

DEPARTMENT OF TRANSPORTATION

Federal Funds

IMMEDIATE TRANSPORTATION INVESTMENTS

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0160-4-1-400	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Immediate Investments		15,000	35,000
0900 Total new obligations (object class 41.0)		15,000	35,000
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1			35,000
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation		50,000	
1260 Appropriations, mandatory (total)		50,000	
1930 Total budgetary resources available		50,000	35,000
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year		35,000	
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)			9,310
3030 Obligations incurred, unexpired accounts		15,000	35,000
3040 Outlays (gross)		-5,690	-18,280
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)		9,310	26,030
3100 Obligated balance, end of year (net)		9,310	26,030
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross		50,000	
Outlays, gross:			
4100 Outlays from new mandatory authority		5,690	
4101 Outlays from mandatory balances			18,280
4110 Outlays, gross (total)		5,690	18,280
4180 Budget authority, net (total)		50,000	
4190 Outlays, net (total)		5,690	18,280

Immediate Transportation Investments

This account provides \$50 billion in immediate transportation investments to support critical infrastructure projects, improving Americas roads, bridges, transit systems, border crossings, rail-ways, and runways.

Budget Authority

(\$ millions)

	2012 estimate
Federal Highway Administration	
Federal-aid Highways - National Highway Program	28,000
Federal Transit Administration	
Formula and Bus Grants	3,000
Bus and Rail State of Good Repair	6,000
Federal Railroad Administration	
Network Development	4,000
System Preservation	2,000
Office of the Secretary of Transportation	
Transportation Infrastructure Grants and Financing	4,000
Federal Aviation Administration	
Grants-in-Aid	2,000
Facilities and Equipment	1,000
TOTAL	50,000

\$28 billion would be provided for highway restoration, repair, and construction projects, as well as passenger and freight rail transportation projects, distributed via traditional formulas that were also utilized in the American Recovery and Reinvestment Act of 2009. A portion of the funds within each State would be sub-allocated by population areas. To speed project delivery, the

Federal share of project costs would be 100 percent. In addition, set asides are specifically provided for: (1) Puerto Rico and territorial highways; (2) Indian reservation roads; (3) park roads and parkways; (4) forest highways; (5) refuge roads; and (6) management and oversight, including funding for State departments of transportation planning activities. Competitive funding is also provided for transportation training programs, particularly focused on workforce skill gaps, and disadvantaged business enterprise training assistance. \$2 billion for cross-border transportation infrastructure improvements will help support necessary improvements at Land Ports of Entry facilities which link directly to the transportation infrastructure at border crossing locations.

\$2 billion would be provided for airport development grants. Grants made available under the section would have a 100 percent Federal share.

\$1 billion would be provided to conduct research and development and demonstrations and to acquire, establish, and improve Federal Aviation Administration air navigation facilities, systems, and procedures to advance the Next Generation Air Transportation System.

\$4 billion would be provided for projects to improve the Nation's existing intercity passenger rail network and develop new high speed rail corridors. Grants made available under the section would have a 100 percent Federal share. The Secretary would be required to issue interim guidance to applicants detailing the application process and eligibility criteria, and not less than 85 percent of the funds awarded shall be for projects supporting the development of intercity or high speed passenger rail corridors.

\$2 billion would be provided to Amtrak for the repair, rehabilitation, and upgrade of the National Railroad Passenger Corporation's (Amtrak) assets and infrastructure, including rolling stock.

\$3 billion would be provided for transit capital projects, particularly for the purchase of new buses and for the repair and rehabilitation of existing rail and bus systems, including rolling stock. To speed project delivery, the Federal share of project costs would be 100 percent. Of the funds provided, 80 percent would be apportioned to urbanized areas with a population of at least 50,000, 10 percent shall be apportioned to "Growing States and High Density States" as provided in Section 5340 of title 49, and 10 percent shall be apportioned to non-urbanized areas with populations below 50,000. In addition, within the amount made available for apportionment to non-urbanized areas, 2.5 percent would be made available for tribal transit programs as provided in Section 5311(c)(1) of title 49. Funds apportioned to urbanized areas with a population of at least 50,000, but not more than 200,000 may be eligible for both capital and operating assistance. Funds apportioned to non-urbanized areas are also eligible for operating assistance.

\$6 billion would be provided for capital projects to modernize existing fixed guideway systems and to replace and rehabilitate buses and bus facilities. To speed project delivery, the Federal share of project costs would be 100 percent. To target fixed guideway modernization funding to the transit systems with the highest need for state of good repair upgrades, 75 percent of the funds provided will be apportioned based on fixed guideway revenue vehicle miles and passenger miles, as provided in Section 5336(b) of Title 49. The remaining 25 percent shall be available for bus and bus facilities and shall be apportioned based on formula in Section 5336 other than subsection (b).

\$4 billion would be provided for credit assistance and award grants on a competitive basis for projects across all surface

IMMEDIATE TRANSPORTATION INVESTMENTS—Continued

transportation modes that will have a significant impact on the Nation, a metropolitan area or a region. Provisions require the Secretary to publish criteria on which to base competition for the grants within 90 days of enactment, with priority for distribution of funds given to projects expected to be completed within three years of the date of enactment of the Act.

OFFICE OF THE SECRETARY

Federal Funds

RESEARCH AND DEVELOPMENT

For necessary expenses [of the Research and Innovative Technology Administration, \$15,981,000] related to the Office of the Assistant Secretary for Research and Technology, \$13,670,000, of which [\$9,007,000] \$6,953,000 shall remain available until September 30, [2014] 2015: Provided, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training. (Department of Transportation Appropriations Act, 2012.)

Program and Financing (in millions of dollars)

Identification code 69-1730-0-1-407	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Salaries and administrative expenses	7	7	7
0002 Alternative fuels research & development	1	1	1
0003 Research development & technology coordination		1	
0004 Nationwide differential global positioning system	5	7	6
0005 Positioning navigation & timing		1	
0100 Direct program by activities, subtotal	13	17	14
0799 Total direct obligations	13	17	14
0801 University transportation centers	1	11	8
0802 Transportation safety institute	12	27	20
0803 Other programs	3	11	10
0809 Reimbursable program by activities, subtotal	16	49	38
0899 Total reimbursable obligations	16	49	38
0900 Total new obligations	29	66	52
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	12	
1021 Recoveries of prior year unpaid obligations	4		
1050 Unobligated balance (total)	5	12	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	13	16	14
1160 Appropriation, discretionary (total)	13	16	14
Spending authority from offsetting collections, discretionary:			
1700 Collected	25	38	38
1750 Spending auth from offsetting collections, disc (total)	25	38	38
1900 Budget authority (total)	38	54	52
1930 Total budgetary resources available	43	66	52
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-2		
1941 Unexpired unobligated balance, end of year	12		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	107	57	17
3010 Uncollected pymts, Fed sources, brought forward, Oct 1	-22	-20	-20
3020 Obligated balance, start of year (net)	85	37	-3
3030 Obligations incurred, unexpired accounts	29	66	52
3031 Obligations incurred, expired accounts	1		
3040 Outlays (gross)	-73	-106	-53
3051 Change in uncollected pymts, Fed sources, expired	2		
3080 Recoveries of prior year unpaid obligations, unexpired	-4		
3081 Recoveries of prior year unpaid obligations, expired	-3		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	57	17	16
3091 Uncollected pymts, Fed sources, end of year	-20	-20	-20

3100	Obligated balance, end of year (net)	37	-3	-4
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	38	54	52
Outlays, gross:				
4010	Outlays from new discretionary authority	17	52	51
4011	Outlays from discretionary balances	56	54	2
4020	Outlays, gross (total)	73	106	53
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-25	-38	-38
4180	Budget authority, net (total)	13	16	14
4190	Outlays, net (total)	48	68	15

The 2013 Budget converts the Research and Innovative Technology Administration into the Office of the Assistant Secretary for Research and Technology within the Office of the Secretary. This proposal will strengthen research functions across the Department by providing a prominent centralized focus on research and technology, which will improve collaboration and coordination between operating administrations. The Office of the Assistant Secretary for Research and Technology is responsible for coordinating, facilitating, and reviewing the Department's research and development programs and activities. The Office of the Assistant Secretary for Research and Technology is also responsible for coordinating and developing Positioning, Navigation and Timing (PNT) technology, PNT policy coordination, and spectrum management. The Office of the Assistant Secretary for Research and Technology is the program manager for the Nationwide Differential Global Positioning System.

The Office of the Assistant Secretary for Research and Technology oversees and provides direction to the following programs and activities:

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

The Intelligent Transportation Systems (ITS) Joint Program Office facilitates the deployment of technology to enhance the safety, efficiency, convenience, and environmental sustainability of surface transportation. The ITS program carries out its goals through research and development, operational testing, technology transfer, training and technical guidance. The ITS Research Program is currently funded through the Federal Highway Administration.

The University Transportation Centers (UTC) advance U.S. technology and expertise in many transportation-related disciplines through grants for transportation education, research, and technology transfer at university-based centers of excellence. The UTC Program funding is provided to the Office of the Assistant Secretary for Research and Technology through an allocation from the Federal Highway Administration and a reimbursable agreement from the Federal Transit Administration.

The John A.Volpe National Transportation Systems Center (Cambridge, MA) provides expertise in research, analysis, technology deployment, and other technical knowledge to the Department of Transportation (DOT) and non-DOT customers on specific transportation system projects or issues, on a fee-for-service basis.

The Transportation Safety Institute develops and conducts safety, security, and environmental training, products, and services for both the public and private sector on a fee-for-service and tuition basis.

Object Classification (in millions of dollars)

Identification code 69-1730-0-1-407	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	3	3	3
12.1 Civilian personnel benefits	1	1	1
23.1 Rental payments to GSA	1	1	1
25.1 Advisory and assistance services	1		
25.3 Other goods and services from Federal sources	7	12	9
99.0 Direct obligations	13	17	14
99.0 Reimbursable obligations	16	49	38
99.9 Total new obligations	29	66	52

Employment Summary

Identification code 69-1730-0-1-407	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	26	26	26
2001 Reimbursable civilian full-time equivalent employment	45	60	50
3001 Allocation account civilian full-time equivalent employment	68	70	70

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, **[\$102,481,000]** \$110,450,000, of which not to exceed \$2,618,000 shall be available for the immediate Office of the Secretary; not to exceed \$984,000 shall be available for the Immediate Office of the Deputy Secretary; not to exceed \$19,515,000 shall be available for the Office of the General Counsel; not to exceed \$10,107,000 shall be available for the Office of the Under Secretary of Transportation for Policy; not to exceed \$10,538,000 shall be available for the Office of the Assistant Secretary for Budget and Programs; not to exceed \$2,500,000 shall be available for the Office of the Assistant Secretary for Governmental Affairs; not to exceed \$25,469,000 shall be available for the Office of the Assistant Secretary for Administration; not to exceed \$2,020,000 shall be available for the Office of Public Affairs; not to exceed \$1,595,000 shall be available for the Office of the Executive Secretariat; not to exceed \$1,369,000 shall be available for the Office of Small and Disadvantaged Business Utilization; not to exceed \$10,778,000 for the Office of Intelligence, Security, and Emergency Response; and not to exceed \$14,988,000 shall be available for the Office of the Chief Information Officer: *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*, *Provided*, That not to exceed \$60,000 shall be for allocation within the Department for official reception and representation expenses as the Secretary may determine: *Provided further*, That notwithstanding any other provision of law, excluding fees authorized in Public Law 107-71, there may be credited to this appropriation up to \$2,500,000 in funds received in user fees: *Provided further*, That none of the funds provided in this Act shall be available for the position of Assistant Secretary for Public Affairs]. (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69-0102-0-1-407	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 General administration	96	106	111
0002 SCASDP grants	13	8	
0100 Subtotal Direct Obligations	109	114	111
0799 Total direct obligations	109	114	111
0801 Reimbursable program	23	11	8
0900 Total new obligations	132	125	119

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	14	5	
1010 Unobligated balance transfer to other accts [69-1301]	-4		
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	11	5	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	103	102	111
1160 Appropriation, discretionary (total)	103	102	111
Spending authority from offsetting collections, discretionary:			
1700 Collected	32	18	8
1701 Change in uncollected payments, Federal sources	-2		
1750 Spending auth from offsetting collections, disc (total)	30	18	8
1900 Budget authority (total)	133	120	119
1930 Total budgetary resources available	144	125	119
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-7		
1941 Unexpired unobligated balance, end of year	5		

Change in obligated balance:

Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	43	48	11
3010 Uncollected pymts, Fed sources, brought forward, Oct 1	-7	1	1
3020 Obligated balance, start of year (net)	36	49	12
3030 Obligations incurred, unexpired accounts	132	125	119
3031 Obligations incurred, expired accounts	3		
3040 Outlays (gross)	-123	-162	-118
3050 Change in uncollected pymts, Fed sources, unexpired	2		
3051 Change in uncollected pymts, Fed sources, expired	6		
3080 Recoveries of prior year unpaid obligations, unexpired	-1		
3081 Recoveries of prior year unpaid obligations, expired	-6		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	48	11	12
3091 Uncollected pymts, Fed sources, end of year	1	1	1
3100 Obligated balance, end of year (net)	49	12	13

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	133	120	119
Outlays, gross:			
4010 Outlays from new discretionary authority	107	110	108
4011 Outlays from discretionary balances	16	52	10
4020 Outlays, gross (total)	123	162	118
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-36	-17	-7
4033 Non-Federal sources	-2	-1	-1
4040 Offsets against gross budget authority and outlays (total) ...	-38	-18	-8
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	2		
4052 Offsetting collections credited to expired accounts	6		
4060 Additional offsets against budget authority only (total)	8		
4070 Budget authority, net (discretionary)	103	102	111
4080 Outlays, net (discretionary)	85	144	110
4180 Budget authority, net (total)	103	102	111
4190 Outlays, net (total)	85	144	110

The Office of the Secretary is responsible for the overall planning, coordination, and administration of the Department's programs. Funding supports the Secretary, Deputy Secretary, Under Secretary for Policy, Assistant Secretaries, and their immediate staffs, who provide federal transportation policy development and guidance, institutional and public liaison activities, and other program support to ensure effective management and operation of the Department.

Object Classification (in millions of dollars)

Identification code 69-0102-0-1-407	2011 actual	2012 est.	2013 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	41	48	49
11.3 Other than full-time permanent	5	3	3
11.5 Other personnel compensation	1	1	1

SALARIES AND EXPENSES—Continued
Object Classification—Continued

Identification code 69-0102-0-1-407	2011 actual	2012 est.	2013 est.
11.9 Total personnel compensation	47	52	53
12.1 Civilian personnel benefits	12	14	15
21.0 Travel and transportation of persons	1	2	2
23.1 Rental payments to GSA	9	9	9
25.2 Other services from non-Federal sources	27	29	32
31.0 Equipment	1		
41.0 Grants, subsidies, and contributions	12	8	
99.0 Direct obligations	109	114	111
99.0 Reimbursable obligations	23	11	8
99.9 Total new obligations	132	125	119

Employment Summary

Identification code 69-0102-0-1-407	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	407	447	469
2001 Reimbursable civilian full-time equivalent employment	27	21	21

LIVABLE COMMUNITIES

For necessary expenses for livable communities including coordinating transportation technical assistance work with the Department of Transportation and with the Environmental Protection Agency and the Department of Housing and Urban Development; developing performance standards and metrics; building analytical capacity; and providing direct technical assistance to State governments, local governments and non-profit organizations, \$5,000,000, to remain available until September 30, 2015: *Provided*, That any technical assistance under this heading shall be for supporting State and local governments in their implementation of Federal programs, performance measurement capabilities, enhanced ability to perform alternatives analysis, and training and workshops for personnel: *Provided further*, That the Secretary may use the funds provided under this heading to conduct a Livability Technical Assistance and Capacity Building pilot, including training, outreach, and technical assistance, to be jointly administered with the Secretary of Housing and Urban Development and the Administrator of the Environmental Protection Agency: *Provided further*, That the Secretary may transfer a portion of the funds provided under this heading to the Secretary of the Department of Housing and Urban Development, or the Administrator of the Environmental Protection Agency for administration and obligation for activities in furtherance of such program.

Program and Financing (in millions of dollars)

Identification code 69-0158-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Livable Communities			5
0900 Total new obligations (object class 25.2)			5
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation			5
1160 Appropriation, discretionary (total)			5
1930 Total budgetary resources available			5
Change in obligated balance:			
3030 Obligations incurred, unexpired accounts			5
3040 Outlays (gross)			-2
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			3
3100 Obligated balance, end of year (net)			3
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			5

Outlays, gross:			
4010	Outlays from new discretionary authority		2
4180	Budget authority, net (total)		5
4190	Outlays, net (total)		2

This appropriation provides funding to coordinate livability and sustainability work within the Department of Transportation and with the Department of Housing and Urban Development and the Environmental Protection Agency. Activities will support developing performance standards and metrics; building analytical capacity; and providing direct technical assistance to State governments, local governments, and non-profit organizations for improved performance measurement capabilities, enhanced ability to perform alternatives analysis, and training and workshops for personnel.

NATIONAL INFRASTRUCTURE INVESTMENTS

For capital investments in surface transportation infrastructure, \$500,000,000, to remain available through September 30, 2013: *Provided*, That the Secretary of Transportation shall distribute funds provided under this heading as discretionary grants to be awarded to a State, local government, transit agency, or a collaboration among such entities on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region: *Provided further*, That projects eligible for funding provided under this heading shall include, but not be limited to, highway or bridge projects eligible under title 23, United States Code; public transportation projects eligible under chapter 53 of title 49, United States Code; passenger and freight rail transportation projects; and port infrastructure investments: *Provided further*, That the Secretary shall give priority to projects which demonstrate transportation benefits for existing systems or improve interconnectivity between modes: *Provided further*, That the Secretary may use up to 35 percent of the funds made available under this heading for the purpose of paying the subsidy and administrative costs of projects eligible for Federal credit assistance under chapter 6 of title 23, United States Code, if the Secretary finds that such use of the funds would advance the purposes of this paragraph: *Provided further*, That in distributing funds provided under this heading, the Secretary shall take such measures so as to ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and the investment in a variety of transportation modes: *Provided further*, That a grant funded under this heading shall be not less than \$10,000,000 and not greater than \$200,000,000: *Provided further*, That not more than 25 percent of the funds made available under this heading may be awarded to projects in a single State: *Provided further*, That the Federal share of the costs for which an expenditure is made under this heading shall be, at the option of the recipient, up to 80 percent: *Provided further*, That not less than \$120,000,000 of the funds provided under this heading shall be for projects located in rural areas: *Provided further*, That for projects located in rural areas, the minimum grant size shall be \$1,000,000 and the Secretary may increase the Federal share of costs above 80 percent: *Provided further*, That projects conducted using funds provided under this heading must comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code: *Provided further*, That the Secretary shall conduct a new competition to select the grants and credit assistance awarded under this heading: *Provided further*, That the Secretary may retain up to \$20,000,000 of the funds provided under this heading, and may transfer portions of those funds to the Administrators of the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration and the Federal Maritime Administration, to fund the award and oversight of grants and credit assistance made under the National Infrastructure Investments program: *Provided further*, That the Secretary shall give priority to projects that require a contribution of Federal funds in order to complete an overall financing package. (Department of Transportation Appropriations Act, 2012.)

Program and Financing (in millions of dollars)

Identification code 69-0143-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 National Infrastructure Investment Grants	448	618	489
0002 Administrative Costs	5	28	18
0003 TIFIA Subsidy and Admin Exp	20		
0900 Total new obligations	473	646	507
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	599	653	507
1010 Unobligated balance transfer to other accts [69-0143]	-575		
1011 Unobligated balance transfer from other accts [69-0143]	575		
1050 Unobligated balance (total)	599	653	507
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	528	500	
1130 Appropriations permanently reduced	-1		
1160 Appropriation, discretionary (total)	527	500	
1930 Total budgetary resources available	1,126	1,153	507
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	653	507	
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	1	441	983
3030 Obligations incurred, unexpired accounts	473	646	507
3040 Outlays (gross)	-33	-104	-320
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	441	983	1,170
3100 Obligated balance, end of year (net)	441	983	1,170
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	527	500	
Outlays, gross:			
4011 Outlays from discretionary balances	33	104	320
4180 Budget authority, net (total)	527	500	
4190 Outlays, net (total)	33	104	320

Summary of Budget Authority and Outlays (in millions of dollars)

	2011 actual	2012 est.	2013 est.
Enacted/requested:			
Budget Authority	527	500	
Outlays	33	104	320
Amounts included in the adjusted baseline:			
Budget Authority			509
Legislative proposal, subject to PAYGO:			
Budget Authority			-509
Total:			
Budget Authority	527	500	
Outlays	33	104	320

This program provides funding for grant awards or credit assistance on a competitive basis for capital investments in surface transportation infrastructure that will have a significant impact on the Nation, a metropolitan area or a region.

Object Classification (in millions of dollars)

Identification code 69-0143-0-1-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	2	2
25.2 Other services from non-Federal sources	4	13	5
41.0 Grants, subsidies, and contributions	18		
99.0 Direct obligations	23	15	7
Allocation Account - direct:			
11.1 Personnel compensation: Full-time permanent	1	3	3
25.2 Other services from non-Federal sources	1	10	8
41.0 Grants, subsidies, and contributions	448	618	489
99.0 Allocation account - direct	450	631	500
99.9 Total new obligations	473	646	507

Employment Summary

Identification code 69-0143-0-1-401	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	9	10	8

NATIONAL INFRASTRUCTURE INVESTMENTS
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-0143-7-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		-500	
1160 Appropriation, discretionary (total)		-500	
Appropriations, mandatory:			
1200 Appropriation		500	509
1260 Appropriations, mandatory (total)		500	509
1900 Budget authority (total)			509
1930 Total budgetary resources available			509
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			509
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		-500	
Outlays, gross:			
4011 Outlays from discretionary balances		-104	-320
Mandatory:			
4090 Budget authority, gross		500	509
Outlays, gross:			
4101 Outlays from mandatory balances		104	320
4180 Budget authority, net (total)			509

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2012 estimate and baseline budget authority and outlays as mandatory, for comparability purposes, and to calculate the spending increase above the baseline subject to PAYGO.

NATIONAL INFRASTRUCTURE INVESTMENTS
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-0143-9-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		-527	
1160 Appropriation, discretionary (total)		-527	
Appropriations, mandatory:			
1200 Appropriation		527	
1260 Appropriations, mandatory (total)		527	
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		-527	
Outlays, gross:			
4011 Outlays from discretionary balances		-33	
Mandatory:			
4090 Budget authority, gross		527	
Outlays, gross:			
4101 Outlays from mandatory balances		33	

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund

NATIONAL INFRASTRUCTURE INVESTMENTS—Continued
programs into the Transportation Trust Fund. This schedule reclassifies 2011 enacted budget authority and outlays as mandatory, for comparability purposes.

NATIONAL INFRASTRUCTURE INVESTMENTS
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0143-4-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			-509
1260 Appropriations, mandatory (total)			-509
1930 Total budgetary resources available			-509
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-509
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			-509
4180 Budget authority, net (total)			-509

The National Infrastructure Investments account reflects activity under the Transportation Investments in Greenhouse Gas and Energy Reduction (TIGER) program. TIGER program provides grants as well as TIFIA credit assistance to projects that demonstrate their ability to contribute to the long-term economic competitiveness of the nation, improve the condition of existing transportation facilities and systems, increase energy efficiency, reduce greenhouse gas emissions, improve the safety of U.S. transportation facilities, and/or enhance the quality of living and working environments of communities through increased transportation choices and connections.

As part of the surface transportation reauthorization proposal, the Administration proposes to continue funding for National Infrastructure Investments at \$500 million for 2013 increasing to \$638 million in 2018.

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the Budget properly accounts for requested program growth in the new trust fund accounts and should not be misinterpreted as a reduction below \$500 million for TIGER in 2013.

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER

Program and Financing (in millions of dollars)

Identification code 69-4522-0-4-407	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0801 Reimbursable program activity	263	259	260
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	261	245	245
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	260	259	260
1701 Change in uncollected payments, Federal sources	-13		
1750 Spending auth from offsetting collections, disc (total)	247	259	260
1930 Total budgetary resources available	508	504	505

Identification code 69-4522-0-4-407	2011 actual	2012 est.	2013 est.
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	245	245	245
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	114	130	7
3010 Uncollected pymts, Fed sources, brought forward, Oct 1	-124	-111	-111
3020 Obligated balance, start of year (net)	-10	19	-104
3030 Obligations incurred, unexpired accounts	263	259	260
3040 Outlays (gross)	-247	-382	-260
3050 Change in uncollected pymts, Fed sources, unexpired	13		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	130	7	7
3091 Uncollected pymts, Fed sources, end of year	-111	-111	-111
3100 Obligated balance, end of year (net)	19	-104	-104
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	247	259	260
Outlays, gross:			
4010 Outlays from new discretionary authority	167	259	260
4011 Outlays from discretionary balances	80	123	
4020 Outlays, gross (total)	247	382	260
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-257	-259	-260
4033 Non-Federal sources	-3		
4040 Offsets against gross budget authority and outlays (total)	-260	-259	-260
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	13		
4080 Outlays, net (discretionary)	-13	123	
4190 Outlays, net (total)	-13	123	

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

Object Classification (in millions of dollars)

Identification code 69-4522-0-4-407	2011 actual	2012 est.	2013 est.
Reimbursable obligations:			
Personnel compensation:			
11.1 Full-time permanent	61	51	52
11.3 Other than full-time permanent	3	3	3
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	65	55	56
12.1 Civilian personnel benefits	14	14	14
21.0 Travel and transportation of persons	5	5	4
23.3 Communications, utilities, and miscellaneous charges	4	5	6
25.2 Other services from non-Federal sources	57	63	63
25.3 Other goods and services from Federal sources	2	1	1
25.4 Operation and maintenance of facilities	6	5	5
25.5 Research and development contracts	97	98	98
25.7 Operation and maintenance of equipment	1	1	1
26.0 Supplies and materials	1	1	1
31.0 Equipment	8	8	8
32.0 Land and structures	3	3	3
99.9 Total new obligations	263	259	260

Employment Summary

Identification code 69-4522-0-4-407	2011 actual	2012 est.	2013 est.
2001 Reimbursable civilian full-time equivalent employment	539	532	532

SUPPLEMENTAL DISCRETIONARY GRANTS FOR A NATIONAL SURFACE
TRANSPORTATION SYSTEM, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69-0106-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Discretionary Grants	1,066		
0002 Administrative Costs	1		
0003 TIFIA Subsidy & Admin	14		
0900 Total new obligations	1,081		
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1,079		
1010 Unobligated balance transfer to other accts [69-0106]	-25		
1011 Unobligated balance transfer from other accts [69-0106]	25		
1021 Recoveries of prior year unpaid obligations	2		
1050 Unobligated balance (total)	1,081		
1930 Total budgetary resources available	1,081		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	411	1,255	750
3030 Obligations incurred, unexpired accounts	1,081		
3040 Outlays (gross)	-235	-505	-420
3080 Recoveries of prior year unpaid obligations, unexpired	-2		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	1,255	750	330
3100 Obligated balance, end of year (net)	1,255	750	330
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	235	505	420
4190 Outlays, net (total)	235	505	420

This American Recovery and Reinvestment Act of 2009 program provided funding for grant awards to State and local governments or transit agencies on a competitive basis for capital investments in surface transportation infrastructure resulting in a significant impact on the Nation, a metropolitan area or a region. Of the amount appropriated, an amount not to exceed \$200,000,000 could be used to pay the subsidy and administrative costs of projects eligible for federal credit assistance under U.S.C. 23 Chapter 6, the Transportation Infrastructure Finance and Innovation Act. No funds are requested for this program for 2013.

Object Classification (in millions of dollars)

Identification code 69-0106-0-1-401	2011 actual	2012 est.	2013 est.
41.0 Allocation Account - direct: Grants, subsidies, and contributions	1,080		
99.5 Below reporting threshold	1		
99.9 Total new obligations	1,081		

Employment Summary

Identification code 69-0106-0-1-401	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	3		

FINANCIAL MANAGEMENT CAPITAL

For necessary expenses for upgrading and enhancing the Department of Transportation's financial systems and re-engineering business processes, [\$4,990,000] \$10,000,000, to remain available through September 30, [2013] 2014. (Department of Transportation Appropriations Act, 2012.)

Program and Financing (in millions of dollars)

Identification code 69-0116-0-1-407	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Financial management capital	2	15	10
0900 Total new obligations (object class 25.2)	2	15	10
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	6	10	
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	7	10	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	5	5	10
1160 Appropriation, discretionary (total)	5	5	10
1930 Total budgetary resources available	12	15	10
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	10		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	2		1
3030 Obligations incurred, unexpired accounts	2	15	10
3040 Outlays (gross)	-3	-14	-9
3080 Recoveries of prior year unpaid obligations, unexpired	-1		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)		1	2
3100 Obligated balance, end of year (net)		1	2
Budget authority and outlays, net:			
Discretionary:			
Budget authority, gross:			
4000 Budget authority, gross	5	5	10
Outlays, gross:			
4010 Outlays from new discretionary authority	2	4	8
4011 Outlays from discretionary balances	1	10	1
4020 Outlays, gross (total)	3	14	9
4180 Budget authority, net (total)	5	5	10
4190 Outlays, net (total)	3	14	9

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

CYBER SECURITY INITIATIVES

For necessary expenses for cyber security initiatives, including necessary upgrades to wide area network and information technology infrastructure, improvement of network perimeter controls and identity management, testing and assessment of information technology against business, security, and other requirements, implementation of Federal cyber security initiatives and information infrastructure enhancements, implementation of enhanced security controls on network devices, and enhancement of cyber security workforce training tools, [\$10,000,000] \$6,000,000, to remain available through September 30, [2013] 2014. (Department of Transportation Appropriations Act, 2012.)

Program and Financing (in millions of dollars)

Identification code 69-0159-0-1-407	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Direct program activity		10	6
0100 Direct program activities, subtotal		10	6

CYBER SECURITY INITIATIVES—Continued
Program and Financing—Continued

Identification code 69-0159-0-1-407	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100		10	6
1160		10	6
1930		10	6
Change in obligated balance:			
Obligated balance, start of year (net):			
3000			1
3030		10	6
3040		-9	-6
Obligated balance, end of year (net):			
3090		1	1
3100		1	1
Budget authority and outlays, net:			
Discretionary:			
4000		10	6
Outlays, gross:			
4010		9	5
4011			1
4020		9	6
4180		10	6
4190		9	6

This appropriation will fund cyber security initiatives, including necessary upgrades to the wide area network and information technology infrastructure. The funding will support key program enhancements, infrastructure improvements, and contractual resources to enhance the security of the Department of Transportation network and reduce the risk of security breaches.

Object Classification (in millions of dollars)

Identification code 69-0159-0-1-407	2011 actual	2012 est.	2013 est.
Direct obligations:			
23.3		1	1
25.3		3	3
31.0		6	2
99.9		10	6

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, **[\$9,384,000]** \$9,773,000. (Department of Transportation Appropriations Act, 2012.)

Program and Financing (in millions of dollars)

Identification code 69-0118-0-1-407	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001	8	9	10
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100	10	9	10
1160	10	9	10
1930	10	9	10
Memorandum (non-add) entries:			
1940	-2		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000	3	3	1
3030	8	9	10
3040	-8	-11	-10

Obligated balance, end of year (net):			
3090	3	1	1
3100	3	1	1
Budget authority and outlays, net:			
Discretionary:			
4000	10	9	10
Outlays, gross:			
4010	6	8	9
4011	2	3	1
4020	8	11	10
4180	10	9	10
4190	8	11	10

The Office of Civil Rights provides Department-wide leadership for all civil rights activities, including employment opportunity and enforcement of laws and regulations that prohibit discrimination in the financing and operation of transportation programs with federal resources. The office also is responsible for non-discrimination policy development, analysis, coordination and compliance, promotes an organizational culture that values workforce diversity, and handles all civil rights cases related to Department of Transportation employees.

Object Classification (in millions of dollars)

Identification code 69-0118-0-1-407	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.1	4	5	5
12.1	1	2	2
25.2	3	2	3
99.9	8	9	10

Employment Summary

Identification code 69-0118-0-1-407	2011 actual	2012 est.	2013 est.
1001	40	46	53

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, **[\$3,068,000]** \$3,234,000, to remain available until September 30, **[2013]** 2014: Provided, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation. (Department of Transportation Appropriations Act, 2012.)

Program and Financing (in millions of dollars)

Identification code 69-0119-0-1-407	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001	5	10	3
Budgetary Resources:			
Unobligated balance:			
1000	8	7	
1021	1		
1050	9	7	
Budget authority:			
Appropriations, discretionary:			
1100	3	3	3
1160	3	3	3
1930	12	10	3
Memorandum (non-add) entries:			
1941	7		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000	6	6	1
3030	5	10	3
3040	-4	-15	-3
3080	-1		

3090	Obligated balance, end of year (net): Unpaid obligations, end of year (gross)	6	1	1
3100	Obligated balance, end of year (net)	6	1	1
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	3	3	3
Outlays, gross:				
4010	Outlays from new discretionary authority	1	3	3
4011	Outlays from discretionary balances	3	12	.....
4020	Outlays, gross (total)	4	15	3
4180	Budget authority, net (total)	3	3	3
4190	Outlays, net (total)	4	15	3

This activity provides contractual support to assist small, women-owned, Native American, and other disadvantaged business firms in securing contracts and subcontracts resulting from transportation-related Federal support.

Object Classification (in millions of dollars)

Identification code 69-0119-0-1-407	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.1	Personnel compensation: Full-time permanent .....	.....	1
25.2	Other services from non-Federal sources	2	1
41.0	Grants, subsidies, and contributions	3	9
99.9	Total new obligations	5	10

Employment Summary

Identification code 69-0119-0-1-407	2011 actual	2012 est.	2013 est.
1001	Direct civilian full-time equivalent employment	1	2

NEW HEADQUARTERS BUILDING

Program and Financing (in millions of dollars)

Identification code 69-0147-0-1-407	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001	New Headquarters Building	1	1
0900	Total new obligations (object class 31.0)	1	1
Budgetary Resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	2	1
1930	Total budgetary resources available	2	1
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	1	.....
Change in obligated balance:			
Obligated balance, start of year (net):			
3000	Unpaid obligations, brought forward, Oct 1 (gross)	2	2
3030	Obligations incurred, unexpired accounts	1	1
3040	Outlays (gross)	-1	-3
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)	2	.....
3100	Obligated balance, end of year (net)	2	.....
Budget authority and outlays, net:			
Discretionary:			
4011	Outlays from discretionary balances	1	3
4190	Outlays, net (total)	1	3

This appropriation financed the costs for the new Department of Transportation headquarters, which consolidated all operating administrations headquarters functions (except FAA) from various locations into a single state-of-the-art, efficient leased building in the District of Columbia. No new funding is requested in 2013.

COMPENSATION FOR AIR CARRIERS

Program and Financing (in millions of dollars)

Identification code 69-0111-0-1-402	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	6	7
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800	Collected	1	.....
1850	Spending auth from offsetting collections, mand (total)	1	.....
1900	Budget authority (total)	1	.....
1930	Total budgetary resources available	7	7
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	7	7
Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross	1	.....
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4123	Non-Federal sources	-1	.....
4190	Outlays, net (total)	-1	.....

The Air Transportation Safety and System Stabilization Act of 2001 (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 remaining balance in this account is not needed for the purpose originally enacted. If needed, the remaining balance will be transferred to Payments to Air Carriers pursuant to the transfer authority included in that appropriation.

COMPENSATION FOR GENERAL AVIATION OPERATIONS

Program and Financing (in millions of dollars)

Identification code 69-0156-0-1-402	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	3	3
Budget authority:			
Appropriations, discretionary:			
1131	Unobligated balance of appropriations permanently reduced .....	.....	-3
1160	Appropriation, discretionary (total) .....	.....	-3
1930	Total budgetary resources available	3	.....
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	3	.....
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross .....	.....	-3
4180	Budget authority, net (total) .....	.....	-3

The Transportation, Treasury and Housing and Urban Development, The Judiciary, District of Columbia and Independent Agencies Appropriations Act of 2006 (P.L. 109-115) provided \$17 million to reimburse fixed-based general aviation operators and providers of general aviation ground support services at five facilities for the financial losses they incurred when the Federal Government closed the facilities due to the September 11, 2001 terrorist attacks. The Consolidated and Further Continuing Appropriations Act of 2012 (P.L. 112-55) rescinded the remaining balances in this account.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, **[\$9,000,000] \$10,000,000.** (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69-0142-0-1-407	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Transportation policy and planning	9	16	10
0002 Safe skies	4		
0100 Total direct program	13	16	10
0900 Total new obligations	13	16	10
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	8	7	
1011 Unobligated balance transfer from other accts [72-1037]	3		
1020 Adjustment of unobligated bal brought forward, Oct 1	-3		
1021 Recoveries of prior year unpaid obligations	2		
1050 Unobligated balance (total)	10	7	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	10	9	10
1160 Appropriation, discretionary (total)	10	9	10
1930 Total budgetary resources available	20	16	10
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	7		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	26	22	16
3001 Adjustments to unpaid obligations, brought forward, Oct 1	3		
3010 Uncollected pymts, Fed sources, brought forward, Oct 1	-1	-1	-1
3020 Obligated balance, start of year (net)	28	21	15
3030 Obligations incurred, unexpired accounts	13	16	10
3040 Outlays (gross)	-18	-22	-17
3080 Recoveries of prior year unpaid obligations, unexpired	-2		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	22	16	9
3091 Uncollected pymts, Fed sources, end of year	-1	-1	-1
3100 Obligated balance, end of year (net)	21	15	8
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	10	9	10
Outlays, gross:			
4010 Outlays from new discretionary authority	7	4	4
4011 Outlays from discretionary balances	11	18	13
4020 Outlays, gross (total)	18	22	17
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4180 Budget authority, net (total)	10	9	10
4190 Outlays, net (total)	18	22	17

This appropriation finances research and studies concerned with planning, analysis, and information development needed to support the Secretary's responsibilities in the formulation of national transportation policies and the coordination of national-level transportation planning. Funding also supports departmental leadership in areas such as regulatory modernization, energy conservation, environmental, and safety impacts of transportation, aviation economic policy and international transportation issues. The program is carried out primarily through contracts with other Federal agencies, educational institutions, non-profit research organizations, and private firms.

Object Classification (in millions of dollars)

Identification code 69-0142-0-1-407	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	4	4	4
12.1 Civilian personnel benefits	1	1	1
25.2 Other services from non-Federal sources	8	11	5
99.9 Total new obligations	13	16	10

Employment Summary

Identification code 69-0142-0-1-407	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	30	31	32

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND

Program and Financing (in millions of dollars)

Identification code 69-5423-0-2-402	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Essential air service and rural airport improvement	50	50	50
0002 Essential Air Service PY Balance (Canceled)	10		
0900 Total new obligations	60	50	50
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	24	1	1
1010 Unobligated balance transfer to other accts [69-5422]	-13		
1021 Recoveries of prior year unpaid obligations	1		
1029 Other balances withdrawn	-1		
1050 Unobligated balance (total)	11	1	1
Budget authority:			
Appropriations, mandatory:			
1221 Transferred from other accounts [69-5422]	50	50	50
1260 Appropriations, mandatory (total)	50	50	50
1930 Total budgetary resources available	61	51	51
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1
Special and non-revolving trust funds:			
1950 Other balances withdrawn	1		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	28	25	21
3030 Obligations incurred, unexpired accounts	60	50	50
3040 Outlays (gross)	-62	-54	-50
3080 Recoveries of prior year unpaid obligations, unexpired	-1		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	25	21	21
3100 Obligated balance, end of year (net)	25	21	21
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	50	50	50
Outlays, gross:			
4100 Outlays from new mandatory authority	42	30	30
4101 Outlays from mandatory balances	20	24	20
4110 Outlays, gross (total)	62	54	50
4180 Budget authority, net (total)	50	50	50
4190 Outlays, net (total)	62	54	50

Summary of Budget Authority and Outlays (in millions of dollars)

	2011 actual	2012 est.	2013 est.
Enacted/requested:			
Budget Authority	50	50	50
Outlays	62	54	50
Legislative proposal, subject to PAYGO:			
Budget Authority			50
Outlays			30
Total:			
Budget Authority	50	50	100

Outlays	62	54	80
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The Federal Aviation Reauthorization Act of 1996 (P.L. 104–264) authorized the collection of user fees for services provided by the Federal Aviation Administration (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 requires the difference to be covered by FAA funds.

Object Classification (in millions of dollars)

Identification code 69–5423–0–2–402	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	2	2	2
41.0 Grants, subsidies, and contributions	48	48	48
94.0 Financial transfers	10		
99.9 Total new obligations	60	50	50

Employment Summary

Identification code 69–5423–0–2–402	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	9	11	13

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–5423–4–2–402	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Essential air service and rural airport improvement			50
0900 Total new obligations (object class 41.0)			50
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1221 Transferred from other accounts [69–5422]			50
1260 Appropriations, mandatory (total)			50
1930 Total budgetary resources available			50
Change in obligated balance:			
3030 Obligations incurred, unexpired accounts			50
3040 Outlays (gross)			–30
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			20
3100 Obligated balance, end of year (net)			20
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			50
Outlays, gross:			
4100 Outlays from new mandatory authority			30
4180 Budget authority, net (total)			50
4190 Outlays, net (total)			30

The Budget proposes to amend section 41742(a) of Title 49 to increase the mandatory portion of the Essential Air Service program funded by Federal Aviation Administration overflight fees from \$50 million to \$100 million beginning in 2013.

WORKING CAPITAL FUND

[For necessary expenses for operating costs and capital outlays of the Working Capital Fund, not to exceed \$172,000,000 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 majority approval of the Working Capital Fund Steering Committee and approval of the Secretary: *Provided further*, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.] (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69–4520–0–4–407	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0801 DOT service center activities	143	172	174
0802 Non-DOT service center activities	375	342	319
0900 Total new obligations	518	514	493
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	49	101	33
1021 Recoveries of prior year unpaid obligations	11		
1029 Other balances withdrawn		–71	
1050 Unobligated balance (total)	60	30	33
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	511	517	495
1701 Change in uncollected payments, Federal sources	48		
1750 Spending auth from offsetting collections, disc (total)	559	517	495
1930 Total budgetary resources available	619	547	528
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	101	33	35
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	81	127	6
3010 Uncollected pymts, Fed sources, brought forward, Oct 1	–48	–96	–96
3020 Obligated balance, start of year (net)	33	31	–90
3030 Obligations incurred, unexpired accounts	518	514	493
3040 Outlays (gross)	–461	–635	–492
3050 Change in uncollected pymts, Fed sources, unexpired	–48		
3080 Recoveries of prior year unpaid obligations, unexpired	–11		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	127	6	7
3091 Uncollected pymts, Fed sources, end of year	–96	–96	–96
3100 Obligated balance, end of year (net)	31	–90	–89
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	559	517	495
Outlays, gross:			
4010 Outlays from new discretionary authority	404	514	492
4011 Outlays from discretionary balances	57	121	
4020 Outlays, gross (total)	461	635	492
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–509	–515	–493
4033 Non-Federal sources	–2	–2	–2
4040 Offsets against gross budget authority and outlays (total)	–511	–517	–495
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	–48		
4080 Outlays, net (discretionary)	–50	118	–3
4190 Outlays, net (total)	–50	118	–3

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

WORKING CAPITAL FUND—Continued
Object Classification (in millions of dollars)

Identification code 69-4520-0-4-407	2011 actual	2012 est.	2013 est.
Reimbursable obligations:			
Personnel compensation:			
11.1 Full-time permanent	17	22	24
11.3 Other than full-time permanent	2		
11.5 Other personnel compensation		2	2
11.9 Total personnel compensation	19	24	26
12.1 Civilian personnel benefits	5	6	7
13.0 Benefits for former personnel	2	2	2
21.0 Travel and transportation of persons		1	1
22.0 Transportation of things		1	
23.1 Rental payments to GSA	7	9	9
23.3 Communications, utilities, and miscellaneous charges	13	14	14
25.2 Other services from non-Federal sources			1
25.3 Other goods and services from Federal sources	88	108	105
25.7 Operation and maintenance of equipment	6	12	13
26.0 Supplies and materials	363	328	305
31.0 Equipment	13	8	9
99.0 Reimbursable obligations	516	513	492
99.5 Below reporting threshold	2	1	1
99.9 Total new obligations	518	514	493

Employment Summary

Identification code 69-4520-0-4-407	2011 actual	2012 est.	2013 est.
2001 Reimbursable civilian full-time equivalent employment	205	241	246

MINORITY BUSINESS RESOURCE CENTER PROGRAM

For the cost of guaranteed loans, **[\$333,000] \$418,000**, 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] \$21,955,000**.

In addition, for administrative expenses to carry out the guaranteed loan program, **[\$589,000] \$867,388**. (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69-0155-0-1-407	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
Credit program obligations:			
0709 Administrative expenses	1	1	1
0900 Total new obligations (object class 99.5)	1	1	1
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	1	1	1
1160 Appropriation, discretionary (total)	1	1	1
1930 Total budgetary resources available	1	1	1
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	1	1	1
3030 Obligations incurred, unexpired accounts	1	1	1
3040 Outlays (gross)	-1	-1	-1
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	1	1	1
3100 Obligated balance, end of year (net)	1	1	1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1	1	1
Outlays, gross:			
4010 Outlays from new discretionary authority	1	1	1
4180 Budget authority, net (total)	1	1	1
4190 Outlays, net (total)	1	1	1

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

Identification code 69-0155-0-1-407	2011 actual	2012 est.	2013 est.
Guaranteed loan levels supportable by subsidy budget authority:			
215001 Minority Business Resource Center Loan Guarantees	4	18	22
215999 Total loan guarantee levels	4	18	22
Guaranteed loan subsidy (in percent):			
232001 Minority Business Resource Center Loan Guarantees	1.79	1.81	1.73
232999 Weighted average subsidy rate	1.79	1.81	1.73
Guaranteed loan downward reestimates:			
Administrative expense data:			
3510 Budget authority	1	1	1
3590 Outlays from new authority	1	1	1

This program provides assistance in obtaining short-term working capital for minority, women-owned and other disadvantaged businesses and Small Business Administration 8(a) firms. As required by the Federal Credit Reform Act of 1990, this account records the subsidy costs for this program associated with guaranteed loans, as well as administrative expenses of this program.

