

Personnel Summary

Identification code 69-0301-0-1-401	2004 actual	2005 est.	2006 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	126	141	119
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	9	9	9

MARITIME ADMINISTRATION

The Maritime Administration (MARAD) is responsible for programs that strengthen the U.S. maritime industry in support of the nation's security and economic needs, as authorized by the Merchant Marine Act. MARAD works closely with the Department of Defense (DOD) and is currently supporting Operation Iraqi Freedom through its sealift program.

MARAD helps provide a seamless, time-phased transition from peacetime to wartime operations, while balancing the defense and commercial elements of the maritime transportation system. MARAD establishes DOD's prioritized use of ports and related intermodal facilities during DOD mobilizations to ensure the smooth flow of military cargo through commercial ports. MARAD also manages the Maritime Security Program, the Voluntary Intermodal Sealift Agreement Program and the Ready Reserve Force, which assure DOD access to commercial and strategic sealift and associated intermodal capacity. Further, MARAD's Education and Training Programs, through the U.S. Merchant Marine Academy and six State maritime schools, help provide skilled U.S. merchant marine officers.

In 2006, MARAD requests funds to continue its support of the U.S. as a maritime nation, and to help meet its management challenge to dispose of obsolete merchant-type vessels in the National Defense Reserve Fleet by the end of 2006.

[In millions of dollars]

Budget authority:	2004 actual	2005 est.	2006 est.
Operations and training	106	108	114
Maritime security program (054)	98	98	122
Ocean freight differential	688	625	215
Maritime guaranteed loan program (Title XI) (403)	4	5	4
Subsidy re-estimate	21	28	—
Ship disposal	16	21	21
Ship Construction (Rescission)	(4)	(2)	—
National Defense Tank Vessel Construction Program	—	74	—
National Defense Tank Vessel Construction Program (Rescission)	—	—	(74)
Total budget authority	929	957	402

Obligations:

Operations and training	103	109	114
Maritime security program (054)	99	99	122
Ocean freight differential	531	94	120
War risk insurance revolving fund	0	1	1
Maritime guaranteed loan program (Title XI) (403)	16	46	4
Subsidy re-estimate	21	28	—
Ship disposal	13	21	21
National Defense Tank Vessel Construction Program	—	74	—
National Defense Tank Vessel Construction Program (Rescission)	—	—	(74)
Obligations, total direct	783	470	308

Outlays:

Operations and training	103	109	113
Operating-differential subsidies	0	2	0
Maritime security program (054)	98	98	120
Ocean freight differential	531	94	120
Ready reserve force ¹	1	0	0
Vessel operations revolving fund	(50)	16	6
War risk insurance revolving fund	(2)	(1)	(1)
Maritime guaranteed loan program (Title XI) (403)	19	48	4
Subsidy re-estimate	21	28	—
Ship construction	(2)	—	0
Ship disposal	7	19	22
National Defense Tank Vessel Construction Program	—	74	—
National Defense Tank Vessel Construction Program (Rescission)	—	—	(74)
Total outlays	726	487	310

¹ Appropriated directly to MARAD prior to 1996.

Federal Funds

General and special funds:

OPERATIONS AND TRAINING

For necessary expenses of operations and training activities authorized by law, **[\$109,478,000]** *\$113,650,000*, of which **[\$23,753,000]** *\$23,750,000* shall remain available until September 30, **[2005]** *2006*, for salaries and benefits of employees of the United States Merchant Marine Academy; of which **[\$13,138,000]** *\$17,000,000* shall remain available until expended for capital improvements at the United States Merchant Marine Academy; and of which **[\$8,090,000]** *\$8,211,000* shall remain available until expended for the State Maritime Schools Schoolship Maintenance and Repair. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

Program and Financing (in millions of dollars)

Identification code 69-1750-0-1-403	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
Direct program:			
00.01 Merchant Marine Academy	56	56	64
00.02 State marine schools	10	10	11
00.03 MARAD operations	44	41	39
01.00 Subtotal, Direct program	110	107	114
09.01 Reimbursable program	52	70	70
09.02 Gifts and Bequests	1	1	1
10.00 Total new obligations	163	178	185
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	7	3	3
22.00 New budget authority (gross)	160	178	184
23.90 Total budgetary resources available for obligation	167	181	187
23.95 Total new obligations	-163	-178	-185
23.98 Unobligated balance expiring or withdrawn	-1	—	—
24.40 Unobligated balance carried forward, end of year	3	3	2
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	107	109	114
40.35 Appropriation permanently reduced	-1	-1	—
43.00 Appropriation (total discretionary)	106	108	114
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	89	70	70

68.10	Change in uncollected customer payments from Federal sources (unexpired)	- 35		
68.90	Spending authority from offsetting collections (total discretionary)	54	70	70
70.00	Total new budget authority (gross)	160	178	184
Change in obligated balances:				
72.40	Obligated balance, start of year	31	36	36
73.10	Total new obligations	163	178	185
73.20	Total outlays (gross)	- 193	- 178	- 183
74.00	Change in uncollected customer payments from Federal sources (unexpired)	35		
74.40	Obligated balance, end of year	36	36	38
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	144	162	167
86.93	Outlays from discretionary balances	49	16	16
87.00	Total outlays (gross)	193	178	183
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
Ready Reserve Force/National Defense Reserve				
	Fleet	- 36	- 36	- 36
	Merchant Marine Academy	- 4	- 4	- 4
	Title XI administrative expenses	- 4	- 4	- 4
	Marine Board research program and others	- 25	- 6	- 6
	Port of Anchorage	- 20	- 20	- 20
88.90	Total, offsetting collections (cash)	- 89	- 70	- 70
Against gross budget authority only:				
88.95	Change in uncollected customer payments from Federal sources (unexpired)	35		
Net budget authority and outlays:				
89.00	Budget authority	106	108	114
90.00	Outlays	103	108	113

This appropriation finances costs incurred by headquarters and regional 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.

Within the total Operations and Training budget request of \$114 million, the U.S. Merchant Marine Academy will use \$17 million in support of deferred maintenance and/or capital improvement initiatives.

Object Classification (in millions of dollars)

Identification code 69-1750-0-1-403	2004 actual	2005 est.	2006 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	38	37	37
11.3	Other than full-time permanent	4	4	3
11.5	Other personnel compensation	1	1	1
11.8	Special personal services payments	3	3	3
11.9	Total personnel compensation	46	45	44
12.1	Civilian personnel benefits	9	9	8
21.0	Travel and transportation of persons	1	1	2
23.1	Rental payments to GSA	3	3	3
23.3	Communications, utilities, and miscellaneous charges	5	5	6
25.2	Other services	17	15	20
25.3	Other purchases of goods and services from Government accounts	4	4	4
25.4	Operation and maintenance of facilities	9	9	10
25.7	Operation and maintenance of equipment	5	5	5
26.0	Supplies and materials	7	7	8
31.0	Equipment	3	3	3
41.0	Grants, subsidies, and contributions	2	2	2

99.0	Direct obligations	111	108	115
99.0	Reimbursable obligations	52	70	70
99.9	Total new obligations	163	178	185

Personnel Summary

Identification code 69-1750-0-1-403	2004 actual	2005 est.	2006 est.	
Direct:				
1001	Total compensable workyears: Civilian full-time equivalent employment	462	462	462
Reimbursable:				
2001	Total compensable workyears: Civilian full-time equivalent employment	362	365	365

SHIP DISPOSAL

For necessary expenses related to the disposal of obsolete vessels in the National Defense Reserve Fleet of the Maritime Administration, **[\$21,616,000] \$21,000,000**, to remain available until expended. (Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)

Program and Financing (in millions of dollars)

Identification code 69-1768-0-1-403	2004 actual	2005 est.	2006 est.	
Obligations by program activity:				
00.01	Ship disposal	13	21	21
10.00	Total new obligations (object class 25.2)	13	21	21
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	5	8	8
22.00	New budget authority (gross)	16	21	21
23.90	Total budgetary resources available for obligation	21	29	29
23.95	Total new obligations	- 13	- 21	- 21
24.40	Unobligated balance carried forward, end of year	8	8	8
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	16	21	21
Change in obligated balances:				
72.40	Obligated balance, start of year	6	12	14
73.10	Total new obligations	13	21	21
73.20	Total outlays (gross)	- 7	- 19	- 22
74.40	Obligated balance, end of year	12	14	13
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	5	11	11
86.93	Outlays from discretionary balances	2	8	11
87.00	Total outlays (gross)	7	19	22
Net budget authority and outlays:				
89.00	Budget authority	16	21	21
90.00	Outlays	7	19	22

The Ship Disposal program provides resources to dispose of obsolete merchant-type vessels in the National Defense Reserve Fleet (NDRF), which the Maritime Administration is required by law to dispose of by the end of 2006. These vessels, many of which are 50 years in age, pose significant environmental threat due to the presence of hazardous substances such as asbestos and solid and liquid polychlorinated biphenyls (PCBs).

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, **[\$98,700,000] \$156,000,000**, to remain available until expended: *Provided, That notwithstanding 46 U.S.C. 53103(c), the Secretary, in consultation with the Secretary of Defense, shall promulgate regula-*

General and special funds—Continued

MARITIME SECURITY PROGRAM—Continued

tions setting forth standards for contract renewal. (Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)

Program and Financing (in millions of dollars)

Identification code 69-1711-0-1-054	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Direct Program Activity	99	99	156
10.00 Total new obligations (object class 41.0)	99	99	156
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	3	3	2
22.00 New budget authority (gross)	98	98	156
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	102	101	158
23.95 Total new obligations	-99	-99	-156
24.40 Unobligated balance carried forward, end of year	3	2	2
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	99	99	156
40.35 Appropriation permanently reduced	-1	-1	
43.00 Appropriation (total discretionary)	98	98	156
Change in obligated balances:			
72.40 Obligated balance, start of year	9	9	10
73.10 Total new obligations	99	99	156
73.20 Total outlays (gross)	-98	-98	-152
73.45 Recoveries of prior year obligations	-1		
74.40 Obligated balance, end of year	9	10	14
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	91	91	145
86.93 Outlays from discretionary balances	7	7	7
87.00 Total outlays (gross)	98	98	152
Net budget authority and outlays:			
89.00 Budget authority	98	98	156
90.00 Outlays	98	98	152

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.