Employment Summary

Identification code 69-0155-0-1-407	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	1	1	1

MINORITY BUSINESS RESOURCE CENTER GUARANTEED LOAN FINANCING ACCOUNT

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4082-0-3-407	2011 actual	2012 est.	2013 est.
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders	18	18	22
2142 Uncommitted loan guarantee limitation	-14		
2150 Total guaranteed loan commitments	4	18	22
2199 Guaranteed amount of guaranteed loan commitments	3	14	16
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	3	4	4
2231 Disbursements of new guaranteed loans	4	18	22
2251 Repayments and prepayments	-3	-18	-22
2290 Outstanding, end of year	4	4	4
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	3	3	3

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

Trust Funds

NATIONAL INFRASTRUCTURE INVESTMENTS (TRANSPORTATION TRUST FUND)

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, \$500,000,000, to be derived from the Transportation Trust Fund (Multimodal Account), to remain available until expended,

for payment of obligations for the National Infrastructure Investments program authorized under title 23, United States Code, as amended by such authorization: *Provided, That funds available for the National Infrastructure Investments program authorized under title 23, United States Code, shall not exceed total obligations of \$500,000,000, to remain available for obligation until September 30, 2015: Provided further, That the Secretary may retain up to \$20,000,000 of the funds provided under this heading, and may transfer portions of those funds to the Administrators of the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration, and the Federal Maritime Administration, to fund the award and oversight of grants and credit assistance made under the National Infrastructure Investments program.*

[\$143,000,000] \$114,000,000, to be derived from the Airport and Airway Trust Fund, to remain available until expended: *Provided, That in determining between or among carriers competing to provide service to a community, the Secretary may consider the relative subsidy requirements of the carriers: Provided further, That no funds made available under section 41742 of title 49, United States Code, and no funds made available in this Act or any other Act in any fiscal year, shall be available to carry out the essential air service program under sections 41731 through 41742 of such title 49 in communities in the 48 contiguous States unless the community received subsidized essential air service or received a 90-day notice of intent to terminate service and the Secretary required the air carrier to continue to provide service to the community at any time between September 30, 2010, and September 30, 2011, inclusive: Provided further, That basic essential air service minimum requirements shall not include the 15-passenger capacity requirement under subsection 41732(b)(3) of title 49, United States Code: Provided further, That if the funds under this heading are insufficient to meet the costs of the essential air service program in the current fiscal year, the Secretary shall transfer such sums as may be necessary to carry out the essential air service program from any available amounts appropriated to or directly administered by the [Office of the Secretary] Department of Transportation for such fiscal year. (Department of Transportation Appropriations Act, 2012.)*

NATIONAL INFRASTRUCTURE INVESTMENTS (TRANSPORTATION TRUST FUND)
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8372-4-7-400	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 National Infrastructure Investment Grants			480
0002 Administrative Costs			2
0900 Total new obligations			482
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			500
1137 Appropriations applied to liquidate contract authority			-500
Contract authority, mandatory:			
1600 Contract authority			500
1640 Contract authority, mandatory (total)			500
1900 Budget authority (total)			500
1930 Total budgetary resources available			500
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			18
Change in obligated balance:			
3030 Obligations incurred, unexpired accounts			482
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			482
3100 Obligated balance, end of year (net)			482
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			500
4180 Budget authority, net (total)			500

Object Classification (in millions of dollars)

Identification code 69-8372-4-7-400	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent			1
25.2 Other services from non-Federal sources			1
99.0 Direct obligations			2
41.0 Allocation Account - direct: Grants, subsidies, and contributions			480
99.9 Total new obligations			482

Employment Summary

Identification code 69-8372-4-7-400	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment			4

PAYMENTS TO AIR CARRIERS
(AIRPORT AND AIRWAY TRUST FUND)
(INCLUDING TRANSFER OF FUNDS)

In addition to funds made available from any other source to carry out the essential air service program under 49 U.S.C. 41731 through 41742,

Program and Financing (in millions of dollars)

Identification code 69-8304-0-7-402	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Payments to air carriers	145	166	114
0900 Total new obligations (object class 41.0)	145	166	114
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	18	23	
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	150	143	114
1160 Appropriation, discretionary (total)	150	143	114
1930 Total budgetary resources available	168	166	114
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	23		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	31	41	58
3030 Obligations incurred, unexpired accounts	145	166	114
3040 Outlays (gross)	-135	-149	-126
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	41	58	46
3100 Obligated balance, end of year (net)	41	58	46
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	150	143	114
Outlays, gross:			
4010 Outlays from new discretionary authority	112	86	68
4011 Outlays from discretionary balances	23	63	58
4020 Outlays, gross (total)	135	149	126
4180 Budget authority, net (total)	150	143	114
4190 Outlays, net (total)	135	149	126

Through 1997, the Essential Air Service program was funded from the Airport and Airway Trust Fund. Starting in 1998, the Federal Aviation Administration reauthorization funded it as a mandatory program supported by overflight fees under the Essential Air Service and Rural Airport Improvement Fund. In addition to mandatory funding supported by overflight fees, direct appropriations from the Airport and Airway Trust Fund to Payments to Air Carriers have been enacted every year beginning in 2002 to meet the needs of the essential air service program.

PAYMENTS TO AIR CARRIERS—Continued

For 2013, \$114 million is requested from the Airport and Airway Trust Fund for Payments to Air Carriers.

Grants-in-Aid for Airports (General Fund - ARRA)	164	15	—
Aviation Insurance Revolving Fund	-223	-188	-194
Administrative Services Franchise Fund	37	43	21
Total net	15,619	16,706	16,553

ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF TRANSPORTATION

[SEC. 101. 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. [102]101. The Secretary or his designee may engage in activities with States and State legislators to consider proposals related to the reduction of motorcycle fatalities.

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

SEC. [104]102. Notwithstanding section 3324 of title 31, United States Code, in addition to authority provided by section 327 of title 49, United States Code, the Department's Working Capital Fund is hereby authorized to provide payments in advance to vendors that are necessary to carry out the Federal transit pass transportation fringe benefit program under Executive Order 13150 and section 3049 of Public Law 109-59: *Provided*, That the Department shall include adequate safeguards in the contract with the vendors to ensure timely and high-quality performance under the contract.

SEC. [105]103. The Secretary shall post on the Web site of the Department of Transportation a schedule of all meetings of the Credit Council, including the agenda for each meeting, and require the Credit Council to record the decisions and actions of each meeting.

SEC. 104. *No funds appropriated in this Act to an agency of the Department shall be transferred to the Working Capital Fund without majority approval of the Working Capital Fund Steering Committee and approval of the Secretary.*

[RESCISSIONS]

[SEC. 106. Of the amounts made available by section 185 of Public Law 109-115, all unobligated balances as of the date of enactment of this Act are hereby rescinded.] (*Department of Transportation Appropriations Act, 2012.*)

FEDERAL AVIATION ADMINISTRATION

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

	[In millions of dollars]		
	2011 actual	2012 est.	2013 est.
Budget Authority:			
Operations	9,516	9,653	9,718
General Fund	[4,966]	[4,593]	[2,997]
Facilities and Equipment (Trust Fund)	2,731	2,731	2,850
Research, Engineering and Development (Trust Fund)	170	168	154
Grants-in-Aid for Airports (Trust Fund)	3,515	3,515	2,424
Total net	15,932	16,067	15,146
Obligations:			
Operations	9,554	9,653	9,718
Facilities and Equipment (Trust Fund)	2,815	2,765	2,813
Research, Engineering and Development (Trust Fund)	172	187	179
Grants-in-Aid for Airports (Trust Fund)	3,651	3,350	2,424
Aviation Insurance Revolving Fund	4	7	7
Total net	16,196	15,962	15,141
Outlays:			
Operations	9,411	9,940	10,013
Facilities and Equipment (Trust Fund)	2,751	2,833	2,917
Facilities and Equipment (General Fund - ARRA)	89	25	9
Research, Engineering and Development (Trust Fund)	174	188	189
Grants-in-Aid for Airports (Trust Fund)	3,216	3,850	3,598

Federal Funds

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 108-176, [\$9,653,395,000] \$9,718,000,000, of which [\$5,060,694,000] \$6,721,000,000 shall be derived from the Airport and Airway Trust Fund], of which not to exceed \$7,442,738,000 shall be available for air traffic organization activities; not to exceed \$1,252,991,000 shall be available for aviation safety activities; not to exceed \$16,271,000 shall be available for commercial space transportation activities; not to exceed \$582,117,000 shall be available for finance and management activities; not to exceed \$98,858,000 shall be available for human resources program activities; not to exceed \$60,134,000 shall be available for NextGen program activities; and not to exceed \$200,286,000 shall be available for staff offices]: *Provided*, That not to exceed 2 percent of any budget activity, except for aviation safety budget activity, may be transferred to any budget activity under this heading: *Provided further*, That no transfer may increase or decrease any appropriation by more than 2 percent: *Provided further*, [That any transfer in excess of 2 percent shall be treated as a reprogramming of funds under section 405 of this Act and shall not be available for obligation or expenditure except in compliance with the procedures set forth in that section: *Provided further*, That not later than May 31, 2012, the Administrator shall submit to the House and Senate Committees on Appropriations a comprehensive report that describes all of the findings and conclusions reached during the Federal Aviation Administration's efforts to develop an objective, data-driven method for placing air traffic controllers after the successful completion of their training at the Federal Aviation Administration Academy, lists all available options for establishing such method, and discusses the benefits and challenges of each option: *Provided further*, That not later than March 31 of each fiscal year hereafter, the Administrator of the Federal Aviation Administration shall transmit to Congress an annual update to the report submitted to Congress in December 2004 pursuant to section 221 of Public Law 108-176: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 for each day after March 31 that such report has not been submitted to the Congress: *Provided further*, That not later than March 31 of each fiscal year hereafter, the Administrator shall transmit to Congress a companion report that describes a comprehensive strategy for staffing, hiring, and training flight standards and aircraft certification staff in a format similar to the one utilized for the controller staffing plan, including stated attrition estimates and numerical hiring goals by fiscal year: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 per day for each day after March 31 that such report has not been submitted to Congress: *Provided further*,] That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: *Provided further*, That none of the funds in this Act shall be available for new applicants for the second career training program: *Provided further*, [That none of the funds in this Act shall be available for the Federal Aviation Administration to finalize or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of the enactment of this Act: *Provided further*,] That there may be credited to this appropriation as offsetting collections funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, including funds from fees authorized under Chapter 453 of title 49, United States Code,

other than those authorized by section 45301(a)(1) of that title, which shall be available 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 \$10,350,000 shall be for the contract tower cost-sharing program: *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. (Department of Transportation Appropriations Act, 2012.)

Program and Financing (in millions of dollars)

Identification code 69-1301-0-1-402	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Air Traffic Organization (ATO)	7,448	7,443	7,514
0002 NextGen	60	60	60
0003 Finance & Management	582	574	574
0004 Regulation and certification	1,257	1,253	1,255
0005 Commercial space transportation	15	16	17
0006 Staff offices	834	299	298
0100 Direct Program Activities Subtotal	9,554	9,653	9,718
0799 Total direct obligations	9,554	9,653	9,718
0801 Reimbursable program	166	175	184
0900 Total new obligations	9,720	9,828	9,902

Identification code 69-1301-0-1-402	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	68	65	66
1011 Unobligated balance transfer from other accts [69-0102]	4		
1011 Unobligated balance transfer from other accts [19-0113]	3		
1021 Recoveries of prior year unpaid obligations	8		
1050 Unobligated balance (total)	83	65	66
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	4,974	4,593	2,997
1121 Transferred from other accounts [19-0113]	2		
1130 Appropriations permanently reduced	-10		
1160 Appropriation, discretionary (total)	4,966	4,593	2,997
Spending authority from offsetting collections, discretionary:			
1700 Collected	4,650	5,236	6,905
1701 Change in uncollected payments, Federal sources	100		
1750 Spending auth from offsetting collections, disc (total)	4,750	5,236	6,905
1900 Budget authority (total)	9,716	9,829	9,902
1930 Total budgetary resources available	9,799	9,894	9,968
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-14		
1941 Unexpired unobligated balance, end of year	65	66	66

Identification code 69-1301-0-1-402	2011 actual	2012 est.	2013 est.
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	1,636	1,684	1,397
3010 Uncollected pymts, Fed sources, brought forward, Oct 1	-221	-195	-195
3020 Obligated balance, start of year (net)	1,415	1,489	1,202
3030 Obligations incurred, unexpired accounts	9,720	9,828	9,902
3031 Obligations incurred, expired accounts	104		
3040 Outlays (gross)	-9,625	-10,115	-10,197
3050 Change in uncollected pymts, Fed sources, unexpired	-100		
3051 Change in uncollected pymts, Fed sources, expired	126		
3080 Recoveries of prior year unpaid obligations, unexpired	-8		
3081 Recoveries of prior year unpaid obligations, expired	-143		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	1,684	1,397	1,102
3091 Uncollected pymts, Fed sources, end of year	-195	-195	-195
3100 Obligated balance, end of year (net)	1,489	1,202	907

Identification code 69-1301-0-1-402	2011 actual	2012 est.	2013 est.
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	9,716	9,829	9,902
Outlays, gross:			
4010 Outlays from new discretionary authority	8,295	8,671	8,736
4011 Outlays from discretionary balances	1,330	1,444	1,461
4020 Outlays, gross (total)	9,625	10,115	10,197

Identification code 69-1301-0-1-402	2011 actual	2012 est.	2013 est.
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-4,742	-5,186	-6,855
4033 Non-Federal sources	-22	-50	-50
4040 Offsets against gross budget authority and outlays (total)	-4,764	-5,236	-6,905
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-100		
4052 Offsetting collections credited to expired accounts	114		
4060 Additional offsets against budget authority only (total)	14		
4070 Budget authority, net (discretionary)	4,966	4,593	2,997
4080 Outlays, net (discretionary)	4,861	4,879	3,292
4180 Budget authority, net (total)	4,966	4,593	2,997
4190 Outlays, net (total)	4,861	4,879	3,292

For 2013, the Budget requests \$9,718 million for Federal Aviation Administration (FAA) operations. These funds will be used to continue to promote aviation safety and efficiency. The Budget provides funding for the Air Traffic Organization (ATO) which is responsible for managing 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. The Budget also funds the Aviation Safety Organization which ensures the safe operation of the airlines and certifies new aviation products. In addition, the request also funds regulation of the commercial space transportation industry, as well as FAA policy oversight and overall management functions.

Object Classification (in millions of dollars)

Identification code 69-1301-0-1-402	2011 actual	2012 est.	2013 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	4,563	4,743	4,786
11.3 Other than full-time permanent	42	42	42
11.5 Other personnel compensation	369	371	370
11.9 Total personnel compensation	4,974	5,156	5,198
12.1 Civilian personnel benefits	1,675	1,726	1,750
13.0 Benefits for former personnel	2	2	2
21.0 Travel and transportation of persons	151	154	154
22.0 Transportation of things	27	25	24
23.1 Rental payments to GSA	116	116	116
23.2 Rental payments to others	58	58	60
23.3 Communications, utilities, and miscellaneous charges	275	261	264
24.0 Printing and reproduction	10	6	4
25.1 Advisory and assistance services	528	541	514
25.2 Other services from non-Federal sources	1,538	1,420	1,443
26.0 Supplies and materials	139	134	133
31.0 Equipment	58	51	51
32.0 Land and structures	1	1	2
41.0 Grants, subsidies, and contributions	1	1	2
42.0 Insurance claims and indemnities	1	1	1
99.0 Direct obligations	9,554	9,653	9,718
99.0 Reimbursable obligations	166	175	184
99.9 Total new obligations	9,720	9,828	9,902

Employment Summary

Identification code 69-1301-0-1-402	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	42,538	42,488	42,491
2001 Reimbursable civilian full-time equivalent employment	80	110	110

FACILITIES AND EQUIPMENT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69-1304-0-1-402	2011 actual	2012 est.	2013 est.
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	124	34	9
3031 Obligations incurred, expired accounts	1		
3040 Outlays (gross)	-89	-25	-9
3081 Recoveries of prior year unpaid obligations, expired	-2		

FACILITIES AND EQUIPMENT, RECOVERY ACT—Continued
Program and Financing—Continued

Identification code 69-1304-0-1-402	2011 actual	2012 est.	2013 est.
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	34	9	.....
3100 Obligated balance, end of year (net)	34	9	.....
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	89	25	9
4190 Outlays, net (total)	89	25	9

The American Recovery and Reinvestment Act of 2009 provided \$200 million to Federal Aviation Administration's (FAA) Facilities & Equipment account, which finances major capital investments related to modernizing and improving air traffic control and airway facilities, equipment, and systems. Funds were appropriated from the General Fund of the U.S. Treasury and available for obligation through 2010. The funding is being used to upgrade, modernize, and improve FAA power systems, air route traffic control centers, air traffic control towers, terminal radar approach control facilities, and navigation and landing equipment.

GRANTS-IN-AID FOR AIRPORTS, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69-1306-0-1-402	2011 actual	2012 est.	2013 est.
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	195	15	.....
3040 Outlays (gross)	-164	-15	.....
3081 Recoveries of prior year unpaid obligations, expired	-16	.....	.....
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	15	.....	.....
3100 Obligated balance, end of year (net)	15	.....	.....
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	164	15	.....
4190 Outlays, net (total)	164	15	.....

The American Recovery and Reinvestment Act of 2009 provided \$1.1 billion for Grants-in-Aid for Airports. Funds were appropriated from the General Fund of the U.S. Treasury and were available for obligation through 2010. Discretionary grants were allocated to qualified airports based on a project priority system that addresses airport safety and security, runway safety, increased capacity, and mitigation of environmental impacts.

AVIATION USER FEES

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69-5422-0-2-402	2011 actual	2012 est.	2013 est.
0100 Balance, start of year	31	51	66
Receipts:			
0200 Aviation User Fees, Overflight Fees	56	65	75
0400 Total: Balances and collections	87	116	141
Appropriations:			
0500 Aviation User Fees	-50	-50	-50
0501 Aviation User Fees (legislative proposal) .....	.....	.....	-50
0599 Total appropriations	-50	-50	-100
0610 Essential Air Service and Rural Airport Improvement Fund	1
0611 Aviation User Fees	13

0799 Balance, end of year	51	66	41
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Program and Financing (in millions of dollars)

Identification code 69-5422-0-2-402	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Unobligated balance:			
1011 Unobligated balance transfer from other accts [69-5423]	13	.....	.....
1029 Other balances withdrawn	-13	.....	.....
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	50	50	50
1220 Transferred to other accounts [69-5423]	-50	-50	-50
Memorandum (non-add) entries:			
Special and non-revolving trust funds:			
1950 Other balances withdrawn	13	.....	.....

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 Federal Aviation Administration to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Budget estimates that \$75 million in overflight fees will be collected in 2013.

AVIATION USER FEES

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-5422-4-2-402	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	50
1220 Transferred to other accounts [69-5423]	-50

The Budget proposes to increase the amount of funding provided from overflight fees to the Essential Air Service (EAS) Program from \$50 million to \$100 million. The additional funding will be used to pay subsidies to air carriers providing service under the EAS program, thereby reducing the amount of discretionary budget authority needed to fund the program.

AVIATION INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4120-0-3-402	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0801 Program Administration	4	7	7
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1,450	1,676	1,864
1021 Recoveries of prior year unpaid obligations	3	.....	.....
1050 Unobligated balance (total)	1,453	1,676	1,864
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	227	195	196
1850 Spending auth from offsetting collections, mand (total)	227	195	196
1930 Total budgetary resources available	1,680	1,871	2,060
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1,676	1,864	2,053

Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	5	2	2
3030 Obligations incurred, unexpired accounts	4	7	7
3040 Outlays (gross)	-4	-7	-2
3080 Recoveries of prior year unpaid obligations, unexpired	-3	.....	.....
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	2	2	7

3100	Obligated balance, end of year (net)	2	2	7
Budget authority and outlays, net:				
Mandatory:				
4090	Budget authority, gross	227	195	196
Outlays, gross:				
4100	Outlays from new mandatory authority	4	7	2
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4121	Interest on Federal securities	-31	-34	-26
4123	Non-Federal sources	-196	-161	-170
4130	Offsets against gross budget authority and outlays (total)	-227	-195	-196
4170	Outlays, net (mandatory)	-223	-188	-194
4190	Outlays, net (total)	-223	-188	-194
Memorandum (non-add) entries:				
5000	Total investments, SOY: Federal securities: Par value	1,452	1,631	1,855
5001	Total investments, EOY: Federal securities: Par value	1,631	1,855	2,047

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 filing fees for non-premium coverage issued. The non-premium program provides aviation insurance coverage for aircraft used in connection with certain Government contract operations by a Department or Agency that agrees to indemnify the Secretary of Transportation for any losses covered by the insurance. The premium program provides war risk insurance coverage at a premium based on activity.

The Homeland Security Act of 2002 (P.L. 107-296) added a provision to require the Secretary to provide additional premium war risk insurance coverage (hull loss or damage and passenger and crew liability) to air carriers insured for third-party war risk liability on November 25, 2002.

The Federal Aviation Administration (FAA) premium war risk insurance policy covers: (i) hull losses at agreed value; (ii) death, injury, or property loss to passengers or crew, the limit being the same as the air carrier's commercial coverage as of November 25, 2002; and (iii) third party liability.

Now that commercial underwriters are expressing a stronger interest in writing a small but limited amount of war risk, the Budget proposes to establish a \$150 million deductible for hull and liability exposures in all FAA premium war risk policies. The Administration's goal is to incentivize the commercial marketplace to underwrite most but not all aviation war risks.

Object Classification (in millions of dollars)

Identification code 69-4120-0-3-402	2011 actual	2012 est.	2013 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	1	2	2
44.0 Refunds	3	5	5
99.9 Total new obligations	4	7	7

Employment Summary

Identification code 69-4120-0-3-402	2011 actual	2012 est.	2013 est.
2001 Reimbursable civilian full-time equivalent employment	5	4	5

ADMINISTRATIVE SERVICES FRANCHISE FUND

Program and Financing (in millions of dollars)

Identification code 69-4562-0-4-402	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0801 Accounting Services	59	60	60
0804 Information Services	96	111	113

0805 Duplicating Services	4	4	4
0806 Multi Media	2	2	2
0807 CME/Training	11	12	11
0808 International Training	5	4	4
0810 Logistics	203	207	218
0811 Aircraft Maintenance	50	56	57
0812 Acquisition	10	10	10
0900 Total new obligations	440	466	479

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	130	128	137
1021 Recoveries of prior year unpaid obligations	26		
1050 Unobligated balance (total)	156	128	137
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	422	475	466
1701 Change in uncollected payments, Federal sources	-10		
1750 Spending auth from offsetting collections, disc (total)	412	475	466
1930 Total budgetary resources available	568	603	603
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	128	137	124

Change in obligated balance:

Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	187	142	90
3010 Uncollected pymts, Fed sources, brought forward, Oct 1	-23	-13	-13
3020 Obligated balance, start of year (net)	164	129	77
3030 Obligations incurred, unexpired accounts	440	466	479
3040 Outlays (gross)	-459	-518	-487
3050 Change in uncollected pymts, Fed sources, unexpired	10		
3080 Recoveries of prior year unpaid obligations, unexpired	-26		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	142	90	82
3091 Uncollected pymts, Fed sources, end of year	-13	-13	-13
3100 Obligated balance, end of year (net)	129	77	69

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	412	475	466
Outlays, gross:			
4010 Outlays from new discretionary authority	319	323	317
4011 Outlays from discretionary balances	140	195	170
4020 Outlays, gross (total)	459	518	487
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-422	-475	-466
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	10		
4080 Outlays, net (discretionary)	37	43	21
4190 Outlays, net (total)	37	43	21

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

Object Classification (in millions of dollars)

Identification code 69-4562-0-4-402	2011 actual	2012 est.	2013 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	124	135	138
12.1 Civilian personnel benefits	37	40	41
21.0 Travel and transportation of persons	4	5	5
22.0 Transportation of things	6	6	6
23.3 Communications, utilities, and miscellaneous charges	12	22	22
24.0 Printing and reproduction	1	1	1
25.2 Other services from non-Federal sources	188	181	187
26.0 Supplies and materials	58	59	62
31.0 Equipment	10	17	17
99.9 Total new obligations	440	466	479

ADMINISTRATIVE SERVICES FRANCHISE FUND—Continued
Employment Summary

Identification code 69-4562-0-4-402	2011 actual	2012 est.	2013 est.
2001 Reimbursable civilian full-time equivalent employment	1,676	1,676	1,676

Trust Funds

AIRPORT AND AIRWAY TRUST FUND

Program and Financing (in millions of dollars)

Identification code 69-8103-0-7-402	2011 actual	2012 est.	2013 est.
Memorandum (non-add) entries:			
5000 Total investments, SOY: Federal securities: Par value	7,045	8,641	8,411
5001 Total investments, EOY: Federal securities: Par value	8,641	8,411	7,418

Section 9502 of Title 26, U.S. Code, provides for amounts equivalent to the funds received in the U.S. 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, Federal Aviation Administration facilities and equipment, research, operations, payment to air carriers, and for the Bureau of Transportation Statistics Office of Airline Information.

To more equitably distribute the cost of air traffic services across the aviation user community, the Administration proposes to establish a new surcharge for air traffic services of \$100 per flight. Military aircraft, public aircraft, piston aircraft, air ambulances, aircraft operating outside of controlled airspace, and Canada-to-Canada flights would be exempt. The revenues generated by the surcharge would be deposited into the Airport and Airway Trust Fund. The surcharge would be effective for flights beginning after September 30, 2012.

The status of the fund is as follows:

Status of Funds (in millions of dollars)

Identification code 69-8103-0-7-402	2011 actual	2012 est.	2013 est.
Unexpended balance, start of year:			
0100 Balance, start of year	9,428	10,326	10,051
0199 Total balance, start of year	9,428	10,326	10,051
Cash income during the year:			
Current law:			
Receipts:			
1200 Excise Taxes, Airport and Airway Trust Fund	11,532	11,600	11,949
Offsetting receipts (intragovernmental):			
1240 Interest, Airport and Airway Trust Fund	182	206	226
1241 Refunds from Federal Fund Payments, Airport and Airway Trust Fund	10		
Offsetting collections:			
1280 Facilities and Equipment (Airport and Airway Trust Fund)		1	1
1281 Research, Engineering and Development (Airport and Airway Trust Fund)	67	26	26
1282 Grants-in-aid for Airports (Airport and Airway Trust Fund)		62	62
1283 Facilities and Equipment (Airport and Airway Trust Fund)	7	12	12
1299 Income under present law	11,798	11,907	12,276
Proposed legislation:			
Receipts:			
2201 Airport and Airway Trust Fund - Air Traffic Service Fee Receipts			863
2299 Income under proposed legislation			863
3299 Total cash income	11,798	11,907	13,139
Cash outgo during year:			
Current law:			
4500 Trust Fund Share of FAA Activities (Airport and Airway Trust Fund)	-4,550	-5,061	-6,721
4500 Grants-in-aid for Airports (Airport and Airway Trust Fund)	-3,216	-3,851	-3,766

4500 Facilities and Equipment (Airport and Airway Trust Fund)	-2,818	-2,921	-3,005
4500 Research, Engineering and Development (Airport and Airway Trust Fund)	-181	-200	-201
4500 Payments to Air Carriers	-135	-149	-126
4599 Outgo under current law (-)	-10,900	-12,182	-13,819
Proposed legislation:			
5500 Grants-in-aid for Airports (Airport and Airway Trust Fund)			167
5599 Outgo under proposed legislation (-)			167
6599 Total cash outgo (-)	-10,900	-12,182	-13,652
Unexpended balance, end of year:			
8700 Uninvested balance (net), end of year	1,685	1,640	2,120
8701 Airport and Airway Trust Fund	8,641	8,411	7,418
8799 Total balance, end of year	10,326	10,051	9,538

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

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, **[\$3,435,000,000]** \$3,400,000,000 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 \$3,350,000,000 in fiscal year **[2012]** 2013, notwithstanding section 47117(g) of title 49, United States Code: *Provided further*, That none of the funds under this heading shall be available for the replacement of baggage conveyor systems, reconfiguration of terminal baggage areas, or other airport improvements that are necessary to install bulk explosive detection systems: *Provided further*, That notwithstanding any other provision of law, of funds limited under this heading, not more than **[\$101,000,000]** \$103,000,000 shall be obligated for administration, not less than \$15,000,000 shall be available for the **[airport cooperative research program]** *Airport Cooperative Research Program*, and not less than **[\$29,250,000]** \$29,300,000 shall be available for Airport Technology Research **[and \$6,000,000, to remain available until expended, shall be available and transferred to "Office of the Secretary, Salaries and Expenses" to carry out the Small Community Air Service Development Program]**. (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69-8106-0-7-402	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Grants-in-aid for airports	3,505	3,199	3,203
0002 Personnel and related expenses	93	101	103
0003 Airport technology research	22	29	29
0005 Small community air service	16	6	
0006 Airport Cooperative Research	15	15	15
0100 Total direct program	3,651	3,350	3,350
0799 Total direct obligations	3,651	3,350	3,350
0801 Reimbursable program		1	1
0900 Total new obligations	3,651	3,351	3,351
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4	12	177
1021 Recoveries of prior year unpaid obligations	144		
1050 Unobligated balance (total)	148	12	177

Budget authority:				
Appropriations, discretionary:				
1101	Appropriation (special or trust fund)	3,550	3,435	3,400
1137	Appropriations applied to liquidate contract authority	-3,550	-3,435	-3,400
Contract authority, mandatory:				
1600	Contract authority	3,515	3,515	3,515
1640	Contract authority, mandatory (total)	3,515	3,515	3,515
Spending authority from offsetting collections, discretionary:				
1700	Collected		1	1
1750	Spending auth from offsetting collections, disc (total)		1	1
1900	Budget authority (total)	3,515	3,516	3,516
1930	Total budgetary resources available	3,663	3,528	3,693
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	12	177	342

Change in obligated balance:				
Obligated balance, start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	4,933	5,224	4,724
3030	Obligations incurred, unexpired accounts	3,651	3,351	3,351
3040	Outlays (gross)	-3,216	-3,851	-3,766
3080	Recoveries of prior year unpaid obligations, unexpired	-144		
Obligated balance, end of year (net):				
3090	Unpaid obligations, end of year (gross)	5,224	4,724	4,309
3100	Obligated balance, end of year (net)	5,224	4,724	4,309

Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross		1	1
Outlays, gross:				
4010	Outlays from new discretionary authority	437	668	670
4011	Outlays from discretionary balances	2,779	3,183	3,096
4020	Outlays, gross (total)	3,216	3,851	3,766
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4033	Non-Federal sources		-1	-1
Mandatory:				
4090	Budget authority, gross	3,515	3,515	3,515
4180	Budget authority, net (total)	3,515	3,515	3,515
4190	Outlays, net (total)	3,216	3,850	3,765

Memorandum (non-add) entries:				
5052	Obligated balance, SOY: Contract authority	3,676	3,641	3,721
5053	Obligated balance, EOY: Contract authority	3,641	3,721	3,836
5061	Limitation on obligations (Transportation Trust Funds)	3,515	3,350	3,350

Summary of Budget Authority and Outlays (in millions of dollars)

	2011 actual	2012 est.	2013 est.
Enacted/requested:			
Budget Authority	3,515	3,515	3,515
Outlays	3,216	3,850	3,765
Legislative proposal, not subject to PAYGO:			
Budget Authority			-1,091
Outlays			-167
Total:	3,515	3,515	2,424
Outlays	3,216	3,850	3,598

Subchapter I of chapter 471, title 49, U.S. Code provides for airport improvement grants, including those emphasizing capacity development, safety and security needs; and chapter 475 of title 49 provides for grants for aircraft noise compatibility planning and programs.

Object Classification (in millions of dollars)

Identification code 69-8106-0-7-402	2011 actual	2012 est.	2013 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	59	66	68
11.3	Other than full-time permanent	1	1	1
11.5	Other personnel compensation	1	1	1
11.9	Total personnel compensation	61	68	70
12.1	Civilian personnel benefits	17	18	20
21.0	Travel and transportation of persons	3	4	3
23.2	Rental payments to others	1	1	1
25.1	Advisory and assistance services	18	24	24
25.2	Other services from non-Federal sources	26	23	23

26.0	Supplies and materials	1	1	1
31.0	Equipment	2	2	2
41.0	Grants, subsidies, and contributions	3,516	3,203	3,206
94.0	Financial transfers	6	6	
99.0	Direct obligations	3,651	3,350	3,350
99.0	Reimbursable obligations		1	1
99.9	Total new obligations	3,651	3,351	3,351

Employment Summary

Identification code 69-8106-0-7-402	2011 actual	2012 est.	2013 est.	
1001	Direct civilian full-time equivalent employment	548	589	602
2001	Reimbursable civilian full-time equivalent employment	1	1	1

GRANTS-IN-AID FOR AIRPORTS (AIRPORT AND AIRWAY TRUST FUND)

(Legislative proposal, not subject to PAYGO)

Contingent upon the enactment of reforms to chapter 471 of title 49, the obligation limitation for fiscal year 2013 shall be reduced by \$926,000,000.

Program and Financing (in millions of dollars)

Identification code 69-8106-2-7-402	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001	Grants-in-aid for airports		-926
0100	Total direct program		-926
0900	Total new obligations (object class 41.0)		-926

Budgetary Resources:			
Budget authority:			
Contract authority, mandatory:			
1600	Contract authority		-1,091
1640	Contract authority, mandatory (total)		-1,091
1930	Total budgetary resources available		-1,091
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year		-165

Change in obligated balance:			
3030	Obligations incurred, unexpired accounts		-926
3040	Outlays (gross)		167
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)		-759
3100	Obligated balance, end of year (net)		-759

Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010	Outlays from new discretionary authority		-167
Mandatory:			
4090	Budget authority, gross		-1,091
4180	Budget authority, net (total)		-1,091
4190	Outlays, net (total)		-167

Memorandum (non-add) entries:			
5053	Obligated balance, EOY: Contract authority		-1,091
5061	Limitation on obligations (Transportation Trust Funds)		-926

The Budget proposes to lower funding for the ongoing airport grants program to \$2.4 billion by eliminating guaranteed funding for large and medium hub airports. The Budget proposal to reduce the obligation limitation by \$926 million is consistent with the recommendation of the President's National Commission on Fiscal Responsibility and Reform to eliminate grants to large and medium hub airports. To assist those airports that need the most help, the Administration proposes to focus Federal grants to support smaller commercial and general aviation airports that do not have access to additional revenue or other outside sources of capital. The Budget also proposes to allow large and medium hub airports to increase the non-Federal Passenger Facility Charge thereby, giving large and medium hub airports greater flexibility to generate their own revenue. Eligible airports in all size categories will be able to compete for an additional \$2.0 bil-

GRANTS-IN-AID FOR AIRPORTS (AIRPORT AND AIRWAY TRUST FUND)—Continued

lion in one-time funding that will be made available under the President's Immediate Transportation Investment proposal targeted at investments in roads, railways, and runways.

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 national airspace systems and experimental facilities and equipment, as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this heading, including aircraft for aviation regulation and certification; to be derived from the Airport and Airway Trust Fund, **[\$2,730,731,000]** **\$2,850,000,000**, of which **[\$475,000,000]** **\$480,000,000** shall remain available until September 30, **[2012]** **2013**, and of which **[\$2,255,731,000]** **\$2,370,000,000** shall remain available until September 30, **[2014]** **2015**: *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, improvement, and modernization of national airspace systems: *Provided further*, That upon initial submission to the Congress of the fiscal year **[2013]** **2014** 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 **[2013]** **2014** through **[2017]** **2018**, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget. (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69-8107-0-7-402	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Engineering, development, test and evaluation	432	475	510
0002 Procurement and modernization of air traffic control (ATC) facilities and equipment	1,390	1,465	1,450
0003 Procurement and modernization of non-ATC facilities and equipment	143	156	160
0004 Mission support	382	194	213
0005 Personnel and related expenses	468	475	480
0100 Subtotal, direct program	2,815	2,765	2,813
0799 Total direct obligations	2,815	2,765	2,813
0801 Reimbursable program	63	70	70
0900 Total new obligations	2,878	2,835	2,883
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1,380	1,356	1,340
1021 Recoveries of prior year unpaid obligations	61		
1050 Unobligated balance (total)	1,441	1,356	1,340
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	2,736	2,731	2,850
1132 Appropriations temporarily reduced	-5		
1160 Appropriation, discretionary (total)	2,731	2,731	2,850
Spending authority from offsetting collections, discretionary:			
1700 Collected	50	88	88
1701 Change in uncollected payments, Federal sources	21		
1750 Spending auth from offsetting collections, disc (total)	71	88	88
1900 Budget authority (total)	2,802	2,819	2,938
1930 Total budgetary resources available	4,243	4,175	4,278

Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-9		
1941 Unexpired unobligated balance, end of year	1,356	1,340	1,395
Special and non-revolving trust funds:			
1951 Unobligated balance expiring	9		
1952 Expired unobligated balance, start of year	125	124	124
1953 Expired unobligated balance, end of year	115	124	124
1954 Unobligated balance canceling	23		

Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	2,011	1,979	1,893
3010 Uncollected pymts, Fed sources, brought forward, Oct 1	-88	-75	-75
3020 Obligated balance, start of year (net)	1,923	1,904	1,818
3030 Obligations incurred, unexpired accounts	2,878	2,835	2,883
3031 Obligations incurred, expired accounts	22		
3040 Outlays (gross)	-2,818	-2,921	-3,005
3050 Change in uncollected pymts, Fed sources, unexpired	-21		
3051 Change in uncollected pymts, Fed sources, expired	34		
3080 Recoveries of prior year unpaid obligations, unexpired	-61		
3081 Recoveries of prior year unpaid obligations, expired	-53		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	1,979	1,893	1,771
3091 Uncollected pymts, Fed sources, end of year	-75	-75	-75
3100 Obligated balance, end of year (net)	1,904	1,818	1,696

Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	2,802	2,819	2,938
Outlays, gross:			
4010 Outlays from new discretionary authority	1,038	1,228	1,268
4011 Outlays from discretionary balances	1,761	1,688	1,737
4020 Outlays, gross (total)	2,799	2,916	3,005
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-67	-26	-26
4033 Non-Federal sources		-62	-62
4040 Offsets against gross budget authority and outlays (total)	-67	-88	-88
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-21		
4052 Offsetting collections credited to expired accounts	17		
4060 Additional offsets against budget authority only (total)	-4		
4070 Budget authority, net (discretionary)	2,731	2,731	2,850
4080 Outlays, net (discretionary)	2,732	2,828	2,917
Mandatory:			
Outlays, gross:			
4101 Outlays from mandatory balances	19	5	
4180 Budget authority, net (total)	2,731	2,731	2,850
4190 Outlays, net (total)	2,751	2,833	2,917

Funding in this account provides for the deployment of communications, navigation, surveillance, and related capabilities within the National Airspace System (NAS). This includes funding for several activities of the Next Generation Air Transportation System, a joint effort between the Department of Transportation, the National Aeronautics and Space Administration, and the Departments of Defense, Homeland Security, and Commerce to improve the safety, capacity, security, and environmental performance of the NAS. The funding request for 2013 supports Federal Aviation Administration's comprehensive plan for modernizing, maintaining, and improving air traffic control and airway facilities services.

Object Classification (in millions of dollars)

Identification code 69-8107-0-7-402	2011 actual	2012 est.	2013 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	318	320	322
11.3 Other than full-time permanent	3	3	3
11.5 Other personnel compensation	7	11	11
11.9 Total personnel compensation	328	334	336
12.1 Civilian personnel benefits	87	88	89
21.0 Travel and transportation of persons	34	37	34
22.0 Transportation of things	2	2	2
23.3 Communications, utilities, and miscellaneous charges	50	67	68
25.2 Other services from non-Federal sources	1,998	1,881	1,922

26.0	Supplies and materials	22	31	31
31.0	Equipment	168	186	189
32.0	Land and structures	121	130	133
41.0	Grants, subsidies, and contributions	5	9	9
99.0	Direct obligations	2,815	2,765	2,813
99.0	Reimbursable obligations	63	70	70
99.9	Total new obligations	2,878	2,835	2,883

Employment Summary

Identification code 69-8107-0-7-402	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	2,907	2,907	2,907
2001 Reimbursable civilian full-time equivalent employment	7	7	7

RESEARCH, ENGINEERING, AND DEVELOPMENT

(INCLUDING CANCELLATION OF FUNDS)

(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, **[\$167,556,000]** \$180,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, **[2014]** 2015: *Provided*, That there may be credited to this appropriation as offsetting collections, funds received from States, counties, municipalities, other public authorities, and private sources, which shall be available for expenses incurred for research, engineering, and development: *Provided further, That, of the unobligated balances from prior year appropriations available under this heading, \$26,183,998 are hereby cancelled: Provided further, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended. (Department of Transportation Appropriations Act, 2012.)*

Program and Financing (in millions of dollars)

Identification code 69-8108-0-7-402	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0011 Improve aviation safety	85	101	95
0012 Improve efficiency of the air traffic control system	44	44	43
0013 Reduce environmental impact of aviation	36	34	35
0014 Improve the efficiency of mission support	7	8	6
0100 Subtotal, direct program	172	187	179
0799 Total direct obligations	172	187	179
0801 Reimbursable program	2	12	12
0900 Total new obligations	174	199	191

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	52	77	58
1021 Recoveries of prior year unpaid obligations	28		
1050 Unobligated balance (total)	80	77	58
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	170	168	180
1133 Unobligated balance of appropriations temporarily reduced			-26
1160 Appropriation, discretionary (total)	170	168	154
Spending authority from offsetting collections, discretionary:			
1700 Collected	6	12	12
1701 Change in uncollected payments, Federal sources	-4		
1750 Spending auth from offsetting collections, disc (total)	2	12	12
1900 Budget authority (total)	172	180	166
1930 Total budgetary resources available	252	257	224
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-1		
1941 Unexpired unobligated balance, end of year	77	58	33
Special and non-revolving trust funds:			
1951 Unobligated balance expiring	1		

1952 Expired unobligated balance, start of year	6	6	6
1953 Expired unobligated balance, end of year	5	6	6
1954 Unobligated balance canceling[-8108]	2		

Change in obligated balance:

Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	195	158	157
3010 Uncollected pymts, Fed sources, brought forward, Oct 1	-10	-5	-5
3020 Obligated balance, start of year (net)	185	153	152
3030 Obligations incurred, unexpired accounts	174	199	191
3040 Outlays (gross)	-181	-200	-201
3050 Change in uncollected pymts, Fed sources, unexpired	4		
3051 Change in uncollected pymts, Fed sources, expired	1		
3080 Recoveries of prior year unpaid obligations, unexpired	-28		
3081 Recoveries of prior year unpaid obligations, expired	-2		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	158	157	147
3091 Uncollected pymts, Fed sources, end of year	-5	-5	-5
3100 Obligated balance, end of year (net)	153	152	142

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	172	180	166
Outlays, gross:			
4010 Outlays from new discretionary authority	63	86	91
4011 Outlays from discretionary balances	118	114	110
4020 Outlays, gross (total)	181	200	201
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-7	-12	-12
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	4		
4052 Offsetting collections credited to expired accounts	1		
4060 Additional offsets against budget authority only (total)	5		
4070 Budget authority, net (discretionary)	170	168	154
4080 Outlays, net (discretionary)	174	188	189
4180 Budget authority, net (total)	170	168	154
4190 Outlays, net (total)	174	188	189

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 2013, the proposed funding is allocated to the following performance goal areas of the Federal Aviation Administration: improve safety, economic competitiveness, and environmental performance of the National Airspace System. The request includes funding for several research and development activities of the Next Generation Air Transportation System (NextGen), as well as the Joint Planning and Development Office which coordinates the interagency NextGen efforts, including activities related to unmanned aircraft systems.

The Budget proposes to cancel \$26 million in unobligated balances from this account.

Object Classification (in millions of dollars)

Identification code 69-8108-0-7-402	2011 actual	2012 est.	2013 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	28	30	30
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	29	31	31
12.1 Civilian personnel benefits	8	8	8
21.0 Travel and transportation of persons	1	2	2
25.5 Research and development contracts	116	127	120
26.0 Supplies and materials	2	2	2
31.0 Equipment	2	2	2
41.0 Grants, subsidies, and contributions	14	15	14
99.0 Direct obligations	172	187	179
99.0 Reimbursable obligations	2	12	12
99.9 Total new obligations	174	199	191

RESEARCH, ENGINEERING, AND DEVELOPMENT—Continued
Employment Summary

Identification code 69-8108-0-7-402	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	265	270	270

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

Program and Financing (in millions of dollars)

Identification code 69-8104-0-7-402	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Payment to Operations	4,550	5,061	6,721
0900 Total new obligations (object class 94.0)	4,550	5,061	6,721
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	4,559	5,061	6,721
1132 Appropriations temporarily reduced	-9		
1160 Appropriation, discretionary (total)	4,550	5,061	6,721
1930 Total budgetary resources available	4,550	5,061	6,721
Change in obligated balance:			
3030 Obligations incurred, unexpired accounts	4,550	5,061	6,721
3040 Outlays (gross)	-4,550	-5,061	-6,721
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	4,550	5,061	6,721
Outlays, gross:			
4010 Outlays from new discretionary authority	4,550	5,061	6,721
4180 Budget authority, net (total)	4,550	5,061	6,721
4190 Outlays, net (total)	4,550	5,061	6,721

For 2013, the Budget proposes \$9,718 million for Federal Aviation Administration Operations, of which \$6,721 million would be provided from the Airport and Airway Trust Fund.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

SEC. 110. None of the funds in this Act may be used to compensate in excess of 600 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 2012.]

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

SEC. 112]110. The Administrator of the Federal Aviation Administration may reimburse amounts made available to satisfy 49 U.S.C. 41742(a)(1) from fees credited under 49 U.S.C. 45303: *Provided*, That during fiscal year [2012] 2013, 49 U.S.C. 41742(b) shall not apply, and any amount remaining in such account at the close of that fiscal year may be made available to satisfy section 41742(a)(1) for the subsequent fiscal year.

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

SEC. 114]112. None of the funds limited by this Act for grants under the Airport Improvement Program shall be made available to the sponsor

of a commercial service airport if such sponsor fails to agree to a request from the Secretary of Transportation for cost-free space in a non-revenue producing, public use area of the airport terminal or other airport facilities for the purpose of carrying out a public service air passenger rights and consumer outreach campaign.

SEC. 115]113. None of the funds in this Act shall be available for paying premium pay under subsection 5546(a) of title 5, United States Code, to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay.

SEC. 116]114. 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.

SEC. 117. The Secretary shall apportion to the sponsor of an airport that received scheduled or unscheduled air service from a large certified air carrier (as defined in part 241 of title 14 Code of Federal Regulations, or such other regulations as may be issued by the Secretary under the authority of section 41709) an amount equal to the minimum apportionment specified in 49 U.S.C. 47114(c), if the Secretary determines that airport had more than 10,000 passenger boardings in the preceding calendar year, based on data submitted to the Secretary under part 241 of title 14, Code of Federal Regulations.]

SEC. 118]115. None of the funds in this Act may be obligated or expended for retention bonuses for an employee of the Federal Aviation Administration without the prior written approval of the Deputy Assistant Secretary for Administration of the Department of Transportation.

SEC. 119]116. Subparagraph (D) of section 47124(b)(3) of title 49, United States Code, is amended by striking ["benefit." and inserting "benefit, with the maximum allowable local cost share capped at] "20 percent." and inserting "50 percent.".

SEC. 119A. Notwithstanding any other provision of law, none of the funds made available under this Act or any prior Act may be used to implement or to continue to implement any limitation on the ability of any owner or operator of a private aircraft to obtain, upon a request to the Administrator of the Federal Aviation Administration, a blocking of that owner's or operator's aircraft registration number from any display of the Federal Aviation Administration's Aircraft Situational Display to Industry data that is made available to the public, except data made available to a Government agency, for the noncommercial flights of that owner or operator.]

SEC. 119B. 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. 117. None of the funds appropriated under chapter 443 of title 49 shall be used to administer a program for air carrier insurance coverage provided under that chapter unless any policy issued under such chapter contains a deductible of \$150,000,000 per loss event for hull loss or damage and liability to passenger, crew, and third parties. The FAA is authorized to include such a provision in its policies. (Department of Transportation Appropriations Act, 2012.)

FEDERAL HIGHWAY ADMINISTRATION

The authorization for Federal surface transportation programs (the Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users (SAFETEA-LU)) ended on September 30, 2009. To continue highway, transit, and highway safety programs, Congress has extended the SAFETEA-LU authorities on a short-term basis, most recently through March 31, 2012. The Federal Highway Administration's (FHWA) 2013 Budget request represents a new paradigm in funding our nation's highways. Built on past successes, the new structure strives to enhance the safety, livability, condition, and efficiency of the Nation's highway system. The proposed 2013 FHWA Budget will provide the resources necessary for State, local and other Federal transportation agencies to improve the condition and performance of their highway and roadway system, in ways that protect the environment, provide user access and choices, and take advantage of advances in technology and innovation.

In summary, the 2013 Budget consists of \$42,569 million in new budget authority and \$41,485 million in outlays. Within amounts requested for FHWA, \$500 million addresses the growing demand for Transportation Infrastructure Finance Innovation Act of 1998 credit assistance.

The following table reflects the total funding for all FHWA programs.

[In millions of dollars]

	2011 actual	2012 est.	2013 est.
Budget Authority:			
Federal-aid highways (TIF)	40,217	39,883	42,569
Federal-aid subject to limitation	42,303	39,144	41,830
Federal-aid highways exempt from the limitation	739	739	739
Unobligated balance rescission/cancellation	-2,825	0	0
Miscellaneous appropriations (GF)	19	5	0
Miscellaneous trust funds (TF)	60	60	60
Emergency Relief (GF)	0	1,662	0
ROW Revolving Fund Liq Acct (TF)	-15	-8	-25
Total Budget Authority	40,281	41,602	42,604
Total Discretionary	0	1,662	0
Total Mandatory	40,281	39,940	42,604
Obligation Limitation:			
Federal-aid highways (HTF)	41,107	39,144	41,830

Note: Numbers may not add due to rounding. Totals do not include transfers with the Federal Transit Administration.

Federal Funds

MISCELLANEOUS APPROPRIATIONS

Program and Financing (in millions of dollars)

Identification code 69-9911-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0002 69-X-0538 STP	90	58	58
0003 69-X-991 All Others	26	18	18
0083 69-X-0505 TIFIA	19	5	.....
0900 Total new obligations (object class 41.0)	135	81	76
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	436	332	256
1010 Unobligated balance transfer to other accts [69-9911]	-1	.....	.....
1011 Unobligated balance transfer from other accts [69-9911]	1	.....	.....
1021 Recoveries of prior year unpaid obligations	12	.....	.....
1050 Unobligated balance (total)	448	332	256
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation	19	5	.....
1260 Appropriations, mandatory (total)	19	5	.....
1900 Budget authority (total)	19	5	.....
1930 Total budgetary resources available	467	337	256
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	332	256	180
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	142	159	136
3030 Obligations incurred, unexpired accounts	135	81	76
3040 Outlays (gross)	-106	-104	-86
3080 Recoveries of prior year unpaid obligations, unexpired	-12	.....	.....
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	159	136	126
3100 Obligated balance, end of year (net)	159	136	126
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	87	99	86
Mandatory:			
4090 Budget authority, gross	19	5	.....
Outlays, gross:			
4100 Outlays from new mandatory authority	19	5
4180 Budget authority, net (total)	19	5

4190 Outlays, net (total)	106	104	86
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This consolidated schedule shows the obligation and outlay of amounts appropriated from the General Fund for miscellaneous programs. The schedule reflects a Transportation Infrastructure Finance and Innovation Act program upward re-estimate of \$18.6 million for 2011 and \$5 million for 2012.

No further discretionary appropriations are requested for 2013

EMERGENCY RELIEF

For an additional amount for the Emergency Relief Program as authorized under section 125 of title 23, United States Code, \$1,662,000,000, to remain available until expended, for necessary expenses resulting from a major disaster declared pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.): *Provided*, That notwithstanding section 125(d)(1) of title 23, United States Code, the Secretary of Transportation may obligate more than \$100,000,000 for a single natural disaster event in a State for emergency relief projects arising from damage caused in fiscal year 2011 by Hurricane Irene or the Missouri River basin flooding in the spring of 2011, except for events involving closed hydrologic basins: *Provided further*, That notwithstanding section 120 of title 23, United States Code, for expenses resulting from a disaster eligible under section 125 of title 23, United States Code, occurring in fiscal years 2011 or 2012, the Secretary shall extend the time period in 120(e) in consideration of any delay in the State's ability to access damaged facilities to evaluate damage and estimate the cost of repair: *Provided further*, That the amount provided under this heading is designated by the Congress as being for disaster relief pursuant to section 251(b)(2)(D) of the Balanced Budget and Emergency Deficit Control Act of 1985. (Department of Transportation Appropriations Act, 2012.)

Program and Financing (in millions of dollars)

Identification code 69-0500-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Direct program activity	328	1,929	.....
0900 Total new obligations (object class 41.0)	328	1,929	.....
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	444	267	.....
1021 Recoveries of prior year unpaid obligations	151	.....	.....
1050 Unobligated balance (total)	595	267	.....
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation .....	.....	1,662	.....
1160 Appropriation, discretionary (total) .....	.....	1,662	.....
1930 Total budgetary resources available	595	1,929	.....
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	267	.....	.....
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	786	549	1,612
3030 Obligations incurred, unexpired accounts	328	1,929	.....
3040 Outlays (gross)	-414	-866	-937
3080 Recoveries of prior year unpaid obligations, unexpired	-151	.....	.....
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	549	1,612	675
3100 Obligated balance, end of year (net)	549	1,612	675
Budget authority and outlays, net:			
Discretionary:			
Budget authority, gross:			
4000 Budget authority, gross .....	.....	1,662	.....
Outlays, gross:			
4010 Outlays from new discretionary authority .....	.....	449	.....
4011 Outlays from discretionary balances	414	417	937
4020 Outlays, gross (total)	414	866	937
4180 Budget authority, net (total) .....	.....	1,662	.....
4190 Outlays, net (total)	414	866	937

EMERGENCY RELIEF—Continued

The Emergency Relief program receives \$100 million annually in mandatory funds in the Federal-aid highways account. The Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users, authorized the program to receive additional General Fund discretionary funding as needed. \$1,662 million was enacted for this account in 2012 to remain available until expended, for necessary expenses resulting from a major disaster declared pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.).

No further appropriation is requested for this account in 2013.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

Program and Financing (in millions of dollars)

Identification code 69-0640-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Appalachian Development Highway System	5	66	
0900 Total new obligations (object class 41.0)	5	66	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	58	66	
1021 Recoveries of prior year unpaid obligations	13		
1050 Unobligated balance (total)	71	66	
1930 Total budgetary resources available	71	66	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	66		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	62	32	66
3030 Obligations incurred, unexpired accounts	5	66	
3040 Outlays (gross)	-22	-32	-35
3080 Recoveries of prior year unpaid obligations, unexpired	-13		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	32	66	31
3100 Obligated balance, end of year (net)	32	66	31
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	22	32	35
4190 Outlays, net (total)	22	32	35

Funding for this program is used for the necessary expenses relating to construction of, and improvements to, corridors of the Appalachian Development Highway System. This schedule shows the obligation and outlay of amounts made available in prior years.

No funding is requested for 2013.

STATE INFRASTRUCTURE BANKS

Program and Financing (in millions of dollars)

Identification code 69-0549-0-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	1
1930 Total budgetary resources available	1	1	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	1	1	1
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	1	1	1

3100 Obligated balance, end of year (net)	1	1	1
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This schedule shows the obligation and outlay of amounts made available in prior years.

No further appropriations are requested.

HIGHWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69-0504-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0080 Projects and Activities Oversight	12	14	
Credit program obligations:			
0701 Direct loan subsidy	12		
0709 Administrative expenses	2		
0791 Direct program activities, subtotal	14		
0900 Total new obligations	26	14	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	26	14	
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	14		
1750 Spending auth from offsetting collections, disc (total)	14		
1900 Budget authority (total)	14		
1930 Total budgetary resources available	40	14	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	14		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	12,764	4,713	2,706
3010 Uncollected pymts, Fed sources, brought forward, Oct 1	-65	-14	-14
3020 Obligated balance, start of year (net)	12,699	4,699	2,692
3030 Obligations incurred, unexpired accounts	26	14	
3031 Obligations incurred, expired accounts	14		
3040 Outlays (gross)	-8,031	-2,021	-1,586
3051 Change in uncollected pymts, Fed sources, expired	51		
3081 Recoveries of prior year unpaid obligations, expired	-60		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	4,713	2,706	1,120
3091 Uncollected pymts, Fed sources, end of year	-14	-14	-14
3100 Obligated balance, end of year (net)	4,699	2,692	1,106
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	14		
Outlays, gross:			
4011 Outlays from discretionary balances	8,031	2,021	1,586
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-51		
4033 Non-Federal sources	-14		
4040 Offsets against gross budget authority and outlays (total)	-65		
Additional offsets against gross budget authority only:			
4052 Offsetting collections credited to expired accounts	51		
4080 Outlays, net (discretionary)	7,966	2,021	1,586
4190 Outlays, net (total)	7,966	2,021	1,586

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

Identification code 69-0504-0-1-401	2011 actual	2012 est.	2013 est.
Direct loan levels supportable by subsidy budget authority:			
115001 Tiger TIFIA Direct Loans (ARRA)	472		
115999 Total direct loan levels	472		
Direct loan subsidy (in percent):			
132001 Tiger TIFIA Direct Loans (ARRA)	2.58		
132999 Weighted average subsidy rate	2.58		
Direct loan subsidy budget authority:			
133001 Tiger TIFIA Direct Loans (ARRA)	12		
133999 Total subsidy budget authority	12		

Direct loan subsidy outlays:			
134001	Tiger TIFIA Direct Loans (ARRA)		8
134999	Total subsidy outlays		8
Direct loan downward reestimates:			
Administrative expense data:			
3510	Budget authority	2	
3590	Outlays from new authority	2	

Enacted on February 17, 2009, the American Recovery and Reinvestment Act of 2009 (Recovery Act) provided \$27.5 billion from the General Fund to the Federal Highway Administration (FHWA), of which \$26.6 billion was apportioned to States based on formulas described in the Recovery Act and \$0.9 billion was allocated to programs identified in the Recovery Act, including the Indian Reservation Roads Program, Park Roads and Parkway Program, Forest Highway Program, Refuge Roads Program, Disadvantaged Business Enterprise Bonding Assistance, Territorial Highway Program, Puerto Rico Highway Program, and the Ferry Boat Discretionary Program. Administrative oversight funds are available through September 30, 2012 and all other funds were available through September 30, 2010.

The FHWA Recovery Act funds have been used to invest in transportation, environmental protection, and other infrastructure that will provide longer term economic benefits to the Nation. The Recovery Act funds augmented existing investments, authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users, enabled States, regional, and local governments to accelerate to completion a number of highway infrastructure projects planned or underway. Since the Recovery Act was enacted in February 2009, more than 41,000 miles of pavement across the United States have been improved. Of the 12,924 highway projects for which Recovery Act funds were obligated, more than 3,200 projects are under construction and more than 9,600 projects have been completed.

Object Classification (in millions of dollars)

Identification code 69-0504-0-1-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.1	Personnel compensation: Full-time permanent	9	11
12.1	Civilian personnel benefits	1	2
21.0	Travel and transportation of persons	1	1
25.3	Other goods and services from Federal sources	2	
33.0	Investments and loans	12	
99.0	Direct obligations	25	14
99.5	Below reporting threshold	1	
99.9	Total new obligations	26	14

Employment Summary

Identification code 69-0504-0-1-401	2011 actual	2012 est.	2013 est.
1001	Direct civilian full-time equivalent employment	45	31

PAYMENT TO THE TRANSPORTATION TRUST FUND
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0534-4-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001	Payment to Transportation Trust Fund		38,486
0900	Total new obligations (object class 94.0)		38,486

Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1201	Appropriation (special or trust fund)		38,486
1260	Appropriations, mandatory (total)		38,486
1930	Total budgetary resources available		38,486
Change in obligated balance:			
3030	Obligations incurred, unexpired accounts		38,486
3040	Outlays (gross)		-38,486
Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross		38,486
Outlays, gross:			
4100	Outlays from new mandatory authority		38,486
4180	Budget authority, net (total)		38,486
4190	Outlays, net (total)		38,486

In the 2013 Budget, the Administration proposes to pay for a long term surface transportation reauthorization by utilizing savings from ramping down overseas military operations. Specifically, the Budget proposes transfers from the General Fund to the Transportation Trust Fund (TTF) to maintain TTF solvency through the reauthorization period, which are fully offset by reduced overseas military expenditures. These transfers will cover both the existing structural trust fund structural deficit for six years and new outlays associated with the reauthorization proposal for the ten year window. In 2013, the Budget proposes to transfer \$38.5 billion into the TTF.

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM
DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4123-0-3-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
Credit program obligations:			
0710	Direct loan obligations	877	4,741
0713	Payment of interest to Treasury	153	249
0742	Downward reestimate paid to receipt account	15	71
0743	Interest on downward reestimates	1	28
0900	Total new obligations	169	4,962
Budgetary Resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	44	30
Financing authority:			
Borrowing authority, mandatory:			
1400	Borrowing authority	111	1,054
1440	Borrowing authority, mandatory (total)	111	1,054
Spending authority from offsetting collections, mandatory:			
1800	Collected	199	200
1801	Change in uncollected payments, Federal sources	-99	-37
1825	Spending authority from offsetting collections applied to repay debt	-56	-22
1850	Spending auth from offsetting collections, mand (total)	44	141
1900	Financing authority (total)	155	1,195
1930	Total budgetary resources available	199	1,225
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	30	
Change in obligated balance:			
Obligated balance, start of year (net):			
3000	Unpaid obligations, brought forward, Oct 1 (gross)	3,992	2,683
3010	Uncollected pymts, Fed sources, brought forward, Oct 1	-325	-226
3020	Obligated balance, start of year (net)	3,667	2,457
3030	Obligations incurred, unexpired accounts	169	1,225
3040	Financing disbursements (gross)	-1,478	-1,581
3050	Change in uncollected pymts, Fed sources, unexpired	99	37
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)	2,683	2,327
3091	Uncollected pymts, Fed sources, end of year	-226	-189

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

Program and Financing—Continued

Identification code 69-4123-0-3-401	2011 actual	2012 est.	2013 est.
3100 Obligated balance, end of year (net)	2,457	2,138	5,740
Financing authority and disbursements, net:			
Mandatory:			
4090 Financing authority, gross	155	1,195	4,962
Financing disbursements:			
4110 Financing disbursements, gross	1,478	1,581	1,370
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources: subsidy from program account	-98	-102	-117
4120 Federal sources: Upward Reestimate	-33	-7	.....
4120 Federal sources: Interest on upward reestimate	-19	-5	.....
4122 Interest on uninvested funds	-17	-24	-34
4123 Non-Federal sources - Interest payments	-30	-40	-41
4123 Non-Federal sources - Principal payments	-2	-22	.....
4130 Offsets against gross financing auth and disbursements (total)	-199	-200	-192
Additional offsets against financing authority only (total):			
4140 Change in uncollected pymts, Fed sources, unexpired	99	37	10
4160 Financing authority, net (mandatory)	55	1,032	4,780
4170 Financing disbursements, net (mandatory)	1,279	1,381	1,178
4180 Financing authority, net (total)	55	1,032	4,780
4190 Financing disbursements, net (total)	1,279	1,381	1,178

Status of Direct Loans (in millions of dollars)

Identification code 69-4123-0-3-401	2011 actual	2012 est.	2013 est.
Position with respect to appropriations act limitation on obligations:			
1131 Direct loan obligations exempt from limitation .....	.....	877	4,741
1150 Total direct loan obligations .....	.....	877	4,741
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	2,528	3,932	5,160
1231 Disbursements: Direct loan disbursements	1,310	1,030	1,300
1251 Repayments: Repayments and prepayments	-2	-22	.....
1261 Adjustments: Capitalized interest	96	220	221
1290 Outstanding, end of year	3,932	5,160	6,681

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. 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	2010 actual	2011 actual
ASSETS:		
1101 Federal assets: Fund balances with Treasury	47	32
Net value of assets related to post-1991 direct loans receivable:		
1401 Direct loans receivable, gross	2,528	3,932
1402 Interest receivable	19	16
1405 Allowance for subsidy cost (-)	-220	-346
1499 Net present value of assets related to direct loans	2,327	3,602
1999 Total assets	2,374	3,634
LIABILITIES:		
2103 Federal liabilities: Debt	2,374	3,634
4999 Total upward reestimate subsidy BA (69-8083)	2,374	3,634

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM LOAN
GUARANTEE FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4145-0-3-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4
Financing authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	4	24
1850 Spending auth from offsetting collections, mand (total)	4	24
1930 Total budgetary resources available	4	28
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	4	28
Financing authority and disbursements, net:			
Mandatory:			
4090 Financing authority, gross	4	24
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources	-4	-24
4190 Financing disbursements, net (total)	-4	-24

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4145-0-3-401	2011 actual	2012 est.	2013 est.
Position with respect to appropriations act limitation on commitments:			
2131 Guaranteed loan commitments exempt from limitation	200	211
2150 Total guaranteed loan commitments	200	211
2199 Guaranteed amount of guaranteed loan commitments	200	211
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	40
2231 Disbursements of new guaranteed loans	40	251
2290 Outstanding, end of year	40	291
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	40	291

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. The amounts in this account 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	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations	200	207
0713 Payment of interest to Treasury	1	3
0900 Total new obligations	201	210
Budgetary Resources:			
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	181	190
1440 Borrowing authority, mandatory (total)	181	190
Spending authority from offsetting collections, mandatory:			
1800 Collected	4	8
1801 Change in uncollected payments, Federal sources	16	12
1850 Spending auth from offsetting collections, mand (total)	20	20
1900 Financing authority (total)	201	210

1930	Total budgetary resources available	201	210
Change in obligated balance:			
Obligated balance, start of year (net):			
3000	Unpaid obligations, brought forward, Oct 1 (gross)		159
3010	Uncollected pymts, Fed sources, brought forward, Oct 1		-16
3020	Obligated balance, start of year (net)		143
3030	Obligations incurred, unexpired accounts	201	210
3040	Financing disbursements (gross)	-42	-64
3050	Change in uncollected pymts, Fed sources, unexpired	-16	-12
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)	159	305
3091	Uncollected pymts, Fed sources, end of year	-16	-28
3100	Obligated balance, end of year (net)	143	277
Financing authority and disbursements, net:			
Mandatory:			
4090	Financing authority, gross	201	210
Financing disbursements:			
4110	Financing disbursements, gross	42	64
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120	Federal sources	-4	-8
Additional offsets against financing authority only (total):			
4140	Change in uncollected pymts, Fed sources, unexpired	-16	-12
4160	Financing authority, net (mandatory)	181	190
4170	Financing disbursements, net (mandatory)	38	56
4180	Financing authority, net (total)	181	190
4190	Financing disbursements, net (total)	38	56

Status of Direct Loans (in millions of dollars)

Identification code 69-4173-0-3-401	2011 actual	2012 est.	2013 est.
Position with respect to appropriations act limitation on obligations:			
1131	Direct loan obligations exempt from limitation	200	207
1150	Total direct loan obligations	200	207
Cumulative balance of direct loans outstanding:			
1210	Outstanding, start of year		40
1231	Disbursements: Direct loan disbursements	40	61
1290	Outstanding, end of year	40	101

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

TIFIA GENERAL FUND PROGRAM ACCOUNT, FEDERAL HIGHWAY ADMINISTRATION, TRANSPORTATION

Program and Financing (in millions of dollars)

Identification code 69-0542-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
Credit program obligations:			
0701	Direct loan subsidy	19	39
0709	Administrative expenses	1	1
0900	Total new obligations	20	40
Budgetary Resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	20	40
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700	Collected	20	40
1750	Spending auth from offsetting collections, disc (total)	20	40
1930	Total budgetary resources available	20	40
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	20	40

Change in obligated balance:			
Obligated balance, start of year (net):			
3000	Unpaid obligations, brought forward, Oct 1 (gross)		12
3030	Obligations incurred, unexpired accounts	20	40
3040	Outlays (gross)	-8	-12
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)	12	40
3100	Obligated balance, end of year (net)	12	40

Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	20	40
Outlays, gross:			
4010	Outlays from new discretionary authority	4	
4011	Outlays from discretionary balances	4	12
4020	Outlays, gross (total)	8	12
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030	Federal sources	-20	-40
4190	Outlays, net (total)	-20	-32

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

Identification code 69-0542-0-1-401	2011 actual	2012 est.	2013 est.
Direct loan levels supportable by subsidy budget authority:			
115001	TIFIA TIGER Direct Loans	592	377
115999	Total direct loan levels	592	377
Direct loan subsidy (in percent):			
132001	TIFIA TIGER Direct Loans	3.21	10.34
132999	Weighted average subsidy rate	3.21	10.34
Direct loan subsidy budget authority:			
133001	TIFIA TIGER Direct Loans	19	39
133999	Total subsidy budget authority	19	39
Direct loan subsidy outlays:			
134001	TIFIA TIGER Direct Loans	4	8
134999	Total subsidy outlays	4	8
Direct loan downward reestimates:			
Administrative expense data:			
3510	Budget authority	1	1
3590	Outlays from new authority	1	1

The Office of the Secretary of Transportation (OST) received appropriations totaling \$1,127 million for TIGER Discretionary Grants as part of the 2010 and 2011 Department of Transportation (DOT) Appropriations Acts. The appropriations authorized DOT to pay subsidy and administrative costs, not to exceed \$300 million, of projects eligible for Federal credit assistance under Chapter 6 of Title 23 United States Code. OST has delegated the authority to negotiate and administer Transportation Infrastructure Finance Innovation Act of 1998 loans under this program to the Federal Highway Administration.

Object Classification (in millions of dollars)

Identification code 69-0542-0-1-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
25.1	Advisory and assistance services	1	1
41.0	Grants, subsidies, and contributions	19	39
99.9	Total new obligations	20	40

TIFIA GENERAL FUND DIRECT LOAN FINANCING ACCOUNT, FEDERAL HIGHWAY ADMINISTRATION, TRANSPORTATION

Program and Financing (in millions of dollars)

Identification code 69-4348-0-3-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
Credit program obligations:			
0710	Direct loan obligations	592	377

TIFIA GENERAL FUND DIRECT LOAN FINANCING ACCOUNT, FEDERAL HIGHWAY ADMINISTRATION, TRANSPORTATION—Continued

Program and Financing—Continued

Identification code 69-4348-0-3-401	2011 actual	2012 est.	2013 est.
0713 Payment of interest to Treasury		4	10
0900 Total new obligations		596	387
Budgetary Resources:			
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority		576	338
1440 Borrowing authority, mandatory (total)		576	338
Spending authority from offsetting collections, mandatory:			
1800 Collected		5	10
1801 Change in uncollected payments, Federal sources		15	53
1850 Spending auth from offsetting collections, mand (total)		20	63
1900 Financing authority(total)		596	401
1930 Total budgetary resources available		596	401
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			14
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)			474
3010 Uncollected pymts, Fed sources, brought forward, Oct 1			-15
3020 Obligated balance, start of year (net)			459
3030 Obligations incurred, unexpired accounts		596	387
3040 Financing disbursements (gross)		-122	-166
3050 Change in uncollected pymts, Fed sources, unexpired		-15	-53
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)		474	695
3091 Uncollected pymts, Fed sources, end of year		-15	-68
3100 Obligated balance, end of year (net)		459	627
Financing authority and disbursements, net:			
Mandatory:			
4090 Financing authority, gross		596	401
Financing disbursements:			
4110 Financing disbursements, gross		122	166
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources		-4	-8
4122 Interest on uninvested funds		-1	-2
4130 Offsets against gross financing auth and disbursements (total)		-5	-10
Additional offsets against financing authority only (total):			
4140 Change in uncollected pymts, Fed sources, unexpired		-15	-53
4160 Financing authority, net (mandatory)		576	338
4170 Financing disbursements, net (mandatory)		117	156
4180 Financing authority, net (total)		576	338
4190 Financing disbursements, net (total)		117	156

Status of Direct Loans (in millions of dollars)

Identification code 69-4348-0-3-401	2011 actual	2012 est.	2013 est.
Position with respect to appropriations act limitation on obligations:			
1131 Direct loan obligations exempt from limitation		592	377
1150 Total direct loan obligations		592	377
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year			122
1231 Disbursements: Direct loan disbursements		118	156
1261 Adjustments: Capitalized interest		4	10
1290 Outstanding, end of year		122	288

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records cash flows to and from the Government resulting from direct loans made as National Infrastructure Investment awards and administered by the Transportation Infrastructure Finance and Innovation Act Program. The amounts in

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

TIGER TIFIA DIRECT LOAN FINANCING ACCOUNT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69-4347-0-3-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations	472		
0900 Total new obligations	472		
Budgetary Resources:			
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	460		
1440 Borrowing authority, mandatory (total)	460		
Spending authority from offsetting collections, mandatory:			
1800 Collected			8
1801 Change in uncollected payments, Federal sources	12		-8
1850 Spending auth from offsetting collections, mand (total)	12		
1900 Financing authority(total)	472		
1930 Total budgetary resources available	472		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)		472	472
3010 Uncollected pymts, Fed sources, brought forward, Oct 1		-12	-12
3020 Obligated balance, start of year (net)		460	460
3030 Obligations incurred, unexpired accounts	472		
3040 Financing disbursements (gross)			-418
3050 Change in uncollected pymts, Fed sources, unexpired	-12		8
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	472	472	54
3091 Uncollected pymts, Fed sources, end of year	-12	-12	-4
3100 Obligated balance, end of year (net)	460	460	50
Financing authority and disbursements, net:			
Mandatory:			
4090 Financing authority, gross	472		
Financing disbursements:			
4110 Financing disbursements, gross			418
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources			-8
Additional offsets against financing authority only (total):			
4140 Change in uncollected pymts, Fed sources, unexpired	-12		8
4160 Financing authority, net (mandatory)	460		
4170 Financing disbursements, net (mandatory)			410
4180 Financing authority, net (total)	460		
4190 Financing disbursements, net (total)			410

Status of Direct Loans (in millions of dollars)

Identification code 69-4347-0-3-401	2011 actual	2012 est.	2013 est.
Position with respect to appropriations act limitation on obligations:			
1131 Direct loan obligations exempt from limitation	472		
1150 Total direct loan obligations	472		
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year			
1231 Disbursements: Direct loan disbursements			418
1261 Adjustments: Capitalized interest			
1290 Outstanding, end of year			418

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records cash flows to and from the Government resulting from direct loans made as Supplemental Discretionary Grants for National Surface Transportation System awards and administered by the Transportation Infrastructure Finance and

Innovation Act Program. The amounts in this account are a means of financing and are not included in the budget totals.

HIGHWAY INFRASTRUCTURE PROGRAMS

Program and Financing (in millions of dollars)

Identification code 69-0548-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Direct program activity	206	213	.....
0900 Total new obligations (object class 41.0)	206	213	.....
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	419	213	.....
1930 Total budgetary resources available	419	213	.....
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	213	.....	.....
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	143	214	294
3030 Obligations incurred, unexpired accounts	206	213	.....
3040 Outlays (gross)	-135	-133	-151
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	214	294	143
3100 Obligated balance, end of year (net)	214	294	143
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	135	133	151
4190 Outlays, net (total)	135	133	151

In 2010, the Congress appropriated \$650 million for the restoration, repair, and construction of highway infrastructure, and other activities eligible under paragraph (b) of section 133 of title 23, United States Code.

No further appropriations are requested in 2013.

Trust Funds

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-8402-0-8-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	15	8	25
1820 Capital transfer of spending authority from offsetting collections to general fund	-15	-8	-25
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	6	6	6
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	6	6	6
3100 Obligated balance, end of year (net)	6	6	6
Budget authority and outlays, net:			
Mandatory:			
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4120 Federal sources	-15	-8	-25
4180 Budget authority, net (total)	-15	-8	-25
4190 Outlays, net (total)	-15	-8	-25

Status of Direct Loans (in millions of dollars)

Identification code 69-8402-0-8-401	2011 actual	2012 est.	2013 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	59	36	28
1251 Repayments: Repayments and prepayments	-23	-8	-25
1290 Outstanding, end of year	36	28	3

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 the Transportation Equity Act for the 21st Century of 1998 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 Highway program.

TRANSPORTATION TRUST FUND

Program and Financing (in millions of dollars)

Identification code 69-8102-0-7-401	2011 actual	2012 est.	2013 est.
Memorandum (non-add) entries:			
5000 Total investments, SOY: Federal securities: Par value	24,455	16,302	8,669
5001 Total investments, EOY: Federal securities: Par value	16,302	8,669	25,472

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 Administration proposes, as part of a multi-year surface transportation reauthorization, to rename the Highway Trust Fund as the Transportation Trust Fund, and create a new Multimodal Account for passenger rail and National Infrastructure Investments programs.

The following Status of Funds table presents the status of the proposed Transportation Trust Fund.

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

Revenues.—The Budget presentation includes estimated receipts from existing Highway Trust Fund excise taxes, which under the Administration's surface transportation reauthorization proposal, would continue to be deposited into the Highway and Mass Transit Accounts of the expanded Transportation Trust Fund in the same manner as current law.

General Fund Transfers.—The Budget proposes to transfer \$231 billion over six years (\$38 billion annually) from the General Fund into the Transportation Trust Fund to maintain trust fund solvency and pay for increased outlays associated with the Administration's reauthorization proposal. These general fund transfers are fully offset by savings derived from reductions in overseas military operations.

TRANSPORTATION TRUST FUND—Continued
Status of Funds (in millions of dollars)

Identification code 69-8102-0-7-401	2011 actual	2012 est.	2013 est.
Unexpended balance, start of year:			
0100 Balance, start of year	29,214	21,620	11,497
0110 Motor Carrier Safety [021-17-8055-0]		-14	
0110 Motor Carrier Safety Operations and Programs [021-17-8159-0]	1		
0111 Motor Carrier Safety [021-17-8055-0]		20	
0111 Motor Carrier Safety Operations and Programs [021-17-8159-0]	-1		
Adjustments:			
0190 Adjustment - to correct for prior budget entry	17		
0199 Total balance, start of year	29,231	21,626	11,497
Cash income during the year:			
Current law:			
Receipts:			
1200 Transportation Trust Fund, Deposits (highway Account)	31,923	33,768	34,282
1201 Transportation Trust Fund, Deposits (Mass Transit Account)	4,983	4,946	5,026
Offsetting receipts (proprietary):			
1220 Transportation Infrastructure Finance and Innovation Program, Downward Reestimates of Subsidies (FHWA)	15	71	
Offsetting receipts (intragovernmental):			
1241 Earnings on Investments, Transportation Trust Fund	16		
Offsetting collections:			
1280 Federal-aid Highways	20	30	30
1281 Federal-aid Highways	2		
1282 Right-of-way Revolving Fund Liquidating Account	105	250	250
1283 Motor Carrier Safety Operations and Programs	14	27	27
1284 Operations and Research (Transportation Trust Fund)	15	8	25
1299 Income under present law	37,093	39,100	39,640
Proposed legislation:			
Offsetting receipts (intragovernmental):			
2240 Payment from the General Fund, Transportation Trust Fund (Mass Transit)			12,000
2242 Payment from the General Fund, Transportation Trust Fund (Highway)			18,486
2243 Payment from the General Fund, Transportation Trust Fund (multimodal Account)			8,000
2299 Income under proposed legislation			38,486
3299 Total cash income	37,093	39,100	78,126
Cash outgo during year:			
Current law:			
4500 Operations and Research (Transportation Trust Fund)	-127	-143	-82
4500 Highway Traffic Safety Grants			-65
4500 National Motor Carrier Safety Program	-576	-653	-396
4500 Motor Carrier Safety		-1	-229
4500 Appalachian Development Highway System (Transportation Trust Fund)	-1	-8	
4500 Federal-aid Highways		-9	
4500 Motor Carrier Safety Grants	-1	-2	-2
4500 Motor Carrier Safety Operations and Programs	-36,243	-39,230	-30,425
4500 Discretionary Grants (Transportation Trust Fund, Mass Transit Account)			-10,748
4500 Construction (trust Fund)	-253	-313	-242
4500 Transit Formula Grants			-87
4500 Miscellaneous Transportation Trust Funds	-255	-276	-90
4500 Operations and Research (Transportation Trust Fund)			-190
4500 Highway Traffic Safety Grants	-25	-13	-13
4500 Federal-aid Highways	-1		
4500 Motor Carrier Safety Grants	-7,182	-8,537	-7,561
4500 Motor Carrier Safety Operations and Programs			-1,607
4500 Transit Formula Grants	-25	-36	-39
4599 Outgo under current law (-)	-44,689	-49,221	-51,776
Proposed legislation:			
5500 System Preservation			-1,089
5500 Federal-aid Highways			-546
5500 Bus and Rail State of Good Repair			-481
5500 Transit Expansion and Livable Communities Programs			-245
5500 Operations and Safety			-149
5500 Network Development			-136
5500 Operations and Research (Transportation Trust Fund)			-131
5500 Highway Traffic Safety Grants			-34
5500 Research and Technology Deployment			-24
5500 Motor Carrier Safety Grants			-5
5500 Motor Carrier Safety Operations and Programs			4
5500 Transit Formula Grants			711
5599 Outgo under proposed legislation (-)			-2,125
6599 Total cash outgo (-)	-44,689	-49,221	-53,901
7645 Federal-aid Highways	-1,140		
7645 Federal-aid Highways	12		
7645 Federal-aid Highways	34		

7645 Transit Formula Grants	-34		
7645 Transit Formula Grants	-12		
7645 Transit Formula Grants	1,140		
7650 Right-of-way Revolving Fund Liquidating Account	-15	-8	-25
7699 Total adjustments	-15	-8	-25
Unexpended balance, end of year:			
8700 Uninvested balance (net), end of year	5,318	2,828	10,225
8701 Transportation Trust Fund	16,302	8,669	25,472
8799 Total balance, end of year	21,620	11,497	35,697

FEDERAL-AID HIGHWAYS

Program and Financing (in millions of dollars)

Identification code 69-8083-0-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0010 Surface transportation program	9,510	9,511	
0011 National highway system	8,218	8,219	
0012 Interstate maintenance	5,950	5,951	
0013 Bridge program	5,516	5,517	
0014 Congestion mitigation and air quality improvement	1,347	1,347	
0015 Highway safety improvement program	1,503	1,503	
0016 Equity programs	1,172	1,790	
0017 Federal lands highways	480	480	
0018 Appalachian development highway system	380	380	
0019 High priority projects	1,572	1,579	
0020 Projects of national and regional significance	238	238	
0021 Research, development, and technology	366	370	
0022 Administration	407	412	441
0023 Other programs	3,748	3,748	261
0024 National highway program			32,388
0025 Safety program			2,539
0026 Livable communities program			2,679
0027 Research, technology and education program			644
0028 Federal allocation program			1,357
0029 TIFIA Program			500
0091 Programs subject to obligation limitation	40,407	41,045	40,809
0211 Emergency relief program	40	181	120
0213 Equity programs	348	909	747
0214 Demonstration projects	30	13	9
0291 Programs exempt from obligation limitation	418	1,103	876
0500 Total direct program	40,825	42,148	41,685
Credit program obligations:			
0701 Direct loan subsidy		97	478
0702 Loan guarantee subsidy		20	20
0705 Reestimates of direct loan subsidy	33	7	
0709 Administrative expenses	2	2	5
0791 Direct program activities, subtotal	35	126	503
0799 Total direct obligations	40,860	42,274	42,188
0801 Reimbursable program	90	250	250
0900 Total new obligations	40,950	42,524	42,438
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	31,025	29,329	27,247
1011 Unobligated balance transfer from other accts [69-8350]	12		
1050 Unobligated balance (total)	31,037	29,329	27,247
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	41,846	39,883	39,883
1120 Appropriations transferred to other accts [69-8350]	-1,140		
1121 Appropriations transferred from other accts [69-8350]	34		
1137 Appropriations applied to liquidate contract authority	-40,740	-39,883	-39,883
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	33	7	
1260 Appropriations, mandatory (total)	33	7	
Contract authority, mandatory:			
1600 Contract authority	43,042	40,185	40,185
1610 Transferred to other accounts [69-8350]	-1,233		
1611 Transferred from other accounts [69-8350]	22		
1620 Contract authority and/or unobligated balance of contract authority permanently reduced	-2,825		
1640 Contract authority, mandatory (total)	39,006	40,185	40,185
Spending authority from offsetting collections, discretionary:			
1700 Collected	107	250	250

1701	Change in uncollected payments, Federal sources	96		
1750	Spending auth from offsetting collections, disc (total)	203	250	250
1900	Budget authority (total)	39,242	40,442	40,435
1930	Total budgetary resources available	70,279	69,771	67,682
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	29,329	27,247	25,244
Change in obligated balance:				
Obligated balance, start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	64,706	69,413	72,707
3010	Uncollected pymts, Fed sources, brought forward, Oct 1	-335	-431	-431
3020	Obligated balance, start of year (net)	64,371	68,982	72,276
3030	Obligations incurred, unexpired accounts	40,950	42,524	42,438
3040	Outlays (gross)	-36,243	-39,230	-30,425
3050	Change in uncollected pymts, Fed sources, unexpired	-96		
Obligated balance, end of year (net):				
3090	Unpaid obligations, end of year (gross)	69,413	72,707	84,720
3091	Uncollected pymts, Fed sources, end of year	-431	-431	-431
3100	Obligated balance, end of year (net)	68,982	72,276	84,289
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	203	250	250
Outlays, gross:				
4010	Outlays from new discretionary authority	9,629	10,819	250
4011	Outlays from discretionary balances	25,932	27,615	29,231
4020	Outlays, gross (total)	35,561	38,434	29,481
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-105	-250	-250
4033	Non-Federal sources	-2		
4040	Offsets against gross budget authority and outlays (total)	-107	-250	-250
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	-96		
4080	Outlays, net (discretionary)	35,454	38,184	29,231
Mandatory:				
4090	Budget authority, gross	39,039	40,192	40,185
Outlays, gross:				
4100	Outlays from new mandatory authority	234	207	200
4101	Outlays from mandatory balances	448	589	744
4110	Outlays, gross (total)	682	796	944
4180	Budget authority, net (total)	39,039	40,192	40,185
4190	Outlays, net (total)	36,136	38,980	30,175
Memorandum (non-add) entries:				
5052	Obligated balance, SOY: Contract authority	61,633	59,899	60,201
5053	Obligated balance, EOY: Contract authority	59,899	60,201	60,503
5061	Limitation on obligations (Transportation Trust Funds)	41,107	39,144	

Summary of Budget Authority and Outlays (in millions of dollars)

	2011 actual	2012 est.	2013 est.
Enacted/requested:			
Budget Authority	39,039	40,192	40,185
Outlays	36,136	38,980	30,175
Amounts included in the adjusted baseline:			
Budget Authority		-302	363
Outlays			10,748
Legislative proposal, subject to PAYGO:			
Budget Authority			2,021
Outlays			546
Total:			
Budget Authority	39,039	39,890	42,569
Outlays	36,136	38,980	41,469

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

Identification code 69-8083-0-7-401	2011 actual	2012 est.	2013 est.
Direct loan levels supportable by subsidy budget authority:			
115001 TIFIA Lines of Credit		200	207
115002 TIFIA Direct Loans		877	4,741
115999 Total direct loan levels		1,077	4,948
Direct loan subsidy (in percent):			
132001 TIFIA Lines of Credit		10.00	9.66
132002 TIFIA Direct Loans		8.83	9.66
132999 Weighted average subsidy rate		9.05	9.66
Direct loan subsidy budget authority:			
133001 TIFIA Lines of Credit		20	20

133002 TIFIA Direct Loans	77	458	
133999 Total subsidy budget authority	97	478	
Direct loan subsidy outlays:			
134001 TIFIA Lines of Credit	4	8	
134002 TIFIA Direct Loans	98	102	
134999 Total subsidy outlays	98	106	
Direct loan upward reestimates:			
135002 TIFIA Direct Loans	52	12	
135999 Total upward reestimate budget authority	52	12	
Direct loan downward reestimates:			
137002 TIFIA Direct Loans	-16	-99	
137999 Total downward reestimate budget authority	-16	-99	
Guaranteed loan levels supportable by subsidy budget authority:			
215001 Loan guarantee	200	211	
215999 Total loan guarantee levels	200	211	
Guaranteed loan subsidy (in percent):			
232001 Loan guarantee	10.00	9.50	
232999 Weighted average subsidy rate	10.00	9.50	
Guaranteed loan subsidy budget authority:			
233001 Loan guarantee	20	20	
233999 Total subsidy budget authority	20	20	
Guaranteed loan subsidy outlays:			
234001 Loan guarantee	4	24	
234999 Total subsidy outlays	4	24	
Guaranteed loan downward reestimates:			
Administrative expense data:			
3510 Budget authority	2	2	5
3590 Outlays from new authority	2	2	5

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. Typically, all programs included within FAH are financed from the Highway Account of the proposed Transportation Trust Fund (formerly to be 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 authorization for Federal surface transportation programs (the Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users (SAFETEA-LU)) ended on September 30, 2009. To continue highway programs, the Congress has extended the SAFETEA-LU authorities on a short-term basis, most recently through March 31, 2012.

The Federal Highway Administration's (FHWA) 2013 Budget request represents a new paradigm in funding our nations highways. Built on past successes, the new structure strives to enhance the safety, livability, condition, and efficiency of the Nation's highway system. The new construct consists of seven core programs: Safety Program; National Highway Program; Livable Communities Program; Research, Technology and Education Program; Federal Allocation Program; Transportation Infrastructure Finance and Innovation Act Program; and, Challenge Grants.

Safety Program.—The revamped, performance-based Highway Safety Improvement Program (\$2.5 billion) doubles the Federal investment in highway safety programs to reduce fatalities and injuries on public roads in alignment with the Department of Transportation's Roadway Safety Plan. This program will provide \$2.2 billion for infrastructure oriented safety improvement projects, with the flexibility to use up to 25 percent of funds for education, enforcement, and emergency medical services investments if needed to address specific safety problems in the State. The program also features funding for rural road safety, as well as a new \$293 million Highway Safety Data Improvement Pro-

FEDERAL-AID HIGHWAYS—Continued

gram designed to focus on improved State data collection, use of data to identify problems, and use of analytical tools and processes to identify and prioritize safety treatments. The Administration proposes \$17 billion for the Safety Program over the six-year reauthorization period.

National Highway Program.—The new performance-based National Highway Program (\$32.4 billion) targets investment to maintain a state of good repair on roads critical to national interests while also providing flexibility to the States for making transportation investments on the larger system of Federal-aid eligible highways. The proposal streamlines and consolidates portions of several existing programs including Interstate Maintenance, National Highway System, Highway Bridge, and the Surface Transportation Program. The National Highway Program includes two new subprograms: (1) a \$16.8 billion Highway Infrastructure Performance Program that is designed to improve infrastructure condition and performance on an enhanced National Highway System, a 220,000-mile network that carries 55 percent of all traffic and 97 percent of all truck-borne freight; and (2) a \$15.6 billion Flexible Investment Program that provides flexibility to the States to invest in infrastructure preservation, congestion mitigation, or performance improvement projects on any Federal-aid eligible highway. Further, as an incentive to make performance-based investment decisions, States that successfully set and meet condition and performance targets on the enhanced National Highway System for three consecutive years are afforded broader eligibility for where they can invest their funds. The Administration proposes \$229 billion for the National Highway Program over the six-year reauthorization period.

Livable Communities.—The new Livable Communities Program (\$4.0 billion) establishes place-based planning, policies, and investments to help communities increase transportation choices and access to transportation services. This program will fund transportation projects that improve quality of life in both rural and urban areas, provide users with enhanced transportation choices, and improve air quality in large metropolitan areas. The program includes a new \$3.3 billion formula-based program to enable recipients to deliver transportation projects for rural and urban areas that benefit quality of life, a new \$500 million competitive grant program to promote innovative, multi-modal, and multi-jurisdictional highway projects that promise significant environmental and economic benefits to an entire metropolitan area, a region, or the nation, and a \$200 million discretionary grants program to support metropolitan transportation planning capacity building across the country. The Administration proposes \$27 billion for the Livable Communities program over the six-year reauthorization period.

Federal Allocation Program.—The new Federal Allocation Program (\$1.4 billion) consolidates several existing programs with inherently Federal responsibilities into one program with four components: (1) improving roads both within and directly connecting to Federal lands, such as National parks, forests, and wildlife refuges; (2) improving roads within and accessing Tribal lands; (3) providing funding to the States to recover from natural disasters and other emergencies; and (4) supporting the development of the future transportation workforce. The Administration proposes \$10 billion for the Federal Allocation Program over the six-year reauthorization period.