Performance Metrics

Identification code 69-1711-0-1-054	2004 actual	2005 est.	2006 est.
Maritime Security Program:			
225601 Percentage of DOD-required shipping capacity (both commercial and Government-owned) complete with crews available within mobilization timelines	94%	94%	94%
225602 Ship capacity [in thousands of twenty-foot container equivalent units (TEUS)] enrolled in the Maritime Security Program available to meet DOD's requirements	129	116	130

NATIONAL DEFENSE TANK VESSEL CONSTRUCTION PROGRAM

[For necessary expenses to carry out the program of financial assistance for the construction of new product tank vessels as authorized by section 53101 of title 46, United States Code, as amended, \$75,000,000, to remain available until expended.] Section 53101 of

title 46, United States Code, as amended, is hereby repealed. All unobligated balances under this heading are rescinded. (Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)

Program and Financing (in millions of dollars)

Identification code 69-1769-0-1-403	2004 actual	2005 est.	2006 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year			74
22.00 New budget authority (gross)		74	-74
23.90 Total budgetary resources available for obligation		74	
24.40 Unobligated balance carried forward, end of year		74	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation		75	
40.35 Appropriation permanently reduced		-1	
40.36 Unobligated balance permanently reduced			-74
43.00 Appropriation (total discretionary)		74	-74
Net budget authority and outlays:			
89.00 Budget authority		74	-74
90.00 Outlays			

The Budget seeks to terminate the National Defense Tank Vessel Construction Program and rescind \$74 million appropriated in 2005.

[SHIP CONSTRUCTION]

[(RESCISSION)]

[Of the unobligated balances available under this heading, \$1,979,000 are rescinded.] (Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)

Program and Financing (in millions of dollars)

Identification code 69-1708-0-1-403	2004 actual	2005 est.	2006 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	4	2	2
22.00 New budget authority (gross)	-2		2
23.90 Total budgetary resources available for obligation	2	2	4
24.40 Unobligated balance carried forward, end of year	2	2	4
New budget authority (gross), detail:			
Discretionary:			
40.36 Unobligated balance permanently reduced	-4	-2	
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	2	2	2
70.00 Total new budget authority (gross)	-2		2
Change in obligated balances:			
73.20 Total outlays (gross)	-2	-2	-2
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	2	2	2
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources		-2	-2
88.40 Non-Federal sources	-2		
88.90 Total, offsetting collections (cash)	-2	-2	-2
Net budget authority and outlays:			
89.00 Budget authority	-4	-2	
90.00 Outlays	-2		

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	2004 actual	2005 est.	2006 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	141		
22.40 Capital transfer to general fund	-141		
23.90 Total budgetary resources available for obligation			
24.40 Unobligated balance carried forward, end of year			
Change in obligated balances:			
72.40 Obligated balance, start of year	14	14	14
74.40 Obligated balance, end of year	14	14	14
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

The Operating-Differential Subsidies (ODS) account helped 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. This program has been replaced by the Maritime Security Program.

OCEAN FREIGHT DIFFERENTIAL

Program and Financing (in millions of dollars)

Identification code 69-1751-0-1-403	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Ocean freight differential—20% Excess Freight	491	50	76
00.02 Ocean freight differential—Incremental	40	44	44
10.00 Total new obligations (object class 22.0)	531	94	120
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	688	625	215
22.40 Capital transfer to general fund	-113	-531	-95
22.70 Balance of authority to borrow withdrawn	-44		
23.90 Total budgetary resources available for obligation	531	94	120
23.95 Total new obligations	-531	-94	-120
New budget authority (gross), detail:			
Mandatory:			
60.00 Appropriation	114	531	95
67.10 Authority to borrow	574	94	120
70.00 Total new budget authority (gross)	688	625	215
Change in obligated balances:			
72.40 Obligated balance, start of year	1	1	1
73.10 Total new obligations	531	94	120
73.20 Total outlays (gross)	-531	-94	-120
74.40 Obligated balance, end of year	1	1	1
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	531	94	120
Net budget authority and outlays:			
89.00 Budget authority	688	625	215
90.00 Outlays	531	94	120

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.

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 schedule.

READY RESERVE FORCE

Program and Financing (in millions of dollars)

Identification code 69-1710-0-1-054	2004 actual	2005 est.	2006 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	3	3	3
24.40 Unobligated balance carried forward, end of year	3	3	3
Change in obligated balances:			
72.40 Obligated balance, start of year	3	2	2
73.20 Total outlays (gross)	-1		
74.40 Obligated balance, end of year	2	2	2
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	1		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	1		

The Ready Reserve Force (RRF) is comprised of Government-owned, U.S.-flag merchant ships which are part of the National Defense Reserve Fleet (NDRF), and maintained in an advanced state of readiness to meet surge shipping requirements during a national emergency. Beginning in 1996, funding for the RRF account is included in appropriations for the Department of Defense (DOD). However, the program is managed by MARAD through reimbursements from DOD that are reflected in MARAD's Vessel Operations Revolving Fund account.

The obligations shown above are the spendout of funding appropriated directly to MARAD prior to 1996.

Public enterprise funds:

VESSEL OPERATIONS REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4303-0-3-403	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
09.01 Reimbursable program	366	325	325
10.00 Total new obligations	366	325	325
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	9	9	10
22.00 New budget authority (gross)	366	326	326
23.90 Total budgetary resources available for obligation	375	335	336
23.95 Total new obligations	-366	-325	-325
24.40 Unobligated balance carried forward, end of year	9	10	11

Public enterprise funds—Continued

VESSEL OPERATIONS REVOLVING FUND—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-4303-0-3-403	2004 actual	2005 est.	2006 est.
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.00	419	326	326
68.10			
	53		
68.90	366	326	326
Change in obligated balances:			
72.40	24	74	57
73.10	366	325	325
73.20	-369	-342	-332
74.00	53		
74.40	74	57	50
Outlays (gross), detail:			
86.90	366	293	293
86.93	3	49	39
87.00	369	342	332
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00	-214	-205	-221
88.00	-22	-20	-20
88.00			
	-14	-15	-15
88.00	-6	-6	-6
88.00	-163	-79	-63
88.40		-1	-1
88.90	-419	-326	-326
Against gross budget authority only:			
88.95	53		
Net budget authority and outlays:			
89.00			
90.00	-50	16	6

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. MARAD has a separate account which receives direct appropriations for its ship disposal program.

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. 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	2004 actual	2005 est.	2006 est.
21.0	3	3	3
23.3	21	21	21
24.0	2	2	2
25.2	302	261	261
26.0	36	36	36
31.0	1	1	1
42.0	1	1	1
99.9	366	325	325

WAR RISK INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4302-0-3-403	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
09.00		1	1
10.00		1	1
Budgetary resources available for obligation:			
21.40	37	39	39
22.00	2	1	1
23.90	39	40	40
23.95		-1	-1
24.40	39	39	39
New budget authority (gross), detail:			
Discretionary:			
68.00	2	1	1
Change in obligated balances:			
72.40			
73.10		1	1
73.20		-1	-1
74.40			
Outlays (gross), detail:			
86.90		1	1
Offsets:			
Against gross budget authority and outlays:			
88.20	-2	-1	-1
Net budget authority and outlays:			
89.00			
90.00	-2		
Memorandum (non-add) entries:			
92.01	36	37	39
92.02	37	39	39

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

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4301-0-3-403	2004 actual	2005 est.	2006 est.
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	81	26	11
2251 Repayments and prepayments	-55	-15	-6
2290 Outstanding, end of year	26	11	5
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	26	11	5

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

**MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT
(INCLUDING TRANSFER OF FUNDS)**

For administrative expenses to carry out the guaranteed loan program, not to exceed **[\$4,764,000] \$3,526,000**, which shall be transferred to and merged with the appropriation for Operations and Training: *Provided*, That of the \$25,000,000 authorized for the cost of guaranteed loans in chapter 10 of Public Law 108-11, Making Emergency Wartime Supplemental Appropriations for the Fiscal Year 2003, and for Other Purposes, available until September 30, 2005, and pursuant to the Department of Transportation Inspector General report CR-2004-095 certifying that the recommendations of report CR-2003-031 have been implemented to the Inspector General's satisfaction, up to \$2,000,000 shall be used by the Department of Transportation to develop a comprehensive computer based financial monitoring system]. (*Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.*)

General Fund Credit Receipt Accounts (in millions of dollars)

Identification code 69-1752-0-1-403	2004 actual	2005 est.	2006 est.
0101 Negative subsidies/subsidy reestimates	34	28	

Program and Financing (in millions of dollars)

Identification code 69-1752-0-1-403	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.02 Loan guarantee subsidy	12	39	
00.07 Reestimates of loan guarantee subsidy	13	23	
00.08 Interest on reestimates of loan guarantee subsidy	8	6	
00.09 Administrative expense	4	7	4
10.00 Total new obligations	37	75	4
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	37	41	
22.00 New budget authority (gross)	25	34	4
22.10 Resources available from recoveries of prior year obligations	15		
23.90 Total budgetary resources available for obligation	77	75	4
23.95 Total new obligations	-37	-75	-4
24.40 Unobligated balance carried forward, end of year	41		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	4	5	4
Mandatory:			
60.00 Appropriation	21	29	
70.00 Total new budget authority (gross)	25	34	4

Change in obligated balances:

72.40 Obligated balance, start of year	20	1	
73.10 Total new obligations	37	75	4
73.20 Total outlays (gross)	-41	-76	-4
73.45 Recoveries of prior year obligations	-15		
74.40 Obligated balance, end of year	1		