Research Program.—The Research, Technology, and Education Program (\$644 million) provides for a comprehensive, nationally-coordinated research, technology, and education program that will advance the Department of Transportation organizational

goals, while accelerating innovation delivery and technology implementation. The proposal restructures existing FHWA research, development and technology activities into three programs: a highway research and development program, a technology and innovation deployment program, and a training and education activities program. The Research Program also supports activities in the areas of safety, infrastructure preservation, operations, environmental sustainability, livability, and policy. The Administration proposes \$4 billion for the Research Program over the six-year reauthorization period.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.—This \$500 million program provides contract authority for grant loan subsidies and administrative costs to assist with funding nationally or regionally significant transportation projects. The Administration proposes \$3 billion for the TIFIA Program over the six-year reauthorization period.

Challenge Grants.—This \$700 million competitive grant program will assist State departments of transportation, metropolitan planning organizations, Tribal governments, and other transportation agencies to make critical reforms necessary to institutionalize best practices and innovations in transportation policy. The program will use competitive funding awards as incentives for State and local partners to reform the way transportation investments and decisions are made, to integrate performance management into budget and project selection processes, and to make other reforms proven to deliver better outcomes on national strategic priorities. The Administration proposes \$12 billion for Challenge Grants over the six-year reauthorization period.

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	275	289	289
11.3 Other than full-time permanent	3	6	6
11.5 Other personnel compensation	4	4	4
11.9 Total personnel compensation	282	299	299
12.1 Civilian personnel benefits	74	86	86
21.0 Travel and transportation of persons	14	15	15
22.0 Transportation of things	1	1	1
23.1 Rental payments to GSA	25	27	27
23.2 Rental payments to others	1		
23.3 Communications, utilities, and miscellaneous charges	2	3	3
24.0 Printing and reproduction	1	1	1
25.1 Advisory and assistance services	51	43	43
25.2 Other services from non-Federal sources	284	353	353
25.3 Other goods and services from Federal sources	494	425	425
25.4 Operation and maintenance of facilities		4	4
25.7 Operation and maintenance of equipment	46	34	34
26.0 Supplies and materials	4	4	4
31.0 Equipment	2	6	6
32.0 Land and structures		8	8
33.0 Investments and loans	33	7	
41.0 Grants, subsidies, and contributions	38,574	39,987	39,909
99.0 Direct obligations	39,888	41,303	41,218
99.0 Reimbursable obligations	91	250	250
Allocation Account - direct:			
Personnel compensation:			
11.1 Full-time permanent	44	44	44
11.3 Other than full-time permanent	7	7	7
11.5 Other personnel compensation	4	4	4
11.9 Total personnel compensation	55	55	55
12.1 Civilian personnel benefits	15	15	15
21.0 Travel and transportation of persons	4	4	4
22.0 Transportation of things	1	1	1
23.1 Rental payments to GSA	4	4	4
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.1 Advisory and assistance services	6	6	6
25.2 Other services from non-Federal sources	364	364	364
25.3 Other goods and services from Federal sources	2	2	2
26.0 Supplies and materials	8	8	8
31.0 Equipment	5	5	5

32.0	Land and structures	14	14	14
41.0	Grants, subsidies, and contributions	490	491	491
42.0	Insurance claims and indemnities	1		
99.0	Allocation account - direct	970	970	970
99.5	Below reporting threshold	1	1	
99.9	Total new obligations	40,950	42,524	42,438

Employment Summary

Identification code 69-8083-0-7-401	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	2,663	2,694	2,698
2001 Reimbursable civilian full-time equivalent employment	221	221	219
3001 Allocation account civilian full-time equivalent employment	3	3	3

FEDERAL-AID HIGHWAYS
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-8083-7-7-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1			-302
Budget authority:			
Contract authority, mandatory:			
1600 Contract authority		-302	363
1640 Contract authority, mandatory (total)		-302	363
1930 Total budgetary resources available		-302	61
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year		-302	61
Change in obligated balance:			
3040 Outlays (gross)			-10,748
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			-10,748
3100 Obligated balance, end of year (net)			-10,748
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority		-10,569	
4011 Outlays from discretionary balances		-27,508	-29,180
4020 Outlays, gross (total)		-38,077	-29,180
Mandatory:			
4090 Budget authority, gross		-302	363
Outlays, gross:			
4100 Outlays from new mandatory authority		10,569	10,748
4101 Outlays from mandatory balances		27,508	29,180
4110 Outlays, gross (total)		38,077	39,928
4180 Budget authority, net (total)		-302	363
4190 Outlays, net (total)			10,748
Memorandum (non-add) entries:			
5052 Obligated balance, SOY: Contract authority			-302
5053 Obligated balance, EOY: Contract authority		-302	61
5061 Limitation on obligations (Transportation Trust Funds)		-39,144	

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2012 estimate. This schedule also creates a new baseline of contract authority that is equal to the

previous discretionary obligation limitation baseline, to calculate the spending increase above the baseline subject to PAYGO.

FEDERAL-AID HIGHWAYS
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-8083-9-7-401	2011 actual	2012 est.	2013 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	-9,600		
4011 Outlays from discretionary balances	-25,743		
4020 Outlays, gross (total)	-35,343		
Mandatory:			
Outlays, gross:			
4100 Outlays from new mandatory authority	9,600		
4101 Outlays from mandatory balances	25,743		
4110 Outlays, gross (total)	35,343		
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)	-41,107		

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority, for 2011 actual amounts, for comparability purposes.

FEDERAL HIGHWAY ADMINISTRATION
(Legislative proposal, not subject to PAYGO)
LIMITATION ON ADMINISTRATIVE EXPENSES
(INCLUDING TRANSFER OF FUNDS)

Not to exceed **[\$412,000,000] \$437,780,000**, together with advances and reimbursements received by the Federal Highway Administration, shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration for necessary expenses for administration and operation¹, of which \$16,000,000 shall be derived from the authority provided in section 126 in this Act². In addition, not to exceed \$3,220,000 shall be paid from appropriations made available by this Act and transferred to the Appalachian Regional Commission in accordance with section 104 of title 23, United States Code.

(LIMITATION ON OBLIGATIONS)

(¹HIGHWAY²TRANSPORTATION TRUST FUND)

¹None of the funds in this Act shall be available for the implementation or execution of programs, the obligations for which are in excess of \$39,143,582,670 for Federal-aid highways and highway safety construction programs for fiscal year 2012: ²Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the implementation or execution of programs of Federal-aid highways and highway safety construction programs authorized under titles 23 and 49, United States Code, and the provisions of Public Law 109-59, as amended by such authorization, shall not exceed total obligations of \$41,830,000,000 for fiscal year 2013: ³Provided, ⁴That within the \$39,143,582,670 obligation limitation on Federal-aid highways and highway safety construction programs, not more than \$429,800,000 shall be available for the implementation or execution of programs for transportation research (chapter 5 of title 23, United States Code; sections 111, 5505, and 5506 of title 49, United States Code; and title 5 of Public Law 109-59) for fiscal year 2012: ⁵Provided further, That this limitation on transportation research programs shall not apply to any authority previously made available for obligation: ⁶Provided further, ⁷That the Secretary may⁸, as authorized by section 605(b) of title 23, United States Code, ⁹collect and spend fees, as authorized by title 23, United States Code, to cover the costs of services of expert firms, including counsel, in the field of municipal and project finance to assist in the underwriting and servicing of Federal credit instruments and all or a portion of the

FEDERAL-AID HIGHWAYS—Continued

costs to the Federal Government of servicing such credit instruments: *Provided further*, That such fees are available until expended to pay for such costs: *Provided further*, That such amounts are in addition to administrative expenses that are also available for such purpose, and are not subject to any obligation limitation or the limitation on administrative expenses under section 608 of title 23, United States Code.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(Legislative proposal, not subject to PAYGO)

([HIGHWAY] TRANSPORTATION TRUST FUND)

[For carrying out the provisions of title 23, United States Code, that are attributable to Federal-aid highways, not otherwise provided, including reimbursement for sums expended pursuant to the provisions of 23 U.S.C. 308, \$39,882,582,670 or so much thereof as may be available in and derived from the Highway Trust Fund (other than the Mass Transit Account), to remain available until expended. Contingent upon enactment of multi-year surface transportation authorization language, \$42,569,000,000, to be derived from the Highway Account of the Transportation Trust Fund and to remain available until expended, for the payment of obligations incurred in carrying out Federal-aid highways and highway safety construction programs authorized under title 23, United States Code, as amended by such authorization. (Department of Transportation Appropriations Act, 2012.)

FEDERAL-AID HIGHWAYS

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8083-4-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0026 Livable communities program			1,321
0030 Challenge Grants			700
0500 Total direct program			2,021
0900 Total new obligations (object class 41.0)			2,021
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			2,686
1137 Appropriations applied to liquidate contract authority			-2,686
Contract authority, mandatory:			
1600 Contract authority			2,021
1640 Contract authority, mandatory (total)			2,021
1900 Budget authority (total)			2,021
1930 Total budgetary resources available			2,021
Change in obligated balance:			
3030 Obligations incurred, unexpired accounts			2,021
3040 Outlays (gross)			-546
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			1,475
3100 Obligated balance, end of year (net)			1,475
Budget authority and outlays, net:			
Discretionary:			
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4090 Mandatory:			
4090 Budget authority, gross			2,021
Outlays, gross:			
4100 Outlays from new mandatory authority			546
4180 Budget authority, net (total)			2,021
4190 Outlays, net (total)			546
Memorandum (non-add) entries:			
5053 Obligated balance, EOY: Contract authority			-665

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility

and Reform. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM (TRANSPORTATION TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8072-0-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Appalachian Development Highway System		3	
0900 Total new obligations (object class 41.0)		3	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	3	
1021 Recoveries of prior year unpaid obligations	2		
1050 Unobligated balance (total)	3	3	
1930 Total budgetary resources available	3	3	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	3		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	6	3	4
3030 Obligations incurred, unexpired accounts		3	
3040 Outlays (gross)	-1	-2	-2
3080 Recoveries of prior year unpaid obligations, unexpired	-2		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	3	4	2
3100 Obligated balance, end of year (net)	3	4	2
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	1	2	2
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4190 Outlays, net (total)	1	2	2

Funding for this program is used for the necessary expenses for the Appalachian Development Highway System 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.

MISCELLANEOUS TRUST FUNDS

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69-9971-0-7-999	2011 actual	2012 est.	2013 est.
0100 Balance, start of year			
Receipts:			
0220 Advances from State Cooperating Agencies and Foreign Governments, FHA Miscellaneous Trust	55	55	55
0221 Contributions from States, Etc., Cooperative Work, Forest Highways, FHA, Miscellaneous Trust	1	1	1
0222 Deposits for Cooperative Work, International Highway Transportation Outreach Program	4	4	4
0299 Total receipts and collections	60	60	60
0400 Total: Balances and collections	60	60	60
Appropriations:			
0500 Miscellaneous Trust Funds	-60	-60	-60
0799 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-9971-0-7-999	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Cooperative work, forest highways 69-X-8265	6	10	10
0003 Contributions for highway research programs 69-X-8264	2	3	3
0004 Advances from State cooperating agencies 69-X-8054	45	71	71
0900 Total new obligations	53	84	84
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	43	58	34
1021 Recoveries of prior year unpaid obligations	4		
1050 Unobligated balance (total)	47	58	34
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	60	60	60
1260 Appropriations, mandatory (total)	60	60	60
Spending authority from offsetting collections, mandatory:			
1800 Collected	4		
1850 Spending auth from offsetting collections, mand (total)	4		
1900 Budget authority (total)	64	60	60
1930 Total budgetary resources available	111	118	94
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	58	34	10
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	39	28	26
3030 Obligations incurred, unexpired accounts	53	84	84
3040 Outlays (gross)	-60	-86	-91
3080 Recoveries of prior year unpaid obligations, unexpired	-4		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	28	26	19
3100 Obligated balance, end of year (net)	28	26	19
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	64	60	60
Outlays, gross:			
4100 Outlays from new mandatory authority	34	49	49
4101 Outlays from mandatory balances	26	37	42
4110 Outlays, gross (total)	60	86	91
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4123 Non-Federal sources	-4		
4180 Budget authority, net (total)	60	60	60
4190 Outlays, net (total)	56	86	91

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

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

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

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

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	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
25.2 Other services from non-Federal sources	52	83	83
99.9 Total new obligations	53	84	84

Employment Summary

Identification code 69-9971-0-7-999	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	6	6	6

MISCELLANEOUS TRANSPORTATION TRUST FUNDS

Program and Financing (in millions of dollars)

Identification code 69-9972-0-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0027 Obligations by program activity Miscellaneous highway projects	13	42	29
0100 Direct Program by Activities - Subtotal (running)	13	42	29
0900 Total new obligations (object class 41.0)	13	42	29
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	106	97	55
1021 Recoveries of prior year unpaid obligations	6		
1029 Other balances withdrawn	-2		
1050 Unobligated balance (total)	110	97	55
1930 Total budgetary resources available	110	97	55
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	97	55	26
Special and non-revolving trust funds:			
1950 Other balances withdrawn	2		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	74	56	62
3030 Obligations incurred, unexpired accounts	13	42	29
3040 Outlays (gross)	-25	-36	-39
3080 Recoveries of prior year unpaid obligations, unexpired	-6		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	56	62	52
3100 Obligated balance, end of year (net)	56	62	52
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	25	36	39
4190 Outlays, net (total)	25	36	39

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

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

SEC. 120. *Contingent upon enactment of multi-year surface transportation authorization legislation, the following authorities shall apply for fiscal year 2013:*

- (a) **For fiscal year 2012, the** *The Secretary of Transportation shall—*
 - (1) not distribute from the obligation limitation for Federal-aid highways amounts authorized for administrative expenses and programs by section 104(a) of title 23, United States Code; **programs** funded from the administrative takedown authorized by section 104(a)(1) of title 23, United States Code (as in effect on the date before the date of enactment of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users); the highway use tax evasion program; **and** the Bureau of Transportation Statistics;

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

(3) determine the ratio that—

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

(B) the total of the sums authorized to be appropriated for Federal-aid highways and highway safety construction programs (other than sums authorized to be appropriated for provisions of law described in paragraphs (1) through (9) 11) of subsection (b) and sums authorized to be appropriated for section 105 133 of title 23, United States Code, equal to the amount referred to in subsection (b) (10) 12) for such fiscal year), less the aggregate of the amounts not distributed under paragraphs (1) and (2) of this subsection;

(4)(A) distribute the obligation limitation for Federal-aid highways, less the aggregate amounts not distributed under paragraphs (1) and (2), for sections 1301, 1302, and 1934 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users; section 117 and section 144(g) of title 23, United States Code; and section 14501 of title 40, United States Code, so that the amount of obligation authority available for each of such sections is equal to the amount determined by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for that section for the fiscal year; and

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

(5) distribute the obligation limitation provided for Federal-aid highways, less the aggregate amounts not distributed under paragraphs (1) and (2) [and amounts distributed under paragraph (4)], for each of the programs that are allocated by the Secretary under [the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and] title 23, United States Code, as amended by such authorization legislation (other than to programs to which [paragraphs] paragraph (1) [and (4)] appl[y] ies), by multiplying the ratio determined under paragraph (3) by the amounts authorized to be appropriated for each such program for such fiscal year; and

(6) distribute the obligation limitation provided for Federal-aid highways, less the aggregate amounts not distributed under paragraphs (1) and (2) and amounts distributed under [paragraphs] paragraph (4) [and (5)], for Federal-aid highways and highway safety construction programs [other than the amounts apportioned for the equity bonus program, but only to the extent that the amounts apportioned for the equity bonus program for the fiscal year are greater than \$2,639,000,000, and the Appalachian development highway system program] that are apportioned by the Secretary under [the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and] title 23, United States Code, as amended by such authorization legislation (other than the amounts apportioned for the flexible investment program in section 133 of title 23, United States Code, that are exempt from limitation under subsection (b)(12)) in the ratio that—

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

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

(b) EXCEPTIONS FROM OBLIGATION LIMITATION.—The obligation limitation for Federal-aid highways shall not apply to obligations:

(1) under section 125 of title 23, United States Code;

(2) under section 147 of the Surface Transportation Assistance Act of 1978 (23 U.S.C. 144 note; 92 Stat. 2714);

(3) under section 9 of the Federal-Aid Highway Act of 1981 (Public Law 97-134);

(4) under subsections (b) and (j) of section 131 of the Surface Transportation Assistance Act of 1982 (Public Law 97-424);

(5) under subsections (b) and (c) of section 149 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Public Law 100-17);

(6) under sections 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240);

(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] June 8, 1998;

(8) under section 105 of title 23, United States Code, as in effect for fiscal years 1998 through 2004, but only in an amount equal to \$639,000,000 for each of those fiscal years;

(9) for Federal-aid highway programs for which obligation authority was made available under the Transportation Equity Act for the 21st Century (Public Law 105-178) or subsequent public laws for multiple years or to remain available until used, but only to the extent that the obligation authority has not lapsed or been used;

(10) under section 105 of title 23, United States Code, as in effect for fiscal years 2005 through 2012, but only in an amount equal to \$639,000,000 for each of those fiscal years [2005 through 2012; and];

(11) under section 1603 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59), to the extent that funds obligated in accordance with that section were not subject to a limitation on obligations at the time at which the funds were initially made available for obligation [.] and

(12) under Section 133 of title 23, United States Code, but, for fiscal year 2013, only an amount equal to \$639,000,000.

(c) REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.—Notwithstanding subsection (a), the Secretary shall, after August 1 of such fiscal year, revise a distribution of the obligation limitation made available under subsection (a) if the amount distributed cannot be obligated during that fiscal year, and redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year, giving priority to those States having large unobligated balances of funds apportioned under sections 144 (as in effect on the date before the date of enactment of such authorization legislation) and 104 [and 144 of] title 23, United States Code, as amended by such authorizing legislation.

(d) APPLICABILITY OF OBLIGATION LIMITATIONS TO TRANSPORTATION RESEARCH PROGRAMS.—The obligation limitation shall apply to transportation research programs carried out under chapter 5 of title 23, United States Code, [and title V (research title) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users] as amended by such authorization legislation, except that obligation authority made available for such programs under such limitation shall remain available [for a period of 3 fiscal years] until used for obligation of such funds for transportation research programs and shall be in addition to the amount of any limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.

(e) REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS.—

(1) IN GENERAL.—Not later than 30 days after the date of the distribution of obligation limitation under subsection (a), the Secretary shall distribute to the States any funds that—

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

(B) the Secretary determines will not be allocated to the States, and will not be available for obligation, in such fiscal year due to the imposition of any obligation limitation for such fiscal year.

(2) RATIO.—Funds shall be distributed under paragraph (1) in the same ratio as the distribution of obligation authority under subsection (a) (6) 5).

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

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

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

(2) be in addition to the amount of any limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.]

(g) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this section shall be construed to limit the distribution of obligation authority under subsection (a)(4)(A) for each of the individual projects numbered

greater than 3676 listed in the table contained in section 1702 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.】

SEC. 121. Notwithstanding 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to 49 U.S.C. 111 may be credited to the Federal-aid Highways account for the purpose of reimbursing the Bureau for such expenses: *Provided*, That such funds shall be subject to the obligation limitation for Federal-aid Highways and highway safety construction programs.

SEC. 122. Not less than 15 days prior to waiving, under his statutory authority, any Buy America requirement for Federal-aid highway projects, the Secretary of Transportation shall make an informal public notice and comment opportunity on the intent to issue such waiver and the reasons therefor: *Provided*, That the Secretary shall provide an annual report to the House and Senate Committees on Appropriations on any waivers granted under the Buy America requirements.

【SEC. 123. (a) IN GENERAL.—Except as provided in subsection (b), none of the funds made available, limited, or otherwise affected by this Act shall be used to approve or otherwise authorize the imposition of any toll on any segment of highway located on the Federal-aid system in the State of Texas that—

- (1) as of the date of enactment of this Act, is not tolled;
- (2) is constructed with Federal assistance provided under title 23, United States Code; and
- (3) is in actual operation as of the date of enactment of this Act.

(b) EXCEPTIONS.—

(1) NUMBER OF TOLL LANES.—Subsection (a) shall not apply to any segment of highway on the Federal-aid system described in that subsection that, as of the date on which a toll is imposed on the segment, will have the same number of nontoll lanes as were in existence prior to that date.

(2) HIGH-OCCUPANCY VEHICLE LANES.—A high-occupancy vehicle lane that is converted to a toll lane shall not be subject to this section, and shall not be considered to be a nontoll lane for purposes of determining whether a highway will have fewer nontoll lanes than prior to the date of imposition of the toll, if—

(A) high-occupancy vehicles occupied by the number of passengers specified by the entity operating the toll lane may use the toll lane without paying a toll, unless otherwise specified by the appropriate county, town, municipal or other local government entity, or public toll road or transit authority; or

(B) each high-occupancy vehicle lane that was converted to a toll lane was constructed as a temporary lane to be replaced by a toll lane under a plan approved by the appropriate county, town, municipal or other local government entity, or public toll road or transit authority.】

【SEC. 124. The Comptroller General of the United States shall carry out a study to review how the States and public transit authorities have used the authority for States to transfer Federal funds between highway and transit programs. Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit a report to the Congress describing the use of the transfer authority by the States, the highway and transit projects funded with these funds, the U.S. Department of Transportation administrative mechanisms to track the use of these transferred funds, and the impact the use of this authority has had on the advancement of highway projects.】

【SEC. 125. Section 127(a)(11) of title 23, United States Code, is amended to read as follows:

"(11)(A) With respect to all portions of the Interstate Highway System in the State of Maine, laws (including regulations) of that State concerning vehicle weight limitations applicable to other State highways shall be applicable in lieu of the requirements under this subsection through December 31, 2031.

"(B) With respect to all portions of the Interstate Highway System in the State of Vermont, laws (including regulations) of that State concerning vehicle weight limitations applicable to other State highways shall be applicable in lieu of the requirements under this subsection through December 31, 2031."】

【SEC. 126. The Secretary may deduct, on a proportional basis, for administrative expenses of the Federal-aid highway program, a cumulative sum not to exceed \$16,000,000 of the sums authorized under the Surface

Transportation Extension Act of 2011, part II (Public Law 112–30) for the 14 allocated programs.】 (*Department of Transportation Appropriations Act, 2012.*)

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

The Federal Motor Carrier Safety Administration (FMCSA) was established within the Department of Transportation by the Motor Carrier Safety Improvement Act of 1999 (P.L. 106–159). Prior to this legislation, motor carrier safety responsibilities were under the jurisdiction of the Federal Highway Administration.

FMCSA's mission is to promote safe commercial motor vehicle operation and reduce truck and bus crashes. The agency also is charged with reducing fatalities associated with commercial motor vehicles through education, regulation, enforcement, and research and innovative technology, thereby achieving a safer and more secure transportation environment. Additionally, FMCSA is responsible for enforcing Federal motor carrier safety and hazardous materials regulations for all commercial vehicles entering the United States along its southern and northern borders.

Trust Funds

MOTOR CARRIER SAFETY

Program and Financing (in millions of dollars)

Identification code 69–8055–0–7–401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	10	18	4
1020 Adjustment of unobligated bal brought forward, Oct 1		–14	
1021 Recoveries of prior year unpaid obligations	8		
1050 Unobligated balance (total)	18	4	4
1930 Total budgetary resources available	18	4	4
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	18	4	4
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	–3	–11	
3001 Adjustments to unpaid obligations, brought forward, Oct 1		20	
3010 Uncollected pymts, Fed sources, brought forward, Oct 1	–2	–2	–2
3020 Obligated balance, start of year (net)	–5	7	–2
3040 Outlays (gross)		–9	
3080 Recoveries of prior year unpaid obligations, unexpired	–8		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	–11		
3091 Uncollected pymts, Fed sources, end of year	–2	–2	–2
3100 Obligated balance, end of year (net)	–13	–2	–2
Budget authority and outlays, net:			
Mandatory:			
Outlays, gross:			
4101 Outlays from mandatory balances		9	
4190 Outlays, net (total)		9	
Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY:			
Contract authority	41	41	41
5055 Fund balance in excess of liquidating requirements, EOY:			
Contract authority	41	41	41

No funding is requested for this account in 2013.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-8048-0-7-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Unobligated balance:			
1000			
1930			
1941			
Change in obligated balance:			
Obligated balance, start of year (net):			
3000			
3040			
Obligated balance, end of year (net):			
3090			
3100			
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011			
4190			
Memorandum (non-add) entries:			
5050			
5051			
5052			
5053			

No funding is requested for this account in 2013.

MOTOR CARRIER SAFETY GRANTS

Program and Financing (in millions of dollars)

Identification code 69-8158-0-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001			
0002			
0003			
0004			
0005			
0006			
0900			
Budgetary Resources:			
Unobligated balance:			
1000			
1021			
1050			
Budget authority:			
Appropriations, discretionary:			
1101			
1101			
1137			
1160			
Contract authority, mandatory:			
1600			
1620			
1640			
1900			
1930			
Memorandum (non-add) entries:			
1941			
Change in obligated balance:			
Obligated balance, start of year (net):			
3000			
3030			
3040			
3080			

Obligated balance, end of year (net):			
3090			
3100			

Budget authority and outlays, net:

Discretionary:			
Budget authority, gross			
Outlays, gross:			
4010			
4011			
Mandatory:			
Budget authority, gross			
Budget authority, net (total)			
Outlays, net (total)			

Memorandum (non-add) entries:

5054			
5055			
5061			

Summary of Budget Authority and Outlays (in millions of dollars)

	2011 actual	2012 est.	2013 est.
Enacted/requested:			
Budget Authority	307	307	307
Outlays	253	313	242
Amounts included in the adjusted baseline:			
Budget Authority			5
Outlays			87
Legislative proposal, subject to PAYGO:			
Budget Authority			18
Outlays			5
Total:			
Budget Authority	307	307	330
Outlays	253	313	334

Motor Carrier Safety Grants support States to conduct compliance reviews, identify and apprehend traffic violators, conduct roadside inspections, and support safety audits on new entrant carriers. State safety enforcement efforts at the southern and northern borders ensure that all points of entry into the U.S. are fortified with comprehensive safety measures. In addition, the Federal Motor Carrier Safety Administration (FMCSA) oversees State commercial driver's license (CDL) oversight activities to prevent unqualified drivers from being issued CDLs. The Performance and Registration Information Systems and Management program links State motor vehicle registration systems with carrier safety data in order to identify unsafe commercial motor carriers. FMCSA is also deploying Commercial Vehicle Information Systems and Networks to improve safety and productivity of commercial vehicles and drivers.

Under the Administration's surface transportation reauthorization proposal, the Motor Carrier Safety Grants will be consolidated and re-organized under three umbrella grant programs—the Compliance and Safety Accountability Grant Program, the Driver Safety Program, and the Data Information Technology Grant Program—to allow for more efficient administration of grant funds and to better achieve FMCSA's safety goals.

Object Classification (in millions of dollars)

Identification code 69-8158-0-7-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
21.0			
25.2			
41.0			

99.9	Total new obligations	300	307	307
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MOTOR CARRIER SAFETY GRANTS
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-8158-7-7-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Contract authority, mandatory:			
1600	Contract authority		5
1640	Contract authority, mandatory (total)		5
1930	Total budgetary resources available		5
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year		5
Change in obligated balance:			
3040	Outlays (gross)		-87
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)		-87
3100	Obligated balance, end of year (net)		-87
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010	Outlays from new discretionary authority	-86	
4011	Outlays from discretionary balances	-227	-242
4020	Outlays, gross (total)	-313	-242
Mandatory:			
4090	Budget authority, gross		5
Outlays, gross:			
4100	Outlays from new mandatory authority	86	87
4101	Outlays from mandatory balances	227	242
4110	Outlays, gross (total)	313	329
4180	Budget authority, net (total)		5
4190	Outlays, net (total)		87
Memorandum (non-add) entries:			
5055	Fund balance in excess of liquidating requirements, EOY: Contract authority		-5
5061	Limitation on obligations (Transportation Trust Funds)	-307	

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2011 estimate. This schedule also creates a new baseline of contract authority that is equal to the previous discretionary obligation limitation baseline, to calculate the spending increase above the baseline subject to PAYGO.

MOTOR CARRIER SAFETY GRANTS
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-8158-9-7-401	2011 actual	2012 est.	2013 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010	Outlays from new discretionary authority	-73	
4011	Outlays from discretionary balances	-180	
4020	Outlays, gross (total)	-253	
Mandatory:			
Outlays, gross:			
4100	Outlays from new mandatory authority	73	
4101	Outlays from mandatory balances	180	
4110	Outlays, gross (total)	253	
Memorandum (non-add) entries:			
5061	Limitation on obligations (Transportation Trust Funds)	-310	

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for 2011 actual amounts, for comparability purposes.

MOTOR CARRIER SAFETY GRANTS
(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(~~【HIGHWAY】~~TRANSPORTATION TRUST FUND)

【(INCLUDING RESCISSION)】

【For payment of obligations incurred in carrying out sections 31102, 31104(a), 31106, 31107, 31109, 31309, 31313 of title 49, United States Code, and sections 4126 and 4128 of Public Law 109-59, \$307,000,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the implementation or execution of programs, the obligations for which are in excess of \$307,000,000, for "Motor Carrier Safety Grants"; of which \$212,000,000 shall be available for the motor carrier safety assistance program to carry out sections 31102 and 31104(a) of title 49, United States Code; \$30,000,000 shall be available for the commercial driver's license improvements program to carry out section 31313 of title 49, United States Code; \$32,000,000 shall be available for the border enforcement grants program to carry out section 31107 of title 49, United States Code; \$5,000,000 shall be available for the performance and registration information system management program to carry out sections 31106(b) and 31109 of title 49, United States Code; \$25,000,000 shall be available for the commercial vehicle information systems and networks deployment program to carry out section 4126 of Public Law 109-59; and \$3,000,000 shall be available for the safety data improvement program to carry out section 4128 of Public Law 109-59: *Provided further*, That of the funds made available for the motor carrier safety assistance program, \$29,000,000 shall be available for audits of new entrant motor carriers: *Provided further*, That of the prior year unobligated balances for the commercial vehicle information systems and networks deployment program, \$1,000,000 is permanently rescinded.】 *Contingent upon enactment of multi-year surface transportation authorization legislation, \$330,000,000, to be derived from the Transportation Trust Fund (Highway Account) and to remain available until expended, for payment of obligations incurred in carrying out motor carrier safety programs authorized under title 49, United States Code, and the provisions of Public Law 109-59, as amended by such authorization: Provided, That funds available for the implementation or execution of motor carrier safety programs shall not exceed total obligations of \$330,000,000 in fiscal year 2013 for "Motor Carrier Safety Grants"; of which \$234,000,000 shall be available for the motor carrier safety assistance program, \$36,000,000 shall be available for the commercial driver's license improvements program, \$26,000,000 shall be available for border enforcement grants, \$5,000,000 shall be available for the performance and registration information system management program, \$25,000,000 shall be available for the commercial vehicle information systems and networks deployment program, and \$4,000,000 shall be available for the safety data improvement program: Provided further, That, of the funds made available herein for the motor carrier assistance program, \$32,000,000 shall be available for audits of new entrant motor carriers. (Department of Transportation Appropriations Act, 2012.)*

MOTOR CARRIER SAFETY GRANTS
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8158-4-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001	Motor Carrier Safety Assistance Program		23

MOTOR CARRIER SAFETY GRANTS—Continued
Program and Financing—Continued

Identification code 69-8158-4-7-401	2011 actual	2012 est.	2013 est.
0900 Total new obligations (object class 41.0)			23
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			23
1137 Portion applied to liquidate contract authority, Motor Carrier Safety Grants			-23
Contract authority, mandatory:			
1600 Contract authority, Motor Carrier Safety Grants			18
1640 Contract authority, mandatory (total)			18
1900 Budget authority (total)			18
1930 Total budgetary resources available			18
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-5
Change in obligated balance:			
3030 Obligations incurred, unexpired accounts			23
3040 Outlays (gross)			-5
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			18
3100 Obligated balance, end of year (net)			18
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			18
Outlays, gross:			
4100 Outlays from new mandatory authority			5
4180 Budget authority, net (total)			18
4190 Outlays, net (total)			5
Memorandum (non-add) entries:			
5055 Fund balance in excess of liquidating requirements, EOY:			
Contract authority			5

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

Program and Financing (in millions of dollars)

Identification code 69-8159-0-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Operating Expenses	189	192	219
0002 Research and Technology	6	13	9
0003 Information Management	35	34	17
0004 Regulatory Development	9	9	4
0005 Outreach and Education	3	3	3
0006 Commercial Motor Vehicle Operating Grants	1	1	1
0100 Subtotal, direct program	243	252	253
0799 Total direct obligations	243	252	253
0801 Reimbursable program	15	27	27
0900 Total new obligations	258	279	280
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	13	17	9
1020 Adjustment of unobligated bal brought forward, Oct 1	1		
1021 Recoveries of prior year unpaid obligations	3		
1050 Unobligated balance (total)	17	17	9
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	245	248	255
1137 Appropriations applied to liquidate contract authority	-245	-248	-255
Contract authority, mandatory:			
1600 Contract authority	244	244	244

1640 Contract authority, mandatory (total)	244	244	244
Spending authority from offsetting collections, discretionary:			
1700 Collected	14	27	27
1750 Spending auth from offsetting collections, disc (total)	14	27	27
1900 Budget authority (total)	258	271	271
1930 Total budgetary resources available	275	288	280
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	17	9	
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	86	85	88
3001 Adjustments to unpaid obligations, brought forward, Oct 1	-1		
3020 Obligated balance, start of year (net)	85	85	88
3030 Obligations incurred, unexpired accounts	258	279	280
3040 Outlays (gross)	-255	-276	-90
3080 Recoveries of prior year unpaid obligations, unexpired	-3		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	85	88	278
3100 Obligated balance, end of year (net)	85	88	278
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	14	27	27
Outlays, gross:			
4010 Outlays from new discretionary authority	197	213	27
4011 Outlays from discretionary balances	58	63	63
4020 Outlays, gross (total)	255	276	90
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
Offsetting governmental collections			
4034 Offsetting governmental collections	-14	-27	-27
Mandatory:			
4090 Budget authority, gross	244	244	244
4180 Budget authority, net (total)	244	244	244
4190 Outlays, net (total)	241	249	63
Memorandum (non-add) entries:			
Fund balance in excess of liquidating requirements, SOY:			
5054 Contract authority	10	11	15
Fund balance in excess of liquidating requirements, EOY:			
5055 Contract authority	11	15	26
5061 Limitation on obligations (Transportation Trust Funds)	245	248	

Summary of Budget Authority and Outlays (in millions of dollars)

	2011 actual	2012 est.	2013 est.
Enacted/requested:			
Budget Authority	244	244	244
Outlays	241	249	63
Amounts included in the adjusted baseline:			
Budget Authority		4	11
Outlays			190
Legislative proposal, subject to PAYGO:			
Budget Authority			-5
Outlays			-4
Total:			
Budget Authority	244	248	250
Outlays	241	249	249

The Operations and Programs account provides the necessary resources to support program and administrative activities for motor carrier safety. Under the Administration's surface transportation reauthorization proposal, Federal Motor Carrier Safety Administration (FMCSA) will improve safety and reduce severe and fatal commercial motor vehicles crashes by raising the bar to entry into the commercial motor vehicle industry, by requiring operators to maintain standards to remain in the industry, and by removing high-risk carriers, vehicles, drivers and service providers from operation.

Funding supports nationwide motor carrier safety and consumer enforcement efforts, including the implementation of the Compliance, Safety and Accountability Program; Household goods regulation and enforcement, and Federal safety enforcement activities at the borders to ensure that foreign-domiciled carriers entering the U.S. are in compliance with FMCSA Regulations. Resources

are also provided to fund regulatory development and implementation, information management, research and technology, grants to State and local partners, safety education, and outreach and the safety and consumer telephone hotline.

Object Classification (in millions of dollars)

Identification code 69-8159-0-7-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	88	95	91
11.3 Other than full-time permanent	3	2	3
11.9 Total personnel compensation	91	97	94
12.1 Civilian personnel benefits	32	16	34
21.0 Travel and transportation of persons	13	12	13
23.1 Rental payments to GSA	11	13	11
23.3 Communications, utilities, and miscellaneous charges	6	.....	6
24.0 Printing and reproduction	1	1	1
25.2 Other services from non-Federal sources	76	99	80
25.5 Research and development contracts	10	9	10
26.0 Supplies and materials	1	3	1
31.0 Equipment	2	1	2
41.0 Grants, subsidies, and contributions .....	.....	1	1
99.0 Direct obligations	243	252	253
99.0 Reimbursable obligations	15	27	27
99.9 Total new obligations	258	279	280

Employment Summary

Identification code 69-8159-0-7-401	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	1,036	1,062	1,062
2001 Reimbursable civilian full-time equivalent employment	43	61	61

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-8159-7-7-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4
Budget authority:			
Contract authority, mandatory:			
1600 Contract authority	4	11
1640 Contract authority, mandatory (total)	4	11
1930 Total budgetary resources available	4	15
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	4	15
Change in obligated balance:			
3040 Outlays (gross)	-190
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	-190
3100 Obligated balance, end of year (net)	-190
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	-186	.....
4011 Outlays from discretionary balances	-63	-63
4020 Outlays, gross (total)	-249	-63
Mandatory:			
4090 Budget authority, gross	4	11
Outlays, gross:			
4100 Outlays from new mandatory authority	186	191
4101 Outlays from mandatory balances	63	62
4110 Outlays, gross (total)	249	253
4180 Budget authority, net (total)	4	11
4190 Outlays, net (total)	190

Memorandum (non-add) entries:

5054 Fund balance in excess of liquidating requirements, SOY:	.....	.....	.....
Contract authority .....	.....	.....	-4

5055 Fund balance in excess of liquidating requirements, EOY:	.....	.....	.....
Contract authority .....	.....	.....	-4
5061 Limitation on obligations (Transportation Trust Funds) .....	.....	.....	-248

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2012 estimate. This schedule also creates a new baseline of contract authority that is equal to the previous discretionary obligation limitation baseline, to calculate the spending increase above the baseline subject to PAYGO.

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-8159-9-7-401	2011 actual	2012 est.	2013 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	-187	.....
4011 Outlays from discretionary balances	-54	.....
4020 Outlays, gross (total)	-241	.....
Mandatory:			
Outlays, gross:			
4100 Outlays from new mandatory authority	187	.....
4101 Outlays from mandatory balances	54	.....
4110 Outlays, gross (total)	241	.....

Memorandum (non-add) entries:

5061 Limitation on obligations (Transportation Trust Funds)	-245
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The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for 2011 actual amounts, for comparability purposes.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

(Legislative proposal, not subject to PAYGO)

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

([HIGHWAY] TRANSPORTATION TRUST FUND)

For payment of obligations incurred in the implementation, execution and administration of motor carrier safety operations and programs pursuant to section 31104(i) of title 49, United States Code, and sections 4127 and 4134 of Public Law 109-59, \$247,724,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account), together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, the sum of which shall remain available until expended: *Provided*, That none of the funds derived from the Highway Trust Fund in this Act shall be available for the implementation, execution or administration of programs, the obligations for which are in excess of \$247,724,000, for "Motor Carrier Safety Operations and Programs" of which \$8,543,000, to remain available for obligation until September 30, 2014, is for the research and technology program and \$1,000,000 shall be available for commercial motor vehicle operator's grants to carry out section 4134 of Public Law 109-59: *Provided further*, That notwithstanding any other provision of law, none of the funds under this heading for outreach and education shall be available for transfer: *Provided further*, That the Federal Motor Carrier Safety Administration shall transmit to Congress a report on March 30, 2012 on the agency's ability to meet its requirement to conduct compliance reviews on high-risk carriers] *Contingent upon enactment of multi-year surface transportation authorization*

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS—Continued
legislation, \$250,000,000, to remain available until expended and to be derived from the Transportation Trust Fund (Highway Account) together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, for payment of obligations incurred in the implementation, execution, and administration of motor carrier safety operations and programs authorized under title 49, United States Code, and provisions of Public Law 109–59, as amended by such authorization: Provided, That funds available for implementation, execution, or administration of motor carrier safety operations and programs authorized under title 49, United States Code, shall not exceed total obligations of \$250,000,000 for "Motor Carrier Safety Operations and Programs" for fiscal year 2013, of which \$9,000,000, to remain available for obligation until September 30, 2015, is for the Research and Technology program, and of which \$1,000,000 shall be available for commercial motor vehicle operator's grants to carry out section 4134 of Public Law 109–59: Provided further, That notwithstanding section 4127(e) of Public Law 109–59, none of the funds under this heading for outreach and education shall be available for transfer. (Department of Transportation Appropriations Act, 2012.)

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–8159–4–7–401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Operating Expenses			–5
0900 Total new obligations (object class 25.2)			–5
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			–5
1137 Appropriations applied to liquidate contract authority			5
Contract authority, mandatory:			
1600 Contract authority			–5
1640 Contract authority, mandatory (total)			–5
1900 Budget authority (total)			–5
1930 Total budgetary resources available			–5
Change in obligated balance:			
3030 Obligations incurred, unexpired accounts			–5
3040 Outlays (gross)			4
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			–1
3100 Obligated balance, end of year (net)			–1
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			–5
Outlays, gross:			
4100 Outlays from new mandatory authority			–4
4180 Budget authority, net (total)			–5
4190 Outlays, net (total)			–4

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

ADMINISTRATIVE PROVISION—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

【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 and section 6901 of Public Law 110–28, including that the Secretary submit a report to the House and Senate Appropriations Committees annually on the safety and security of transportation into the United States by Mexico-domiciled motor carriers.】

【SEC. 131. Notwithstanding any other provision of law, States receiving funds for core or expanded deployment activities under the Commercial Vehicle Information Systems and Networks program pursuant to sections 4101(c)(4) and 4126 of Public Law 109–59 that did not meet award eligibility requirements set forth in section 4126; received grant amounts in excess of the maximum amounts specified in sections 4126(c)(2) or 4126(d)(3); or were awarded grants either prior to or after the expiration of the period of performance specified in a grant agreement, shall not be required to repay grant amounts received in error under such sections and, in addition, shall be reimbursed for core or expanded deployment expenditures such States made before the date of the enactment of this Act in reliance on a grant awarded in error under such sections.】 (Department of Transportation Appropriations Act, 2012.)

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The National Highway Traffic Safety Administration (NHTSA) is responsible for motor vehicle safety, highway safety behavioral programs, and motor vehicle information and automobile fuel economy programs. NHTSA is charged with reducing traffic crashes and deaths and injuries resulting from traffic crashes; establishing motor vehicle safety standards for motor vehicles and motor vehicle equipment in interstate commerce; carrying out needed safety research and development; and the operation of the National Driver Register.

Federal Funds

CONSUMER ASSISTANCE TO RECYCLE AND SAVE PROGRAM

Program and Financing (in millions of dollars)

Identification code 69–0654–0–1–376	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Consumer Assistance to Recycle and Save (CARS)	2	21	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	22	21	
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	23	21	
1930 Total budgetary resources available	23	21	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	21		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	5		2
3030 Obligations incurred, unexpired accounts	2	21	
3040 Outlays (gross)		–19	–2
3080 Recoveries of prior year unpaid obligations, unexpired	–1		
3081 Recoveries of prior year unpaid obligations, expired	–6		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)		2	
3100 Obligated balance, end of year (net)		2	
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances		19	2
4190 Outlays, net (total)		19	2

The schedules above illustrate the remaining activity associated with the completed Consumer Assistance to Recycle and Save (Cash for Clunkers) program.

No new funds are requested for this program in 2013.

Object Classification (in millions of dollars)

Identification code 69-0654-0-1-376	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1		
25.2 Other services from non-Federal sources	1	21	
99.9 Total new obligations	2	21	

Employment Summary

Identification code 69-0654-0-1-376	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	2		

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

【For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety under subtitle C of title X of Public Law 109-59 and chapter 301 and part C of subtitle VI of title 49, United States Code, \$140,146,000, of which \$20,000,000 shall remain available through September 30, 2013.】 (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69-0650-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Research and Analysis	38	35	
0002 Rulemaking	21	21	
0003 Enforcement	18	19	
0004 Administrative Expenses	65	65	
0799 Total direct obligations	142	140	
0801 Reimbursable program activity	1	1	
0900 Total new obligations	143	141	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4	2	1
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	140	140	
1160 Appropriation, discretionary (total)	140	140	
Spending authority from offsetting collections, discretionary:			
1700 Collected	1		
1750 Spending auth from offsetting collections, disc (total)	1		
1900 Budget authority (total)	141	140	
1930 Total budgetary resources available	145	142	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	2	1	1
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	75	80	60
3030 Obligations incurred, unexpired accounts	143	141	
3040 Outlays (gross)	-137	-161	-38
3081 Recoveries of prior year unpaid obligations, expired	-1		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	80	60	22
3100 Obligated balance, end of year (net)	80	60	22
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	141	140	
Outlays, gross:			
4010 Outlays from new discretionary authority	83	81	
4011 Outlays from discretionary balances	54	80	38
4020 Outlays, gross (total)	137	161	38
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-1		
4180 Budget authority, net (total)	140	140	

4190 Outlays, net (total)	136	161	38
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Summary of Budget Authority and Outlays (in millions of dollars)

	2011 actual	2012 est.	2013 est.
Enacted/requested:			
Budget Authority	140	140	
Outlays	136	161	38
Amounts included in the adjusted baseline:			
Budget Authority			144
Outlays			84
Legislative proposal, subject to PAYGO:			
Budget Authority			-144
Outlays			-84
Total:			
Budget Authority	140	140	
Outlays	136	161	38

Object Classification (in millions of dollars)

Identification code 69-0650-0-1-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	40	37	
11.5 Other personnel compensation	2	1	
11.9 Total personnel compensation	42	38	
12.1 Civilian personnel benefits	10	10	
23.1 Rental payments to GSA	3	2	
23.3 Communications, utilities, and miscellaneous charges	3	3	
25.2 Other services from non-Federal sources	45	51	
25.5 Research and development contracts	38	35	
31.0 Equipment	1	1	
99.0 Direct obligations	142	140	
99.0 Reimbursable obligations	1	1	
99.9 Total new obligations	143	141	

Employment Summary

Identification code 69-0650-0-1-401	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	389	340	

OPERATIONS AND RESEARCH

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-0650-7-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		-140	
1160 Appropriation, discretionary (total)		-140	
Appropriations, mandatory:			
1200 Appropriation		140	144
1260 Appropriations, mandatory (total)		140	144
1900 Budget authority (total)			144
1930 Total budgetary resources available			144
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			144
Change in obligated balance:			
3040 Outlays (gross)			-84
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			-84
3100 Obligated balance, end of year (net)			-84
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		-140	
Outlays, gross:			
4010 Outlays from new discretionary authority		-81	
4011 Outlays from discretionary balances		-58	-38
4020 Outlays, gross (total)		-139	-38

OPERATIONS AND RESEARCH—Continued
Program and Financing—Continued

Identification code 69-0650-7-1-401	2011 actual	2012 est.	2013 est.
Mandatory:			
4090 Budget authority, gross		140	144
Outlays, gross:			
4100 Outlays from new mandatory authority		81	84
4101 Outlays from mandatory balances		58	38
4110 Outlays, gross (total)		139	122
4180 Budget authority, net (total)			144
4190 Outlays, net (total)			84

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2012 estimate and baseline budget authority and outlays as mandatory, for comparability purposes, and to calculate the spending increase above the baseline subject to PAYGO.

OPERATIONS AND RESEARCH
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-0650-9-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-140		
1160 Appropriation, discretionary (total)	-140		
Appropriations, mandatory:			
1200 Appropriation	140		
1260 Appropriations, mandatory (total)	140		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-140		
Outlays, gross:			
4010 Outlays from new discretionary authority	-82		
4011 Outlays from discretionary balances	-54		
4020 Outlays, gross (total)	-136		
Mandatory:			
4090 Budget authority, gross	140		
Outlays, gross:			
4100 Outlays from new mandatory authority	136		

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2011 enacted budget authority and outlays as mandatory, for comparability purposes.

OPERATIONS AND RESEARCH
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0650-4-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			-144
1260 Appropriations, mandatory (total)			-144
1930 Total budgetary resources available			-144
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-144

Change in obligated balance:			
3040 Outlays (gross)			84
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			84
3100 Obligated balance, end of year (net)			84

Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			-144
Outlays, gross:			
4100 Outlays from new mandatory authority			-84
4180 Budget authority, net (total)			-144
4190 Outlays, net (total)			-84

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

NATIONAL DRIVER REGISTER MODERNIZATION

Program and Financing (in millions of dollars)

Identification code 69-0660-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 National Driver Register Modernization	4		
0900 Total new obligations (object class 25.2)	4		
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1		
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	3		
1160 Appropriation, discretionary (total)	3		
1930 Total budgetary resources available	4		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	2	3	1
3030 Obligations incurred, unexpired accounts	4		
3040 Outlays (gross)	-3	-2	-1
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	3	1	
3100 Obligated balance, end of year (net)	3	1	
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	3		
Outlays, gross:			
4010 Outlays from new discretionary authority	1		
4011 Outlays from discretionary balances	2	2	1
4020 Outlays, gross (total)	3	2	1
4180 Budget authority, net (total)	3		
4190 Outlays, net (total)	3	2	1

The mission of the National Driver Register (NDR) is to improve traffic and transportation safety by providing a nationwide database of problem drivers that assists State driver licensing agencies in identifying these individuals and assists employers in making hiring and certification decisions. NDR is a computerized database of information about drivers who have had their licenses revoked or suspended, or who have been convicted of serious traffic violations such as driving while impaired by alcohol or drugs. State motor vehicle agencies provide NDR with the names of individuals who have lost their privileges or who have been convicted of a serious traffic violation.

The funds in this account supported the modernization of this program. The schedules above illustrate the remaining activity associated with the completed National Driver Register Modernization.

No new funds are requested for this program in 2013.

Trust Funds

OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69–8016–0–7–401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Highway safety programs	44	45	45
0002 Research and analysis	28	27	27
0007 National driver register	4	4	4
0008 Administrative Expenses	34	34	36
0100 Total Direct Obligations	110	110	112
0799 Total direct obligations	110	110	112
0801 Reimbursable program	20	30	30
0900 Total new obligations	130	140	142
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4	19	21
1021 Recoveries of prior year unpaid obligations	12		
1050 Unobligated balance (total)	16	19	21
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	110	110	110
1137 Appropriations applied to liquidate contract authority	-110	-110	-110
Contract authority, mandatory:			
1600 Contract authority	112	112	112
1640 Contract authority, mandatory (total)	112	112	112
Spending authority from offsetting collections, discretionary:			
1700 Collected	20	30	30
1701 Change in uncollected payments, Federal sources	1		
1750 Spending auth from offsetting collections, disc (total)	21	30	30
1900 Budget authority (total)	133	142	142
1930 Total budgetary resources available	149	161	163
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	19	21	21
Special and non-revolving trust funds:			
1952 Expired unobligated balance, start of year		1	1
1953 Expired unobligated balance, end of year	1	1	1
1954 Unobligated balance canceling	1		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	109	99	96
3010 Uncollected pymts, Fed sources, brought forward, Oct 1		-1	-1
3020 Obligated balance, start of year (net)	109	98	95
3030 Obligations incurred, unexpired accounts	130	140	142
3040 Outlays (gross)	-127	-143	-82
3050 Change in uncollected pymts, Fed sources, unexpired	-1		
3080 Recoveries of prior year unpaid obligations, unexpired	-12		
3081 Recoveries of prior year unpaid obligations, expired	-1		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	99	96	156
3091 Uncollected pymts, Fed sources, end of year	-1	-1	-1
3100 Obligated balance, end of year (net)	98	95	155
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	21	30	30
Outlays, gross:			
4010 Outlays from new discretionary authority	61	81	17
4011 Outlays from discretionary balances	66	62	65
4020 Outlays, gross (total)	127	143	82
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-20	-30	-30
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-1		
4080 Outlays, net (discretionary)	107	113	52

Mandatory:			
4090 Budget authority, gross	112	112	112
4180 Budget authority, net (total)	112	112	112
4190 Outlays, net (total)	107	113	52

Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY:			
Contract authority	27	25	23
5055 Fund balance in excess of liquidating requirements, EOY:			
Contract authority	25	23	21
5061 Limitation on obligations (Transportation Trust Funds)	110	110	

Summary of Budget Authority and Outlays (in millions of dollars)

	2011 actual	2012 est.	2013 est.
Enacted/requested:			
Budget Authority	112	112	112
Outlays	107	113	52
Amounts included in the adjusted baseline:			
Budget Authority		-2	
Outlays			65
Legislative proposal, subject to PAYGO:			
Budget Authority			226
Outlays			131
Total:			
Budget Authority	112	110	338
Outlays	107	113	248

The Budget includes funding levels for all surface programs. In 2013, Vehicle Safety is re-baselined from the General Fund to contract authority in the proposed Transportation Trust Fund.

The National Highway Traffic Safety Administration (NHTSA) provides research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by State and local governments, and various safety associations and organizations. This program emphasizes alcohol and drug countermeasures, driver and passenger occupant protection, traffic enforcement and justice services, 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.

Under the Administration's reauthorization proposal, NHTSA improves its vital data collection and analysis which form the basis of its research, rulemaking, and performance measurement activities. NHTSA also proposes the expanded collection and analysis of crash data to identify safety problems, and the implementation and operation of the National Driver Register's Problem Driver Pointer System, which helps to identify drivers who have been suspended for or convicted of serious traffic offenses, such as driving under the influence of alcohol or other drugs.

These programs support vehicle safety activities to reduce highway fatalities, prevent injuries, and reduce their associated economic toll by research into and implementation of Federal motor vehicle safety standards. NHTSA's research areas include biomechanics, crash avoidance and mitigation technologies, and vehicle safety issues related to fuel efficiency and alternative fuels. NHTSA's Operation and Research programs fund a broad range of initiatives, including 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, as amended by the Energy Independence and Security Act of 2007; international harmonization of vehicle standards; and consumer information on motor vehicle safety, including the New Car Assessment Program. NHTSA conducts compliance programs for motor vehicle safety and automotive fuel economy standards; investigations of safety-related motor vehicle defects; enforcement of Federal odometer law; support of enforcement of State odometer law; and safety recalls when warranted. Motor vehicle safety research and devel-

OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)—Continued
omment supports all NHTSA programs, including the collection and analysis of crash data to identify safety problems; development of alternative solutions; and assessments of costs, benefits, and effectiveness. Research continues on standards and technologies to improve vehicle crashworthiness and crash avoidance, with emphasis on decreasing fatalities from rollover crashes and improving vehicle-to-vehicle crash compatibility.

Object Classification (in millions of dollars)

Identification code 69-8016-0-7-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	16	20	20
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	17	21	21
12.1 Civilian personnel benefits	5	5	5
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	6	6	6
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.2 Other services from non-Federal sources	51	48	50
25.5 Research and development contracts	28	27	27
26.0 Supplies and materials	1	1	1
99.0 Direct obligations	110	110	112
99.0 Reimbursable obligations	20	30	30
99.9 Total new obligations	130	140	142

Employment Summary

Identification code 69-8016-0-7-401	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	129	186	186
2001 Reimbursable civilian full-time equivalent employment		4	4

OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-8016-7-7-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1			-2
Budget authority:			
Contract authority, mandatory:			
1600 Contract authority		-2	
1640 Contract authority, mandatory (total)		-2	
1930 Total budgetary resources available		-2	-2
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year		-2	-2
Change in obligated balance:			
3040 Outlays (gross)			-65
3090 Obligated balance, end of year (net):			
Unpaid obligations, end of year (gross)			-65
3100 Obligated balance, end of year (net)			-65
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority		-64	
4011 Outlays from discretionary balances		-49	-53
4020 Outlays, gross (total)		-113	-53
Mandatory:			
Budget authority, gross:			
4090 Budget authority, gross		-2	
Outlays, gross:			
4100 Outlays from new mandatory authority		64	65
4101 Outlays from mandatory balances		49	53
4110 Outlays, gross (total)		113	118
4180 Budget authority, net (total)		-2	
4190 Outlays, net (total)			65

Memorandum (non-add) entries:

5054 Fund balance in excess of liquidating requirements, SOY:			
Contract authority			2
5055 Fund balance in excess of liquidating requirements, EOY:			
Contract authority		2	2
5061 Limitation on obligations (Transportation Trust Funds)		-110	

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2012 estimate. This schedule also creates a new baseline of contract authority that is equal to the previous discretionary obligation limitation baseline, to calculate the spending increase above the baseline subject to PAYGO.

OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-8016-9-7-401	2011 actual	2012 est.	2013 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority		-47	
4011 Outlays from discretionary balances		-58	
4020 Outlays, gross (total)		-105	
Mandatory:			
Outlays, gross:			
4100 Outlays from new mandatory authority		47	
4101 Outlays from mandatory balances		58	
4110 Outlays, gross (total)		105	

Memorandum (non-add) entries:

5061 Limitation on obligations (Transportation Trust Funds)		-110	
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The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for 2011 actual amounts, for comparability purposes.

OPERATIONS AND RESEARCH

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

([HIGHWAY] TRANSPORTATION TRUST FUND)

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

【For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, and chapter 303 of title 49, United States Code, \$109,500,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2012, are in excess of \$109,500,000, of which \$105,500,000 shall be for programs authorized under 23 U.S.C. 403, and of which \$4,000,000 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code: *Provided further*, That within the \$105,500,000 obligation limitation for operations and research, \$20,000,000 shall remain available until September 30, 2013 and shall be in addition to the amount of any limitation imposed on obligations for future years.】 *Contingent upon enactment of multi-year surface transportation authorization legislation, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, and chapter 303 of title 49, United States Code, as amended by such authorization, \$150,000,000, to remain available until expended and to be derived from the Transportation*

Trust Fund (Highway Account): Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2013, are in excess of \$150,000,000, of which \$145,176,356 shall be for programs authorized under 23 U.S.C. 403, and of which \$4,823,644 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code: Provided further, That, within the \$145,176,356 obligation limitation for operations and research, \$20,000,000 shall remain available until September 30, 2014, and shall be in addition to the amount of any limitation imposed on obligations for future years.

VEHICLE SAFETY

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

In addition, contingent upon enactment of multi-year surface transportation authorization legislation, \$188,000,000, to remain available until expended and to be derived from the Transportation Trust Fund (Highway Account), for payment of obligations incurred in carrying out the functions of the Secretary, with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of title 49, United States Code, as amended by such authorization: Provided, That none of the funds in this Act shall be available for the planning or execution of functions of the Secretary with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of title 49, United States Code, the total obligations for which shall not exceed \$188,000,000 in fiscal year 2013: Provided further, That, within the \$188,000,000 obligation limitation for operations and research, \$20,000,000 shall remain available until September 30, 2014, and shall be in addition to the amount of any limitation imposed on obligations for future years. (Department of Transportation Appropriations Act, 2012.)

OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8016-4-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Highway Safety Program			29
0002 Research and Development			9
0003 Vehicle Safety Program			188
0100 Total Direct Obligations			226
0900 Total new obligations			226
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			226
1137 Appropriations applied to liquidate contract authority			-226
Contract authority, mandatory:			
1600 Contract authority			226
1640 Contract authority, mandatory (total)			226
1900 Budget authority (total)			226
1930 Total budgetary resources available			226
Change in obligated balance:			
3030 Obligations incurred, unexpired accounts			226
3040 Outlays (gross)			-131
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			95
3100 Obligated balance, end of year (net)			95
Budget authority and outlays, net:			
Discretionary:			
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
Mandatory:			
4090 Budget authority, gross			226
Outlays, gross:			
4100 Outlays from new mandatory authority			131
4180 Budget authority, net (total)			226
4190 Outlays, net (total)			131

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

Object Classification (in millions of dollars)

Identification code 69-8016-4-7-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent			41
11.5 Other personnel compensation			2
11.9 Total personnel compensation			43
12.1 Civilian personnel benefits			12
23.1 Rental payments to GSA			2
25.2 Other services from non-Federal sources			160
25.5 Research and development contracts			9
99.9 Total new obligations			226

Employment Summary

Identification code 69-8016-4-7-401	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment			378
2001 Reimbursable civilian full-time equivalent employment			

HIGHWAY TRAFFIC SAFETY GRANTS

Program and Financing (in millions of dollars)

Identification code 69-8020-0-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Section 402 formula grants	234	235	235
0002 Section 405 Combined occupant protection grants	25	25	25
0003 Section 406 Safety Belt Performance	4	23	23
0004 Section 408 State Traffic Information System Improvements	35	35	35
0005 Section 410 Impaired Driving Countermeasures	139	139	139
0006 Section 3010 High Visibility Enforcement	29	29	29
0007 Section 3011 Motorcyclist Safety	7	7	7
0008 Section 2011 Child Safety and Booster Seat Grants	7	7	7
0009 Section 406 Safety Belt Performance (IA/CAF)	14		
0010 Section 406 Safety Belt Performance (Quiet Cars)	2		
0011 Administrative Expenses - Chapter 4 of Title 23	18	25	25
0012 Section 406 Safety Belt Performance NASS Modernization (2-year limitation) 2012/2013		25	25
0900 Total new obligations	514	550	550
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	98	135	135
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	99	135	135
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	620	550	550
1137 Appropriations applied to liquidate contract authority	-620	-550	-550
Contract authority, mandatory:			
1600 Contract authority	626	550	550
1620 Contract authority and/or unobligated balance of contract authority permanently reduced	-76		
1640 Contract authority, mandatory (total)	550	550	550
1900 Budget authority (total)	550	550	550
1930 Total budgetary resources available	649	685	685
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	135	135	135
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	791	728	625
3030 Obligations incurred, unexpired accounts	514	550	550
3040 Outlays (gross)	-576	-653	-396
3080 Recoveries of prior year unpaid obligations, unexpired	-1		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	728	625	779

HIGHWAY TRAFFIC SAFETY GRANTS—Continued
Program and Financing—Continued

Identification code 69-8020-0-7-401	2011 actual	2012 est.	2013 est.
3100 Obligated balance, end of year (net)	728	625	779
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	142	226	.....
4011 Outlays from discretionary balances	434	427	396
4020 Outlays, gross (total)	576	653	396
Mandatory:			
4090 Budget authority, gross	550	550	550
4180 Budget authority, net (total)	550	550	550
4190 Outlays, net (total)	576	653	396
Memorandum (non-add) entries:			
5052 Obligated balance, SOY: Contract authority	18	.....	.....
5054 Fund balance in excess of liquidating requirements, SOY:			
Contract authority		52	52
5055 Fund balance in excess of liquidating requirements, EOY:			
Contract authority	52	52	52
5061 Limitation on obligations (Transportation Trust Funds)	620	550	.....

Summary of Budget Authority and Outlays (in millions of dollars)

	2011 actual	2012 est.	2013 est.
Enacted/requested:			
Budget Authority	550	550	550
Outlays	576	653	396
Amounts included in the adjusted baseline:			
Budget Authority			9
Outlays		1	229
Legislative proposal, subject to PAYGO:			
Budget Authority			84
Outlays			34
Total:			
Budget Authority	550	550	643
Outlays	576	654	659

The National Highway Traffic Safety Administration (NHTSA) provides grants for several activities related to highway traffic safety. Under the Administration's reauthorization proposal, NHTSA streamlines the highway safety grant process. It also establishes a new distracted driving grant for States that enact and enforce laws to prevent distracted driving, such as prohibiting texting while driving. States would be able to use up to \$50,000,000 for any safety activity authorized under title 23, of which up to \$5,000,000 is reserved for media campaigns. NHTSA also strengthens its major highway safety grant programs that support the following efforts:

State highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage.

Programs to reduce deaths and injuries of children and adults from riding unrestrained or improperly restrained in motor vehicles including the enforcement of laws or requirements regarding the use of safety belts and child restraints in passenger motor vehicles.

Adoption and implementation of effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data that is needed to identify priorities for national, State, and local highway and traffic safety programs.

Adoption and implementation of effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol.

Reduction of the number of single and multi-vehicle crashes involving motorcyclists through motorcyclist safety training and motorcyclist awareness programs, including improvements to training curricula, delivery of training, recruitment or retention

of motorcyclist safety instructors, and public awareness and outreach programs.

High-visibility traffic safety law enforcement campaigns to achieve one or both of the following objectives: (1) reduce alcohol-impaired or drug-impaired operation of motor vehicles; and/or (2) increase the use of safety belts by occupants of motor vehicles.

Object Classification (in millions of dollars)

Identification code 69-8020-0-7-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	8	9	9
12.1 Civilian personnel benefits	2	2	2
25.2 Other services from non-Federal sources	8	14	14
41.0 Grants, subsidies, and contributions	496	525	525
99.9 Total new obligations	514	550	550

Employment Summary

Identification code 69-8020-0-7-401	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	79	80	87

HIGHWAY TRAFFIC SAFETY GRANTS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-8020-7-7-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Contract authority, mandatory:			
1600 Contract authority			9
1640 Contract authority, mandatory (total)			9
1930 Total budgetary resources available			9
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			9
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)			-1
3040 Outlays (gross)		-1	-229
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)		-1	-230
3100 Obligated balance, end of year (net)		-1	-230
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority		-225	.....
4011 Outlays from discretionary balances		-427	-396
4020 Outlays, gross (total)		-652	-396
Mandatory:			
4090 Budget authority, gross			9
Outlays, gross:			
4100 Outlays from new mandatory authority		226	229
4101 Outlays from mandatory balances		427	396
4110 Outlays, gross (total)		653	625
4180 Budget authority, net (total)			9
4190 Outlays, net (total)		1	229
Memorandum (non-add) entries:			
5055 Fund balance in excess of liquidating requirements, EOY:			
Contract authority			-9
5061 Limitation on obligations (Transportation Trust Funds)		-550	.....

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2012 estimate. This schedule also creates a new baseline of contract authority that is equal to the

previous discretionary obligation limitation baseline, to calculate the spending increase above the baseline subject to PAYGO.

HIGHWAY TRAFFIC SAFETY GRANTS
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-8020-9-7-401	2011 actual	2012 est.	2013 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010	Outlays from new discretionary authority	-142	.....
4011	Outlays from discretionary balances	-434	.....
4020	Outlays, gross (total)	-576	.....
Mandatory:			
Outlays, gross:			
4100	Outlays from new mandatory authority	142	.....
4101	Outlays from mandatory balances	434	.....
4110	Outlays, gross (total)	576	.....
Memorandum (non-add) entries:			
5061	Limitation on obligations (Transportation Trust Funds)	-620	.....

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for 2011 actual amounts, for comparability purposes.

HIGHWAY TRAFFIC SAFETY GRANTS
(Legislative proposal, not subject to PAYGO)
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
([HIGHWAY] TRANSPORTATION TRUST FUND)

[For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, 406, 408, and 410 and sections 2001(a)(11), 2009, 2010, and 2011 of Public Law 109-59, to remain available until expended, \$550,328,000 to be derived from the Highway Trust Fund (other than the Mass Transit Account): *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2012, are in excess of \$550,328,000 for programs authorized under 23 U.S.C. 402, 405, 406, 408, and 410 and sections 2001(a)(11), 2009, 2010, and 2011 of Public Law 109-59, of which \$235,000,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402; \$25,000,000 shall be for "Occupant Protection Incentive Grants" under 23 U.S.C. 405; \$48,500,000 shall be for "Safety Belt Performance Grants" under 23 U.S.C. 406, and such obligation limitation shall remain available until September 30, 2013 in accordance with subsection (f) of such section 406 and shall be in addition to the amount of any limitation imposed on obligations for such grants for future fiscal years; \$34,500,000 shall be for "State Traffic Safety Information System Improvements" under 23 U.S.C. 408; \$139,000,000 shall be for "Alcohol-Impaired Driving Countermeasures Incentive Grant Program" under 23 U.S.C. 410; \$25,328,000 shall be for "Administrative Expenses" under section 2001(a)(11) of Public Law 109-59; \$29,000,000 shall be for "High Visibility Enforcement Program" under section 2009 of Public Law 109-59; \$7,000,000 shall be for "Motorcyclist Safety" under section 2010 of Public Law 109-59; and \$7,000,000 shall be for "Child Safety and Child Booster Seat Safety Incentive Grants" under section 2011 of Public Law 109-59: *Provided further*, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local or private buildings or structures: *Provided further*, That not to exceed \$500,000 of the funds made available for section 410 "Alcohol-Impaired Driving Countermeasures Grants" shall be available for technical assistance to the States: *Provided further*, That not to exceed \$750,000 of the funds made available for the "High Visibility Enforcement Program" shall be available for the evaluation required under section

2009(f) of Public Law 109-59: *Provided further*, That of the amounts made available under this heading for "Safety Belt Performance Grants", \$25,000,000 shall be available until expended for the modernization of the National Automotive Sampling System (NASS).] *Contingent upon enactment of multi-year surface transportation authorization legislation, \$643,000,000, to remain available until expended and to be derived from the Transportation Trust Fund (Highway Account), for payment of obligations incurred in carrying out provisions of title 23, United States Code, and provisions of Public Law 109-59, as amended by such authorization: Provided, That funds available for the planning or execution of highway traffic safety programs authorized under title 23, United States Code, and the provisions of Public Law 109-59, shall not exceed total obligations of \$643,000,000 in fiscal year 2013, of which \$317,500,000 shall be for Highway Safety Programs; \$40,000,000 shall be for Combined Occupant Protection Grants; \$34,500,000 shall be for State Traffic Safety Information System Improvements; \$139,000,000 shall be for Impaired Driving Countermeasures; \$50,000,000 shall be for Distracted Driving Grants; \$37,000,000 shall be for High Visibility Enforcement Program; \$7,000,000 shall be for Motorcyclist Safety; and \$18,000,000 shall be for Administrative Expenses: Provided further, That, of the funds made available for grants to States that enact and enforce laws to prevent distracted driving, up to \$5,000,000 may be available for the development and placement of broadcast media to support the enforcement of State distracted driving laws: 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. (Department of Transportation Appropriations Act, 2012.)*

HIGHWAY TRAFFIC SAFETY GRANTS
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8020-4-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001	Section 402 formula grants .....	.....	82
0002	Section 405 Combined occupant protection grants .....	.....	15
0003	Section 406 Safety Belt Performance .....	.....	-23
0006	Section 3010 High Visibility Enforcement .....	.....	8
0008	Section 2011 Child Safety and Booster Seat Grants .....	.....	-7
0011	Administrative Expenses - Chapter 4 of Title 23 .....	.....	-7
0012	Section 406 Safety Belt Performance NASS Modernization (2-year limitation) 2012/2013 .....	.....	-25
0013	Section 411 Distracted Driving Grants .....	.....	50
0900	Total new obligations .....	.....	93
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101	Appropriation (special or trust fund) .....	.....	93
1137	Appropriations applied to liquidate contract authority .....	.....	-93
Contract authority, mandatory:			
1600	Contract authority .....	.....	84
1640	Contract authority, mandatory (total) .....	.....	84
1900	Budget authority (total) .....	.....	84
1930	Total budgetary resources available .....	.....	84
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year .....	.....	-9
Change in obligated balance:			
3030	Obligations incurred, unexpired accounts .....	.....	93
3040	Outlays (gross) .....	.....	-34
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross) .....	.....	59
3100	Obligated balance, end of year (net) .....	.....	59
Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross .....	.....	84
Outlays, gross:			
4100	Outlays from new mandatory authority .....	.....	34
4180	Budget authority, net (total) .....	.....	84
4190	Outlays, net (total) .....	.....	34

HIGHWAY TRAFFIC SAFETY GRANTS—Continued
Program and Financing—Continued

Identification code 69-8020-4-7-401	2011 actual	2012 est.	2013 est.
Memorandum (non-add) entries:			
5055 Fund balance in excess of liquidating requirements, EOY:			
Contract authority			9

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

Object Classification (in millions of dollars)

Identification code 69-8020-4-7-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
25.2 Other services from non-Federal sources			-7
41.0 Grants, subsidies, and contributions			100
99.9 Total new obligations			93

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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

SEC. 141. The limitations on obligations for the programs of the National Highway Traffic Safety Administration set in this Act shall not apply to obligations for which obligation authority was made available in previous public laws [for multiple years] but only to the extent that the obligation authority has not lapsed or been used.

SEC. 142. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

SEC. 143. *Notwithstanding section 402(g) of title 23, United States Code, an additional \$2,500,000 shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for section 402 of such title, to pay for a Cooperative Research and Evaluation Program to research and evaluate priority highway safety countermeasures.*

SEC. 144. *Notwithstanding section 402(g) of title 23, United States Code, an additional \$3,000,000 shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for section 402 of such title, until September 30, 2014, and shall be in addition to the amount of any obligation limitation imposed on obligations for such section for future fiscal years, to pay for training of State, local and Federal highway safety personnel, including travel, administrative, and related expenses. (Department of Transportation Appropriations Act, 2012.)*

FEDERAL RAILROAD ADMINISTRATION

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

[In millions of dollars]

	2011 Enacted	2012 Enacted	2013 Estimate
Budget Authority:			
Safety and Operations	177	179	196
Offsetting Collections	0	0	-80
Safety and Operations Net BA	177	179	116
Railroad Safety Technology Program	0	0	0
Railroad Research and Development	35	35	36
Network Development (CA) (TF)	0	0	1,000

System Preservation and Renewal (CA) (TF)	0	0	1,546
Rail Line Relocation	11	0	0
Intercity Passenger Rail Grant Program	0	0	0
Capital and Debt Service Grants to Amtrak	922	952	0
Operating Subsidy Grants to Amtrak	562	466	0
Capital Grants to Amtrak (Recovery Act)	0	0	0
Capital Assistance for High Speed Rail and Intercity Passenger Grants (Recovery Act)	0	0	0
Capital Assistance for High Speed Rail and Intercity Passenger Grants	-400	0	0
Grants to Amtrak	0	0	0
Northeast Corridor Improvement Program	0	0	-4
Railroad Rehabilitation and Repair Program	0	0	0
Pennsylvania Station Redevelopment Project	0	0	0
Next Generation High Speed Rail	0	0	-2
Total Budget Authority (net)	1,307	1,632	2,691

Outlays:

Safety and Operations	184	208	228
Offsetting Collections	0	0	-80
Safety and Operations Net Outlays	184	208	148
Railroad Safety Technology Program	8	42	0
Railroad Research and Development	27	33	38
Network Development (CA) (TF)	0	0	135
System Preservation and Renewal (CA) (TF)	0	0	1,089
Rail Line Relocation	4	20	20
Intercity Passenger Rail Grant Program	10	20	20
Capital and Debt Service Grants to Amtrak	978	983	0
Operating Subsidy Grants to Amtrak	562	466	0
Capital Grants to Amtrak (Recovery Act)	318	5	0
Capital Assistance for High Speed Rail and Intercity Passenger Grants (Recovery Act)	295	1,307	1,538
Capital Assistance for High Speed Rail and Intercity Passenger Grants	9	363	418
Grants to Amtrak	4	2	0
Northeast Corridor Improvement Program	1	6	0
Railroad Rehabilitation and Repair Program	3	9	0
Pennsylvania Station Redevelopment Project	4	11	11
Next Generation High-Speed Rail	2	3	3
Total Outlays (net)	2,409	3,478	3,420

Federal Funds

FEDERAL RAILROAD ADMINISTRATION
SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, [\$178,596,000] \$196,000,000, of which [\$12,300,000] \$20,360,000 shall remain available until expended and of which \$80,000,000 shall be derived from railroad safety fees collected in fiscal year 2013, as provided in this Act: *Provided, That such railroad safety fees shall be credited as an offsetting collection to this account, of which \$18,549,000 shall remain available until expended for railroad safety activities: 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 2013, so as to result in a final appropriation from the general fund estimated at \$116,000,000. (Department of Transportation Appropriations Act, 2012.)*

Program and Financing (in millions of dollars)

Identification code 69-0700-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Salaries and expenses	174	184	116
0006 Alaska railroad liabilities	1		
0100 Total direct program	175	184	116
0799 Total direct obligations	175	184	116
0801 Reimbursable services	1	5	84
0900 Total new obligations	176	189	200
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4	5	

Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	177	179 116
1160	Appropriation, discretionary (total)	177	179 116
Spending authority from offsetting collections, discretionary:			
1700	Collected	1	5 84
1750	Spending auth from offsetting collections, disc (total)	1	5 84
1900	Budget authority (total)	178	184 200
1930	Total budgetary resources available	182	189 200
Memorandum (non-add) entries:			
1940	Unobligated balance expiring	-1	.....
1941	Unexpired unobligated balance, end of year	5	.....

Change in obligated balance:			
Obligated balance, start of year (net):			
3000	Unpaid obligations, brought forward, Oct 1 (gross)	211	223 199
3030	Obligations incurred, unexpired accounts	176	189 200
3031	Obligations incurred, expired accounts	8	.....
3040	Outlays (gross)	-185	-213 -232
3061	Obligated balance transferred from other accts [70-0560]	22	.....
3081	Recoveries of prior year unpaid obligations, expired	-9	.....
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)	223	199 167
3100	Obligated balance, end of year (net)	223	199 167

Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	178	184 200
Outlays, gross:			
4010	Outlays from new discretionary authority	146	148 160
4011	Outlays from discretionary balances	39	65 72
4020	Outlays, gross (total)	185	213 232
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030	Federal sources .....	.....	-5 -4
4033	Non-Federal sources	-1	..... -80
4040	Offsets against gross budget authority and outlays (total)	-1	-5 -84
4070	Budget authority, net (discretionary)	177	179 116
4080	Outlays, net (discretionary)	184	208 148
4180	Budget authority, net (total)	177	179 116
4190	Outlays, net (total)	184	208 148

Funds requested in the Safety and Operations account support Federal Railroad Administration's (FRA) management and administrative costs in the Salaries and Expenses activity.

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

In the FRA Administrative Provisions, the Budget includes language to implement a rail safety user fee. This fee is meant to recoup the cost of FRA rail safety inspectors. The fee would be phased-in starting in 2013 and fee collections would increase in subsequent years.

Object Classification (in millions of dollars)

Identification code 69-0700-0-1-401			
Direct obligations:			
Personnel compensation:			
11.1	Full-time permanent	83	84 47
11.3	Other than full-time permanent	1	1 1
11.5	Other personnel compensation	2	2 1
11.9	Total personnel compensation	86	87 49
12.1	Civilian personnel benefits	27	27 13
21.0	Travel and transportation of persons	9	7 7
23.1	Rental payments to GSA	6	7 7
23.3	Communications, utilities, and miscellaneous charges	2	2 2
25.2	Other services from non-Federal sources	3	9 11
25.3	Other goods and services from Federal sources	32	28 12
25.7	Operation and maintenance of equipment	4	4 3
26.0	Supplies and materials	1	1 1
31.0	Equipment	2	2 1
41.0	Grants, subsidies, and contributions	3	9 9
42.0	Insurance claims and indemnities .....	.....	1 1
99.0	Direct obligations	175	184 116

99.0	Reimbursable obligations	1	81
25.2	Allocation Account - reimbursable: Other services from non-Federal sources	1	4 3
99.9	Total new obligations	176	189 200

Employment Summary

Identification code 69-0700-0-1-401		2011 actual	2012 est.	2013 est.
1001	Direct civilian full-time equivalent employment	856	856	879

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, **[\$35,000,000] \$35,500,000**, to remain available until expended. (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69-0745-0-1-401		2011 actual	2012 est.	2013 est.
Obligations by program activity:				
0001	Railroad system issues	3	4 3	
0002	Human factors	3	4 3	
0003	Rolling stock and components	4	3 3	
0004	Track and structures	5	5 5	
0005	Track and train interaction	2	6 4	
0006	Train control	6	12 6	
0007	Grade crossings	2	6 2	
0008	Hazardous materials transportation	2	2 2	
0009	Train occupant protection	4	5 4	
0010	R&D facilities and test equipment	2	3 3	
0015	Railroad cooperative research program .....	.....	..... 1
0100	Total direct program	33	50 36	
0799	Total direct obligations	33	50 36	
0801	Reimbursable program activity .....	.....	1 1
0900	Total new obligations	33	51 37	

Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	9	15	.....
1021	Recoveries of prior year unpaid obligations	3	.....	.....
1050	Unobligated balance (total)	12	15	.....
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	35	35	36
1160	Appropriation, discretionary (total)	35	35	36
Spending authority from offsetting collections, discretionary:				
1700	Collected	2	1	1
1701	Change in uncollected payments, Federal sources	-1	.....	.....
1750	Spending auth from offsetting collections, disc (total)	1	1	1
1900	Budget authority (total)	36	36	37
1930	Total budgetary resources available	48	51	37
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	15	.....	.....

Change in obligated balance:				
Obligated balance, start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	50	51	68
3010	Uncollected pymts, Fed sources, brought forward, Oct 1	-2	-1	-1
3020	Obligated balance, start of year (net)	48	50	67
3030	Obligations incurred, unexpired accounts	33	51	37
3040	Outlays (gross)	-29	-34	-39
3050	Change in uncollected pymts, Fed sources, unexpired	1	.....	.....
3080	Recoveries of prior year unpaid obligations, unexpired	-3	.....	.....
Obligated balance, end of year (net):				
3090	Unpaid obligations, end of year (gross)	51	68	66
3091	Uncollected pymts, Fed sources, end of year	-1	-1	-1
3100	Obligated balance, end of year (net)	50	67	65

Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	36	36	37
Outlays, gross:				
4010	Outlays from new discretionary authority	6	12	12

RAILROAD RESEARCH AND DEVELOPMENT—Continued
Program and Financing—Continued

Identification code 69-0745-0-1-401	2011 actual	2012 est.	2013 est.
4011 Outlays from discretionary balances	23	22	27
4020 Outlays, gross (total)	29	34	39
Offsets against gross budget authority and outlays: Offsetting collections (collected) from:			
4030 Federal sources	-2	-1	-1
Additional offsets against gross budget authority only: Change in uncollected pymts, Fed sources, unexpired	1		
4070 Budget authority, net (discretionary)	35	35	36
4080 Outlays, net (discretionary)	27	33	38
4180 Budget authority, net (total)	35	35	36
4190 Outlays, net (total)	27	33	38

Funding requested in the Railroad Research and Development Program provides science and technology support for Federal Railroad Administration's rail safety rulemaking and enforcement efforts. In addition to improving safety, the program makes significant contributions towards the Department of Transportation's (DOT) state of good repair, economic competitiveness, and environmental sustainability goals. The program focuses on the following areas of research:

Track and Structures Research.—Aims at reducing derailments due to track related causes.

Rolling Stock Research.—To reduce derailments caused by equipment failures and to reduce consequences of derailments should they occur.

Train Control and Communications Research.—To reduce train collisions by facilitating the implementation of Positive Train Control and to reduce highway-rail grade crossing and trespass accidents.

Human Factors Research.—To reduce accidents caused by human error.

Railroad System Issues.—Studies include the prioritization of research and development (R&D) projects and addressing DOT goals other than safety.

Rail Cooperative Research Program.—To engage railroads, states, technology providers, and university researchers in the R&D program.

Object Classification (in millions of dollars)

Identification code 69-0745-0-1-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
25.3 Other goods and services from Federal sources	7	4	4
25.4 Operation and maintenance of facilities	1	4	4
25.5 Research and development contracts	19	41	27
41.0 Grants, subsidies, and contributions	5	1	1
99.0 Direct obligations	32	50	36
99.0 Reimbursable obligations	1	1	1
99.9 Total new obligations	33	51	37

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Program and Financing (in millions of dollars)

Identification code 69-0723-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Pennsylvania Station redevelopment project	60		
0900 Total new obligations (object class 41.0)	60		
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	60		

1930 Total budgetary resources available	60		
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Change in obligated balance:

Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)		56	45
3030 Obligations incurred, unexpired accounts	60		
3040 Outlays (gross)	-4	-11	-11
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	56	45	34
3100 Obligated balance, end of year (net)	56	45	34

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	4	11	11
4190 Outlays, net (total)	4	11	11

Funds are used to redevelop the Pennsylvania Station in New York City, which involves renovating the James A. Farley Post Office building. Funding for this project was included in the Grants to the National Railroad Passenger Corporation appropriation in 1995 through 1997, and the Northeast Corridor Improvement Program in 1998. In 2000, an advance appropriation of \$20 million was provided for 2001, 2002, and 2003. In 2001, Congress specified that the \$20 million advance appropriation provided in 2000 for the Farley Building was to be used exclusively for fire and life safety initiatives. No new funds are requested for this program in 2013.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Program and Financing (in millions of dollars)

Identification code 69-0704-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0003 General System Engineering		1	
0004 Amtrak Asset Valuation		1	
0900 Total new obligations (object class 25.3)		2	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	2	
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	2	2	
1930 Total budgetary resources available	2	2	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	2		

Change in obligated balance:

Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	327	4	
3030 Obligations incurred, unexpired accounts		2	
3040 Outlays (gross)	-322	-6	
3080 Recoveries of prior year unpaid obligations, unexpired	-1		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	4		
3100 Obligated balance, end of year (net)	4		

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	322	6	
4190 Outlays, net (total)	322	6	

The National Railroad Passenger Corporation (Amtrak) was established in 1970 through the Rail Passenger Service Act. Amtrak is operated and managed as a for-profit corporation with all Board members appointed by the Executive Branch of the Federal Government, with the advice and consent of the Senate. Amtrak is not an agency or instrument of the U.S. Government. Since 2006, Federal resources specifically for Amtrak have been

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

In 2009, the American Recovery and Reinvestment Act of 2009 (Recovery Act) provided \$1.3 billion to Amtrak for capital grants, of which \$450 million was designated for capital security grants to fund enhancements in situational awareness, improvised explosive devices and Vehicle Borne Improvised Explosive Device detection, risk assessment/risk reduction cycle optimization (when vulnerabilities are discovered), and quick response communications within the intercity passenger rail network. The remaining \$850 million in Recovery Act funds were for projects that remediate vulnerabilities in the system's physical infrastructure and enhance national incident management and risk mitigation capabilities in the intercity passenger rail network.

Under the Administration's surface transportation reauthorization proposal, Amtrak will be an eligible grantee for competitive grants under the System Preservation and Renewal component of the new National Rail System program, funded within the Multimodal Account of the Transportation Trust Fund.

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

¶To enable the Secretary of Transportation to make quarterly grants to the National Railroad Passenger Corporation for the operation of intercity passenger rail, as authorized by section 101 of the Passenger Rail Investment and Improvement Act of 2008 (division B of Public Law 110-432), \$466,000,000, to remain available until expended: *Provided*, That the amounts available under this paragraph shall be available for the Secretary to approve funding to cover operating losses for the Corporation only after receiving and reviewing a grant request for each specific train route: *Provided further*, That each such grant request shall be accompanied by a detailed financial analysis, revenue projection, and capital expenditure projection justifying the Federal support to the Secretary's satisfaction: *Provided further*, That not later than 60 days after enactment of this Act, the Corporation shall transmit, in electronic format, to the Secretary, the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation the annual budget and business plan and the 5-Year Financial Plan for fiscal year 2012 required under section 204 of the Passenger Rail Investment and Improvement Act of 2008: *Provided further*, That the budget, business plan, and the 5-Year Financial Plan shall also include a separate accounting of ridership, revenues, and capital and operating expenses for the Northeast Corridor; commuter service; long-distance Amtrak service; State-supported service; each intercity train route, including Autotrain; and commercial activities including contract operations: *Provided further*, That the budget, business plan and the 5-Year Financial Plan shall include a description of work to be funded, along with cost estimates and an estimated timetable for completion of the projects covered by these plans: *Provided further*, That the budget, business plan and the 5-Year Financial Plan shall include annual information on the maintenance, refurbishment, replacement, and expansion for all Amtrak rolling stock consistent with the comprehensive fleet plan: *Provided further*, That the Corporation shall provide semiannual reports in electronic format regarding the pending business plan, which shall describe the work completed to date, any changes to the business plan, and the reasons for such changes, and shall identify all sole-source contract awards which shall be accompanied by a justification as to why said contract was awarded on a sole-source basis, as well as progress against the milestones and target dates of the 2011 performance improvement plan: *Provided further*, That the Corporation's budget, business plan, 5-Year Financial Plan, semiannual reports, and all subsequent supplemental plans shall be displayed on the Corporation's Web site within a reasonable timeframe following their submission to the appropriate entities: *Provided further*, That these plans shall be accompanied by a comprehensive fleet plan for all Amtrak rolling stock which shall address the Corporation's detailed plans and timeframes for the maintenance, refurbishment, replacement, and expansion of the Amtrak fleet: *Provided further*, That said fleet plan

shall establish year-specific goals and milestones and discuss potential, current, and preferred financing options for all such activities: *Provided further*, That none of the funds under this heading may be obligated or expended until the Corporation agrees to continue abiding by the provisions of paragraphs 1, 2, 5, 9, and 11 of the summary of conditions for the direct loan agreement of June 28, 2002, in the same manner as in effect on the date of enactment of this Act: *Provided further*, That none of the funds provided in this Act may be used after March 1, 2012, to support any route on which Amtrak offers a discounted fare of more than 50 percent off the normal peak fare: *Provided further*, That the preceding proviso does not apply to routes where the operating loss as a result of the discount is covered by a State and the State participates in the setting of fares: *Provided further*, That the Corporation shall submit to the House and Senate Committees on Appropriations a budget request for fiscal year 2013 in similar format and substance to those submitted by executive agencies of the Federal Government.¶ (Department of Transportation Appropriations Act, 2012.)

Program and Financing (in millions of dollars)

Identification code 69-0121-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Operating subsidy grants	562	466	.....
0900 Total new obligations (object class 41.0)	562	466	.....
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	563	466	.....
1130 Appropriations permanently reduced	-1	.....	.....
1160 Appropriation, discretionary (total)	562	466	.....
1930 Total budgetary resources available	562	466	.....
Change in obligated balance:			
3030 Obligations incurred, unexpired accounts	562	466	.....
3040 Outlays (gross)	-562	-466	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	562	466	.....
Outlays, gross:			
4010 Outlays from new discretionary authority	562	466	.....
4180 Budget authority, net (total)	562	466	.....
4190 Outlays, net (total)	562	466	.....

Summary of Budget Authority and Outlays (in millions of dollars)

	2011 actual	2012 est.	2013 est.
Enacted/requested:			
Budget Authority	562	466	.....
Outlays	562	466	.....
Amounts included in the adjusted baseline:			
Budget Authority .....	.....	.....	474
Outlays .....	.....	.....	474
Legislative proposal, subject to PAYGO:			
Budget Authority .....	.....	.....	-474
Outlays .....	.....	.....	-474
Total:			
Budget Authority	562	466	.....
Outlays	562	466	.....

Under the Administration's surface transportation reauthorization proposal, Federal support for the National Railroad Passenger Corporation (Amtrak) operations will be an eligible activity for competitive grants under the System Preservation and Renew-

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION—Continued

al component of the new National Rail System program, funded within the Multimodal Account of the Transportation Trust Fund.

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-0121-7-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	-466	
1160	Appropriation, discretionary (total)	-466	
Appropriations, mandatory:			
1200	Appropriation	466	474
1260	Appropriations, mandatory (total)	466	474
1900	Budget authority (total)		474
1930	Total budgetary resources available		474
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year		474
Change in obligated balance:			
3040	Outlays (gross)		-474
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)		-474
3100	Obligated balance, end of year (net)		-474
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	-466	
Outlays, gross:			
4010	Outlays from new discretionary authority	-466	
Mandatory:			
4090	Budget authority, gross	466	474
Outlays, gross:			
4100	Outlays from new mandatory authority	466	474
4180	Budget authority, net (total)		474
4190	Outlays, net (total)		474

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2012 estimate and baseline budget authority and outlays as mandatory, for comparability purposes, and to calculate the spending increase above the baseline subject to PAYGO.

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-0121-9-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	-562	
1160	Appropriation, discretionary (total)	-562	
Appropriations, mandatory:			
1200	Appropriation	562	
1260	Appropriations, mandatory (total)	562	
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	-562	
Outlays, gross:			
4010	Outlays from new discretionary authority	-562	

Mandatory:			
4090	Budget authority, gross	562	
Outlays, gross:			
4100	Outlays from new mandatory authority	562	

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2011 enacted budget authority and outlays as mandatory, for comparability purposes.