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	4	5	4
86.93 Outlays from discretionary balances	16	42	
86.97 Outlays from new mandatory authority	21	29	
87.00 Total outlays (gross)	41	76	4

Net budget authority and outlays:

89.00 Budget authority	25	34	4
90.00 Outlays	40	76	4

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

Identification code 69-1752-0-1-403	2004 actual	2005 est.	2006 est.
Guaranteed loan levels supportable by subsidy budget authority:			
215004 Risk category 2A			
215005 Risk category 2B	152		
215006 Risk category 2C			
215007 Risk category 3	22		
215008 Risk category 1			
215009 Risk category 2			
215010 Risk category 3			
215011 Risk category 4			
215012 Risk category 5			
215013 Risk category 6		140	
215901 Total loan guarantee levels	174	140	
Guaranteed loan subsidy (in percent):			
232001 Risk category 1A	2.31	0.00	0.00
232002 Risk category 1B	2.86	0.00	0.00
232003 Risk category 1C	3.40	0.00	0.00
232004 Risk category 2A	5.10	0.00	0.00
232005 Risk category 2B	6.79	0.00	0.00
232006 Risk category 2C	8.44	0.00	0.00
232007 Risk category 3	13.56	0.00	0.00
232008 Risk category 1	0.00	1.87	1.22
232009 Risk category 2	0.00	4.01	3.12
232010 Risk category 3	0.00	5.79	4.72
232011 Risk category 4	0.00	7.82	6.53
232012 Risk category 5	0.00	10.96	9.36
232013 Risk category 6	0.00	27.54	18.86
232901 Weighted average subsidy rate	7.65	27.54	0.00
Guaranteed loan subsidy budget authority:			
233004 Risk category 2A			
233005 Risk category 2B	10		
233006 Risk category 2C			
233007 Risk category 3	3		
233008 Risk category 1			
233009 Risk category 2			
233010 Risk category 3			
233011 Risk category 4			
233012 Risk category 5			
233013 Risk category 6		39	
233901 Total subsidy budget authority	13	39	
Guaranteed loan subsidy outlays:			
234004 Risk category 2A	2		
234005 Risk category 2B	1		
234006 Risk category 2C	1		
234007 Risk category 3	3		
234008 Risk category 1			
234009 Risk category 2			
234010 Risk category 3			
234011 Risk category 4			
234012 Risk category 5			
234013 Risk category 6		39	
234901 Total subsidy outlays	7	39	
Guaranteed loan upward reestimate subsidy budget authority:			
235008 Risk category 1	21	29	
235901 Total upward reestimate budget authority	21	29	
Guaranteed loan downward reestimate subsidy budget authority:			
237008 Risk category 1	-34	-28	

Credit accounts—Continued**MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT—
Continued**

(INCLUDING TRANSFER OF FUNDS)—Continued

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

Identification code 69-1752-0-1-403	2004 actual	2005 est.	2006 est.
237901 Total downward reestimate subsidy budget authority	-34	-28	
Administrative expense data:			
351001 Budget authority	4	7	4
359001 Outlays from new authority	4	7	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 2004. For 2005 and 2006, the schedule displays pre-transfer amounts in order to comply with the Federal Credit Reform Act of 1990.

In an effort to reduce corporate subsidies, no new funds for loan guarantees are requested for 2006.

Object Classification (in millions of dollars)

Identification code 69-1752-0-1-403	2004 actual	2005 est.	2006 est.
25.2 Other services	4	7	4
41.0 Grants, subsidies, and contributions	33	68	
99.9 Total new obligations	37	75	4

MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT**Program and Financing (in millions of dollars)**

Identification code 69-4304-0-3-999	2004 actual	2005 est.	2006 est.
Obligations by program activity:			
00.01 Default Claims		50	35
00.02 Payment of Interest to Treasury	1		
00.03 Default Related Activities	1		
00.91 Direct Program by Activities—Subtotal (1 level)	2	50	35
08.02 Downward re-estimates	29	19	
08.04 Interest on downward re-estimates	5	9	
08.91 Subtotal, downward re-estimates	34	28	
10.00 Total new obligations	36	78	35
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	317	328	350
22.00 New financing authority (gross)	54	110	39
22.60 Portion applied to repay debt	-7	-10	
23.90 Total budgetary resources available for obligation	364	428	389
23.95 Total new obligations	-36	-78	-35
24.40 Unobligated balance carried forward, end of year	328	350	354
New financing authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	90	110	39

68.10 Change in uncollected customer payments from Federal sources (unexpired)	-36		
68.90 Spending authority from offsetting collections (total discretionary)	54	110	39
Change in obligated balances:			
72.40 Obligated balance, start of year	-35		
73.10 Total new obligations	36	78	35
73.20 Total financing disbursements (gross)	-37	-78	-35
74.00 Change in uncollected customer payments from Federal sources (unexpired)	36		
74.40 Obligated balance, end of year			
87.00 Total financing disbursements (gross)	37	78	35
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Program account	-7	-39	
88.00 Federal sources: Payments from program account—Upward reestimate	-21	-29	
88.25 Interest on uninvested funds	-17	-18	-15
88.40 Loan Repayment	-18	-14	-14
88.40 Fees and other payments	-27	-10	-10
88.90 Total, offsetting collections (cash)	-90	-110	-39
Against gross financing authority only:			
88.95 Change in receivables from program accounts	36		
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements	-52	-32	-4

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4304-0-3-999	2004 actual	2005 est.	2006 est.
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders	174	140	
2121 Limitation available from carry-forward			
2143 Uncommitted limitation carried forward			
2150 Total guaranteed loan commitments	174	140	
2199 Guaranteed amount of guaranteed loan commitments	174	140	
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	3,465	3,397	3,287
2231 Disbursements of new guaranteed loans	212	140	
2251 Repayments and prepayments	-280	-200	-165
Adjustments:			
2262 Terminations for default that result in acquisition of property		-50	-35
2264 Other adjustments, net			
2290 Outstanding, end of year	3,397	3,287	3,087
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	3,397	3,287	3,052

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	2003 actual	2004 actual
ASSETS:		
Federal assets:		
1101 Fund balances with Treasury	298	307
Investments in US securities:		
1106 Receivables, net	370	83
1999 Total assets	668	390
LIABILITIES:		
2101 Federal liabilities: Accounts payable	17	10

2204	Non-Federal liabilities: Liabilities for loan guarantees	651	380
2999	Total liabilities	668	390
4999	Total liabilities and net position	668	390

GENERAL FUND RECEIPT ACCOUNTS

(in millions of dollars)

	2004 actual	2005 est.	2006 est.
Offsetting receipts from the public:			
69-085500 Hazardous materials transportation registration, filing, and permit fees, Administrative costs	1	1	1
69-272830 Maritime (title XI) loan program, Downward reestimates of subsidies	34	28	.....
69-276030 Downward reestimates, railroad rehabilitation and improvement program .....	.....	10	.....
General Fund Offsetting receipts from the public	35	39	1

TITLE III—GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

SEC. [101] 301. 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: *Provided*, That, the Federal Aviation Administration shall accept such equipment, which shall thereafter be operated and maintained by FAA in accordance with agency criteria.

[SEC. 102. None of the funds in this Act may be used to compensate in excess of 375 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 2005.]

[SEC. 103. None of the funds made available in this Act may be used for engineering work related to an additional runway at Louis Armstrong New Orleans International Airport.]

[SEC. 104. None of the funds in this Act shall be used to pursue or adopt guidelines or regulations requiring airport sponsors to provide to the Federal Aviation Administration without cost building construction, maintenance, utilities and expenses, or space in airport sponsor-owned buildings for services relating to air traffic control, air navigation, or weather reporting: *Provided*, That the prohibition of funds in this section does not apply to negotiations between the agency and airport sponsors to achieve agreement on “below-market” rates for these items or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.]

[SEC. 105. None of the funds appropriated or limited by this Act may be used to change weight restrictions or prior permission rules at Teterboro Airport in Teterboro, New Jersey.]

[SEC. 106. (a) Section 44302(f)(1) of title 49, United States Code, is amended by striking “2004,” each place it appears and inserting “2005,”.

(b) Section 44303(b) of such title is amended by striking “2004,” and inserting “2005,”.]

SEC. [107] 302. Notwithstanding any provision of law, the Secretary of Transportation is authorized and directed to make project grants under chapter 471 of title 49, United States Code, from funds available under 49 U.S.C. 48103, for the cost of acquisition of land, or reimbursement of the cost of land if purchased prior to enactment of this provision and prior to a grant agreement, for non-exclusive use aeronautical purposes on an airport layout plan that has been approved by the Secretary on January 23, 2004, pursuant to section 49 U.S.C. 47107(a)(16), for any small hub airport as defined in 49 U.S.C. 47102, and had scheduled or chartered direct international flights totaling at least 200 million pounds gross aircraft landed weight for calendar year 2002.

[SEC. 110. (a) For fiscal year 2005, the Secretary of Transportation shall—

(1) not distribute from the obligation limitation for Federal-aid highways amounts authorized for administrative expenses and programs funded from the administrative takedown authorized by section 104(a)(1)(A) of title 23, United States Code, for the highway use tax evasion program, for the Bureau of Transportation Statistics, and for the programs, projects, and activities funded from the takedown authorized by section 117 of this Act;

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

(3) determine the ratio that—

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

(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 under paragraph (1) of this subsection;

(4) distribute the obligation limitation for Federal-aid highways less the aggregate amounts not distributed under paragraphs (1) and (2) for section 201 of the Appalachian Regional Development Act of 1965 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 under paragraphs (1) and (2) and amounts distributed under paragraph (4) for each of the programs that are allocated by the Secretary under title 23, United States Code (other than activities to which paragraph (1) applies and programs to which paragraph (4) applies) by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for such program for such fiscal year; and

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

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

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

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

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the Transportation Equity Act for the 21st Century or subsequent public laws for multiple years or to remain available until used, but only to the extent that such obligation authority has not lapsed or been used.

(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 Efficiency Act of 1991.

(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.]

SEC. [111] 303. Notwithstanding 31 U.S.C. 3302, funds received by the [Bureau of Transportation Statistics] *Research and Innovative Technology Administration (RITA)* 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] *RITA* for such expenses: *Provided*, That such funds shall be subject to the obligation limitation for Federal-aid highways and highway safety construction.

[SEC. 112. Of the funds made available to the Bureau of Transportation Statistics in fiscal year 2005, \$400,000 shall be available to administer section 5402 of title 39, United States Code.]

[SEC. 113. (a) Notwithstanding any other provision of law, in section 1602 of the Transportation Equity Act for the 21st Century, item number 89 is amended by striking “Construct I–495/Route 2 interchange east of existing interchange to provide access to commuter rail station, Littleton” and inserting “Ayer commuter rail station improvements, land acquisition and parking improvements”.

(b) Of the \$6,000,000 portion of the funds appropriated under the heading “Highway Demonstration Projects” in title I of Public Law 102–143 (105 Stat. 929) that was allocated for Routes 70/38 Circle Elimination, New Jersey, \$4,500,000 shall be transferred to, and made available for, the following projects in the specified amounts: Mantua Creek Overpass in Paulsboro, New Jersey, \$2,000,000; Delsea Drive Route 47 Timber Creek in Westville, New Jersey, \$787,000; Camden Waterfront Parking Garage in Camden, New Jersey, \$1,213,000; and Route 47 Chapel Heights Avenue in Gloucester, New Jersey, \$500,000.

(c) Of the amount made available under item number 89 of the table contained in section 1107(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2052), \$3,300,000 shall be used to carry out a comprehensive regional transportation study on the multimodal transportation needs in Grand Traverse County,

Michigan, and to implement recommendations resulting from the study.

(d) Of the funds provided for under “Transportation and Community and System Preservation Program” in Public Law 106–69 and Public Law 106–346 for the project known as “Utah-Colorado ‘Isolated Empire’ Rail Connector Study” as referenced in House Report 106–355 and House Report 106–940, any remaining unobligated balance as of October 1, 2004, shall be made available to the Central Utah Rail Line (Sigurd/Salina to Levan) Project.

(e) Section 378 of the Department of Transportation and Related Agencies Appropriations Act, 2001 (114 Stat. 1356A–38) is amended by striking “an extension of Highway 180 from the City of Mendota” and inserting “an extension of Highway 180 from the City of Fresno”.]

[SEC. 114. None of the funds made available in this Act may be used to require a State or local government to post a traffic control device or variable message sign, or any other type of traffic warning sign, in a language other than English, except with respect to the names of cities, streets, places, events, or signs related to an international border.]

[SEC. 115. Division F, title I, section 115 of Public Law 108–199 is amended by inserting before the period at the end the following: “: *Provided further*, That notwithstanding any other provision of law and the preceding clauses of this provision, the Secretary of Transportation may use amounts made available by this section to make grants for any surface transportation project otherwise eligible for funding under title 23 or title 49, United States Code”.]

[SEC. 116. Of the funds available under section 104(a)(1)(A) of title 23, United States Code, \$5,000,000 shall be available for environmental streamlining activities, which may include making grants to, or entering into contracts, cooperative agreements, and other transactions, with a Federal agency, State agency, local agency, authority, association, non-profit or for-profit corporation, or institution of higher education.]

[SEC. 117. Notwithstanding any other provision of law, whenever an allocation is made of the sums authorized to be appropriated for expenditure on the Federal lands highway program, and whenever an apportionment is made of the sums authorized to be appropriated for the surface transportation program, the congestion mitigation and air quality improvement program, the National Highway System, the Interstate maintenance program, the bridge program, the Appalachian development highway system, and the minimum guarantee program, the Secretary of Transportation shall deduct a sum in such amount not to exceed 4.1 percent of all sums so authorized: *Provided*, That of the amount so deducted in accordance with this section, \$25,000,000 shall be made available to make grants to support planning, highway corridor development, and highway construction projects in the area that comprises the Delta Regional Authority; and \$1,211,360,000 shall be made available for surface transportation projects as identified under this section in the statement of the managers accompanying this Act: *Provided further*, That notwithstanding any other provision of law and the preceding clauses of this provision, the Secretary of Transportation may use amounts made available by this section to make grants for any surface transportation project otherwise eligible for funding under title 23 or, title 49, United States Code: *Provided further*, That funds made available under this section, at the request of a State, shall be transferred by the Secretary to another Federal agency: *Provided further*, That the Federal share payable on account of any program, project, or activity carried out with funds made available under this section shall be 100 percent: *Provided further*, That the sum deducted in accordance with this section shall remain available until expended: *Provided further*, That all funds made available under this section shall be subject to any limitation on obligations for Federal-aid highways and highway safety construction programs set forth in this Act or any other Act: *Provided further*, That the obligation limitation made available for the programs, projects, and activities for which funds are made available under this section shall remain available until used and shall be in addition to the amount of any limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.]

[SEC. 118. Of the funds made available under section 188(a)(1) of title 23, United States Code, \$100,000,000 are rescinded.]

[SEC. 119. For the purposes of 23 U.S.C. 181(9)(D) the project described in section 626 of division B, title VI of Public Law 108–7 is eligible as a publicly owned intermodal surface freight transfer facility.]

[SEC. 120. Notwithstanding any other provision of law, the Department of Transportation shall complete approval of the proposed surety substitution for one-half of the bond debt service reserve amount for the RETRAC project within 30 days after receiving from RETRAC a binding commitment from a qualified provider to deliver a surety at an acceptable price. Such bond debt service funds so released shall be deposited into the RETRAC project contingency fund for payment of RETRAC project costs in the event current project cost projections are exceeded.]

[SEC. 121. DESIGNATION OF MIKE O'CALLAGHAN-PAT TILLMAN MEMORIAL BRIDGE. (a) IN GENERAL.—The Hoover Dam Bypass Bridge in the Lake Mead National Recreation Area between Nevada and Arizona is designated as the “Mike O'Callaghan-Pat Tillman Memorial Bridge”.

(b) REFERENCES IN LAW.—Any reference in a law (including regulations), map, document, paper, or other record of the United States to the bridge described in subsection (a) shall be considered to be a reference to the Mike O'Callaghan-Pat Tillman Memorial Bridge.]

SEC. [122] 304. BYPASS BRIDGE AT HOOVER DAM. (a) IN GENERAL.—Subject to subsection (b), the Secretary of Transportation may expend from any funds appropriated for expenditure in accordance with title 23, United States Code, for payment of debt service by the States of Arizona and Nevada on notes issued for the bypass bridge project at Hoover Dam, pending appropriation or replenishment for that project.

(b) REIMBURSEMENT.—Funds expended under subsection (a) shall be reimbursed from the funds made available to the States of Arizona and Nevada for payment of debt service on notes issued for the bypass bridge project at Hoover Dam.

[SEC. 123. None of the funds made available in this Act shall be available for the development or dissemination by the Federal Highway Administration of any version of a programmatic agreement which regards the Dwight D. Eisenhower National System of Interstate and Defense Highways as eligible for inclusion on the National Register of Historic Places.]

[SEC. 124. Of the unobligated balances made available under Public Law 100–17, Public Law 100–457, Public Law 101–516, Public Law 102–143, Public Law 102–240, Public Law 102–388, Public Law 103–331, Public Law 105–178, and Public Law 106–346, \$16,407,908.88 are rescinded.]

[SEC. 125. Notwithstanding any other provision of law, projects and activities described in the statement of managers accompanying this Act under the headings “Federal-Aid Highways” and “Federal Transit Administration” shall be eligible for fiscal year 2005 funds made available for the project for which each project or activity is so designated and projects and activities under the heading “Job Access and Reverse Commute Grants” shall be awarded those grants upon receipt of an application: *Provided*, That the Federal share payable on account of any such projects and activities subject to this section shall be the same as the share required by the Federal program under which each project or activity is designated unless otherwise provided in this Act.]

[SEC. 126. Notwithstanding any other provision of law, in addition to amounts provided in this or any other Act for fiscal year 2005, \$34,000,000, to be derived from the Highway Trust Fund and to remain available until expended, shall be available for the replacement of the Belleair Causeway Bridge in Pinellas County, Florida.]

[SEC. 127. Of the amounts made available for the Federal-Aid Highways Emergency Relief Program under division B of the Military Construction Appropriations and Emergency Hurricane Supplemental Appropriations Act, 2005 (118 Stat. 1251), such sums as may be necessary shall be available for replacement of the 1–10 bridge spanning Escambia Bay in Escambia and Santa Rosa Counties, Florida.]

[SEC. 128. Section 14003 of Public Law 108–287, the Department of Defense Appropriations Act, 2005, is amended by adding a new subsection (c) at the end as follows:

“(c) Upon a request by a State to the Secretary that the State has an insufficient amount or type of apportionment to effectively utilize the funds provided in paragraph (b), the Secretary shall waive the requirement for apportionment. Such funds shall be eligible for any activity defined in section 133(b) of title 23. Funds distributed to each State under this section shall not be subject to section 105 of title 23.”]

[SEC. 130. Funds appropriated or limited in this Act shall be subject to the terms and conditions stipulated in section 350 of Public Law 107–87, including that the Secretary submit a report to the House and Senate Appropriations Committees annually on the safety

and security of transportation into the United States by Mexico-domiciled motor carriers.]

[SEC. 131. None of the funds appropriated or otherwise made available by this Act may be used before December 31, 2005 to implement or enforce any provisions of the Final Rule, issued on April 16, 2003 (Docket No. FMCSA–97–2350), with respect to either of the following:

(1) The operators of utility service vehicles, as that term is defined in section 395.2 of title 49, Code of Federal Regulations.