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0121-4-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200	Appropriation		-474
1260	Appropriations, mandatory (total)		-474
1900	Budget authority (total)		-474
1930	Total budgetary resources available		-474
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year		-474
Change in obligated balance:			
3040	Outlays (gross)		474
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)		474
3100	Obligated balance, end of year (net)		474
Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross		-474
Outlays, gross:			
4100	Outlays from new mandatory authority		-474
4180	Budget authority, net (total)		-474
4190	Outlays, net (total)		-474

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

【To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation for capital investments as authorized by section 101(c) and 219(b) of the Passenger Rail Investment and Improvement Act of 2008 (division B of Public Law 110-432), \$952,000,000, to remain available until expended, of which not to exceed \$271,000,000 shall be for debt service obligations as authorized by section 102 of such Act: *Provided*, That of the amounts made available under this heading, not less than \$50,000,000 shall be made available to bring Amtrak served facilities and stations into compliance with the Americans with Disabilities Act: *Provided further*, That after an initial distribution of up to \$200,000,000, which shall be used by the Corporation as a working capital account, all remaining funds shall be provided to the Corporation only on a reimbursable basis: *Provided further*, That the Secretary may retain up to one-half of 1 percent of the funds provided under this heading to fund the costs of project management oversight of capital projects funded by grants provided under this heading, as author-

ized by subsection 101(d) of division B of Public Law 110–432: *Provided further*, That the Secretary shall approve funding for capital expenditures, including advance purchase orders of materials, for the Corporation only after receiving and reviewing a grant request for each specific capital project justifying the Federal support to the Secretary's satisfaction: *Provided further*, That none of the funds under this heading may be used to subsidize operating losses of the Corporation: *Provided further*, That none of the funds under this heading may be used for capital projects not approved by the Secretary of Transportation or on the Corporation's fiscal year 2012 business plan: *Provided further*, That in addition to the project management oversight funds authorized under section 101(d) of division B of Public Law 110–432, the Secretary may retain up to an additional one-half of 1 percent of the funds provided under this heading to fund expenses associated with implementing section 212 of division B of Public Law 110–432, including the amendments made by section 212 to section 24905 of title 49, United States Code.】 (Department of Transportation Appropriations Act, 2012.)

Program and Financing (in millions of dollars)

Identification code 69–0125–0–1–401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 General Capital Improvements	649	622	.....
0002 Debt Service Grants	263	271	.....
0005 Contract Oversight	2	16	.....
0006 NECP .....	.....	14	.....
0007 American Disability Act (ADA) .....	.....	50	.....
0799 Total direct obligations	914	973	.....
0881 Early Buy Outs (EBO)	52	310	.....
0889 Reimbursable program activities, subtotal	52	310	.....
0900 Total new obligations	966	1,283	.....
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	13	21	.....
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	924	952	.....
1130 Appropriations permanently reduced	-2	.....	.....
1160 Appropriation, discretionary (total)	922	952	.....
Spending authority from offsetting collections, mandatory:			
1800 Collected	52	310	.....
1850 Spending auth from offsetting collections, mand (total)	52	310	.....
1900 Budget authority (total)	974	1,262	.....
1930 Total budgetary resources available	987	1,283	.....
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	21	.....	.....
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	75	11	.....
3030 Obligations incurred, unexpired accounts	966	1,283	.....
3040 Outlays (gross)	-1,030	-1,294	.....
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	11	.....	.....
3100 Obligated balance, end of year (net)	11	.....	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	922	952	.....
Outlays, gross:			
4010 Outlays from new discretionary authority	903	952	.....
4011 Outlays from discretionary balances	75	32	.....
4020 Outlays, gross (total)	978	984	.....
Mandatory:			
4090 Budget authority, gross	52	310	.....
Outlays, gross:			
4100 Outlays from new mandatory authority	52	310	.....
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4120 Federal sources	-52	-310	.....
4180 Budget authority, net (total)	922	952	.....
4190 Outlays, net (total)	978	984	.....

Summary of Budget Authority and Outlays (in millions of dollars)

	2011 actual	2012 est.	2013 est.
Enacted/requested:			
Budget Authority	922	952	.....
Outlays	978	984	.....
Amounts included in the adjusted baseline:			
Budget Authority .....	.....	.....	968
Outlays .....	.....	.....	968
Legislative proposal, subject to PAYGO:			
Budget Authority .....	.....	.....	-968
Outlays .....	.....	.....	-968
Total:			
Budget Authority	922	952	.....
Outlays	978	984	.....

Under the Administration's surface transportation reauthorization proposal, capital and debt service activities of the National Railroad Passenger Corporation (Amtrak) will be eligible for competitive grants under the System Preservation and Renewal component of the new National Rail System program, funded within the Multimodal account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 69–0125–0–1–401	2011 actual	2012 est.	2013 est.
Direct obligations:			
25.3 Other goods and services from Federal sources	2	30	.....
41.0 Grants, subsidies, and contributions	912	943	.....
99.0 Direct obligations	914	973	.....
41.0 Allocation Account - reimbursable: Grants, subsidies, and contributions	52	310	.....
99.9 Total new obligations	966	1,283	.....

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69–0125–7–1–401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-952	.....
1160 Appropriation, discretionary (total)	-952	.....
Appropriations, mandatory:			
1200 Appropriation	952	968
1260 Appropriations, mandatory (total)	952	968
1900 Budget authority (total)	968
1930 Total budgetary resources available	968
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	968
Change in obligated balance:			
3040 Outlays (gross)	-968
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	-968
3100 Obligated balance, end of year (net)	-968
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-952	.....
Outlays, gross:			
4010 Outlays from new discretionary authority	-952	.....
4011 Outlays from discretionary balances	-32	.....
4020 Outlays, gross (total)	-984	.....
Mandatory:			
4090 Budget authority, gross	952	968
Outlays, gross:			
4100 Outlays from new mandatory authority	952	968
4101 Outlays from mandatory balances	32	.....
4110 Outlays, gross (total)	984	968
4180 Budget authority, net (total)	968

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

Program and Financing—Continued

Identification code 69-0125-7-1-401	2011 actual	2012 est.	2013 est.
4190 Outlays, net (total)			968

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2012 estimate and baseline budget authority and outlays as mandatory, for comparability purposes, and to calculate the spending increase above the baseline subject to PAYGO.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-0125-9-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-922		
1160 Appropriation, discretionary (total)	-922		
Appropriations, mandatory:			
1200 Appropriation	922		
1260 Appropriations, mandatory (total)	922		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-922		
Outlays, gross:			
4010 Outlays from new discretionary authority	-903		
4011 Outlays from discretionary balances	-75		
4020 Outlays, gross (total)	-978		
Mandatory:			
4090 Budget authority, gross	922		
Outlays, gross:			
4100 Outlays from new mandatory authority	903		
4101 Outlays from mandatory balances	75		
4110 Outlays, gross (total)	978		

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2011 enacted budget authority and outlays as mandatory, for comparability purposes.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0125-4-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			-968
1260 Appropriations, mandatory (total)			-968
1900 Budget authority (total)			-968
1930 Total budgetary resources available			-968
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-968

Change in obligated balance:			
3040 Outlays (gross)			968
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			968
3100 Obligated balance, end of year (net)			968

Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			-968
Outlays, gross:			
4100 Outlays from new mandatory authority			-968
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4180 Budget authority, net (total)			-968
4190 Outlays, net (total)			-968

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

EMERGENCY RAILROAD REHABILITATION AND REPAIR

Program and Financing (in millions of dollars)

Identification code 69-0124-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Emergency Railroad Rehabilitation and Repair	2	3	
0900 Total new obligations (object class 41.0)	2	3	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	5	3	
1930 Total budgetary resources available	5	3	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	3		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	6	5	
3030 Obligations incurred, unexpired accounts	2	3	
3040 Outlays (gross)	-3	-8	
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	5		
3100 Obligated balance, end of year (net)	5		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	3	8	
4190 Outlays, net (total)	3	8	

Funding for this program was provided in a supplemental appropriation in 2008. This program provides discretionary grants to States to repair and rehabilitate Class II and Class III railroad infrastructure damaged by hurricanes, floods, and other natural disasters in areas for which the President declared a major disaster under title IV of the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1974. In 2013, no new funding is requested for this program.

INTERCITY PASSENGER RAIL GRANT PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0715-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Intercity passenger rail grants	48	36	.....
0900 Total new obligations (object class 41.0)	48	36	.....
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	78	34	.....
1021 Recoveries of prior year unpaid obligations	4	2	.....
1050 Unobligated balance (total)	82	36	.....
1930 Total budgetary resources available	82	36	.....
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	34	.....	.....
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	31	65	79
3030 Obligations incurred, unexpired accounts	48	36	.....
3040 Outlays (gross)	-10	-20	-20
3080 Recoveries of prior year unpaid obligations, unexpired	-4	-2	.....
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	65	79	59
3100 Obligated balance, end of year (net)	65	79	59
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	10	20	20
4190 Outlays, net (total)	10	20	20

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

No new funds are requested for this program in 2013.

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE

Program and Financing (in millions of dollars)

Identification code 69-0719-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Capital Assistance High-Speed Rail (ARRA) Grants	6,961	187	.....
0002 Capital Assistance High-Speed Rail (ARRA) Oversight	4	.....	.....
0003 Capital Assistance High-Speed Rail Corridors and IPR Service Grants	238	1,733	.....
0004 Capital Assistance High-Speed Rail Corridors and IPR Service Oversight	5	36	.....
0005 Capital Assistance High-Speed Rail Corridors and IPR Service Research and Demonstrating Technologies	11	13	.....
0006 Capital Assistance High-Speed Rail Corridors and IPR Service Planning Activities	18	32	.....
0900 Total new obligations	7,237	2,001	.....
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	9,600	2,001	.....
1021 Recoveries of prior year unpaid obligations	38	.....	.....
1050 Unobligated balance (total)	9,638	2,001	.....

Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced	-400	.....	.....
1160 Appropriation, discretionary (total)	-400	.....	.....
1930 Total budgetary resources available	9,238	2,001	.....
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	2,001	.....	.....
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	882	7,777	8,530
3030 Obligations incurred, unexpired accounts	7,237	2,001	.....
3040 Outlays (gross)	-304	-1,248	-1,760
3080 Recoveries of prior year unpaid obligations, unexpired	-38	.....	.....
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	7,777	8,530	6,770
3100 Obligated balance, end of year (net)	7,777	8,530	6,770
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-400	.....	.....
Outlays, gross:			
4011 Outlays from discretionary balances	304	1,248	1,760
4180 Budget authority, net (total)	-400	.....	.....
4190 Outlays, net (total)	304	1,248	1,760

Through this program, the Federal Railroad Administration provides capital grants to States to invest and improve intercity passenger rail service, including the development of new high-speed rail capacity. Activity in this account includes the \$8 billion provided by the American Recovery and Reinvestment Act of 2009 and an additional \$2.1 billion provided in subsequent enacted appropriations. No funds are requested in this account for 2013, as the Administration is proposing to include passenger rail (including high speed rail) within multi-year surface transportation reauthorization. As part of that reauthorization, a new National Rail System program would be created, funded out a dedicated Multimodal Account of the Transportation Trust Fund. Activities currently carried out in this account would be continued in 2013 within a new Network Development account.

Object Classification (in millions of dollars)

Identification code 69-0719-0-1-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.3 Personnel compensation: Other than full-time permanent .....	.....	2	.....
12.1 Civilian personnel benefits .....	.....	1	.....
25.3 Other goods and services from Federal sources	41	78	.....
41.0 Grants, subsidies, and contributions	7,196	1,920	.....
99.9 Total new obligations	7,237	2,001	.....

Employment Summary

Identification code 69-0719-0-1-401	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	15	.....

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-0719-7-1-401	2011 actual	2012 est.	2013 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	-203	-337
Mandatory:			
Outlays, gross:			
4101 Outlays from mandatory balances	203	337

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE—Continued

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2012 estimate and baseline budget authority and outlays as mandatory, for comparability purposes, and to calculate the spending increase above the baseline subject to PAYGO.

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-0719-9-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced	400		
1160 Appropriation, discretionary (total)	400		
Appropriations, mandatory:			
1200 Appropriation	-400		
1260 Appropriations, mandatory (total)	-400		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	400		
Outlays, gross:			
4011 Outlays from discretionary balances	-9		
Mandatory:			
4090 Budget authority, gross	-400		
Outlays, gross:			
4101 Outlays from mandatory balances	9		

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2011 enacted budget authority and outlays as mandatory, for comparability purposes.

NEXT GENERATION HIGH-SPEED RAIL

(CANCELLATION)

Of the funds made available for Next Generation High Speed Rail, as authorized by sections 1103 and 7201 of Public Law 105-178, \$1,973,000 are hereby permanently cancelled: Provided, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.

Program and Financing (in millions of dollars)

Identification code 69-0722-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0003 Grade crossing hazard mitigation/low-cost innovative technologies		4	
0005 Corridor planning		3	
0006 Maglev	1		
0900 Total new obligations	1	7	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	9	9	2

1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	10	9	2
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced			-2
1160 Appropriation, discretionary (total)			-2
1930 Total budgetary resources available	10	9	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	9	2	

Change in obligated balance:

Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	9	7	11
3030 Obligations incurred, unexpired accounts	1	7	
3040 Outlays (gross)	-2	-3	-1
3080 Recoveries of prior year unpaid obligations, unexpired	-1		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	7	11	10
3100 Obligated balance, end of year (net)	7	11	10

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross			-2
Outlays, gross:			
4010 Outlays from new discretionary authority			-2
4011 Outlays from discretionary balances	2	3	3
4020 Outlays, gross (total)	2	3	1
4180 Budget authority, net (total)			-2
4190 Outlays, net (total)	2	3	1

The Next Generation High-Speed Rail Program funds: research, development, and technology demonstration programs and the planning and analysis required to evaluate high speed rail technology proposals. No new funds are requested for this program in 2013.

The 2013 Budget proposes to cancel \$2 million in unobligated balances in this account.

Object Classification (in millions of dollars)

Identification code 69-0722-0-1-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
25.2 Other services from non-Federal sources	1	4	
41.0 Grants, subsidies, and contributions		3	
99.9 Total new obligations	1	7	

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

(CANCELLATION)

Of the funds made available for the Northeast Corridor Improvement Program, as authorized by Public Law 94-210, \$4,419,000 are hereby permanently cancelled: Provided, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.

Program and Financing (in millions of dollars)

Identification code 69-0123-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Northeast Corridor Improvement Program		2	
0900 Total new obligations (object class 25.1)		2	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	6	6	4
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced			-4

1160	Appropriation, discretionary (total)			-4
1930	Total budgetary resources available	6	6	
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	6	4	

Change in obligated balance:

Obligated balance, start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	1		
3030	Obligations incurred, unexpired accounts		2	
3040	Outlays (gross)	-1	-2	

Budget authority and outlays, net:

Discretionary:				
4000	Budget authority, gross			-4
Outlays, gross:				
4010	Outlays from new discretionary authority			-4
4011	Outlays from discretionary balances	1	2	4
4020	Outlays, gross (total)	1	2	
4180	Budget authority, net (total)			-4
4190	Outlays, net (total)	1	2	

This program provided funds to continue the upgrade of passenger rail service in the corridor between Washington, DC and Boston, MA. Since 2001, capital funding has been provided in the National Railroad Passenger Corporation (Amtrak) appropriation. Under the Administration's surface transportation reauthorization proposal, Federal resources for capital improvements to the Northeast Corridor will be an eligible activity under the new National Rail System program, funded within the Multimodal Account of the Transportation Trust Fund.

The 2013 Budget proposes to cancel \$4 million in unobligated balances in this account.

RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0716-0-1-401		2011 actual	2012 est.	2013 est.
Obligations by program activity:				
0001	Rail line relocation	32	52	
0900	Total new obligations (object class 41.0)	32	52	

Budgetary Resources:

Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	73	52	
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	11		
1160	Appropriation, discretionary (total)	11		
1930	Total budgetary resources available	84	52	
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	52		

Change in obligated balance:

Obligated balance, start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	7	35	67
3030	Obligations incurred, unexpired accounts	32	52	
3040	Outlays (gross)	-4	-20	-20
Obligated balance, end of year (net):				
3090	Unpaid obligations, end of year (gross)	35	67	47
3100	Obligated balance, end of year (net)	35	67	47

Budget authority and outlays, net:

Discretionary:				
4000	Budget authority, gross	11		
Outlays, gross:				
4011	Outlays from discretionary balances	4	20	20
4180	Budget authority, net (total)	11		
4190	Outlays, net (total)	4	20	20

This program provides Federal assistance to States for relocating or making necessary improvements to local rail lines. No new funds are requested for this program in 2013.

RAILROAD SAFETY TECHNOLOGY PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0701-0-1-401		2011 actual	2012 est.	2013 est.
Obligations by program activity:				
0001	Railroad Safety Technology Program	50		
0900	Total new obligations (object class 41.0)	50		

Budgetary Resources:

Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	50		
1930	Total budgetary resources available	50		

Change in obligated balance:

Obligated balance, start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross)		42	
3030	Obligations incurred, unexpired accounts	50		
3040	Outlays (gross)	-8	-42	
Obligated balance, end of year (net):				
3090	Unpaid obligations, end of year (gross)	42		
3100	Obligated balance, end of year (net)	42		

Budget authority and outlays, net:

Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances	8	42	
4190	Outlays, net (total)	8	42	

The Railroad Safety Technology Program provides competitive grants for the deployment of train control technologies to passenger and freight rail carriers, railroad suppliers, and State and local governments for projects that have a public benefit of improved railroad safety and efficiency. Projects may include the deployment of train control technologies, train control component technologies, processor-based technologies, electronically controlled pneumatic brakes, rail integrity inspection systems, rail integrity warning systems, switch position indicators and monitors, remote control power switch technologies, track integrity circuit technologies, and other new technologies to improve the safety of railroad systems.

Priority is given to projects that make technologies interoperable between railroad systems; accelerate the deployment of train control technology on high risk corridors, such as those that have high volumes of hazardous materials shipments, or over which commuter or passenger trains operate; or benefit both passenger and freight safety and efficiency. Entities need not have developed plans required under 49 U.S.C. 20156(e)(2) and 20157. However, in order to qualify for a grant under this program, all applicants must demonstrate that they are currently developing the required plans.

No new funds are requested in this account for fiscal year 2013.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

The Secretary of Transportation is authorized to issue [to the Secretary of the Treasury notes or other obligations] *direct loans and loan guarantees* pursuant to sections [512] 502 through 504 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] *direct loan or loan guarantee* is outstanding: *Provided, That,* pursuant to section

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM—Continued

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 [2012] 2013. (Department of Transportation Appropriations Act, 2012.)

Program and Financing (in millions of dollars)

Identification code 69-0750-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
Credit program obligations:			
0705 Reestimates of direct loan subsidy	19	.....	.....
0706 Interest on reestimates of direct loan subsidy	5	17	.....
0900 Total new obligations	24	17	.....
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation	24	17	.....
1260 Appropriations, mandatory (total)	24	17	.....
1930 Total budgetary resources available	24	17	.....
Change in obligated balance:			
3030 Obligations incurred, unexpired accounts	24	17	.....
3040 Outlays (gross)	-24	-17	.....
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	24	17	.....
Outlays, gross:			
4100 Outlays from new mandatory authority	24	17	.....
4180 Budget authority, net (total)	24	17	.....
4190 Outlays, net (total)	24	17	.....

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

Identification code 69-0750-0-1-401	2011 actual	2012 est.	2013 est.
Direct loan levels supportable by subsidy budget authority:			
115001 Railroad Rehabilitation and Improvement Financing Direct Loans	566	600	600
115999 Total direct loan levels	566	600	600
Direct loan subsidy (in percent):			
132001 Railroad Rehabilitation and Improvement Financing Direct Loans	0.00	0.00	0.00
132999 Weighted average subsidy rate	0.00	0.00	0.00
Direct loan upward reestimates:			
135001 Railroad Rehabilitation and Improvement Financing Direct Loans	24	17	.....
135999 Total upward reestimate budget authority	24	17	.....
Direct loan downward reestimates:			
137001 Railroad Rehabilitation and Improvement Financing Direct Loans	-21	-16	.....
137999 Total downward reestimate budget authority	-21	-16	.....
Guaranteed loan levels supportable by subsidy budget authority:			
215002 Railroad Rehabilitation and Improvement Financing Guarantees .....	.....	100	100
215999 Total loan guarantee levels .....	.....	100	100
Guaranteed loan subsidy (in percent):			
232002 Railroad Rehabilitation and Improvement Financing Guarantees .....	.....	0.00	0.00
232999 Weighted average subsidy rate .....	.....	0.00	0.00

The Transportation Equity Act of the 21st Century of 1998 established the Railroad Rehabilitation and Improvement Financing loan and loan guarantee program. The Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users, changed the program to allow direct loan and loan guarantees up to \$35,000,000,000 and required that no less than \$7,000,000,000 be reserved for projects primarily benefiting freight railroads other than class I carriers. The funding may be used: (1) to acquire, improve, or rehabilitate intermodal or rail

equipment or facilities, including track, components of track, bridges, yards, buildings, or shops; (2) to refinance debt; or (3) to develop and establish new intermodal or railroad facilities.

No Federal appropriation is required, since a non-Federal infrastructure partner may contribute the subsidy amount (in the form of a credit risk premium) required by the Credit Reform Act of 1990. Once received, statutorily established investigation charges are immediately available for appraisals and necessary determinations and findings.

Object Classification (in millions of dollars)

Identification code 69-0750-0-1-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
33.0 Investments and loans	19	.....	.....
43.0 Interest and dividends	5	17	.....
99.9 Total new obligations	24	17	.....

RRIF GUARANTEED LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4288-0-3-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3
Financing authority:			
Spending authority from offsetting collections, mandatory:			
1800 Offsetting collections (credit risk premium)	3	3
1850 Spending auth from offsetting collections, mand (total)	3	3
1930 Total budgetary resources available	3	6
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	3	6
Financing authority and disbursements, net:			
Mandatory:			
4090 Financing authority, gross	3	3
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4123 Non-Federal sources	-3	-3
4190 Financing disbursements, net (total)	-3	-3

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4288-0-3-401	2011 actual	2012 est.	2013 est.
Position with respect to appropriations act limitation on commitments:			
2131 Guaranteed loan commitments exempt from limitation	100	100
2150 Total guaranteed loan commitments	100	100
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	95
2231 Disbursements of new guaranteed loans	100	100
2251 Repayments and prepayments	-5	-5
2290 Outstanding, end of year	95	190
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	95	190

As required by the Federal Credit Reform Act of 1990, as amended, 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.

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4420-0-3-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations	566	600	600
0713 Payment of interest to Treasury	24	38	38
0742 Downward reestimate paid to receipt account	6	16	.....
0743 Interest on downward reestimates	15	.....	.....
0900 Total new obligations	611	654	638
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3	16	17
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	582	600	600
1440 Borrowing authority, mandatory (total)	582	600	600
Spending authority from offsetting collections, mandatory:			
1800 Offsetting collections (interest on uninvested funds)	4	3	3
1800 Offsetting collections (principal-borrowers)	12	60	60
1800 Offsetting collections (upward reestimate)	24	17	.....
1800 Offsetting collections (interest-borrowers)	19	27	27
1800 Collected	9	6	6
1825 Spending authority from offsetting collections applied to repay debt	-26	-58	-58
1850 Spending auth from offsetting collections, mand (total)	42	55	38
1900 Financing authority (total)	624	655	638
1930 Total budgetary resources available	627	671	655
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	16	17	17
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	199	659	677
3030 Obligations incurred, unexpired accounts	611	654	638
3040 Financing disbursements (gross)	-151	-636	-636
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	659	677	679
3100 Obligated balance, end of year (net)	659	677	679
Financing authority and disbursements, net:			
Mandatory:			
4090 Financing authority, gross	624	655	638
Financing disbursements:			
4110 Financing disbursements, gross	151	636	636
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources	-24	-17	.....
4122 Interest on uninvested funds	-4	-3	-3
4123 Credit Risk Premium	-9	-6	-6
4123 Principal Repayment	-12	-60	-60
4123 Interest Repayment	-19	-27	-27
4130 Offsets against gross financing auth and disbursements (total)	-68	-113	-96
4160 Financing authority, net (mandatory)	556	542	542
4170 Financing disbursements, net (mandatory)	83	523	540
4180 Financing authority, net (total)	556	542	542
4190 Financing disbursements, net (total)	83	523	540

Status of Direct Loans (in millions of dollars)

Identification code 69-4420-0-3-401	2011 actual	2012 est.	2013 est.
Position with respect to appropriations act limitation on obligations:			
1131 Direct loan obligations exempt from limitation	566	600	600
1150 Total direct loan obligations	566	600	600
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	410	505	1,045
1231 Disbursements: Direct loan disbursements	107	600	600
1251 Repayments: Repayments and prepayments	-12	-60	-60
1263 Write-offs for default: Direct loans .....	.....	.....	-1
1290 Outstanding, end of year	505	1,045	1,584

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and beyond. 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	2010 actual	2011 actual
ASSETS:		
1401 Net value of assets related to post-1991 direct loans receivable:		
Direct loans receivable, gross	410	505
1999 Total assets	410	505
LIABILITIES:		
2105 Federal liabilities: Other	410	505
4999 Total liabilities and net position	410	505

RAILROAD REHABILITATION AND IMPROVEMENT LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4411-0-3-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	4	.....	.....
1820 Capital transfer of spending authority from offsetting collections to general fund	-4	.....	.....

Budget authority and outlays, net:

Mandatory:			
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4123 Non-Federal sources	-4	.....	.....
4180 Budget authority, net (total)	-4	.....	.....
4190 Outlays, net (total)	-4	.....	.....

Status of Direct Loans (in millions of dollars)

Identification code 69-4411-0-3-401	2011 actual	2012 est.	2013 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	3	.....	.....
1251 Repayments: Repayments and prepayments	-3	.....	.....
1290 Outstanding, end of year .....	.....	.....	.....

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

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

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

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

RAILROAD REHABILITATION AND IMPROVEMENT LIQUIDATING
ACCOUNT—Continued

Balance Sheet (in millions of dollars)

Identification code 69-4411-0-3-401	2010 actual	2011 actual
ASSETS:		
1601 Direct loans, gross	3	
1602 Interest receivable	1	
1699 Value of assets related to direct loans	4	
1999 Total assets	4	
LIABILITIES:		
Federal liabilities:		
2102 Interest payable	1	
2103 Debt	3	
2999 Total liabilities	4	
4999 Total liabilities and net position	4	

Trust Funds

SYSTEM PRESERVATION

(Legislative proposal, not subject to PAYGO)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the implementation or execution of programs for railroad system preservation and renewal authorized under title 49, United States Code, as amended by such authorization, shall not exceed: \$1,546,000,000 for railroad system preservation and renewal programs, including \$263,000,000 for Public Asset Backlog Retirement; \$936,000,000 for National Network Service; and \$347,000,000, which shall remain available until expended, for State-of-Good Repair and Recapitalization.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, \$1,546,000,000, to be derived from the Multimodal Account of the Transportation Trust Fund and to remain available until expended, for payment of obligations incurred in carrying out railroad system preservation and renewal programs authorized under title 49, United States Code, as amended by such authorization.

SYSTEM PRESERVATION

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8320-4-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Public Asset Backlog Retirement			263
0002 National Network Service			936
0003 State of Good Repair & Recapitalization			347
0900 Total new obligations			1,546
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			1,546
1137 Appropriations applied to liquidate contract authority			-1,546
Contract authority, mandatory:			
1600 Contract authority			1,546
1640 Contract authority, mandatory (total)			1,546
1900 Budget authority (total)			1,546
1930 Total budgetary resources available			1,546
Change in obligated balance:			
3030 Obligations incurred, unexpired accounts			1,546
3040 Outlays (gross)			-1,089

3090	Obligated balance, end of year (net):		
	Unpaid obligations, end of year (gross)		457
3100	Obligated balance, end of year (net)		457

Budget authority and outlays, net:

Mandatory:			
4090	Budget authority, gross		1,546
Outlays, gross:			
4100	Outlays from new mandatory authority		1,089
4180	Budget authority, net (total)		1,546
4190	Outlays, net (total)		1,089

The Administration proposes to include passenger rail programs within surface transportation reauthorization, with a new National Rail System program, funded out of the Multimodal Account of the Transportation Trust Fund. Funding requested in the System Preservation and Renewal account will ensure passenger rail assets are maintained to provide safe and reliable life-cycle service, as well as to continue operating long distance train services. The 2013 budget request includes \$1.5 billion for this account, and over six years, the Administration proposes to invest \$12.5 billion. This account consists of three program areas:

Public Asset Backlog Retirement.—Eliminate the backlog of needed repairs and upgrades on public railroad assets, including replacing obsolete infrastructure, facilities, and equipment; and funding costs associated with early buyouts of existing capital equipment loans and leases.

National Network Service.—Fund operating and capital costs associated with the National Passenger Railroad Corporation (Amtrak) long-distance rail passenger services; capital projects to maintain national reservations, security, mechanical facilities, training centers, and other assets; and high priority congestion mitigation investments to reduce bottlenecks to reliable long-distance or state-supported corridor services.

State of Good Repair and Recapitalization.—Fund a share of the annualized life-cycle costs of publicly owned infrastructure and equipment, thus keeping those public assets in good working order and protecting the public's investment over the long-term.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 69-8320-4-7-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
25.1	Advisory and assistance services		50
41.0	Grants, subsidies, and contributions		1,496
99.9	Total new obligations		1,546

NETWORK DEVELOPMENT

(Legislative proposal, not subject to PAYGO)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the implementation or execution of Network Development programs authorized under title 49, United States Code, as amended by such authorization, shall not exceed total obligations of \$1,000,000,000 for Railroad Network Development Programs, including \$850,000,000 for High-Speed Corridor Development; \$23,000,000 for Station Development; \$53,000,000 for U.S. Rail Equipment Development;

and \$74,000,000 for Capacity Building and Transition Assistance, to remain available until expended.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, \$1,000,000,000, to be derived from the Multimodal Account of the Transportation Trust Fund and to remain available until expended, for payment of obligations incurred in carrying out Network Development programs authorized under title 49, United States Code, as amended by such authorization.

NETWORK DEVELOPMENT
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8310-4-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 High Speed Corridor Development			850
0002 Station Development			23
0003 U.S. Rail Equipment Development			53
0004 Capacity Building & Transition Assistance			74
0900 Total new obligations			1,000
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			1,000
1137 Appropriations applied to liquidate contract authority			-1,000
Contract authority, mandatory:			
1600 Contract authority			1,000
1640 Contract authority, mandatory (total)			1,000
1900 Budget authority (total)			1,000
1930 Total budgetary resources available			1,000
Change in obligated balance:			
3030 Obligations incurred, unexpired accounts			1,000
3040 Outlays (gross)			-136
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			864
3100 Obligated balance, end of year (net)			864
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			1,000
Outlays, gross:			
4100 Outlays from new mandatory authority			136
4180 Budget authority, net (total)			1,000
4190 Outlays, net (total)			136

The Administration proposes to include passenger rail programs within the surface transportation reauthorization, with a new National Rail System program, funded out of a dedicated Multimodal Account of the Transportation Trust Fund. Funding requested in the Network Development account will be used to develop infrastructure, stations, equipment, and capacity needed to initiate new passenger rail services and substantially upgrade existing corridors. The 2013 budget request includes \$1.0 billion for this account, and over six years, the Administration proposes to invest \$34.6 billion. This account consists of four program areas:

High-Speed Corridor Development.—To plan and develop a national system of core express (high frequency, 125 to 250+ miles per hour), regional (medium-high frequency, 90 to 125 miles per hour), and emerging (2 to 3 daily roundtrips, up to 90 miles per hour) corridors.

Station Development.—To plan and develop intermodal stations that will connect passenger rail services to other transportation modes, including public transit, airports, and non-motorized facilities.

U.S. Rail Equipment Development.—To promote interoperability of passenger rail equipment and create economies of scale for domestic passenger equipment manufacturing.

Capacity Building and Transition Assistance.—To develop governmental and private institutional capacity and expertise in passenger rail transportation and relieve the financial burden on states and rail service operators during start-up of new operations. This program also funds activities to support the implementation of Positive Train Control systems.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 69-8310-4-7-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.3 Personnel compensation: Other than full-time permanent			2
12.1 Civilian personnel benefits			1
25.1 Advisory and assistance services			47
41.0 Grants, subsidies, and contributions			950
99.9 Total new obligations			1,000

Employment Summary

Identification code 69-8310-4-7-401	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment			15

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION

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

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

【SEC. 152. 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. 【153】152. None of the funds provided to the National Railroad Passenger Corporation may be used to fund any overtime costs in excess of \$35,000 for any individual employee: *Provided*, That the president of Amtrak may waive the cap set in the previous proviso for specific employees when the president of Amtrak determines such a cap poses a risk to the safety and operational efficiency of the system: *Provided further*, That Amtrak shall notify House and Senate Committees on Appropriations within 30 days of waiving such cap and delineate the reasons for such waiver.

SEC. 153. (a) *Schedule of Railroad Safety User fees. The Secretary of Transportation shall prescribe by regulation, for application in the current*

fiscal year and in subsequent fiscal years, a schedule of rail safety fees for railroad carriers subject to Part A of Subtitle V of title 49, United States Code. The fees shall cover the costs of carrying out such Part and Chapter 51 of title 49, United States Code, (transportation of hazardous materials) and shall be imposed fairly on railroad carriers, in reasonable relationship to appropriate criteria to be developed by the Secretary. The Secretary shall amend this regulation periodically so as to ensure that the schedule of fees covers such costs.

(b) Collection Procedures. The Secretary shall prescribe procedures to collect the fees. The Secretary may use the services of a department, agency, or instrumentality of the United States Government or a State or local authority to collect the fees, and may reimburse the department, agency, or instrumentality, or authority a reasonable amount for its services.

(c) Collection, Deposit, and Use.-

(1) Fees collected under this section shall be deposited in the Federal Railroad Administrations Federal Railroad Safety and Operations account as offsetting collections.

(2) Such fees shall be collected and available to the extent provided in appropriations acts.

(Department of Transportation Appropriations Act, 2012.)

FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration (FTA) provides grant funding to State and local governments, public and private transit operators and other recipients to construct new public transit systems, purchase and maintain transit vehicles and equipment, subsidize public transit operations, support regional transportation planning efforts, and improve the technology and service methods used in the delivery of public transportation services. FTA programs advance the Administration's domestic and fiscal policy priorities and increase the impact of government spending by leveraging place-conscious planning and programming. To begin to improve the state of transit infrastructure, the Administration proposes \$9 billion in Immediate Public Transportation Investment for 2012. The Administration proposes \$6 billion for restoring transit assets to a state of good repair and another \$3 billion for FTA's base formula programs that assist transit agencies in urban and non-urban areas. Building on this investment, in 2013 as part of the Administration's surface transportation reauthorization proposal, FTA proposes to reformat and restructure its programs and accounts. These changes reflect the Administration's commitment to improve the state of good repair of bus and rail transit infrastructure, strengthen the safety oversight of public transportation operators, provide affordable access to employment centers and social services, and enhance economic opportunities and quality of life for all Americans.

The table below presents actual funding enacted for 2011 and 2012 and requested 2013 funding under the proposed account structure. Note that the 2013 Budget proposes that all new funding be authorized as mandatory contract authority from the renamed Transportation Trust Fund. The Budget also adjusts 2011 and 2012 funding for programs that received discretionary General Fund appropriations as mandatory to create a consistent comparison across years. Additional detail is provided in the program budget schedules that follow.

[In millions of dollars]

	2011 Actual	2012 Estimate	2013 Request
Budget Resources:			
Transit Formula Grants (TF)	8361	8361	4759
Net Flex Funding Transfers	1211	0	0
Capital Investment Grants (GF)	1597	1955	0
Capital Investment Grants Unobligated Balance Rescission	-280	-59	0
Transfers Out	-13	-5	0
Washington Metropolitan Area Transit authority (GF)	150	150	135
National research and technology (GF)	59	44	0
Grants for Energy Efficiency and Greenhouse Gas Reduction	50	0	0

Administrative expenses (GF)	99	99	0
Transit Expansion and Livable Communities (TF)	0	0	2448
Bus and Rail State of Good Repair (TF)	0	0	3207
Research and Technology Deployment (TF)	0	0	121
Operations and Safety (TF)	0	0	166
Cancellation of Prior Year Unobligated Balances (GF)	0	0	-103
Immediate Transportation Investment Formula Grants (GF)	0	3000	0
Immediate Transportation Investment State of Good Repair (GF)	0	6000	0
Total Budget Resources	11233	19545	10733
Total Discretionary	150	150	32
Total Mandatory	11083	19395	10701

Note: Numbers may not add due to rounding.

Federal Funds

FEDERAL TRANSIT ADMINISTRATION

ADMINISTRATIVE EXPENSES

[For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, \$98,713,000: *Provided*, 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 upon submission to the Congress of the fiscal year 2013 President's budget, the Secretary of Transportation shall transmit to Congress the annual report on New Starts, including proposed allocations of funds for fiscal year 2013.] (Department of Transportation Appropriations Act, 2012.)

Program and Financing (in millions of dollars)

Identification code 69-1120-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Administrative expenses	99	99	.....
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	99	99	.....
1160 Appropriation, discretionary (total)	99	99	.....
1930 Total budgetary resources available	99	99	.....
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	13	13	12
3030 Obligations incurred, unexpired accounts	99	99	.....
3031 Obligations incurred, expired accounts	5	.....	.....
3040 Outlays (gross)	-98	-100	-10
3081 Recoveries of prior year unpaid obligations, expired	-6	.....	.....
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	13	12	2
3100 Obligated balance, end of year (net)	13	12	2
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	99	99	.....
Outlays, gross:			
4010 Outlays from new discretionary authority	88	89	.....
4011 Outlays from discretionary balances	10	11	10
4020 Outlays, gross (total)	98	100	10
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4180 Budget authority, net (total)	99	99	.....
4190 Outlays, net (total)	98	100	10

Summary of Budget Authority and Outlays (in millions of dollars)

	2011 actual	2012 est.	2013 est.
Enacted/requested:			
Budget Authority	99	99	.....
Outlays	98	100	10
Amounts included in the adjusted baseline:			
Budget Authority .....	.....	.....	102
Outlays .....	.....	.....	92

Legislative proposal, subject to PAYGO:			
Budget Authority			-102
Outlays			-92
Total:			
Budget Authority	99	99	
Outlays	98	100	10

The Federal Transit Administration administrative expenses include the salaries, benefits and administrative overhead of the staffing level necessary to support the agency's operations. No funds are requested in this account for 2013. The Administration is proposing funding for these programs within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Operations and Safety account that would be funded from the Mass Transit Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 69-1120-0-1-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	55	55	
11.3 Other than full-time permanent	1	1	
11.9 Total personnel compensation	56	56	
12.1 Civilian personnel benefits	13	13	
21.0 Travel and transportation of persons	2	2	
23.1 Rental payments to GSA	7	7	
23.3 Communications, utilities, and miscellaneous charges	1	1	
25.2 Other services from non-Federal sources	14	14	
25.3 Other goods and services from Federal sources	5	5	
31.0 Equipment	1	1	
99.9 Total new obligations	99	99	

Employment Summary

Identification code 69-1120-0-1-401	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	523	523	

ADMINISTRATIVE EXPENSES

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-1120-7-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		-99	
1160 Appropriation, discretionary (total)		-99	
Appropriations, mandatory:			
1200 Appropriation		99	102
1260 Appropriations, mandatory (total)		99	102
1900 Budget authority (total)			102
1930 Total budgetary resources available			102
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			102
Change in obligated balance:			
3040 Outlays (gross)			-92
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			-92
3100 Obligated balance, end of year (net)			-92

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross		-99	
Outlays, gross:			
4010 Outlays from new discretionary authority		-89	
4011 Outlays from discretionary balances		-11	-10
4020 Outlays, gross (total)		-100	-10

Mandatory:			
4090 Budget authority, gross		99	102
Outlays, gross:			
4100 Outlays from new mandatory authority		89	92
4101 Outlays from mandatory balances		11	10
4110 Outlays, gross (total)		100	102
4180 Budget authority, net (total)			102
4190 Outlays, net (total)			92

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2012 estimate and baseline budget authority and outlays as mandatory for comparability purposes, and to calculate the spending increase above the baseline subject to PAYGO.

ADMINISTRATIVE EXPENSES

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-1120-9-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-99		
1160 Appropriation, discretionary (total)	-99		
Appropriations, mandatory:			
1200 Appropriation	99		
1260 Appropriations, mandatory (total)	99		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-99		
Outlays, gross:			
4010 Outlays from new discretionary authority	-88		
4011 Outlays from discretionary balances	-10		
4020 Outlays, gross (total)	-98		
Mandatory:			
4090 Budget authority, gross	99		
Outlays, gross:			
4100 Outlays from new mandatory authority	88		
4101 Outlays from mandatory balances	10		
4110 Outlays, gross (total)	98		

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2011 enacted budget authority and outlays as mandatory for comparability purposes.

ADMINISTRATIVE EXPENSES

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-1120-4-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			-102
1260 Appropriations, mandatory (total)			-102
1900 Budget authority (total)			-102
1930 Total budgetary resources available			-102
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-102
Change in obligated balance:			
3040 Outlays (gross)			92

ADMINISTRATIVE EXPENSES—Continued
Program and Financing—Continued

Identification code 69-1120-4-1-401	2011 actual	2012 est.	2013 est.
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			92
3100 Obligated balance, end of year (net)			92
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			-102
Outlays, gross:			
4100 Outlays from new mandatory authority			-92
4180 Budget authority, net (total)			-102
4190 Outlays, net (total)			-92

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

FORMULA GRANTS
(CANCELLATION)

Of the funds made available for the Formula Grants program, as authorized by Public Law 97-424, as amended, \$70,867,394 are hereby permanently cancelled: Provided, That of the funds made available for the Formula Grants program, as authorized by Public Law 91-43, as amended, \$699,307 are hereby permanently cancelled: Provided further, That of the funds made available for the Formula Grants program as authorized by Public Law 95-599, as amended, \$928,838 are hereby permanently cancelled: Provided further, That no amounts cancelled under this heading may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.

Program and Financing (in millions of dollars)

Identification code 69-1129-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Urban formula - capital	4	16	
0002 Elderly and Disabled		1	
0003 Nonurban formula		1	
0900 Total new obligations (object class 41.0)	4	18	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	86	91	73
1021 Recoveries of prior year unpaid obligations	9		
1050 Unobligated balance (total)	95	91	73
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced			-71
1131 Unobligated balance of appropriations permanently reduced			-1
1131 Unobligated balance of appropriations permanently reduced			-1
1160 Appropriation, discretionary (total)			-73
1900 Budget authority (total)			-73
1930 Total budgetary resources available	95	91	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	91	73	
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	821	596	305

3010 Uncollected pymts, Fed sources, brought forward, Oct 1	-14	-14	-14
3020 Obligated balance, start of year (net)	807	582	291
3030 Obligations incurred, unexpired accounts	4	18	
3040 Outlays (gross)	-220	-309	-118
3080 Recoveries of prior year unpaid obligations, unexpired	-9		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	596	305	187
3091 Uncollected pymts, Fed sources, end of year	-14	-14	-14
3100 Obligated balance, end of year (net)	582	291	173
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			-73
Outlays, gross:			
4010 Outlays from new discretionary authority			-73
4011 Outlays from discretionary balances	220	309	191
4020 Outlays, gross (total)	220	309	118
4180 Budget authority, net (total)			-73
4190 Outlays, net (total)	220	309	118

This schedule shows the obligation and outlay of formula grant program funding made available in fiscal years prior to 2005. In 2013, funds requested for these transit formula grant programs are included in the Transit Formula Grants account and funded exclusively by the Mass Transit Account of the Transportation Trust Fund.

Additionally, for 2013, the Federal Transit Administration proposes a cancellation of \$73 million in unobligated balances.

UNIVERSITY TRANSPORTATION RESEARCH
(CANCELLATION)

Of the funds made available for the University Transportation Research program, as authorized by Public Law 91-453, as amended, and by Public Law 102-240, as amended, \$292,554 are hereby permanently cancelled: Provided, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.

For 2013, the Federal Transit Administration proposes a cancellation of the remaining unobligated balances in this account.

RESEARCH AND UNIVERSITY RESEARCH CENTERS

For necessary expenses to carry out 49 U.S.C. 5306, 5312-5315, 5322, and 5506, \$44,000,000, to remain available until expended: Provided, That \$6,500,000 is available to carry out the transit cooperative research program under section 5313 of title 49, United States Code, \$3,500,000 is available for the National Transit Institute under section 5315 of title 49, United States Code, and \$4,000,000 is available for the university transportation centers program under section 5506 of title 49, United States Code: Provided further, That \$25,000,000 is available to carry out innovative research and demonstrations of national significance under section 5312 of title 49, United States Code. (Department of Transportation Appropriations Act, 2012.)

Program and Financing (in millions of dollars)

Identification code 69-1137-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Research and University Research Centers	59	59	35
0801 Reimbursable program	9	9	9
0900 Total new obligations	68	68	44
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	105	101	82
1021 Recoveries of prior year unpaid obligations	3	5	5
1050 Unobligated balance (total)	108	106	87

Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	59	44
1160	Appropriation, discretionary (total)	59	44
Spending authority from offsetting collections, discretionary:			
1700	Collected	10	
1701	Change in uncollected payments, Federal sources	-8	
1750	Spending auth from offsetting collections, disc (total)	2	
1900	Budget authority (total)	61	44
1930	Total budgetary resources available	169	150
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	101	82

Change in obligated balance:			
Obligated balance, start of year (net):			
3000	Unpaid obligations, brought forward, Oct 1 (gross)	104	108
3010	Uncollected pymts, Fed sources, brought forward, Oct 1	-52	-44
3020	Obligated balance, start of year (net)	52	64
3030	Obligations incurred, unexpired accounts	68	68
3040	Outlays (gross)	-61	-78
3050	Change in uncollected pymts, Fed sources, unexpired	8	
3080	Recoveries of prior year unpaid obligations, unexpired	-3	-5
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)	108	93
3091	Uncollected pymts, Fed sources, end of year	-44	-44
3100	Obligated balance, end of year (net)	64	49

Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	61	44
Outlays, gross:			
4010	Outlays from new discretionary authority	8	9
4011	Outlays from discretionary balances	53	69
4020	Outlays, gross (total)	61	78
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030	Federal sources	-10	
Additional offsets against gross budget authority only:			
4050	Change in uncollected pymts, Fed sources, unexpired	8	
4070	Budget authority, net (discretionary)	59	44
4080	Outlays, net (discretionary)	51	78
4180	Budget authority, net (total)	59	44
4190	Outlays, net (total)	51	78

Summary of Budget Authority and Outlays (in millions of dollars)

	2011 actual	2012 est.	2013 est.
Enacted/requested:			
Budget Authority	59	44	
Outlays	51	78	76
Amounts included in the adjusted baseline:			
Budget Authority			45
Outlays			9
Legislative proposal, subject to PAYGO:			
Budget Authority			-45
Outlays			-9
Total:			
Budget Authority	59	44	
Outlays	51	78	76

The Federal Transit Administration research programs include discretionary grant support for the National Research Program, Transit Cooperative Research, the National Transit Institute, and University Transportation Centers' research. No funds are requested in this account for 2013. The Administration is proposing funding for these programs within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Research and Technology Deployment account that would be funded from the Mass Transit Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 69-1137-0-1-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
25.5	Research and development contracts	17	17
41.0	Grants, subsidies, and contributions	42	42
99.0	Direct obligations	59	59
99.0	Reimbursable obligations	9	9
99.9	Total new obligations	68	68

**RESEARCH AND UNIVERSITY RESEARCH CENTERS
(Amounts included in the adjusted baseline)**

Program and Financing (in millions of dollars)

Identification code 69-1137-7-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	-44	
1160	Appropriation, discretionary (total)	-44	
Appropriations, mandatory:			
1200	Appropriation	44	45
1260	Appropriations, mandatory (total)	44	45
1900	Budget authority (total)		45
1930	Total budgetary resources available		45
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year		45

Change in obligated balance:			
3040	Outlays (gross)		-9
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)		-9
3100	Obligated balance, end of year (net)		-9

Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	-44	
Outlays, gross:			
4010	Outlays from new discretionary authority	-9	
4011	Outlays from discretionary balances	-51	-62
4020	Outlays, gross (total)	-60	-62
Mandatory:			
4090	Budget authority, gross	44	45
Outlays, gross:			
4100	Outlays from new mandatory authority	9	9
4101	Outlays from mandatory balances	51	62
4110	Outlays, gross (total)	60	71
4180	Budget authority, net (total)		45
4190	Outlays, net (total)		9

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the Presidents National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2012 estimate and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

**RESEARCH AND UNIVERSITY RESEARCH CENTERS
(Adjustments for year-to-year comparability)**

Program and Financing (in millions of dollars)

Identification code 69-1137-9-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	-59	
1160	Appropriation, discretionary (total)	-59	

RESEARCH AND UNIVERSITY RESEARCH CENTERS—Continued
Program and Financing—Continued

Identification code 69-1137-9-1-401	2011 actual	2012 est.	2013 est.
Appropriations, mandatory:			
1200 Appropriation	59		
1260 Appropriations, mandatory (total)	59		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-59		
Outlays, gross:			
4010 Outlays from new discretionary authority	-7		
4011 Outlays from discretionary balances	-45		
4020 Outlays, gross (total)	-52		
Mandatory:			
4090 Budget authority, gross	59		
Outlays, gross:			
4100 Outlays from new mandatory authority	7		
4101 Outlays from mandatory balances	45		
4110 Outlays, gross (total)	52		

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2011 enacted budget authority and outlays as mandatory for comparability purposes.

RESEARCH AND UNIVERSITY RESEARCH CENTERS
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-1137-4-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			-45
1260 Appropriations, mandatory (total)			-45
1900 Budget authority (total)			-45
1930 Total budgetary resources available			-45
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-45
Change in obligated balance:			
3040 Outlays (gross)			9
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			9
3100 Obligated balance, end of year (net)			9
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			-45
Outlays, gross:			
4100 Outlays from new mandatory authority			-9
4180 Budget authority, net (total)			-45
4190 Outlays, net (total)			-9

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the Presidents National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

JOB ACCESS AND REVERSE COMMUTE GRANTS

(CANCELLATION)

Of the funds made available for the Job Access and Reverse Commute program, as authorized by Public Law 105-178, as amended, \$14,661,719 are hereby permanently cancelled: Provided, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.

Program and Financing (in millions of dollars)

Identification code 69-1125-0-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	13	14	15
1021 Recoveries of prior year unpaid obligations	1	1	
1050 Unobligated balance (total)	14	15	15
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced			-15
1160 Appropriation, discretionary (total)			-15
1900 Budget authority (total)			-15
1930 Total budgetary resources available	14	15	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	14	15	
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	31	22	14
3040 Outlays (gross)	-8	-7	8
3080 Recoveries of prior year unpaid obligations, unexpired	-1	-1	
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	22	14	22
3100 Obligated balance, end of year (net)	22	14	22

Identification code 69-1137-4-1-401	2011 actual	2012 est.	2013 est.
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			-15
Outlays, gross:			
4010 Outlays from new discretionary authority			-15
4011 Outlays from discretionary balances	8	7	7
4020 Outlays, gross (total)	8	7	-8
4180 Budget authority, net (total)			-15
4190 Outlays, net (total)	8	7	-8

This schedule shows the obligation and outlay of funding made available for this program in fiscal years prior to 2005. The 2013 budget proposes a new Consolidated Specialized Transportation Program to be funded in a trust fund account, Transit Formula Grants, for the Job Access and Reverse Commute program activities formerly funded in this account.

For 2013, the Federal Transit Administration proposes a cancellation of \$15 million in unobligated balances.

CAPITAL INVESTMENT GRANTS

([INCLUDING RESCISSION] CANCELLATION)

[For necessary expenses to carry out section 5309 of title 49, United States Code, \$1,955,000,000, to remain available until expended, of which \$35,481,000 shall be available to carry out section 5309(e) of such title: *Provided, That not less than \$510,000,000 shall be available for preliminary engineering, final design, and construction of projects that receive a Full Funding Grant Agreement during calendar year 2012: Provided further, That of the funds appropriated under this heading in Public Law 111-8, \$58,500,000 are hereby rescinded*] *Of the funds made available for the Capital Investment Grants program, as authorized by Public Law 105-178, as amended, \$11,429,055 are hereby permanently cancelled: Provided, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the*

Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended. (Department of Transportation Appropriations Act, 2012.)

Program and Financing (in millions of dollars)

Identification code 69-1134-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Capital investment grants	1,548	2,295	1,317
0003 Lower Manhattan recovery FTA Direct PL 107-206	7	1	1
0004 Capital Investment Grants Recovery Act	6		
0799 Total direct obligations	1,561	2,296	1,318
0801 FEMA Reimbursable LMRO PL 107-206		90	8
0900 Total new obligations	1,561	2,386	1,326
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2,582	2,376	1,882
1021 Recoveries of prior year unpaid obligations	51		
1050 Unobligated balance (total)	2,633	2,376	1,882
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	1,600	1,955	
1120 Transferred to other accounts [69-0130]	-2		
1120 Appropriations transferred to other accts [69-1750]	-6		
1120 Appropriations transferred to other accts [95-1200]	-5	-5	
1130 Appropriations permanently reduced	-3		
1131 Unobligated balance of appropriations permanently reduced	-280	-58	-11
1160 Appropriation, discretionary (total)	1,304	1,892	-11
1900 Budget authority (total)	1,304	1,892	-11
1930 Total budgetary resources available	3,937	4,268	1,871
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	2,376	1,882	545

Identification code 69-1134-0-1-401	2011 actual	2012 est.	2013 est.
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	3,814	3,398	3,714
3030 Obligations incurred, unexpired accounts	1,561	2,386	1,326
3040 Outlays (gross)	-1,926	-2,070	-1,895
3080 Recoveries of prior year unpaid obligations, unexpired	-51		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	3,398	3,714	3,145
3100 Obligated balance, end of year (net)	3,398	3,714	3,145
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1,304	1,892	-11
Outlays, gross:			
4010 Outlays from new discretionary authority	266	227	-11
4011 Outlays from discretionary balances	1,660	1,843	1,906
4020 Outlays, gross (total)	1,926	2,070	1,895
4180 Budget authority, net (total)	1,304	1,892	-11
4190 Outlays, net (total)	1,926	2,070	1,895

Summary of Budget Authority and Outlays (in millions of dollars)

	2011 actual	2012 est.	2013 est.
Enacted/requested:			
Budget Authority	1,304	1,892	-11
Outlays	1,926	2,070	1,895
Amounts included in the adjusted baseline:			
Budget Authority			1,924
Outlays			231
Legislative proposal, subject to PAYGO:			
Budget Authority			-1,924
Outlays			-231
Total:			
Budget Authority	1,304	1,892	-11
Outlays	1,926	2,070	1,895

The Federal Transit Administration's (FTA) New Starts program is the Federal Government's primary source for capital investment in transit infrastructure that is planned, constructed and operated by State and local government entities. No funds are requested in this account for 2013. The Administration is

proposing funding for these programs within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Transit Expansion and Livable Communities account that would be funded from the Mass Transit Account of the Transportation Trust Fund.

Also for 2013, FTA proposes a cancellation of \$11 million of unobligated balances in this account appropriated prior to 2006 for buses and bus facilities.

Object Classification (in millions of dollars)

Identification code 69-1134-0-1-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
25.2 Other services from non-Federal sources	21	22	2
41.0 Grants, subsidies, and contributions	1,539	2,273	1,315
99.0 Direct obligations	1,561	2,296	1,318
99.0 Reimbursable obligations		90	8
99.9 Total new obligations	1,561	2,386	1,326

Employment Summary

Identification code 69-1134-0-1-401	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	5	5	5

CAPITAL INVESTMENT GRANTS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-1134-7-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		-1,892	
1160 Appropriation, discretionary (total)		-1,892	
Appropriations, mandatory:			
1200 Appropriation		1,892	1,924
1260 Appropriations, mandatory (total)		1,892	1,924
1900 Budget authority (total)			1,924
1930 Total budgetary resources available			1,924
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			1,924
Change in obligated balance:			
3040 Outlays (gross)			-231
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			-231
3100 Obligated balance, end of year (net)			-231
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		-1,892	
Outlays, gross:			
4010 Outlays from new discretionary authority		-227	
4011 Outlays from discretionary balances		-1,843	-1,895
4020 Outlays, gross (total)		-2,070	-1,895
Mandatory:			
4090 Budget authority, gross		1,892	1,924
Outlays, gross:			
4100 Outlays from new mandatory authority		227	231
4101 Outlays from mandatory balances		1,843	1,895
4110 Outlays, gross (total)		2,070	2,126
4180 Budget authority, net (total)			1,924
4190 Outlays, net (total)			231

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund

CAPITAL INVESTMENT GRANTS—Continued
programs into the Transportation Trust Fund. This schedule reclassifies 2012 estimate and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

CAPITAL INVESTMENT GRANTS
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-1134-9-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-1,304		
1160 Appropriation, discretionary (total)	-1,304		
Appropriations, mandatory:			
1200 Appropriation	1,304		
1260 Appropriations, mandatory (total)	1,304		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-1,304		
Outlays, gross:			
4010 Outlays from new discretionary authority	-266		
4011 Outlays from discretionary balances	-1,660		
4020 Outlays, gross (total)	-1,926		
Mandatory:			
4090 Budget authority, gross	1,304		
Outlays, gross:			
4100 Outlays from new mandatory authority	266		
4101 Outlays from mandatory balances	1,660		
4110 Outlays, gross (total)	1,926		

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2011 enacted budget authority and outlays as mandatory for comparability purposes.

CAPITAL INVESTMENT GRANTS
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-1134-4-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			-1,924
1260 Appropriations, mandatory (total)			-1,924
1900 Budget authority (total)			-1,924
1930 Total budgetary resources available			-1,924
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-1,924
Change in obligated balance:			
3040 Outlays (gross)			231
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			231
3100 Obligated balance, end of year (net)			231
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			-1,924
Outlays, gross:			
4100 Outlays from new mandatory authority			-231
4180 Budget authority, net (total)			-1,924
4190 Outlays, net (total)			-231

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the Presidents National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

GRANTS FOR ENERGY EFFICIENCY AND GREENHOUSE GAS REDUCTIONS

Program and Financing (in millions of dollars)

Identification code 69-1131-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Energy and Greenhouse Gas Reductions	59	53	13
0900 Total new obligations (object class 41.0)	59	53	13
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	75	66	13
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	50		
1160 Appropriation, discretionary (total)	50		
1930 Total budgetary resources available	125	66	13
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	66	13	
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)		59	104
3030 Obligations incurred, unexpired accounts	59	53	13
3040 Outlays (gross)		-8	-25
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	59	104	92
3100 Obligated balance, end of year (net)	59	104	92
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	50		
Outlays, gross:			
4011 Outlays from discretionary balances		8	25
4180 Budget authority, net (total)	50		
4190 Outlays, net (total)		8	25

This program complements Federal Transit Administration's other capital assistance programs by providing capital grants for investments that contribute to reductions in energy consumption and/or greenhouse gas emissions by public transportation operations. The 2013 Budget proposes funding for these grants in a new Research and Technology Deployment account funded from the Mass Transit Account of the Transportation Trust Fund.

GRANTS FOR ENERGY EFFICIENCY AND GREENHOUSE GAS REDUCTIONS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-1131-7-1-401	2011 actual	2012 est.	2013 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances		-8	-25
Mandatory:			
Outlays, gross:			
4101 Outlays from mandatory balances		8	25

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund

programs into the Transportation Trust Fund. This schedule reclassifies 2012 estimate and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

GRANTS FOR ENERGY EFFICIENCY AND GREENHOUSE GAS REDUCTIONS
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-1131-9-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	-50	
1160	Appropriation, discretionary (total)	-50	
Appropriations, mandatory:			
1200	Appropriation	50	
1260	Appropriations, mandatory (total)	50	
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	-50	
Mandatory:			
4090	Budget authority, gross	50	

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2011 enacted budget authority and outlays as mandatory for comparability purposes.

FIXED GUIDEWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69-1102-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001	Direct program activity	4	
0900	Total new obligations (object class 25.2)	4	
Budgetary Resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	4	
1930	Total budgetary resources available	4	
Change in obligated balance:			
Obligated balance, start of year (net):			
3000	Unpaid obligations, brought forward, Oct 1 (gross)	423	220
3030	Obligations incurred, unexpired accounts	4	
3040	Outlays (gross)	-207	-132
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)	220	88
3100	Obligated balance, end of year (net)	220	88
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011	Outlays from discretionary balances	207	132
4190	Outlays, net (total)	207	132

The American Recovery and Reinvestment Act of 2009 provided \$750 million to fund fixed guideway modernization grants to create jobs to bolster the American economy. The funds were apportioned under the existing multi-tiered allocation formula. The funds were used for eligible capital projects including the purchase or rehabilitation of rail rolling stock and the construc-

tion or rehabilitation of transit guideway systems, passenger facilities, maintenance facilities and security systems.

TRANSIT CAPITAL ASSISTANCE, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69-1101-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0005	Administration/Oversight	31	11
Budgetary Resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	42	11
1930	Total budgetary resources available	42	11
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	11	
Change in obligated balance:			
Obligated balance, start of year (net):			
3000	Unpaid obligations, brought forward, Oct 1 (gross)	4,214	2,140
3030	Obligations incurred, unexpired accounts	31	11
3040	Outlays (gross)	-2,105	-1,287
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)	2,140	864
3100	Obligated balance, end of year (net)	2,140	864
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011	Outlays from discretionary balances	2,105	1,287
4190	Outlays, net (total)	2,105	1,287

The American Recovery and Reinvestment Act of 2009 provided \$6.9 billion to fund transit capital assistance to create jobs to bolster the American economy. Transit capital assistance was provided through urbanized area formula grants, non-urbanized area formula grants, and discretionary Tribal Transit grants. Funds were used for eligible capital projects, preventive maintenance, and to purchase buses and rail rolling stock. Funds were also used for a new discretionary grant program, Transportation Investments in Greenhouse Gas and Energy Reduction, to increase the use of environmentally sustainable operations in the public transportation sector.

Object Classification (in millions of dollars)

Identification code 69-1101-0-1-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.1	Personnel compensation: Full-time permanent	5	5
25.2	Other services from non-Federal sources	26	6
99.9	Total new obligations	31	11

Employment Summary

Identification code 69-1101-0-1-401	2011 actual	2012 est.	2013 est.
1001	Direct civilian full-time equivalent employment	42	42

RESEARCH, TRAINING, AND HUMAN RESOURCES

(CANCELLATION)

Of the funds made available for the Research, Training, and Human Resources program, as authorized by Public Law 95-599, as amended, \$247,579 are hereby permanently cancelled: Provided, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.

RESEARCH, TRAINING, AND HUMAN RESOURCES—Continued
Program and Financing (in millions of dollars)

Identification code 69-1121-0-1-401	2011 actual	2012 est.	2013 est.
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	1	1	1
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	1	1	1
3100 Obligated balance, end of year (net)	1	1	1

Since 2006, the activities funded in the Research, Training and Human Resources account have been funded in the Research and University Research Centers program. The 2013 budget includes a new trust fund account, Research and Technology Deployment, for the research, training and human resource activities formerly funded in this account. This schedule shows the obligation and outlay of amounts made available in fiscal years prior to 2006.

For 2013, the Federal Transit Administration proposes a cancellation of the remaining unobligated balances in this account.

INTERSTATE TRANSFER GRANTS-TRANSIT

(CANCELLATION)

Of the funds made available for the Interstate Transfer Grants program, as authorized by 23 U.S.C. 103(e)(4), \$2,661,568 are hereby permanently cancelled: Provided, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.

Program and Financing (in millions of dollars)

Identification code 69-1127-0-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3	3	3
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced			-3
1160 Appropriation, discretionary (total)			-3
1930 Total budgetary resources available	3	3	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	3	3	
Change in obligated balance:			
Obligated balance, start of year (net):			
3040 Outlays (gross)			3
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			3
3100 Obligated balance, end of year (net)			3
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			-3
Outlays, gross:			
4010 Outlays from new discretionary authority			-3
4180 Budget authority, net (total)			-3
4190 Outlays, net (total)			-3

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

For 2013, the Federal Transit Administration proposes a cancellation of the remaining \$3 million in unobligated balances in the amount.

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
(INCLUDING CANCELLATION OF FUNDS)

For grants to the Washington Metropolitan Area Transit Authority as authorized under section 601 of division B of Public Law 110-432, **[\$150,000,000]** \$135,000,000, to remain available until expended: *Provided*, That the Secretary shall approve grants for capital and preventive maintenance expenditures for the Washington Metropolitan Area Transit Authority only after receiving and reviewing a request for each specific project: *Provided further*, That prior to approving such grants, the Secretary shall determine that the Washington Metropolitan Area Transit Authority has placed the highest priority on those investments that will improve the safety of the system: *Provided further*, That of the funds made available for the Washington Metropolitan Area Transit Authority, as authorized by section 14 of Public Law 96-184, as amended, and by Public Law 101-551, as amended, \$523,000 are hereby permanently cancelled: *Provided further*, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended. (Department of Transportation Appropriations Act, 2012.)

Program and Financing (in millions of dollars)

Identification code 69-1128-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Washington Metropolitan Area Transit Authority	150	300	135
0900 Total new obligations (object class 41.0)	150	300	135
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	151	151	1
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	150	150	135
1131 Unobligated balance of appropriations permanently reduced			-1
1160 Appropriation, discretionary (total)	150	150	134
1930 Total budgetary resources available	301	301	135
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	151	1	
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)		40	190
3030 Obligations incurred, unexpired accounts	150	300	135
3040 Outlays (gross)	-110	-150	-250
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	40	190	75
3100 Obligated balance, end of year (net)	40	190	75
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	150	150	134
Outlays, gross:			
4010 Outlays from new discretionary authority			100
4011 Outlays from discretionary balances	110	150	150
4020 Outlays, gross (total)	110	150	250
4180 Budget authority, net (total)	150	150	134
4190 Outlays, net (total)	110	150	250

The Federal Rail Safety Improvements Act, 2008, (P.L. 110-432, Title VI, Sec. 601), provided authorization for capital and preventive maintenance projects for the Washington Metropolitan Area Transit Authority (WMATA). Funding will help WMATA address its reinvestment and maintenance backlog to improve the safety and reliability of service and to expand existing system capacity to meet growing demand. The Secretary will use his authority to approve grants under this program to ensure that available funds first address WMATA's most critical safety needs.

For 2013, the Federal Transit Administration proposes a cancellation of \$1 million in unobligated balances appropriated in prior years for the build out of the original rail system.

MISCELLANEOUS EXPIRED ACCOUNTS
(CANCELLATION)

Of the funds made available for the Urban Discretionary Grants program, as authorized by Public Law 88-365, as amended, \$578,353 are hereby permanently cancelled: Provided, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.

Program and Financing (in millions of dollars)

Identification code 69-1122-0-1-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1			1
1021 Recoveries of prior year unpaid obligations		1	
1050 Unobligated balance (total)		1	1
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced			-1
1160 Appropriation, discretionary (total)			-1
1930 Total budgetary resources available		1	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year		1	
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	1	1	
3040 Outlays (gross)			1
3080 Recoveries of prior year unpaid obligations, unexpired		-1	
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	1		1
3100 Obligated balance, end of year (net)	1		1
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4000 Budget authority, gross			-1
Outlays, gross:			
4010 Outlays from new discretionary authority			-1
4180 Budget authority, net (total)			-1
4190 Outlays, net (total)			-1

For 2013, the Federal Transit Administration proposes a cancellation of the remaining \$1 million in unobligated balances in this account.

Trust Funds

DISCRETIONARY GRANTS (TRANSPORTATION TRUST FUND, MASS TRANSIT ACCOUNT)

Program and Financing (in millions of dollars)

Identification code 69-8191-0-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Discretionary grants	1	2	2
0900 Total new obligations (object class 41.0)	1	2	2
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	5	5	3
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	6	5	3
1930 Total budgetary resources available	6	5	3

1941	2011 actual	2012 est.	2013 est.
Memorandum (non-add) entries:			
Unexpired unobligated balance, end of year	5	3	1
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	61	36	25
3030 Obligations incurred, unexpired accounts	1	2	2
3040 Outlays (gross)	-25	-13	-13
3080 Recoveries of prior year unpaid obligations, unexpired	-1		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	36	25	14
3100 Obligated balance, end of year (net)	36	25	14

4011	2011 actual	2012 est.	2013 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
Outlays from discretionary balances	25	13	13
4190 Outlays, net (total)	25	13	13

5054	2011 actual	2012 est.	2013 est.
Memorandum (non-add) entries:			
Fund balance in excess of liquidating requirements, SOY:			
Contract authority	38	38	38
Fund balance in excess of liquidating requirements, EOY:			
Contract authority	38	38	38

In 2013, no additional liquidating cash is requested to pay previously incurred obligations in the Discretionary Grants account.

DISCRETIONARY GRANTS (TRANSPORTATION TRUST FUND, MASS TRANSIT ACCOUNT)

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-8191-7-7-401	2011 actual	2012 est.	2013 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances		-13	-13
Mandatory:			
Outlays, gross:			
4101 Outlays from mandatory balances		13	13

DISCRETIONARY GRANTS (TRANSPORTATION TRUST FUND, MASS TRANSIT ACCOUNT)

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-8191-9-7-401	2011 actual	2012 est.	2013 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	-25		
Mandatory:			
Outlays, gross:			
4101 Outlays from mandatory balances	25		

TRANSIT EXPANSION AND LIVABLE COMMUNITIES

(Legislative proposal, not subject to PAYGO)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the implementation or execution of programs authorized for fiscal year 2013 under 49 U.S.C. 5303, 5305, 5309, 5315, 5317, and 5320, as amended by such authorization, shall not exceed total obligations of \$2,447,671,000 for transit expansion and livable communities programs, including \$2,235,486,000 for transit capital investments: Provided, That the obligation limitation for fiscal year 2013 shall remain available until used for the obligation of funds and shall be in addition to the amount of any limitation imposed on obligations for future years.

TRANSIT EXPANSION AND LIVABLE COMMUNITIES PROGRAMS—Continued
(LIQUIDATION OF CONTRACT AUTHORITY)
(Legislative proposal, not subject to PAYGO)
(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, \$1,500,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Transportation Trust Fund, for payment of obligations incurred in carrying out Transit Expansion and Livable Communities programs authorized under 49 U.S.C. 5503, 5305, 5309, 5315, 5317, and 5320, as amended by such authorization.

TRANSIT EXPANSION AND LIVABLE COMMUNITIES PROGRAMS
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8543-4-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Fixed Guideway New Starts Program			1,500
0002 Paul S. Sarbanes Transit in Parks Program			21
0003 Tribal Transit Program Grants			11
0004 Planning Programs			105
0005 Livability Demonstration Grants			38
0900 Total new obligations (object class 41.0)			1,675
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			1,500
1137 Appropriations applied to liquidate contract authority			-1,500
Contract authority, mandatory:			
1600 Contract authority			2,448
1640 Contract authority, mandatory (total)			2,448
1900 Budget authority (total)			2,448
1930 Total budgetary resources available			2,448
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			773
Change in obligated balance:			
3030 Obligations incurred, unexpired accounts			1,675
3040 Outlays (gross)			-245
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			1,430
3100 Obligated balance, end of year (net)			1,430
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			2,448
Outlays, gross:			
4100 Outlays from new mandatory authority			245
4180 Budget authority, net (total)			2,448
4190 Outlays, net (total)			245
Memorandum (non-add) entries:			
5053 Obligated balance, EOY: Contract authority			948

The 2013 Budget presents the Federal Transit Administration's (FTA) proposed reauthorization program and account structure, including the creation of a new Transit Expansion and Livable Communities account. The account is funded from the Mass Transit Account of the Transportation Trust Fund. The 2013 Budget request includes \$2.4 billion for this account, and over six years, the Administration proposes to invest \$21 billion. The account includes programs dedicated to expanding transit systems and making communities more livable and sustainable.

These objectives will be accomplished through the following five programs:

New Starts.—\$2,235.5 million for New Starts, the Federal Government's primary source for capital investment in transit infrastructure that is planned, constructed and operated by State and local government entities. These projects include heavy rail,

light rail, commuter rail, bus rapid transit and streetcar systems that are implemented in communities across the country. FTA allocates resources to grantees through a competitive process based on a set of statutory rating criteria.

Transit In the Parks.—\$26.9 million for transit service on public lands including national parks, national forests, and national wildlife refuges.

Tribal Transit Grants.—\$15 million for transit services on and around Tribal Reservations.

Livability Demonstration Grants.—\$30 million for a new program to demonstrate different approaches to making communities more livable and sustainable.

Planning Programs.—\$140.3 million for formula grants to metropolitan planning organizations and State and local governments for analytical, environmental, and air quality conformity planning work.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

BUS AND RAIL STATE OF GOOD REPAIR
(Legislative proposal, not subject to PAYGO)

(LIMITATION ON OBLIGATIONS)
(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the implementation or execution of Bus and Rail State of Good Repair programs authorized under 49 U.S.C. 5309, as amended by such authorization, shall not exceed total obligations of \$3,207,000,000: Provided, That the obligation limitation for fiscal year 2013 shall remain available until used for the obligation of funds and shall be in addition to the amount of any limitation imposed on obligations for future years.

(LIQUIDATION OF CONTRACT AUTHORITY)
(Legislative proposal, not subject to PAYGO)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, \$1,500,000,000, to be derived from the Mass Transit Account of the Transportation Trust Fund and to remain available until expended, for payment of obligations incurred in carrying out Bus and Rail State of Good Repair programs authorized under title 49, United States Code, as amended by such authorization.

BUS AND RAIL STATE OF GOOD REPAIR
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8544-4-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Bus and Rail State of Good Repair			2,677
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			1,500
1137 Appropriations applied to liquidate contract authority			-1,500
Contract authority, mandatory:			
1600 Contract authority			3,207
1640 Contract authority, mandatory (total)			3,207
1900 Budget authority (total)			3,207
1930 Total budgetary resources available			3,207

Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	530	
Change in obligated balance:			
3030	Obligations incurred, unexpired accounts	2,677	
3040	Outlays (gross)	-481	
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)	2,196	
3100	Obligated balance, end of year (net)	2,196	
Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross	3,207	
Outlays, gross:			
4100	Outlays from new mandatory authority	481	
4180	Budget authority, net (total)	3,207	
4190	Outlays, net (total)	481	
Memorandum (non-add) entries:			
5053	Obligated balance, EOY: Contract authority	1,707	

The 2013 Budget presents the Federal Transit Administration's proposed reauthorization program and account structure, including the creation of a new Bus and Rail State of Good Repair account to be funded from the Mass Transit Account of the Transportation Trust Fund. This account replaces the Fixed Guideway Modernization Program and the discretionary Bus and Bus Facilities grant program. The 2013 Budget request includes \$3.2 billion for this account, and over six years, the Administration proposes to invest \$31.6 billion. Funding requested in this account will be distributed through formula grants to local transit agencies to improve the condition of existing capital assets to a state of good repair.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 69-8544-4-7-401			
	2011 actual	2012 est.	2013 est.
Direct obligations:			
25.2	Other services from non-Federal sources		67
41.0	Grants, subsidies, and contributions		2,610
99.9	Total new obligations		2,677

RESEARCH AND TECHNOLOGY DEPLOYMENT
(Legislative proposal, not subject to PAYGO)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the implementation or execution of Research and Technology Deployment programs authorized under title 49, United States Code, as amended by such authorization, shall not exceed total obligations of \$120,957,000: Provided, That the obligation limitation for fiscal year 2013 shall remain available until used for the obligation of funds and shall be in addition to the amount of any limitation imposed on obligations for future years.

(LIQUIDATION OF CONTRACT AUTHORITY)

(Legislative proposal, not subject to PAYGO)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, \$60,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Transportation Trust

Fund, for payment of obligations incurred in carrying out Research and Technology Deployment programs authorized under title 49, United States Code, as amended by such authorization.

RESEARCH AND TECHNOLOGY DEPLOYMENT
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8542-4-7-401			
	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001	National Research Program		17
0002	Technical Assistance Activities		11
0003	Transit Cooperative Research		5
0004	National Transit Institute		4
0005	University Centers Program		3
0006	Greenhouse Gas and Energy Reduction Deployment Demonstration Program		25
0007	Clean Fuels and Environmental Research		5
0900	Total new obligations		70
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101	Appropriation (special or trust fund)		60
1137	Appropriations applied to liquidate contract authority		-60
Contract authority, mandatory:			
1600	Contract authority		121
1640	Contract authority, mandatory (total)		121
1900	Budget authority (total)		121
1930	Total budgetary resources available		121
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year		51
Change in obligated balance:			
3030	Obligations incurred, unexpired accounts		70
3040	Outlays (gross)		-24
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)		46
3100	Obligated balance, end of year (net)		46
Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross		121
Outlays, gross:			
4100	Outlays from new mandatory authority		24
4180	Budget authority, net (total)		121
4190	Outlays, net (total)		24
Memorandum (non-add) entries:			
5051	Unobligated balance, EOY: Contract authority		15
5053	Obligated balance, EOY: Contract authority		46

The 2013 Budget presents the Federal Transit Administration's (FTA) proposed reauthorization program and account structure, including the creation of a new Research and Technology Deployment account. This account replaces the Research and University Research Centers Account and the Grants for Energy Efficiency and Greenhouse Gas Reductions account, and also includes resources clean fuels research. It is funded from the Mass Transit Account of the Transportation Trust Fund. The 2013 Budget request includes \$121 million for this account, and over six years, the Administration proposes to invest \$1.1 billion in the activities and programs described below. For 2013, the account's programs include:

National Research Program.—\$38.2 million for discretionary research to increase ridership, improve operating efficiencies, understand the service needs of rural and targeted populations, improve planning and service projections, improve safety, and provide research leadership to address other major issues facing the transit industry. This request also includes resources for FTA's technical assistance activities. FTA provides technical assistance to grantees to better manage capital asset bases and identify opportunities for the effective implementation of safety

RESEARCH AND TECHNOLOGY DEPLOYMENT—Continued standards in support of the State of Good Repair and Safety programs; implement technological advances and institutional policies; administer expanded capital programs as well as research grants, contracts and cooperative agreements; and improve nationwide transit customer service through capacity building and deployment of best practices.

Transit Cooperative Research.—\$6.5 million to provide funds to the National Academy of Sciences to conduct investigative research on subjects related to public transportation.

National Transit Institute.—\$3.5 million to support the Institute's training programs for the transit industry on a variety of topics including planning, operations, safety, and management.

University Transportation Centers.—\$8 million to support transit research at university transportation centers.

Greenhouse Gas and Energy Reduction Deployment and Demonstration Program.—\$50 million to complement FTA capital programs with capital grants to transit agencies to implement technologies that reduce greenhouse gas emissions, improve energy efficiency, reduce dependency on fossil fuels, and increase the use of environmentally sustainable operations.

Clean Fuels and Environmental Research.—\$14.7 million to build on the Clean Fuels and Environmental Research and the Research to Reduce Environmental Impacts Programs that have contributed to the deployment of low emission technologies in public transportation.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 69-8542-4-7-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
25.5 Research and development contracts			1
41.0 Grants, subsidies, and contributions			69
99.9 Total new obligations			70

OPERATIONS AND SAFETY

(Legislative proposal, not subject to PAYGO)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the implementation or execution of administrative programs authorized under title 49, United States Code, as amended by such authorization, shall not exceed total obligations of \$129,700,000 in fiscal year 2013: Provided, That funds available for the implementation or execution of rail transit safety programs authorized under title 49, United States Code, as amended by such authorization, shall not exceed total obligations of \$36,300,000: Provided further, That the obligation limitation for transit safety programs shall remain available until used for the obligation of funds and shall be in addition to the amount of any limitation imposed on obligations for future years.

(LIQUIDATION OF CONTRACT AUTHORITY)

(Legislative proposal, not subject to PAYGO)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, \$166,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Transportation Trust

Fund, for payment of obligations incurred in carrying out Operations and Safety programs authorized under title 49, United States Code, as amended by such authorization.

OPERATIONS AND SAFETY

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8540-4-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Administrative Expenses			123
0002 Office of Safety			8
0003 Rail Safety Oversight Program			33
0900 Total new obligations			164
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			166
1137 Appropriations applied to liquidate contract authority			-166
Contract authority, mandatory:			
1600 Contract authority			166
1640 Contract authority, mandatory (total)			166
1900 Budget authority (total)			166
1930 Total budgetary resources available			166
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			2
Change in obligated balance:			
3030 Obligations incurred, unexpired accounts			164
3040 Outlays (gross)			-149
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			15
3100 Obligated balance, end of year (net)			15
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			166
Outlays, gross:			
4100 Outlays from new mandatory authority			149
4180 Budget authority, net (total)			166
4190 Outlays, net (total)			149

The 2013 Budget presents the Federal Transit Administration's (FTA) proposed reauthorization program and account structure, including the creation of a new Operations and Safety account. Replacing the existing Administrative Expenses account, this new account is funded from the Mass Transit Account of the Transportation Trust Fund and includes resources for FTA's operating requirements totaling \$121.1 million to fund the salaries, benefits, and administrative overhead for the staffing level necessary to support FTA's stewardship of Federal funds through technical assistance to grantees during project development and program implementation, capital project oversight, and grantee compliance with statutory requirements and Federal regulations. Included in this amount is \$8.6 million for a new Transit Safety Office in support of the Administration's Rail Transit Safety Oversight proposal.

To implement a new Rail Transit Safety Oversight Program, \$36.3 million is requested to enable states to enforce new regulations and meet Federal rail transit safety standards, as proposed in the Administrations safety legislation. These resources would fund teams of Federal and/or State-employed rail safety inspectors to conduct investigations and audits targeted to identify unsafe vehicles, equipment, control systems, and operating practices.

Over six years, the Administration's proposes \$839 million for Operations and \$285 million for Safety.

The Administration also proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of surface transportation reauthorization. Amounts reflected

in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 69-8540-4-7-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent			69
11.5 Other personnel compensation			2
11.9 Total personnel compensation			71
12.1 Civilian personnel benefits			17
21.0 Travel and transportation of persons			3
23.1 Rental payments to GSA			8
23.3 Communications, utilities, and miscellaneous charges			1
25.2 Other services from non-Federal sources			15
25.3 Other goods and services from Federal sources			15
31.0 Equipment			1
41.0 Grants, subsidies, and contributions			33
99.9 Total new obligations			164

Employment Summary

Identification code 69-8540-4-7-401	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment			640

【FORMULA AND BUS GRANTS】

【(LIQUIDATION OF CONTRACT AUTHORITY)】

【(LIMITATION ON OBLIGATIONS)】

【(HIGHWAY TRUST FUND)】

【For payment of obligations incurred in carrying out the provisions of 49 U.S.C. 5305, 5307, 5308, 5309, 5310, 5311, 5316, 5317, 5320, 5335, 5339, and 5340 and section 3038 of Public Law 105-178, as amended, \$9,400,000,000 to be derived from the Mass Transit Account of the Highway Trust Fund and to remain available until expended: *Provided*, That funds available for the implementation or execution of programs authorized under 49 U.S.C. 5305, 5307, 5308, 5309, 5310, 5311, 5316, 5317, 5320, 5335, 5339, and 5340 and section 3038 of Public Law 105-178, as amended, shall not exceed total obligations of \$8,360,565,000 in fiscal year 2012. 】 (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69-8350-0-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Urbanized area programs	5,505	5,459	6,591
0002 Fixed guideway modernization	1,210	1,282	2,272
0003 Bus and bus facility grants	977	1,133	1,717
0004 Over-the-road bus	12	14	17
0005 Clean Fuels Program	75	72	85
0006 Planning Programs	168	108	136
0007 Job Access & Reverse Commute	149	184	298
0008 Alternatives analysis program	27	42	49
0009 Alternative transportation in parks and public Lands	29	38	45
0011 Seniors and persons with disabilities	203	161	195
0012 Non-urbanized area programs	554	522	656
0013 New Freedom	80	122	168
0014 National Transit Database	4	4	4
0015 Oversight	54	83	99
0900 Total new obligations	9,047	9,224	12,332

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	7,426	7,954	7,091
1010 Unobligated balance transfer to other accts [69-8083]	-12		
1021 Recoveries of prior year unpaid obligations	15		
1050 Unobligated balance (total)	7,429	7,954	7,091

Budget authority:

Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	9,400	9,400	9,500
1120 Transferred to other accounts [69-8083]	-34		
1121 Transferred from other accounts [69-8083]	1,140		
1137 Portion applied to liquidate contract authority used	-10,506	-9,400	-9,500
Contract authority, mandatory:			
1600 Contract authority	8,361	8,361	8,361
1610 Transferred to other accounts [69-8083]	-22		
1611 Transferred from other accounts [69-8083]	1,233		
1640 Contract authority, mandatory (total)	9,572	8,361	8,361
1900 Budget authority (total)	9,572	8,361	8,361
1930 Total budgetary resources available	17,001	16,315	15,452
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	7,954	7,091	3,120

Change in obligated balance:

Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	10,232	12,082	12,769
3030 Obligations incurred, unexpired accounts	9,047	9,224	12,332
3040 Outlays (gross)	-7,182	-8,537	-7,561
3080 Recoveries of prior year unpaid obligations, unexpired	-15		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	12,082	12,769	17,540
3100 Obligated balance, end of year (net)	12,082	12,769	17,540

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	1,167	1,170	9
4011 Outlays from discretionary balances	6,015	7,367	7,552
4020 Outlays, gross (total)	7,182	8,537	7,561
Mandatory:			
4090 Budget authority, gross	9,572	8,361	8,361
4180 Budget authority, net (total)	9,572	8,361	8,361
4190 Outlays, net (total)	7,182	8,537	7,561

Memorandum (non-add) entries:

5052 Obligated balance, SOY: Contract authority	7,477	6,543	5,504
5053 Obligated balance, EOY: Contract authority	6,543	5,504	4,365
5061 Limitation on obligations (Transportation Trust Funds)	9,576	8,361	45

Summary of Budget Authority and Outlays (in millions of dollars)

	2011 actual	2012 est.	2013 est.
Enacted/requested:			
Budget Authority	9,572	8,361	8,361
Outlays	7,182	8,537	7,561
Amounts included in the adjusted baseline:			
Budget Authority			142
Outlays			1,607
Legislative proposal, subject to PAYGO:			
Budget Authority			-3,744
Outlays			-711
Total:			
Budget Authority	9,572	8,361	4,759
Outlays	7,182	8,537	8,457

Object Classification (in millions of dollars)

Identification code 69-8350-0-7-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
25.2 Other services from non-Federal sources	54	59	99
41.0 Grants, subsidies, and contributions	8,993	9,165	12,233
99.9 Total new obligations	9,047	9,224	12,332

TRANSIT FORMULA GRANTS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-8350-7-7-401	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Budget authority:			
Contract authority, mandatory:			
1600 Contract authority			142
1640 Contract authority, mandatory (total)			142

TRANSIT FORMULA GRANTS—Continued
Program and Financing—Continued

Identification code 69-8350-7-7-401	2011 actual	2012 est.	2013 est.
1930 Total budgetary resources available			142
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			142
Change in obligated balance:			
3040 Outlays (gross)			-1,607
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)			-1,607
3100 Obligated balance, end of year (net)			-1,607
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	-1,170		-9
4011 Outlays from discretionary balances	-7,367		-7,552
4020 Outlays, gross (total)	-8,537		-7,561
Mandatory:			
4090 Budget authority, gross			142
Outlays, gross:			
4100 Outlays from new mandatory authority	1,170		1,616
4101 Outlays from mandatory balances	7,367		7,552
4110 Outlays, gross (total)	8,537		9,168
4180 Budget authority, net (total)			142
4190 Outlays, net (total)			1,607
Memorandum (non-add) entries:			
5053 Obligated balance, EOY: Contract authority			142
5061 Limitation on obligations (Transportation Trust Funds)	-8,361		-45

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2012 estimate. This schedule also creates a new baseline of mandatory contract authority that is equal to the previous discretionary obligation limitation baseline to calculate the spending increase above the baseline subject to PAYGO.

TRANSIT FORMULA GRANTS
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-8350-9-7-401	2011 actual	2012 est.	2013 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	-1,167		
4011 Outlays from discretionary balances	-6,015		
4020 Outlays, gross (total)	-7,182		
Mandatory:			
Outlays, gross:			
4100 Outlays from new mandatory authority	1,167		
4101 Outlays from mandatory balances	6,015		
4110 Outlays, gross (total)	7,182		
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)	-9,576		

The Administration proposes to reclassify all surface transportation outlays as mandatory, consistent with the recommendations of the President's National Commission on Fiscal Responsibility and Reform. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority, for 2011 actual amounts, for comparability purposes.

TRANSIT FORMULA GRANTS
(Legislative proposal, not subject to PAYGO)

[(LIQUIDATION OF CONTRACT AUTHORITY)]

(LIMITATION ON OBLIGATIONS)

[(HIGHWAY)] (TRANSPORTATION TRUST FUND)

[(INCLUDING TRANSFER OF FUNDS)]

For payment of obligations incurred in carrying out the provisions of 49 U.S.C. 5305, 5307, 5308, 5309, 5310, 5311, 5316, 5317, 5320, 5335, 5339, and 5340 and section 3038 of Public Law 105-178, as amended, \$9,200,000,000 to be derived from the Mass Transit Account of the Highway Trust Fund and to remain available until expended: *Provided, That* Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the implementation or execution of transit formula grant programs authorized under title 49, [U.S.C. 5307, 5308, 5309, 5310, 5311, 5320, 5335,] United States Code, as amended by such authorization, shall not exceed [total obligations of \$8,271,700,000 in fiscal year 2011: *Provided further, That* \$306,905,000 in contract authority for programs under 49 U.S.C 5305, 5316 and 5339 is transferred to the "Livable Communities" account, Federal Transit Administration: *Provided further, That* \$52,743,000 in contract authority to implement programs under 49 U.S.C. 301 is transferred to the Greenhouse Gas and Energy Reduction account of the Federal Transit Administration] \$4,759,372,000: *Provided, That the obligation limitation for fiscal year 2013 shall remain available until used for the obligation of funds and shall be in addition to the amount of any limitation imposed on obligations for future years.*

(LIQUIDATION OF CONTRACT AUTHORITY)

(Legislative proposal, not subject to PAYGO)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, \$9,500,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Transportation Trust Fund, for payment of obligations incurred in carrying out mass transit programs authorized under title 49, United States Code, as amended by such authorization.

TRANSIT FORMULA GRANTS
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8350-4-7-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Urbanized area programs			-630
0002 Fixed guideway modernization			-1,237
0003 Bus and bus facility grants			-730
0004 Over-the-road bus			-7
0005 Clean Fuels Program			-39
0006 Planning Programs			-85
0007 Job Access & Reverse Commute			-122
0008 Alternatives analysis program			-19
0009 Alternative transportation in parks and public Lands			-20
0011 Seniors and persons with disabilities			-99
0012 Non-urbanized area programs			50
0013 New Freedom			-69
0014 National Transit Database			1
0015 Oversight			-13
0016 Consolidated Specialized Transportation			300
0017 Emergency Relief			18
0900 Total new obligations (object class 41.0)			-2,701

Budgetary Resources:

Budget authority:			
Contract authority, mandatory:			
1600 Contract authority			-3,744
1640 Contract authority, mandatory (total)			-3,744
1900 Budget authority (total)			-3,744
1930 Total budgetary resources available			-3,744
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-1,043

Change in obligated balance:			
3030	Obligations incurred, unexpired accounts		-2,701
3040	Outlays (gross)		711
	Obligated balance, end of year (net):		
3090	Unpaid obligations, end of year (gross)		-1,990
3100	Obligated balance, end of year (net)		-1,990
Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross		-3,744
Outlays, gross:			
4100	Outlays from new mandatory authority		-711
4180	Budget authority, net (total)		-3,744
4190	Outlays, net (total)		-711
Memorandum (non-add) entries:			
5053	Obligated balance, EOY: Contract authority		-3,744

The 2013 Budget presents the Federal Transit Administration's (FTA) proposed reauthorization program and account structure. This includes renaming the Formula and Bus Grants account as the Transit Formula Grants account and reorganizing programs within the account. Some programs previously funded here have been merged with others or moved to other accounts. is account is funded from the Mass Transit Account of the Transportation Trust Fund. The 2013 Budget request includes \$4.8 billion for this account, and over six years, the Administration proposes to invest \$45 billion.

Formula Grant funds can be used for all transit capital purposes including bus and railcar purchases, facility repair and construction, maintenance and where eligible, planning and operating expenses. These funds help existing transit systems provide safe and reliable public transportation options, promote economically vibrant communities and meet the requirements of the Americans with Disabilities Act and the Clean Air Act. The 2013 formula grant program structure includes:

Urbanized Area Formula.—\$3.535 billion to be apportioned by legislative formula to metropolitan areas with populations of 50,000 or more. Funds may be used for any transit capital purpose, including preventive maintenance for capital assets in urban areas over 200,000 in population. In urban areas under 200,000, both capital and operating costs are eligible expenditures.

Non-Urbanized Area Formula.—\$395 million to be apportioned by legislative formula to States based on each State's nonurban areas with populations of less than 50,000. Available funding may also be used to support intercity bus service as well as to help meet rural and small urban areas' transit needs.

Growing States and High Density States.—\$395 million will be apportioned through FTA's Urbanized and Non-Urbanized programs based on authorized funding formulas.

Consolidated Specialized Transportation Grant Program.—\$405 million. A new program that to replace three existing grant programs for targeted populations (formerly the Elderly Individuals and Individuals with Disabilities Program, the New Freedom program, and the Job Access and Reverse Commute program). This new program would continue the goals of these programs by funding alternative forms of transportation where traditional services are unavailable, inappropriate, or insufficient.

National Transit Data Base (NTD).—\$5 million. For operation and maintenance of the NTD, a database of statistics on the transit industry that FTA is legally required to maintain. NTD data serves as the basis for FTA formula apportionments to its grant recipients.