(2) Maximum daily hours of service for drivers engaged in the transportation of property or passengers to or from a motion picture or television production site located within a 100-air mile radius of the work reporting location of such drivers.]

[SEC. 132. None of the funds made available under this Act may be used to issue or implement the Department of Transportation's proposed regulation entitled Parts and Accessories Necessary for Safe Operation; Certification of Compliance With Federal Motor Vehicle Safety Standards (FMVSSs), published in the Federal Register, volume 67, number 53, on March 19, 2002, relating to a phase-in period to bring vehicles into compliance with the requirements of the regulation.]

SEC. [140] 305. Notwithstanding any other provision of law, States may use funds provided in this Act under section 402 of title 23, United States Code, to produce and place highway safety public service messages in television, radio, cinema, and print media, and on the Internet in accordance with guidance issued by the Secretary of Transportation: *Provided*, That any State that uses funds for such public service messages shall submit to the Secretary a report describing and assessing the effectiveness of the messages[: *Provided further*, That \$10,000,000 of the funds allocated under section 157 of title 23, United States Code, shall be used as directed by the National Highway Traffic Safety Administrator to purchase national paid advertising (including production and placement) to support national safety belt mobilizations: *Provided further*, That, of the funds allocated under section 163 of title 23, United States Code, \$6,000,000 shall be used as directed by the Administrator to support national impaired driving mobilizations and enforcement efforts, \$14,000,000 shall be used as directed by the Administrator to purchase national paid advertising (including production and placement) to support such national impaired driving mobilizations and enforcement efforts].

[SEC. 141. Notwithstanding any other provision of law, funds appropriated or limited in the Act to educate the motoring public on how to share the road safely with commercial motor vehicles shall be administered by the National Highway Traffic Safety Administration and shall not be used by or made available to any other Federal agency.]

[SEC. 142. Notwithstanding any other provision of law, for fiscal year 2005 the Secretary of Transportation is authorized to use amounts made available to carry out section 157 of title 23, United States Code, to make innovative project allocations, not to exceed the prior year's amounts for such allocations, before making incentive grants for use of seat belts.]

SEC. [150] 306. For the purpose of assisting State-supported intercity rail service, in order to demonstrate whether competition will provide higher quality rail passenger service at reasonable prices, the Secretary of Transportation, working with affected States, shall develop and implement a procedure for fair competitive bidding by Amtrak and non-Amtrak operators for State-supported routes: *Provided*, That in the event a State desires to select or selects a non-Amtrak operator for the route, the State may make an agreement with Amtrak to use facilities and equipment of, or have services provided by, Amtrak under terms agreed to by the State and Amtrak to enable the non-Amtrak operator to provide the State-supported service: *Provided further*, That if the parties cannot agree on terms, the Secretary shall, as a condition of receipt of Federal grant funds, order that the facilities and equipment be made available and the services be provided by Amtrak under reasonable terms and compensation: *Provided further*, That when prescribing reasonable compensation to Amtrak, the Secretary shall consider quality of service as a major factor when determining whether, and the extent to which, the amount of compensation shall be greater than the incremental costs of using the facilities and providing the services: *Provided further*, That the Secretary may reprogram up to \$2,500,000 from the Amtrak operating grant funds for costs associated with the implementation of the fair bid procedure and demonstration of competition under this section.

[SEC. 151. Notwithstanding any provisions of this or any other Act, during the fiscal year ending September 30, 2005, and hereafter, the Federal Railroad Administration may use funds appropriated by

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this or any other Act to provide for the installation of a broadband high speed internet service connection, including necessary equipment, for Federal Railroad Administration employees, and to either pay directly recurring monthly charges or to reimburse a percentage of such monthly charges which are paid by such employees: *Provided*, That the Federal Railroad Administration certifies that adequate safeguards against private misuse exist, and that the service is necessary for direct support of the agency's mission.]

[SEC. 152. Public Law 97-468 is amended—

(1) in section 608(a)(5) by inserting “, including any amount appropriated or otherwise made available to the State-owned railroad,” before “shall be retained”;

(2) in section 608 by adding a new subsection (e) as follows: “(e) The State-owned railroad may take any necessary or appropriate action, consistent with Federal railroad safety laws, to preserve and protect its rail properties in the interests of safety.”; and

(3) in section 604(d)(2) by adding a new paragraph (D) as follows:

“(D) Any hazardous substance, petroleum or other contaminant release at or from the State-owned rail properties that began prior to January 5, 1985, shall be and remain the liability of the United States for damages and for the costs of investigation and cleanup. Such liability shall be enforceable under 42 U.S.C. 9601 et seq. for any release described in the preceding sentence.”]

[SEC. 153. Notwithstanding any other provision of law, from funds made available to the Federal Railroad Administration under the heading “Next Generation High-Speed Rail” in the Consolidated Appropriations Act of 2004 (Public Law 108-199), the Secretary of Transportation may award a grant in the amount of \$400,000 to the Illinois Department of Transportation for KBS Railroad track and grade crossing improvements in Kankakee County and Northeastern Illinois.]

[SEC. 154. The Northern New England High Speed Rail Corridor is expanded to include the train routes from Boston, Massachusetts, to Albany, New York, and from Springfield, Massachusetts, to New Haven, Connecticut.]

[SEC. 155. Not later than March 1, 2005, Amtrak shall submit to the House and Senate Committees on Appropriations a report detailing Amtrak's obligations pursuant to 49 U.S.C. 24306(a), describing all investments made to develop mail and express, year-to-year operating results generated by mail and express, a detailed description of the impact on employees related to termination of mail and express, a detailed description of the proposed liquidation of assets related to mail and express, and an accounting of all incurred and estimated costs resulting from such termination, including legal and accounting costs, any contingent obligations that may result, and any other related costs. Before submission, both the Amtrak Board of Directors and the Department of Transportation shall review this report.]

SEC. 307. Beginning in fiscal year 2006 and thereafter, sections 121 through 123 of title 45, United States Code, are hereby repealed.

SEC. [160] 308. The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation.

SEC. [161] 309. Notwithstanding any other provision of law, and except for fixed guideway modernization projects, funds made available by this Act under “Federal Transit Administration, Major Capital [investment grants] *Investment Grants*” for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, [2007] 2008, and other recoveries, shall be made available for other projects under 49 U.S.C. 5309.

SEC. [162] 310. Notwithstanding any other provision of law, any funds appropriated before October 1, [2004] 2005, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure may be transferred to and administered under the most recent appropriation heading for any such section.

[SEC. 163. None of the funds in this Act shall be available to any Federal transit grantee after February 1, 2004, involved directly or indirectly, in any activity that promotes the legalization or medical use of any substance listed in schedule I of section 202 of the Controlled Substances Act (21 U.S.C. 812 et seq.).]

[SEC. 164. From unobligated balances in the Federal Transit Administration's Discretionary Grants account, not to exceed \$72,792,311 shall be transferred as follows: to the Federal Transit Administration's Formula Grants account, not to exceed \$42,190,828;

and to the Interstate Transfer Grants—Transit account, not to exceed \$30,601,483: *Provided*, That these unobligated balances are used, together with Formula Grant funds that are available for reappropriation in such account, to restore obligation authority reduced due to a prior deficiency.]

[SEC. 165. 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: *Provided*, That not more than \$3,000,000 of the funds made available pursuant to 49 U.S.C. 5309(m)(2)(B) may be used by the State of Hawaii to initiate and operate a passenger ferryboat services demonstration project to test the viability of different intra-island and inter-island ferry boat routes and technology: *Provided further*, That notwithstanding 49 U.S.C. 5302(a)(7), funds made available for Alaska or Hawaii ferry boats may be used to acquire passenger ferry boats and to provide passenger ferry transportation services within areas of the State of Hawaii under the control or use of the National Park Service.]

[SEC. 166. Notwithstanding any other provision of law, unobligated funds made available for a new fixed guideway systems projects under the heading “Federal Transit Administration, Capital Investment Grants” in any appropriations act prior to this Act may be used during this fiscal year to satisfy expenses incurred for such projects.]

[SEC. 167. The Secretary shall continue the pilot program authorized under section 166 of the Consolidated Appropriations Act, 2004, Public Law 108-199; 118 Stat. 309, for cooperative procurement of major capital equipment under sections 5307, 5309, and 5311. The program shall be administered as required under subsections (b) through (g) of section 166, except that there shall be five pilot projects: *Provided*, That the Secretary shall evaluate all proposals based on selection criteria set forth in the announcement of the program and request for proposals (Federal Register Notice—Vol. 69, No. 120, Page 35127, June 23, 2004). All proposed projects shall be evaluated and the proposing party shall receive notification of acceptance or denial by no later than 90 days after the Secretary receives a request for review of a proposed project: *Provided further*, That not later than 30 days after delivery of the base order under each of the five pilot projects, the Secretary shall submit to the House and Senate Committees on Appropriations a report on the results of that pilot project. Each report shall evaluate any savings realized through the cooperative procurement and the benefits of incorporating cooperative procurement, as shown by that project, into the mass transit program as a whole.]

[SEC. 168. Amounts made available under chapter 53 of title 49, United States Code, and section 1108 of Public Law 102-240 to the Port Authority of Allegheny County for the Airport Busway/Wabash HOV Facility project that remain unexpended may be used by the Port Authority for the purchase of buses and bus-related equipment in accordance with 49 U.S.C. 5309.]

[SEC. 169. Notwithstanding any other provision of law, any unobligated funds made available under the bus category of the Capital Investment Account in prior fiscal year Appropriations Act for the Greater New Haven Transit District Fuel Cell and Electric Bus project or CNG/alternative fuel vehicle 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. 170. Notwithstanding any other provision of law, any unobligated funds made available to the Matanuska Susitna Borough under “Federal Transit Administration, Buses and Bus Facilities” shall be available for expenditure on ferry boat and ferry facilities and related expenses as part of the Port MacKenzie Intermodal Facility project.]

[SEC. 171. Notwithstanding any other provision of law, \$8,900,000 of the funds made available under the new fixed guideway systems category of the Capital Investment Grants account in Public Law 107-87 for the “Honolulu, Hawaii, bus rapid transit project” shall be made available to the city and county of Honolulu for replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities under 49 U.S.C. 5309 and shall remain available to the city and county of Honolulu for those purposes until expended: *Provided*, That any remaining unobligated balance from said project in Public Law 107-87 shall be transferred for any eligible activity under title 23, United States Code, and administered under that title, for use on improvements to the Kapolei Interchange Complex and shall remain available until expended: *Pro-*

vided further, That funds made available in Public Law 108–10 for “Hawaii: BRT Systems, Appurtenances and Facilities” shall be generally available for bus and bus facilities by the city and county of Honolulu.]

[SEC. 172. Notwithstanding any other provision of law, the Navy may receive funds from the State of Hawaii for the procurement of passenger ferry boats to provide passenger ferry transportation services for the Arizona War Memorial.]

[SEC. 173. The Federal Transit Administration is directed to comply with section 3042 of the Federal Transit Act of 1998 (Public Law 105–178, as amended; 112 Stat. 338) and is further directed to comply with the associated Committee report language contained in House Report 108–401, accompanying H.R. 2673, pages 997–998.]

[SEC. 174. Hereafter, notwithstanding any other provision of law, for the purpose of calculating the non-New Starts share of the total project cost of both phases of San Francisco Muni’s Third Street Light Rail Transit project, the Secretary of Transportation shall include all non-New Starts contributions made towards Phase 1 of the two-phase project for engineering, final design and construction, and also shall allow non-New Starts funds expended on one element or phase of the project to be used to meet the non-New Starts share requirement of any element or phase of the project: *Provided further*, That none of the funds provided in this Act for the San Francisco Muni Third Street Light Rail Transit Project shall be obligated if the Federal Transit Administration determines that the project is found to be “not recommended” after evaluation and computation of revised transportation system user benefit data.]

[SEC. 175. Funds made available for the Burlington-Bennington, Vermont Commuter Rail project in Public Law 106–346, the Burlington-Middlebury, Vermont Commuter Rail project and Vermont Transportation Authority Rolling Stock in Public Law 108–7 that remain unobligated, and funds made available for the Burlington-Essex, Vermont commuter rail project in Public Laws 105–277 and 105–66 that remain unexpended shall be transferred to the Federal Railroad Administration and made available to upgrade and improve the publicly-owned Vermont Rail Infrastructure from Bennington to Burlington with a northern terminus in Essex Junction: *Provided*, That the Federal share shall be 80 percent of the total cost of the project and funds shall remain available until expended.]

[SEC. 176. Notwithstanding any other provision of law, any unobligated funds designated to the Oklahoma Transit Association on pages 1305 through 1307 of the Joint Explanatory Statement of the Committee of Conference for Public Law 108–7 may be made available to the Metropolitan Tulsa Transit Authority and the Central Oklahoma Transportation and Parking Authority for any project or activity authorized under section 3037 of Public Law 105–178 upon receipt of an application.]

[SEC. 177. Notwithstanding 49 U.S.C. 5336, any funds remaining available under Federal Transit Administration grant numbers NY–03–345–00, NY–03–0325–00, NY–03–0405, NY–90–X398–00, NY–90–X373–00, NY–90–X418–00, NY–90–X465–00 together with an amount not to exceed \$19,200,000 in urbanized area formula funds that were allocated by the New York Metropolitan Transportation Council to the New York City Department of Transportation as a designated recipient under 49 U.S.C. 5307 may be made available to the New York Metropolitan Transportation Authority for eligible capital projects authorized under 49 U.S.C. 5307 and 5309 subject to the agreements, obligations, and responsibilities as set forth in the contracts of assistance applicable to these grants.]

[SEC. 178. Hereafter, fixed guideway extensions and new segments included in Metropolitan Transit Authority of Harris County, Texas, resolutions 2003–77 and 2003–93, and approved by the voters on November 4, 2003, shall be considered as the preferred alternatives for purposes of 49 U.S.C. 5390(e)(1)(A), 23 CFR 771.123, and 49 CFR 611.7.]

[SEC. 179. Of the funds made available under the heading “Federal Transit Administration—Discretionary Grants” in Public Laws 102–388 and 103–122 for the Hawthorne-Warwick Commuter Rail Project, \$4,000,000 shall be available for the Scranton, Pennsylvania, NY City Rail Service Fixed Guideway Project to be carried out in accordance with 49 U.S.C. 5309, \$1,100,000 shall be made available to study the feasibility of utilizing diesel multiple unit rolling stock on MOS–3 of the Hudson Bergen Light Rail Transit System to be carried out in accordance with 49 U.S.C. 5309, and \$6,000,000 shall be transferred to the Federal Railroad Administration and made available for the New York and Susquehanna and Western Rail Road Diesel Multiple Unit Compliance and Demonstration Project to be carried out under terms and conditions as determined by the Sec-

retary: *Provided*, That the Federal share shall be 80 percent of the net project cost of that demonstration project and funds for that project shall remain available until expended.]

SEC. [180] 311. 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.

SEC. [181] 312. 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 appropriations Act.

SEC. [185] 313. 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. [186] 314. 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. [187] 315. None of the funds in this Act shall be available for salaries and expenses of more than [106] 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. [188] 316. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

SEC. [189] 317. (a) No recipient of funds made available in this Act shall disseminate personal information (as defined in 18 U.S.C. 2725(3)) obtained by a State department of motor vehicles in connection with a motor vehicle record as defined in 18 U.S.C. 2725(1), except as provided in 18 U.S.C. 2721 for a use permitted under 18 U.S.C. 2721.

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

SEC. [190] 318. 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”] “*Formula Grants 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. [191] 319. Notwithstanding any other provisions of law, rule or regulation, the Secretary of Transportation is authorized to allow the issuer of any preferred stock heretofore sold to the Department to redeem or repurchase such stock upon the payment to the Department of an amount determined by the Secretary.

SEC. [192] 320. None of the funds in this Act to the Department of Transportation may be used to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than 3 full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling [\$1,000,000] \$2,000,000 or more is announced by the department or its modal administrations from: (1) any discretionary grant program of the Federal Highway Administration 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. [193] 321. Rebates, refunds, incentive payments, minor fees and other funds received by the Department of Transportation from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department of Transportation and allocated

(INCLUDING TRANSFERS OF FUNDS)—Continued

to elements of the Department of Transportation using fair and equitable criteria and such funds shall be available until expended.

SEC. [194] 322. Amounts made available in this or any other Act that the Secretary determines represent improper payments by the Department of Transportation to a third party contractor under a financial assistance award, which are recovered pursuant to law, shall be available—

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

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

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

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

SEC. [195] 323. The Secretary of Transportation is authorized to transfer the unexpended balances available for the bonding assistance program from “Office of the Secretary, Salaries and expenses” to “Minority Business Outreach”.

SEC. 324. *Beginning in fiscal year 2006 and thereafter, amounts collected under section 40113(e) of title 49, United States Code, shall be credited to the appropriation current at the time of collection, to be merged with and available for the same purposes of such appropriation.*

[SEC. 196. None of the funds made available in this Act to the Department of Transportation may be obligated for the Office of the Secretary of Transportation to approve assessments or reimbursable agreements pertaining to funds appropriated to the modal administrations in this Act, except for activities underway on the date of enactment of this Act, unless such assessments or agreements have completed the normal reprogramming process for Congressional notification.]

[SEC. 197. Funds provided in this Act for the Working Capital Fund shall be reduced by \$20,844,000, which limits fiscal year 2005 Working Capital Fund obligational authority for elements of the Department of Transportation funded in this Act to no more than \$130,210,000: *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 Working Capital Fund.]

[SEC. 198. For the purpose of any applicable law, for fiscal years 2004 and 2005, the city of Norman, Oklahoma, shall be considered to be part of the Oklahoma City urbanized area.]

[SEC. 199. Section 41716(b) of title 49, United States Code, is amended by adding before the period at the end the following: “; except that the Secretary may grant not to exceed 4 additional slot exemptions at LaGuardia Airport to an incumbent air carrier operating at least 20 but not more than 28 slots at such airport as of October 1, 2004, to provide air transportation between LaGuardia Airport and a small hub airport or nonhub airport”.]

SEC. 325. *Notwithstanding subchapter II of Chapter 417, title 49, United States Code, and section 332 of Public Law 106–69, subsidies for essential air service, or ground or other services supporting such transportation, shall be provided as follows:*

(a) *An eligible place may receive subsidy for essential air service only if the place contributes from non-Federal source a portion of the subsidy determined by the Secretary as follows: an eligible place located fewer than 100 highway miles from the nearest large or medium hub airport, 75 highway miles from the nearest small hub airport, or 50 highway miles from the nearest non-hub airport with jet service shall be eligible only for surface transportation subsidies and must contribute not less than 50 percent; places that are more than 210 highway miles from the nearest large or medium hub airport shall provide 10 percent; and any other eligible place shall contribute not less than 25 percent. As used herein, “highway miles” means*

the shortest driving distance as determined by the Federal Highway Administration.

(b) *The Secretary shall provide subsidy first to the most isolated community, as determined in accordance with subsection (a), that requires subsidy and is willing and able to provide the portion of its subsidy need from non-Federal sources specified in subsection (a), and then the next most isolated community requiring subsidy and willing and able to provide the portion of its subsidy need from non-Federal sources as specified in paragraph (a), and so on, in order, until the Secretary has obligated not more than \$50,000,000 for subsidy in fiscal year 2006, which shall come from the amounts received by the Federal Aviation Administration credited to the account established under 49 U.S.C. 45303.*

(c) *26 U.S.C. 9502(b) is amended by*

(i) *in subparagraph (1)(D) by striking “and”; and*

(ii) *by adding the following after paragraph (2): “(3) fees received into Treasury under 49 U.S.C. 45301(a)(1) (relating to overflight fees), notwithstanding 49 U.S.C. 45303(c).”.*

(d) *If a community becomes eligible to receive subsidy after the Secretary has obligated funds in accordance with subsections (a) and (b) of this section, the Secretary shall determine the community's eligibility for subsidy in accordance with those subsections, making whatever recalculations and reallocations are required. In making such reallocations, the Secretary may deny subsidy for any time in the future to any community already receiving subsidy.*

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

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

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

SEC. 326. *The Administrator of the Federal Aviation Administration may reimburse amounts made available to satisfy 49 U.S.C. 41742(a)(1) from fees credited under 49 U.S.C. 45303: Provided, That during fiscal year 2006, 49 U.S.C. 41742(b) shall not apply, and any amount remaining in such account at the close of that fiscal year may be made available to satisfy section 41742(a)(1) for the subsequent fiscal year. (Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005.)*

TITLE V—GENERAL PROVISIONS

THIS ACT

(INCLUDING TRANSFERS OF FUNDS)

[SEC. 501. Such sums as may be necessary for fiscal year 2005 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act or previous appropriations Acts.]

SEC. [502] 501. 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. [503] 502. 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. [504] 503. 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. 505. None of the funds made available in this Act may be transferred to any department, agency, or instrumentality of the United States Government, except pursuant to a transfer made by, or transfer authority provided in, this Act or any other appropriations Act.]

SEC. [506] 504. None of the funds made available by this Act shall be available for any activity or for paying the salary of any Government employee where funding an activity or paying a salary to a Government employee would result in a decision, determination, rule, regulation, or policy that would prohibit the enforcement of section 307 of the Tariff Act of 1930.

SEC. 507. No part of any appropriation contained in this Act shall be available to pay the salary for any person filling a position, other than a temporary position, formerly held by an employee who has left to enter the Armed Forces of the United States and has satisfactorily completed his period of active military or naval service, and has within 90 days after his release from such service or from hospitalization continuing after discharge for a period of not more than 1 year, made application for restoration to his former position and has been certified by the Office of Personnel Management as still qualified to perform the duties of his former position and has not been restored thereto.]

SEC. 508] 505. No funds appropriated pursuant to this Act may be expended by an entity unless the entity agrees that in expending the assistance the entity will comply with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a–10c, popularly known as the “Buy America Act”).

SEC. 509] 506. No funds appropriated or otherwise made available under this Act shall be made available to any person or entity that has been convicted of violating the Buy American Act (41 U.S.C. 10a–10c).

SEC. 510. None of the funds provided in this Act, provided by previous appropriations Acts to the agencies or entities funded in this Act that remain available for obligation or expenditure in fiscal year 2005, or provided from any accounts in the Treasury derived by the collection of fees and available to the agencies funded by this Act, shall be available for obligation or expenditure through a reprogramming of funds that: (1) creates a new program; (2) eliminates a program, project, or activity; (3) increases funds or personnel for any program, project, or activity for which funds have been denied or restricted by the Congress; (4) proposes to use funds directed for a specific activity by either the House or Senate Committees on Appropriations for a different purpose; (5) augments existing programs, projects, or activities in excess of \$5,000,000 or 10 percent, whichever is less; (6) reduces existing programs, projects, or activities by \$5,000,000 or 10 percent, whichever is less; or (7) creates, reorganizes, or restructures a branch, division, office, bureau, board, commission, agency, administration, or department different from the budget justifications submitted to the Committees on Appropriations or the table accompanying the statement of the managers accompanying this Act, whichever is more detailed, unless prior approval is received from the House and Senate Committees on Appropriations: *Provided*, That not later than 60 days after the date of enactment of this Act, each agency funded by this Act shall submit a report to the Committee on Appropriations of the Senate and of the House of Representatives to establish the baseline for application of reprogramming and transfer authorities for the current fiscal year: *Provided further*, That the report shall include: (1) a table for each appropriation with a separate column to display the President’s budget request, adjustments made by Congress, adjustments due to enacted rescissions, if appropriate, and the fiscal year enacted level; (2) a delineation in the table for each appropriation both by object class and program, project, and activity as detailed in the budget appendix for the respective appropriation; and (3) an identification of items of special congressional interest: *Provided further*, That the amount appropriated or limited for salaries and expenses for an agency shall be reduced by \$100,000 per day for each day after the required date that the report has not been submitted to the Congress.]

SEC. 511] 507. Except as otherwise specifically provided by law, not to exceed 50 percent of unobligated balances remaining available at the end of fiscal year [2005] 2006 from appropriations made available for salaries and expenses for fiscal year [2005] 2006 in this Act, shall remain available through September 30, [2006] 2007, for each such account for the purposes authorized: *Provided*, That [a request] notice thereof shall be submitted to the Committees on Appropriations [for approval] prior to the expenditure of such funds[: *Provided further*, That these requests shall be made in compliance with reprogramming guidelines].

SEC. 512] 508. None of the funds made available in this Act may be used by the Executive Office of the President to request from the Federal Bureau of Investigation any official background investigation report on any individual, except when—

(1) such individual has given his or her express written consent for such request not more than 6 months prior to the date of such request and during the same presidential administration; or

(2) such request is required due to extraordinary circumstances involving national security.

SEC. 513] 509. The cost accounting standards promulgated under section 26 of the Office of Federal Procurement Policy Act (Public Law 93–400; 41 U.S.C. 422) shall not apply with respect to a contract under the Federal Employees Health Benefits Program established under chapter 89 of title 5, United States Code.

SEC. 514] 510. For the purpose of resolving litigation and implementing any settlement agreements regarding the nonforeign area cost-of-living allowance program, the Office of Personnel Management may accept and utilize (without regard to any restriction on unanticipated travel expenses imposed in an Appropriations Act) funds made available to the Office pursuant to court approval.

SEC. 515] 511. No funds appropriated by this Act shall be available to pay for an abortion, or the administrative expenses in connection with any health plan under the Federal employees health benefits program which provides any benefits or coverage for abortions.

SEC. 516] 512. The provision of section [515] 511 shall not apply where the life of the mother would be endangered if the fetus were carried to term, or the pregnancy is the result of an act of rape or incest.

SEC. 517] 513. In order to promote Government access to commercial information technology, the restriction on purchasing non-domestic articles, materials, and supplies set forth in the Buy American Act (41 U.S.C. 10a et seq.), shall not apply to the acquisition by the Federal Government of information technology (as defined in section 11101 of title 40, United States Code), that is a commercial item (as defined in section 4(12) of the Office of Federal Procurement Policy Act (41 U.S.C. 403(12)).

SEC. 518. Public Law 108–199 is amended in division H, section 161, by inserting “and all Federal agencies” after “Office of Management and Budget”.]

SEC. 519] 514. None of the funds made available in the Act may be used to finalize, implement, administer, or enforce—

(1) the proposed rule relating to the determination that real estate brokerage is an activity that is financial in nature or incidental to a financial activity published in the Federal Register on January 3, 2001 (66 Fed. Reg. 307 et seq.); or

(2) the revision proposed in such rule to section 1501.2 of title 12 of the Code of Federal Regulations.

SEC. 520. TREATMENT OF THE TENNESSEE VALLEY AUTHORITY. The Securities Exchange Act of 1934 (15 U.S.C. 78a et seq.) is amended—

(1) in section 3(a)(42)(B) (15 U.S.C. 78c(a)(42)(B)), by inserting “by the Tennessee Valley Authority or” after “issued or guaranteed”; and

(2) by adding at the end the following new section:

“SEC. 37. TENNESSEE VALLEY AUTHORITY.

“(a) IN GENERAL.—Commencing with the issuance by the Tennessee Valley Authority of an annual report on Commission Form 10–K (or any successor thereto) for fiscal year 2006 and thereafter, the Tennessee Valley Authority shall file with the Commission, in accordance with such rules and regulations as the Commission has prescribed or may prescribe, such periodic, current, and supplementary information, documents, and reports as would be required pursuant to section 13 if the Tennessee Valley Authority were an issuer of a security registered pursuant to section 12. Notwithstanding the preceding sentence, the Tennessee Valley Authority shall not be required to register any securities under this title, and shall not be deemed to have registered any securities under this title.

“(b) LIMITED TREATMENT AS ISSUER.—Commencing with the issuance by the Tennessee Valley Authority of an annual report on Commission Form 10–K (or any successor thereto) for fiscal year 2006 and thereafter, the Tennessee Valley Authority shall be deemed to be an issuer for purposes of section 10A, other than for subsection (m)(1) or (m)(3) of section 10A. The Tennessee Valley Authority shall not be required by this subsection to comply with the rules issued by any national securities exchange or national securities association in response to rules issued by the Commission pursuant to section 10A(m)(1).

“(c) NO EFFECT ON TVA AUTHORITY.—Nothing in this section shall be construed to diminish, impair, or otherwise affect the authority of the Board of Directors of the Tennessee Valley Authority to carry out its statutory functions under the Tennessee Valley Authority Act of 1933.”.]

SEC. 521. Section 307 of the Denali Commission Act of 1998 (42 U.S.C. 3121 note) is amended by adding at the end the following new subsection:

“(e) DOCKS, WATERFRONT TRANSPORTATION DEVELOPMENT, AND RELATED INFRASTRUCTURE PROJECTS.—The Secretary of Transportation is authorized to make direct lump sum payments to the Commission

THIS ACT—Continued

(INCLUDING TRANSFERS OF FUNDS)—Continued

to construct docks, waterfront development projects, and related transportation infrastructure, provided the local community provides a ten percent non-Federal match in the form of any necessary land or planning and design funds. To carry out this section, there is authorized to be appropriated such sums as may be necessary.”.]

[SEC. 522. (a) PRIVACY OFFICER.—Each agency shall have a Chief Privacy Officer to assume primary responsibility for privacy and data protection policy, including—

(1) assuring that the use of technologies sustain, and do not erode, privacy protections relating to the use, collection, and disclosure of information in an identifiable form;

(2) assuring that technologies used to collect, use, store, and disclose information in identifiable form allow for continuous auditing of compliance with stated privacy policies and practices governing the collection, use and distribution of information in the operation of the program;

(3) assuring that personal information contained in Privacy Act systems of records is handled in full compliance with fair information practices as defined in the Privacy Act of 1974;

(4) evaluating legislative and regulatory proposals involving collection, use, and disclosure of personal information by the Federal Government;

(5) conducting a privacy impact assessment of proposed rules of the Department on the privacy of information in an identifiable form, including the type of personally identifiable information collected and the number of people affected;

(6) preparing a report to Congress on an annual basis on activities of the Department that affect privacy, including complaints of privacy violations, implementation of section 552a of title 5, 11 United States Code, internal controls, and other relevant matters;

(7) ensuring that the Department protects information in an identifiable form and information systems from unauthorized access, use, disclosure, disruption, modification, or destruction;

(8) training and educating employees on privacy and data protection policies to promote awareness of and compliance with established privacy and data protection policies; and

(9) ensuring compliance with the Departments established privacy and data protection policies.

(b) ESTABLISHING PRIVACY AND DATA PROTECTION PROCEDURES AND POLICIES.—

(1) **IN GENERAL.**—Within 12 months of enactment of this Act, each agency shall establish and implement comprehensive privacy and data protection procedures governing the agency’s collection, use, sharing, disclosure, transfer, storage and security of information in an identifiable form relating to the agency employees and the public. Such procedures shall be consistent with legal and regulatory guidance, including OMB regulations, the Privacy Act of 1974, and section 208 of the E-Government Act of 2002.

(c) **RECORDING.**—Each agency shall prepare a written report of its use of information in an identifiable form, along with its privacy and data protection policies and procedures and record it with the Inspector General of the agency to serve as a benchmark for the agency. Each report shall be signed by the agency privacy officer to verify that the agency intends to comply with the procedures in the report. By signing the report the privacy officer also verifies that the agency is only using information in identifiable form as detailed in the report.

(d) INDEPENDENT, THIRD-PARTY REVIEW.—

(1) **IN GENERAL.**—At least every 2 years, each agency shall have performed an independent, third party review of the use of information in identifiable form as the privacy and data protection procedures of the agency to—

(A) determine the accuracy of the description of the use of information in identifiable form;

(B) determine the effectiveness of the privacy and data protection procedures;

(C) ensure compliance with the stated privacy and data protection policies of the agency and applicable laws and regulations; and

(D) ensure that all technologies used to collect, use, store, and disclose information in identifiable form allow for continuous auditing of compliance with stated privacy policies and practices governing the collection, use and distribution of information in the operation of the program.

(2) **PURPOSES.**—The purposes of reviews under this subsection are to—

(A) ensure the agency’s description of the use of information in an identifiable form is accurate and accounts for the agency’s current technology and its processing of information in an identifiable form;

(B) measure actual privacy and data protection practices against the agency’s recorded privacy and data protection procedures;

(C) ensure compliance and consistency with both online and offline stated privacy and data protection policies; and

(D) provide agencies with ongoing awareness and recommendations regarding privacy and data protection procedures.

(3) **REQUIREMENTS OF REVIEW.**—The Inspector General of each agency shall contract with an independent, third party that is a recognized leader in privacy consulting, privacy technology, data collection and data use management, and global privacy issues, to—

(A) evaluate the agency’s use of information in identifiable form;

(B) evaluate the privacy and data protection procedures of the agency; and

(C) recommend strategies and specific steps to improve privacy and data protection management.

(4) **CONTENT.**—Each review under this subsection shall include—

(A) a review of the agency’s technology, practices and procedures with regard to the collection, use, sharing, disclosure, transfer and storage of information in identifiable form;

(B) a review of the agency’s stated privacy and data protection procedures with regard to the collection, use, sharing, disclosure, transfer, and security of personal information in identifiable form relating to agency employees and the public;

(C) a detailed analysis of agency intranet, network and Websites for privacy vulnerabilities, including—

(i) noncompliance with stated practices, procedures and policies; and

(ii) risks for inadvertent release of information in an identifiable form from the website of the agency; and

(D) a review of agency compliance with this Act.

(e) REPORT.—

(1) **IN GENERAL.**—Upon completion of a review, the Inspector General of an agency shall submit to the head of that agency a detailed report on the review, including recommendations for improvements or enhancements to management of information in identifiable form, and the privacy and data protection procedures of the agency.

(2) **INTERNET AVAILABILITY.**—Each agency shall make each independent third party review, and each report of the Inspector General relating to that review available to the public.

(f) DEFINITION.—In this section, the definition of “identifiable form” is consistent with Public Law 107–347, the E-Government Act of 2002, and means any representation of information that permits the identity of an individual to whom the information applies to be reasonably inferred by either direct or indirect means.】

SEC. 515. Subsections (a)(6); (c); (d); and (e) of section 522, Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, 2005, are hereby repealed.

[SEC. 523. None of the funds made available under this Act may be obligated or expended to establish or implement a pilot program under which not more than 10 designated essential air service communities located in proximity to hub airports are required to assume 10 percent of their essential air subsidy costs for a 4-year period commonly referred to as the EAS local participation program.】

[SEC. 524. None of the funds made available in this Act may be used by the Council of Economic Advisers to produce an Economic Report of the President regarding the inclusion of employment at a retail fast food restaurant as part of the definition of manufacturing employment.】

[SEC. 525. Section 302(e)(3)(B) of the Federal Election Campaign Act of 1971 (2 U.S.C. 432(e)(3)(B)) is amended by striking “\$1,000” and inserting in its place “\$2,000”.】

[SEC. 526. The Former Presidents Act, 3 U.S.C. 102, note, is amended to add the following at the end of section 1(b): “Amounts provided for ‘Allowances and Office Staff for Former Presidents’ may be used to pay fees of an independent contractor who is not a member of the staff of the office of a former President for the review of Presidential records of a former President in connection with the

transfer of such records to the National Archives and Records Administration or a Presidential Library without regard to the limitation on staff compensation set forth herein.”.]

【SEC. 527. Of funds so made available in Items 18 and 19 of the table contained in section 3031 of Public Law 105–178, \$5,000,000 shall be available for the Buffalo, New York Inner Harbor Redevelopment Project; of funds made available in Public Law 104–50 for Crossroads Intermodal Station, New York, \$1,000,000 shall be available for the Buffalo Inner Harbor Redevelopment Project; of funds made available in Public Law 104–205 for Crossroads Intermodal Station, New York, \$1,000,000 shall be available for the Buffalo, New York Inner Harbor Redevelopment Project; of funds made available in Public Law 106–346 for Buffalo, New York Intermodal facility, \$500,000 shall be available for the Buffalo, New York Inner Harbor Redevelopment Project; of funds made available in Public Law 108–7 for Buffalo Intermodal Transportation Center, \$5,000,000 shall be available for the Buffalo, New York Inner Harbor Redevelopment Project.】

【SEC. 528. Funds in this Act that are apportioned to the Charleston Area Regional Transportation Authority to carry out section 5307 of title 49, United States Code, may be used to acquire land, equipment, or facilities used in public transportation from another governmental authority in the same geographic area: *Provided*, That the non-Federal share under section 5307 may include revenues from the sale of advertising and concessions.】

【SEC. 529. To the extent that funds remain available within the current budget for the project, the Secretary shall amend the Full Funding Grant Agreement for the Tri-Met Interstate light rail extension in Portland, Oregon, to allow acquisition of up to a total of twenty-four light rail vehicles.】

【SEC. 530. Section 1023(h) of the Intermodal Surface Transportation Efficiency Act of 1991 (23 U.S.C. 127 note; Public Law 102–240 as amended by section 347 of Public Law 108–7) is amended in paragraph (1) by striking “October 1, 2003” and inserting “October 1, 2005”.】

【SEC. 531. Unobligated funds in an amount not to exceed \$4,500,000 that were designated to the North Country County Con-

sortium, New York project in the conference report accompanying Public Law 108–99 under the Job Access and Reverse Commute Account shall be transferred to and administered under the bus category of the Capital Investment Grants Account and available for North Country Bus and Bus Related Equipment.】

【SEC. 532. Section 312a(a) of the Federal Election Campaign Act of 1971 (2 U.S.C. 439a(a)) is amended—

(1) by striking the “or” at the end of paragraph (a)(3);

(2) by striking the period, and adding a semi-colon at the end of paragraph (a)(4);

(3) by adding a new paragraph (a)(5) to read as follows: “(5) for donations to State and local candidates subject to the provisions of State law; or”; and

(4) by adding a new paragraph (a)(6) to read as follows: “(6) for any other lawful purpose unless prohibited by subsection (b) of this section.”.】

【SEC. 533. From funds made available in this Act under the headings “White House Office”, “Executive Residence at the White House”, “White House Repair and Restoration”, “Council of Economic Advisors”, “Office of Policy Development”, “National Security Council”, “Office of Administration”, “Office of Management and Budget”, “Office of National Drug Control Policy”, “Special Assistance to the President”, and “Official Residence of the Vice President”, the Director of the Office of Management and Budget (or such other officer as the President may designate in writing), may, fifteen days after giving notice to the House and Senate Committees on Appropriations, transfer not to exceed 10 percent of any such appropriation to any other such appropriation, to be merged with and available for the same time and for the same purposes as the appropriation to which transferred: *Provided*, That the amount of an appropriation shall not be increased by more than 50 percent by such transfers: *Provided further*, That no amount shall be transferred from “Special Assistance to the President” or “Official Residence of the Vice President” without the approval of the Vice President.】 (*Departments of Transportation, Treasury, Independent Agencies, and General Government Appropriations Act, FY 2005.*)