Emergency Relief Program.—\$25 million. A new program to help transit agencies restore needed transportation services following disaster events.

The Administration proposes to reclassify all surface transportation outlays as mandatory, in accordance with the recommendations of the Presidents National Commission on Fiscal Responsibility and Reform. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

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

SEC. 161. Notwithstanding any other provision of law, funds appropriated or limited by this Act under the Federal Transit Administration's discretionary program appropriations headings for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, [2014] 2015, and other recoveries, [shall] may be directed to [projects eligible to use the funds for the purposes for which they were originally provided] any eligible purpose under section 5309 of title 49.

SEC. 162. Notwithstanding any other provision of law, any funds appropriated before October 1, [2011] 2012, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure, may be transferred to and administered under the most recent appropriation heading for any such section.

[SEC. 163. Notwithstanding any other provision of law, unobligated funds made available for new fixed guideway system projects under the heading "Federal Transit Administration, Capital Investment Grants" in any appropriations Act prior to this Act may be used during this fiscal year to satisfy expenses incurred for such projects.]

[SEC. 164. Notwithstanding any other provision of law, unobligated funds or recoveries under section 5309 of title 49, United States Code, that are available to the Secretary of Transportation for reallocation shall be directed to projects eligible to use the funds for the purposes for which they were originally provided.]

SEC. [165] 163. In addition to the amounts made available under section 5327(c)(1) of title 49, United States Code, the Secretary may use, for program management activities described in section 5327(c)(2), 1 percent of the amount made available to carry out section 5316 of title 49, United States Code: *Provided*, That funds made available for program management oversight shall be used to oversee the compliance of a recipient or subrecipient of Federal transit assistance consistent with activities identified under section 5327(c)(2) and for purposes of enforcement.

[SEC. 166. Funds made available for Alaska or Hawaii ferry boats or ferry terminal facilities pursuant to 49 U.S.C. 5309(m)(6)(B) may be used to construct new vessels and facilities, or to improve existing vessels and facilities, including both the passenger and vehicle-related elements of such vessels and facilities, and for repair facilities.]

[SEC. 167. Notwithstanding any other provision of law, none of the funds made available in this Act shall be used to enter into a full funding grant agreement for a project with a New Starts share greater than 60 percent.]

[SEC. 168. Notwithstanding any other provision of law, fuel for vehicle operations, including the cost of utilities used for the propulsion of electrically driven vehicles, shall be treated as an associated capital maintenance item for purposes of grants made under section 5307 of title 49, United States Code, in fiscal year 2012. Amounts made available under this heading shall be limited to \$100,000,000.]

[SEC. 169. The Secretary may not enforce regulations related to charter bus service under part 604 of title 49, Code of Federal Regulations, for any transit agency who during fiscal year 2008 was both initially granted a 60-day period to come into compliance with part 604, and then was subsequently granted an exception from said part.]

SEC. [169A.] 164. For purposes of applying the project justification and local financial commitment criteria of 49 U.S.C. 5309(d) to a New Starts project, the Secretary may consider the costs and ridership of any connected project in an instance in which private parties are making significant financial contributions to the construction of the connected project; additionally, the Secretary may consider the significant financial contributions of private parties to the connected project in calculating

the non-Federal share of net capital project costs for the New Starts project.

【SEC. 169B. All bus new fixed guideway capital projects recommended in the President's fiscal year 2012 budget request for funds appropriated under the Capital Investment Grants heading in this Act or any other Act shall be funded instead from amounts allocated under 49 U.S.C. 5309(m)(2)(C): *Provided*, That all such projects shall remain subject to the appropriate requirements of 49 U.S.C. 5309(d) and (e).】 (*Department of Transportation Appropriations Act, 2012.*)

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Federal Funds

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year. (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69-4089-0-3-403	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0801 Operations and maintenance	21	18	18
0802 Replacements and improvements	12	15	16
0900 Total new obligations	33	33	34
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	15	15	15
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	33	33	34
1850 Spending auth from offsetting collections, mand (total)	33	33	34
1930 Total budgetary resources available	48	48	49
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	15	15	15
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	25	23	8
3030 Obligations incurred, unexpired accounts	33	33	34
3040 Outlays (gross)	-35	-48	-41
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	23	8	1
3100 Obligated balance, end of year (net)	23	8	1
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	33	33	34
Outlays, gross:			
4100 Outlays from new mandatory authority	33	33	34
4101 Outlays from mandatory balances	2	15	7
4110 Outlays, gross (total)	35	48	41
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4120 Federal sources	-32	-32	-33
4123 Non-Federal sources	-1	-1	-1
4130 Offsets against gross budget authority and outlays (total) ...	-33	-33	-34
4170 Outlays, net (mandatory)	2	15	7
4190 Outlays, net (total)	2	15	7

The Saint Lawrence Seaway Development Corporation (SLSDC) is a wholly-owned U.S. Government corporation responsible for the operation, maintenance, and development of that part of the St. Lawrence Seaway between the Port of Montreal and Lake Erie that is within the territorial limits of the United States. The

St. Lawrence Seaway is a bi-national waterway and lock transportation system for the efficient and economic movement of commercial cargoes to and from the Great Lakes Region of North America. SLSDC works with its Canadian counterpart agency (the Saint Lawrence Seaway Management Corporation) to ensure the reliability, safety and security of the locks and waterway and the uninterrupted flow of maritime commerce through the system.

Appropriations from the Harbor Maintenance Trust Fund, and revenues from other non-Federal sources, are used to finance operational and capital asset renewal needs for the U.S. portion of the St. Lawrence Seaway.

Balance Sheet (in millions of dollars)

Identification code 69-4089-0-3-403	2010 actual	2011 actual
ASSETS:		
1101 Federal assets: Fund balances with Treasury	26	25
Other Federal assets:		
1801 Cash and other monetary assets	12	12
1803 Property, plant and equipment, net	76	85
1901 Other assets	3	4
1999 Total assets	117	126
LIABILITIES:		
Non-Federal liabilities:		
2201 Accounts payable	4	7
2206 Pension and other actuarial liabilities	3	5
2999 Total liabilities	7	12
NET POSITION:		
3100 Invested Capital	91	100
3300 Cumulative results of operations	19	14
3999 Total net position	110	114
4999 Total liabilities and net position	117	126

Object Classification (in millions of dollars)

Identification code 69-4089-0-3-403	2011 actual	2012 est.	2013 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	10	11	11
12.1 Civilian personnel benefits	4	4	4
25.2 Other services from non-Federal sources	1	1	1
25.3 Other goods and services from Federal sources	1	1	1
25.4 Operation and maintenance of facilities	4	4	4
25.7 Operation and maintenance of equipment	2	2	2
26.0 Supplies and materials	2	1	1
31.0 Equipment	2	2	1
32.0 Land and structures	7	13	15
99.0 Reimbursable obligations	31	32	34
99.5 Below reporting threshold	2	1	1
99.9 Total new obligations	33	33	34

Employment Summary

Identification code 69-4089-0-3-403	2011 actual	2012 est.	2013 est.
2001 Reimbursable civilian full-time equivalent employment	132	144	144

Trust Funds

OPERATIONS AND MAINTENANCE (HARBOR MAINTENANCE TRUST FUND)

For necessary expenses for operations, maintenance, and capital asset renewal of those portions of the St. Lawrence Seaway owned, operated, and maintained by the Saint Lawrence Seaway Development Corporation, **[\$32,259,000]** \$33,000,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662. (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69-8003-0-7-403	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Operations and maintenance	32	32	33
0900 Total new obligations (object class 25.3)	32	32	33
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	32	32	33
1160 Appropriation, discretionary (total)	32	32	33
1930 Total budgetary resources available	32	32	33
Change in obligated balance:			
3030 Obligations incurred, unexpired accounts	32	32	33
3040 Outlays (gross)	-32	-32	-33
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	32	32	33
Outlays, gross:			
4010 Outlays from new discretionary authority	32	32	33
4180 Budget authority, net (total)	32	32	33
4190 Outlays, net (total)	32	32	33

The Water Resources Development Act of 1986 authorizes use of the Harbor Maintenance Trust Fund as an appropriation source for the Saint Lawrence Seaway Development Corporation's operating and capital asset renewal programs.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

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

[In millions of dollars]

	2011 Actual	2012 Enacted	2013 Est.
Budget authority:			
Operational Expenses	20	20	20
Hazardous Materials Safety	39	42	51
Research and Special Programs	0	0	0
Emergency Preparedness Grants	19	28	28
Pipeline Safety	89	91	155
Pipeline Safety Share of Oil Spill Liability Trust Fund	19	19	22
Total budget authority	186	201	276
Program level (obligations):			
Operational Expenses	20	20	20
Hazardous Materials Safety	42	45	51
Research and Special Programs	0	0	0
Emergency Preparedness Grants	24	28	28
Pipeline Safety	89	110	155
Pipeline Safety Share of Oil Spill Liability Trust Fund	19	19	22
Total program level	194	222	276
Outlays:			
Operational Expenses	21	20	20
Hazardous Materials Safety	40	45	48
Research and Special Programs	0	0	0
Emergency Preparedness Grants	21	45	26
Pipeline Safety	86	91	106
Pipeline Safety Share of Oil Spill Liability Trust Fund	15	21	21
Total outlays	183	222	221

Federal Funds

RESEARCH AND SPECIAL PROGRAMS

Program and Financing (in millions of dollars)

Identification code 69-0104-0-1-407	2011 actual	2012 est.	2013 est.
Change in obligated balance:			
Obligated balance, start of year (net):			
3001 Adjustments to unpaid obligations, brought forward, Oct 1	-1		
3010 Uncollected pymts, Fed sources, brought forward, Oct 1	-1		
3011 Adjustments to uncollected pymts, Fed sources, brought forward, Oct 1	1		
3020 Obligated balance, start of year (net)	-1		
3031 Obligations incurred, expired accounts	1		

HAZARDOUS MATERIALS SAFETY

(HAZARDOUS MATERIALS APPROVALS AND PERMITS FUND)

For expenses necessary to discharge the hazardous materials safety functions of the Pipeline and Hazardous Materials Safety Administration, **[\$42,338,000]** \$50,673,000, of which **[\$1,716,000]** \$1,725,000 shall remain available until September 30, **[2014]** 2015: *Provided, That amounts collected from special permits and approval fees established in this Act (estimated to be \$12,000,000 in fiscal year 2013), shall be retained and used for necessary expenses in this appropriation, and shall remain available until expended: Provided further, That the sum herein appropriated from the general fund shall be reduced as such offsetting receipts are received during fiscal year 2013, so as to result in a final fiscal year 2013 appropriation from the general fund estimated at \$38,673,000: Provided further, That during fiscal year 2013, should the total amount of offsetting receipts be less than \$12,000,000, this amount shall be reduced accordingly: Provided further, That any amount received in excess of \$12,000,000 in fiscal year 2013 shall remain available until expended: Provided further, That up to \$800,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: Provided further, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions. (Department of Transportation Appropriations Act, 2012.)*

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69-1401-0-1-407	2011 actual	2012 est.	2013 est.
0100 Balance, start of year			
Receipts:			
0260 Hazardous Materials Approvals and Permits Fund			12
0400 Total: Balances and collections			12
0799 Balance, end of year			12

Program and Financing (in millions of dollars)

Identification code 69-1401-0-1-407	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Hazardous materials safety	40	45	51
0801 Reimbursable program	2		
0900 Total new obligations	42	45	51
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	5	3	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	39	42	51
1160 Appropriation, discretionary (total)	39	42	51

HAZARDOUS MATERIALS SAFETY—Continued
Program and Financing—Continued

Identification code 69–1401–0–1–407	2011 actual	2012 est.	2013 est.
1700 Spending authority from offsetting collections, discretionary: Collected	1		
1750 Spending auth from offsetting collections, disc (total)	1		
1900 Budget authority (total)	40	42	51
1930 Total budgetary resources available	45	45	51
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	3		

Change in obligated balance:

Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	14	13	13
3030 Obligations incurred, unexpired accounts	42	45	51
3040 Outlays (gross)	-41	-45	-48
3081 Recoveries of prior year unpaid obligations, expired	-2		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	13	13	16
3100 Obligated balance, end of year (net)	13	13	16

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	40	42	51
Outlays, gross:			
4010 Outlays from new discretionary authority	29	29	35
4011 Outlays from discretionary balances	12	16	13
4020 Outlays, gross (total)	41	45	48
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-1		
4180 Budget authority, net (total)	39	42	51
4190 Outlays, net (total)	40	45	48

The Pipeline and Hazardous Materials Safety Administration (PHMSA) has a responsibility for advancing the safe and secure transportation of hazardous materials. PHMSA's Hazardous Materials Safety program is focused on five principal areas. First, PHMSA provides comprehensive regulations for the safe and secure transportation of hazardous materials. Second, through outreach, training and distribution of informational materials, PHMSA helps the hazardous materials community understand the regulations and how to comply with them. Third, PHMSA enforces the regulations to ensure compliance with safety and security standards by those subject to the regulations. Fourth, PHMSA assists the Nation's response community to plan for and respond to hazardous materials transportation emergencies. Finally, PHMSA builds on each of these principal areas to reduce overall transportation risk by establishing a sound and comprehensive technical and analytical foundation to ensure that the program's resources are effectively applied to minimize serious incidents and fatalities, mitigate the consequences of incidents that occur, and enhance safety.

Object Classification (in millions of dollars)

Identification code 69–1401–0–1–407	2011 actual	2012 est.	2013 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	16	20	17
11.3 Other than full-time permanent	1		
11.9 Total personnel compensation	17	20	17
12.1 Civilian personnel benefits	5	5	6
21.0 Travel and transportation of persons	2	2	2
23.1 Rental payments to GSA	1	3	3
23.3 Communications, utilities, and miscellaneous charges		2	1
25.1 Advisory and assistance services	6		
25.2 Other services from non-Federal sources		7	16
25.3 Other goods and services from Federal sources	4	4	4
25.5 Research and development contracts	2	2	2
25.7 Operation and maintenance of equipment	1		
31.0 Equipment	1		

99.0 Direct obligations	39	45	51
99.0 Reimbursable obligations	2		
99.5 Below reporting threshold	1		
99.9 Total new obligations	42	45	51

Employment Summary

Identification code 69–1401–0–1–407	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	175	190	191

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

OPERATIONAL EXPENSES

(PIPELINE SAFETY FUND)

(INCLUDING TRANSFER OF FUNDS)

For necessary operational expenses of the Pipeline and Hazardous Materials Safety Administration, **[\$21,360,000]** \$21,047,000, of which \$639,000 shall be derived from the Pipeline Safety Fund: *Provided*, That \$1,000,000 shall be transferred to "Pipeline Safety" in order to fund "Pipeline Safety Information Grants to Communities" as authorized under section 60130 of title 49, United States Code. (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69–1400–0–1–407	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Direct program activity	20	20	20
0801 Reimbursable program activity	1		
0900 Total new obligations	21	20	20

Budgetary Resources:

Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	20	20	20
1120 Transferred to other accounts [69–5172]	-1	-1	-1
1121 Transferred from other accounts [69–5172]	1	1	1
1160 Appropriation, discretionary (total)	20	20	20
Spending authority from offsetting collections, discretionary:			
1700 Collected	1		
1750 Spending auth from offsetting collections, disc (total)	1		
1900 Budget authority (total)	21	20	20
1930 Total budgetary resources available	21	20	20

Change in obligated balance:

Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	7	5	5
3030 Obligations incurred, unexpired accounts	21	20	20
3031 Obligations incurred, expired accounts	1		
3040 Outlays (gross)	-22	-20	-20
3081 Recoveries of prior year unpaid obligations, expired	-2		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	5	5	5
3100 Obligated balance, end of year (net)	5	5	5

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	21	20	20
Outlays, gross:			
4010 Outlays from new discretionary authority	17	14	14
4011 Outlays from discretionary balances	5	6	6
4020 Outlays, gross (total)	22	20	20
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-1		
4180 Budget authority, net (total)	20	20	20
4190 Outlays, net (total)	21	20	20

The success of the Pipeline and Hazardous Materials Safety Administration safety programs depends on the performance of support organizations that empower the program offices to meet

their safety mandate. These support organizations include the Administrator, Deputy Administrator, Assistant Administrator/Chief Safety Officer, Chief Counsel, Chief Financial Officer, Governmental, International and Public Affairs, Associate Administrator for Administration, Information Technology Services, Administrative Services, Budget and Finance, Contracts and Procurement, Human Resources and Civil Rights.

Object Classification (in millions of dollars)

Identification code 69-1400-0-1-407	2011 actual	2012 est.	2013 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	6	8	8
11.3 Other than full-time permanent	1		
11.9 Total personnel compensation	7	8	8
12.1 Civilian personnel benefits	2	2	2
23.1 Rental payments to GSA	1	1	1
25.1 Advisory and assistance services	2	1	1
25.2 Other services from non-Federal sources		1	1
25.3 Other goods and services from Federal sources	3		
25.7 Operation and maintenance of equipment	4	6	6
99.0 Direct obligations	19	19	19
99.0 Reimbursable obligations	1		
99.5 Below reporting threshold	1	1	1
99.9 Total new obligations	21	20	20

Employment Summary

Identification code 69-1400-0-1-407	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	58	69	70
2001 Reimbursable civilian full-time equivalent employment	8	11	11

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

(PIPELINE SAFETY DESIGN REVIEW 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, **[\$109,252,000]** \$176,010,000, of which **[\$18,573,000]** \$21,510,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, **[2014]** 2015; and of which **[\$90,679,000]** \$150,500,000 shall be derived from the Pipeline Safety Fund, of which **[\$48,191,000]** \$90,735,000 shall remain available until September 30, **[2014: Provided, That not less than \$1,058,000 of the funds provided under this heading shall be for the one-call State grant program]** 2015; and of which \$4,000,000, to remain available until expended, shall be derived as provided in this Act from the Pipeline Safety Design Review Fund. (Department of Transportation Appropriations Act, 2012.)

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69-5172-0-2-407	2011 actual	2012 est.	2013 est.
0100 Balance, start of year	38	41	41
Receipts:			
0260 Pipeline Safety Fund	90	91	151
0261 Pipeline Safety Design Review Fund			4
0299 Total receipts and collections	90	91	155
0400 Total: Balances and collections	128	132	196
Appropriations:			
0500 Pipeline Safety	-89	-91	-155
0610 Pipeline Safety	2		
0799 Balance, end of year	41	41	41

Program and Financing (in millions of dollars)

Identification code 69-5172-0-2-407	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Operations	65	61	101
0002 Research and development	2	7	13
0003 Grants	41	42	63
0900 Total new obligations	108	110	177
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	17	24	24
1021 Recoveries of prior year unpaid obligations	8		
1050 Unobligated balance (total)	25	24	24
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	89	91	155
1120 Transferred to other accounts - [69-1400]	-1	-1	-1
1121 Transferred from other accounts [69-1400]	1	1	1
1160 Appropriation, discretionary (total)	89	91	155
Spending authority from offsetting collections, discretionary:			
1700 Collected	14	19	22
1701 Change in uncollected payments, Federal sources	4		
1750 Spending auth from offsetting collections, disc (total)	18	19	22
1900 Budget authority (total)	107	110	177
1930 Total budgetary resources available	132	134	201
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	24	24	24
Special and non-revolving trust funds:			
1952 Expired unobligated balance, start of year	3	3	3
1953 Expired unobligated balance, end of year	3	3	3
1954 Unobligated balance canceling	2		
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	63	61	61
3010 Uncollected pymts, Fed sources, brought forward, Oct 1	-11	-15	-15
3020 Obligated balance, start of year (net)	52	46	46
3030 Obligations incurred, unexpired accounts	108	110	177
3031 Obligations incurred, expired accounts	2		
3040 Outlays (gross)	-101	-110	-128
3050 Change in uncollected pymts, Fed sources, unexpired	-4		
3080 Recoveries of prior year unpaid obligations, unexpired	-8		
3081 Recoveries of prior year unpaid obligations, expired	-3		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	61	61	110
3091 Uncollected pymts, Fed sources, end of year	-15	-15	-15
3100 Obligated balance, end of year (net)	46	46	95
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	107	110	177
Outlays, gross:			
4010 Outlays from new discretionary authority	48	54	87
4011 Outlays from discretionary balances	53	56	41
4020 Outlays, gross (total)	101	110	128
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-15	-19	-22
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-4		
4052 Offsetting collections credited to expired accounts	1		
4060 Additional offsets against budget authority only (total)	-3		
4070 Budget authority, net (discretionary)	89	91	155
4080 Outlays, net (discretionary)	86	91	106
4180 Budget authority, net (total)	89	91	155
4190 Outlays, net (total)	86	91	106

The Pipeline and Hazardous Materials Safety Administration (PHMSA) is responsible for the Department's pipeline safety program. PHMSA's Pipeline Safety program 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 for response to accidents.

PIPELINE SAFETY—Continued
Object Classification (in millions of dollars)

Identification code 69-5172-0-2-407	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	20	21	30
12.1 Civilian personnel benefits	6	6	8
21.0 Travel and transportation	3	3	.....
23.1 Rental payments to GSA	2	4	.....
23.3 Communications, utilities, and miscellaneous charges - wcf	1	1	.....
25.1 Advisory and assistance services	15	17	21
25.2 Other services from non-Federal sources	1	2	18
25.3 Other goods and services from Federal sources	7	6	4
25.4 Operation and maintenance of facilities	4	.....	.....
25.5 Research and development contracts	1	7	13
31.0 Equipment .....	.....	1	20
41.0 Grants, subsidies, and contributions	47	42	63
99.0 Direct obligations	107	110	177
99.5 Below reporting threshold	1	.....	.....
99.9 Total new obligations	108	110	177

Employment Summary

Identification code 69-5172-0-2-407	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	193	215	290

EMERGENCY PREPAREDNESS GRANTS
(EMERGENCY PREPAREDNESS FUND)

For necessary expenses to carry out 49 U.S.C. 5128(b), \$188,000, to be derived from the Emergency Preparedness Fund, to remain available until September 30, [2013] 2014: *Provided*, That not more than \$28,318,000 shall be made available for obligation in fiscal year [2012] 2013 from amounts made available by 49 U.S.C. 5116(i) and 5128(b)-(c): *Provided further*, That none of the funds made available by 49 U.S.C. 5116(i), 5128(b), or 5128(c) shall be made available for obligation by individuals other than the Secretary of Transportation, or his designee. (*Department of Transportation Appropriations Act, 2012.*)

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69-5282-0-2-407	2011 actual	2012 est.	2013 est.
0100 Balance, start of year	15	20	20
Receipts:			
0220 Hazardous Materials Transportation Registration, Filing, and Permit Fees, Emergency Preparedness Grants	24	28	28
0400 Total: Balances and collections	39	48	48
Appropriations:			
0500 Emergency Preparedness Grants	-24	-28	-28
0501 Emergency Preparedness Grants	5	.....	.....
0599 Total appropriations	-19	-28	-28
0799 Balance, end of year	20	20	20

Program and Financing (in millions of dollars)

Identification code 69-5282-0-2-407	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Grants	19	22	25
0002 Competitive Training Grants	3	4	1
0003 Supplemental Training Grants	1	1	1
0004 Operations	1	1	1
0900 Total new obligations	24	28	28
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1 .....	.....	1	1
1021 Recoveries of prior year unpaid obligations	6	.....	.....
1050 Unobligated balance (total)	6	1	1

Budget authority:

Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	24	28	28
1235 Appropriations precluded from obligation	-5	.....	.....
1260 Appropriations, mandatory (total)	19	28	28
1930 Total budgetary resources available	25	29	29
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1

Change in obligated balance:

Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	42	39	22
3030 Obligations incurred, unexpired accounts	24	28	28
3040 Outlays (gross)	-21	-45	-26
3080 Recoveries of prior year unpaid obligations, unexpired	-6	.....	.....
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	39	22	24
3100 Obligated balance, end of year (net)	39	22	24

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross	19	28	28
Outlays, gross:			
4100 Outlays from new mandatory authority	3	10	10
4101 Outlays from mandatory balances	18	35	16
4110 Outlays, gross (total)	21	45	26
4180 Budget authority, net (total)	19	28	28
4190 Outlays, net (total)	21	45	26

Federal hazardous material law (49 U.S.C. 5101 et seq.) established a national registration program for shippers and carriers of hazardous materials. The law also established fees to be collected from registrants. 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; publication and distribution of the Emergency Response guidebook; and costs for staff to administer the program.

Object Classification (in millions of dollars)

Identification code 69-5282-0-2-407	2011 actual	2012 est.	2013 est.
41.0 Direct obligations: Grants, subsidies, and contributions	23	27	27
99.5 Below reporting threshold	1	1	1
99.9 Total new obligations	24	28	28

Trust Funds

TRUST FUND SHARE OF PIPELINE SAFETY

Program and Financing (in millions of dollars)

Identification code 69-8121-0-7-407	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Trust fund share of pipeline safety	19	19	22
0900 Total new obligations (object class 94.0)	19	19	22

Budgetary Resources:

Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	19	19	22
1160 Appropriation, discretionary (total)	19	19	22
1930 Total budgetary resources available	19	19	22

Change in obligated balance:

Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	12	16	14
3030 Obligations incurred, unexpired accounts	19	19	22
3040 Outlays (gross)	-15	-21	-21
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	16	14	15

3100	Obligated balance, end of year (net)	16	14	15
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	19	19	22
Outlays, gross:				
4010	Outlays from new discretionary authority	9	9	11
4011	Outlays from discretionary balances	6	12	10
4020	Outlays, gross (total)	15	21	21
4180	Budget authority, net (total)	19	19	22
4190	Outlays, net (total)	15	21	21

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 and approval of these plans as an added measure helping to ensure that the public and the environment are provided with an adequate level of protection from such spills. PHMSA also seeks to improve oil spill preparedness and response through data analysis, spill monitoring, pipeline mapping, environmental indexing, and advanced technologies to detect and prevent leaks from hazardous liquid pipelines.

ADMINISTRATIVE PROVISIONS—PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

SEC. 1. *Establishment.* (a) There is established a Hazardous Materials Approvals and Permits fund for the administration of special permits and approvals. (b) The Secretary of Transportation shall collect a reasonable fee, to the extent and in such amounts as provided in advance in appropriations acts, for the administration of special permits and approvals, as specified in paragraph (c) below, which shall be deposited in the fund established in paragraph (a). (c) For 2013, fees for permits and approvals shall be as follows: (1) New Special Permits: \$3,000 per application, under 49 C.F.R. 107.105. (2) Modification of a Special Permit: \$3,000 per application modification, under 49 C.F.R. 107.121. (3) Renewal Special Permit: \$1,000 per application, under 49 C.F.R. 107.109. (4) Party Status Special Permit: \$1,000 per application, under 49 C.F.R. 107.107. (5) Cylinder Manufacturer Approvals: \$3,000 per application for approval, under 49 C.F.R. 107.805. (6) All Other Approvals: \$700 per application, under 49 C.F.R. 107 Subpart H and Subpart I.

SEC. 2. Notwithstanding section 60117(n)(1)(B) of title 49, United States Code, the Secretary may require the person proposing any project for the construction, expansion, or operation of a gas or hazardous liquid pipeline facility or liquefied natural gas pipeline facility to pay the costs incurred by the Secretary relating to a facility design safety review, regardless of the design and construction costs of the project or whether the project uses new or novel technologies or design.

SEC. 3. Notwithstanding section 60107(a) of title 49, United States Code, applicable appropriations to the Pipeline and Hazardous Materials Safety Administration shall be available in fiscal year 2013 to pay up to 100 percent of the cost outlined in section 60107(a) to any State granted a maintenance of effort waiver under section 60107(b).

OFFICE OF INSPECTOR GENERAL

Federal Funds

SALARIES AND EXPENSES

For necessary expenses of the Office of the Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, **[\$79,624,000] \$84,499,000:** *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 may 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: *Provided further,* That no funding through expenditure transfers shall be made between either the Federal Highway Administration, the Federal Aviation Administration, the Federal Transit Administration, or the National Transportation Safety Board, and the Office of Inspector General. (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69-0130-0-1-407	2011 actual	2012 est.	2013 est.	
Obligations by program activity:				
0101	General administration	77	80	84
0102	ARRA oversight administration	8	6	2
0799	Total direct obligations	85	86	86
0801	Reimbursable program	4		
0900	Total new obligations	89	86	86
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	16	8	2
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	75	80	84
1121	Transferred from other accounts [69-1134]	2		
1160	Appropriation, discretionary (total)	77	80	84
Spending authority from offsetting collections, discretionary:				
1700	Collected	4		
1750	Spending auth from offsetting collections, disc (total)	4		
1900	Budget authority (total)	81	80	84
1930	Total budgetary resources available	97	88	86
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	8	2	
Change in obligated balance:				
Obligated balance, start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	9	11	12
3030	Obligations incurred, unexpired accounts	89	86	86
3040	Outlays (gross)	-87	-85	-86
Obligated balance, end of year (net):				
3090	Unpaid obligations, end of year (gross)	11	12	12
3100	Obligated balance, end of year (net)	11	12	12
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	81	80	84
Outlays, gross:				
4010	Outlays from new discretionary authority	72	72	76
4011	Outlays from discretionary balances	15	13	10
4020	Outlays, gross (total)	87	85	86
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-4		
4180	Budget authority, net (total)	77	80	84
4190	Outlays, net (total)	83	85	86

This appropriation finances the cost of conducting and supervising audits, evaluations and investigations relating to the programs and operations of the Department of Transportation (DOT) to promote economy, efficiency and effectiveness; and to prevent and detect fraud, waste, and abuse in such activities. The Budget reflects resources that will enable the Office of the Inspector General to perform its oversight responsibilities and assist DOT in achieving its strategic goals for "organizational excellence."

Object Classification (in millions of dollars)

Identification code 69-0130-0-1-407	2011 actual	2012 est.	2013 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	41	43	43

SALARIES AND EXPENSES—Continued
Object Classification—Continued

Identification code 69-0130-0-1-407	2011 actual	2012 est.	2013 est.
11.3 Other than full-time permanent	2	2	1
11.5 Other personnel compensation	3	3	3
11.9 Total personnel compensation	46	48	47
12.1 Civilian personnel benefits	15	16	16
21.0 Travel and transportation of persons	3	3	3
23.1 Rental payments to GSA	5	6	6
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.2 Other services from non-Federal sources	4	4	4
25.3 Other goods and services from Federal sources	6	6	6
25.7 Operation and maintenance of equipment	1	1	1
31.0 Equipment	3	1	1
99.0 Direct obligations	84	86	85
99.0 Reimbursable obligations	4		
99.5 Below reporting threshold	1		1
99.9 Total new obligations	89	86	86

Employment Summary

Identification code 69-0130-0-1-407	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	413	420	410
2001 Reimbursable civilian full-time equivalent employment	35		

SURFACE TRANSPORTATION BOARD

Federal Funds

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, **[\$29,310,000]** *\$31,250,000*: *Provided*, That notwithstanding any other provision of law, not to exceed \$1,250,000 from fees established by the Chairman of the Surface Transportation Board shall be credited to this appropriation as offsetting collections and used for necessary and authorized expenses under this heading: *Provided further*, That the sum herein appropriated from the general fund shall be reduced on a dollar-for-dollar basis as such offsetting collections are received during fiscal year **[2012]** 2013, to result in a final appropriation from the general fund estimated at no more than **[\$28,060,000]** *\$30,000,000*. (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69-0301-0-1-401	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Rail carriers	27	27	29
0002 Other surface transportation carriers	1	1	1
0100 Total direct obligations	28	28	30
0799 Total direct obligations	28	28	30
0812 Reimbursable rail carriers	1	1	1
0900 Total new obligations	29	29	31
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	1
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	28	28	30
1160 Appropriation, discretionary (total)	28	28	30
Spending authority from offsetting collections, discretionary:			
1700 Collected	1	1	1
1750 Spending auth from offsetting collections, disc (total)	1	1	1
1900 Budget authority (total)	29	29	31
1930 Total budgetary resources available	30	30	32
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1

Change in obligated balance:

Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	3	3	3
3030 Obligations incurred, unexpired accounts	29	29	31
3040 Outlays (gross)	-29	-29	-31
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	3	3	3
3100 Obligated balance, end of year (net)	3	3	3

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	29	29	31
Outlays, gross:			
4010 Outlays from new discretionary authority	27	26	28
4011 Outlays from discretionary balances	2	3	3
4020 Outlays, gross (total)	29	29	31
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources	-1	-1	-1
4180 Budget authority, net (total)	28	28	30
4190 Outlays, net (total)	28	28	30

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

Rail Carriers.—This regulatory oversight encompasses the regulation of rates, mergers and acquisitions, construction, and abandonment of railroad lines, as well as the planning, analysis, and policy development associated with these activities.

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

2013 Program Request.—\$31.250 million is requested to implement rulemakings and adjudicate the ongoing caseload within the directives and deadlines set forth by the ICCTA. This includes a request for \$1.250 million from reimbursements from offsetting collections of user fees.

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 the Office of Management and Budget (OMB).—The Board had submitted to the Secretary of Transportation and the OMB a 2013 appropriation request of \$34.592 million and a request that \$1.250 million from the offsetting collection of user fees be made available to the Board to operate at 170 full time equivalents. The offsetting collection of user fees is based on the costs incurred by the Board for fee-related activities and is commensurate with the costs of processing parties' submissions. In past fiscal years, the Board received both an appropriation and authorization for offsetting collections to be made available to the appropriation for the Board's expenses. The 2013 Budget request reflects offsetting collections as a credit to the appropriation received, to the extent that they are collected.

This level of funding is necessary to implement rulemakings and adjudicate the ongoing caseload within the deadlines imposed by ICCTA. The Board requires adequate resources to perform key functions under the ICCTA, including rail rate reasonableness oversight; the processing of rail consolidations, abandonments, and other restructuring proposals; and the resolution of non-rail matters. This request also includes staffing and resources required to implement the Board's expanded jurisdiction with respect to regulation of passenger rail service under the Passenger Rail Investment and Improvement Act of 2008 (P.L. No. 110-432)

and the enhancement of the Board's audit program to monitor the financial condition of the Nation's railroads.

Object Classification (in millions of dollars)

Identification code 69-0301-0-1-401	2011 actual	2012 est.	2013 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	16	16	17
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	17	17	18
12.1 Civilian personnel benefits	4	4	5
23.1 Rental payments to GSA	4	4	4
25.2 Other services from non-Federal sources	1	1	1
25.3 Other goods and services from Federal sources	2	2	2
99.0 Direct obligations	28	28	30
99.0 Reimbursable obligations	1	1	1
99.9 Total new obligations	29	29	31

Employment Summary

Identification code 69-0301-0-1-401	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	134	131	140
2001 Reimbursable civilian full-time equivalent employment	6	9	9

MARITIME ADMINISTRATION
Federal Funds

OPERATIONS AND TRAINING
【(INCLUDING RESCISSION)】

For necessary expenses of operations and training activities authorized by law, **【\$156,258,000】 \$146,298,000**, of which \$11,100,000 shall remain available until expended for maintenance and repair of training ships at State Maritime Academies, and of which \$2,400,000 shall remain available through September 30, **【2013】 2014** for Student Incentive Program payments at State Maritime Academies, and of which **【\$22,900,000】 \$10,000,000** shall remain available until expended for **【facilities maintenance and repair, equipment, and】** capital improvements at the United States Merchant Marine Academy: *Provided*, That amounts apportioned for the United States Merchant Marine Academy shall be available only upon allotments made personally by the Secretary of Transportation or the Assistant Secretary for Budget and Programs: *Provided further*, That the Superintendent, Deputy Superintendent and the Director of the Office of Resource Management of the United States Merchant Marine Academy may not be allotment holders for the United States Merchant Marine Academy, and the Administrator of the Maritime Administration shall hold all allotments made by the Secretary of Transportation or the Assistant Secretary for Budget and Programs under the previous proviso: *Provided further*, That 50 percent of the funding made available for the United States Merchant Marine Academy under this heading shall be available only after the Secretary, in consultation with the Superintendent and the Maritime Administrator, completes a plan detailing by program or activity how such funding will be expended at the Academy, and this plan is submitted to the House and Senate Committees on Appropriations: *Provided further*, That of the prior year unobligated balances under this heading for information technology requirements of Public Law 111-207, \$980,000 are permanently rescinded. (Department of Transportation Appropriations Act, 2012.)

Program and Financing (in millions of dollars)

Identification code 69-1750-0-1-403	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Merchant Marine Academy	61	105	81
0002 State marine schools	16	18	18
0003 MARAD operations	55	54	53
0004 Other Maritime Programs	2	1	6
0100 Subtotal, Direct program	134	178	158

0799 Total direct obligations	134	178	158
0801 Reimbursable program	11	28	28
0900 Total new obligations	145	206	186

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	22	50	27
1021 Recoveries of prior year unpaid obligations	3		
1050 Unobligated balance (total)	25	50	27
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	152	156	146
1120 Appropriations transferred to other accts [69-1750]	-5		
1121 Appropriations transferred from other accts [69-1750]	5		
1121 Appropriations transferred from other accts [69-1134]	6		
1131 Unobligated balance of appropriations permanently reduced		-1	
1160 Appropriation, discretionary (total)	158	155	146
Spending authority from offsetting collections, discretionary:			
1700 Collected	7	28	28
1701 Change in uncollected payments, Federal sources	7		
1750 Spending auth from offsetting collections, disc (total)	14	28	28
1900 Budget authority (total)	172	183	174
1930 Total budgetary resources available	197	233	201
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-2		
1941 Unexpired unobligated balance, end of year	50	27	15

Change in obligated balance:

Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	102	94	73
3010 Uncollected pymts, Fed sources, brought forward, Oct 1	-20	-24	-24
3020 Obligated balance, start of year (net)	82	70	49
3030 Obligations incurred, unexpired accounts	145	206	186
3031 Obligations incurred, expired accounts	1		
3040 Outlays (gross)	-147	-227	-229
3050 Change in uncollected pymts, Fed sources, unexpired	-7		
3051 Change in uncollected pymts, Fed sources, expired	3		
3080 Recoveries of prior year unpaid obligations, unexpired	-3		
3081 Recoveries of prior year unpaid obligations, expired	-4		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	94	73	30
3091 Uncollected pymts, Fed sources, end of year	-24	-24	-24
3100 Obligated balance, end of year (net)	70	49	6

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	172	183	174
Outlays, gross:			
4010 Outlays from new discretionary authority	101	160	152
4011 Outlays from discretionary balances	46	67	77
4020 Outlays, gross (total)	147	227	229
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-8	-28	-28
4033 Non-Federal sources	-1		
4040 Offsets against gross budget authority and outlays (total)	-9	-28	-28
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-7		
4052 Offsetting collections credited to expired accounts	2		
4060 Additional offsets against budget authority only (total)	-5		
4070 Budget authority, net (discretionary)	158	155	146
4080 Outlays, net (discretionary)	138	199	201
4180 Budget authority, net (total)	158	155	146
4190 Outlays, net (total)	138	199	201

The appropriation for Operations and Training provides funding for staff at headquarters and field offices to administer and direct Maritime Administration operations and training programs. Maritime Administration operations include planning for coordination of U.S. maritime industry activities under emergency conditions; technology assessments calculated to achieve advancements in ship design, construction and operation; and port and intermodal development to increase capacity and mitigate congestion in freight movements. Maritime training programs include

OPERATIONS AND TRAINING—Continued

the operation of the U.S. Merchant Marine Academy and financial assistance to the six State maritime academies.

The Operations and Training 2013 Budget request of \$146 million includes \$77 million for the United States Merchant Marine Academy, \$16 million for the State Maritime Academies, and \$53 million for maritime operations and programs at headquarters and field offices.

Object Classification (in millions of dollars)

Identification code 69-1750-0-1-403	2011 actual	2012 est.	2013 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	39	37	39
11.3 Other than full-time permanent	5	4	4
11.5 Other personnel compensation	2	2	2
11.9 Total personnel compensation	46	43	45
12.1 Civilian personnel benefits	12	16	17
21.0 Travel and transportation of persons	2	2	2
23.1 Rental payments to GSA	4	3	4
23.3 Communications, utilities, and miscellaneous charges	4	4	4
25.2 Other services from non-Federal sources	52	59	59
26.0 Supplies and materials	6	5	5
31.0 Equipment	4	3	3
32.0 Land and structures	2	37	14
41.0 Grants, subsidies, and contributions	2	6	5
99.0 Direct obligations	134	178	158
99.0 Reimbursable obligations	11	28	28
99.9 Total new obligations	145	206	186

Employment Summary

Identification code 69-1750-0-1-403	2011 actual	2012 est.	2013 est.
1001 Direct civilian full-time equivalent employment	468	491	491

ASSISTANCE TO SMALL SHIPYARDS

【To make grants to qualified shipyards as authorized under section 3508 of Public Law 110-417 or section 54101 of title 46, United States Code, \$9,980,000, to remain available until expended: *Provided*, That to be considered for assistance, a qualified shipyard shall submit an application for assistance no later than 60 days after enactment of this Act: *Provided further*, That from applications submitted under the previous proviso, the Secretary of Transportation shall make grants no later than 120 days after enactment of this Act in such amounts as the Secretary determines.】 (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69-1770-0-1-403	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Grants for Capital Improvement for Small Shipyards	10	11	.....
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	.....
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	10	10	.....
1160 Appropriation, discretionary (total)	10	10	.....
1930 Total budgetary resources available	11	11	.....
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	.....	.....
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	61	26	.....
3030 Obligations incurred, unexpired accounts	10	11	.....
3040 Outlays (gross)	-45	-37	.....

Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	26	.....	.....
3100 Obligated balance, end of year (net)	26	.....	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	10	10	.....
Outlays, gross:			
4010 Outlays from new discretionary authority .....	.....	10	.....
4011 Outlays from discretionary balances	45	27	.....
4020 Outlays, gross (total)	45	37	.....
4180 Budget authority, net (total)	10	10	.....
4190 Outlays, net (total)	45	37	.....

The National Defense Authorization Act of 2006 authorized the Maritime Administration to make grants for capital and related improvements at eligible shipyard facilities that will foster efficiency, competitive operations, and quality ship construction, repair, and reconfiguration. Grant funds may also be used for maritime training programs to enhance technical skills and operational productivity in communities whose economies are related to or dependent upon the maritime industry.

No new funds are requested for 2013.

Object Classification (in millions of dollars)

Identification code 69-1770-0-1-403	2011 actual	2012 est.	2013 est.
Direct obligations:			
25.3 Other goods and services from Federal sources .....	.....	1	.....
41.0 Grants, subsidies, and contributions	10	10	.....
99.9 Total new obligations	10	11	.....

SHIP DISPOSAL

For necessary expenses related to the disposal of obsolete vessels in the National Defense Reserve Fleet of the Maritime Administration, **【\$5,500,000】** \$10,000,000, to remain available until expended. (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69-1768-0-1-403	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001 Ship disposal	21	18	13
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	20	15	3
1021 Recoveries of prior year unpaid obligations	1	.....	.....
1050 Unobligated balance (total)	21	15	3
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	15	6	10
1160 Appropriation, discretionary (total)	15	6	10
1930 Total budgetary resources available	36	21	13
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	15	3	.....
Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	7	8	.....
3030 Obligations incurred, unexpired accounts	21	18	13
3040 Outlays (gross)	-19	-26	-8
3080 Recoveries of prior year unpaid obligations, unexpired	-1	.....	.....
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	8	.....	5
3100 Obligated balance, end of year (net)	8	.....	5
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	15	6	10

Outlays, gross:			
4010	Outlays from new discretionary authority	3	5
4011	Outlays from discretionary balances	19	23
4020	Outlays, gross (total)	19	26
4180	Budget authority, net (total)	15	6
4190	Outlays, net (total)	19	26

The Ship Disposal program provides resources to properly dispose of obsolete government-owned merchant ships maintained by the Maritime Administration in the National Defense Reserve Fleet. The Maritime Administration contracts with domestic shipbreaking firms to dismantle these vessels in accordance with guidelines set forth by the Environmental Protection Agency. This account also funds storage of the obsolete nuclear-powered cargo-passenger ship *NS Savannah*, moored in Baltimore, Maryland.

Object Classification (in millions of dollars)

Identification code 69-1768-0-1-403	2011 actual	2012 est.	2013 est.
Direct obligations:			
11.1	Personnel compensation: Full-time permanent	1	1
25.3	Other goods and services from Federal sources	1	1
25.4	Operation and maintenance of facilities	19	16
99.9	Total new obligations	21	18

Employment Summary

Identification code 69-1768-0-1-403	2011 actual	2012 est.	2013 est.
1001	Direct civilian full-time equivalent employment	11	11

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, **[\$174,000,000] \$184,000,000**, to remain available until expended. (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69-1711-0-1-054	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001	Maritime security program	172	186
0900	Total new obligations (object class 41.0)	172	186

Budgetary Resources:

Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	10	16
1021	Recoveries of prior year unpaid obligations	4	
1050	Unobligated balance (total)	14	16
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	174	174
1160	Appropriation, discretionary (total)	174	174
1930	Total budgetary resources available	188	190
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	16	4

Change in obligated balance:

Obligated balance, start of year (net):			
3000	Unpaid obligations, brought forward, Oct 1 (gross)	18	15
3030	Obligations incurred, unexpired accounts	172	186
3040	Outlays (gross)	-171	-193
3080	Recoveries of prior year unpaid obligations, unexpired	-4	
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)	15	8
3100	Obligated balance, end of year (net)	15	8

Budget authority and outlays, net:

Discretionary:			
4000	Budget authority, gross	174	174

Outlays, gross:			
4010	Outlays from new discretionary authority	157	162
4011	Outlays from discretionary balances	14	31
4020	Outlays, gross (total)	171	193
4180	Budget authority, net (total)	174	174
4190	Outlays, net (total)	171	193

The Maritime Security Program provides direct payments to U.S. flag ship operators engaged in foreign commerce to partially offset the higher operating costs of U.S. registry. The purpose of the program is to establish and sustain a fleet of active ships that are privately owned, commercially viable, and militarily useful to meet national defense and other emergency sealift requirements. Participating operators are required to make their ships and commercial transportation resources available upon request by the Secretary of Defense during times of war or national emergency. Commercial transportation resources include ships, logistics management services, port terminal facilities, and U.S. citizen merchant mariners to crew both commercial and government-owned merchant ships.

OPERATING-DIFFERENTIAL SUBSIDIES

Program and Financing (in millions of dollars)

Identification code 69-1709-0-1-403	2011 actual	2012 est.	2013 est.
Budgetary Resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	1	1
1930	Total budgetary resources available	1	1
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	1	1

Change in obligated balance:

Obligated balance, start of year (net):			
3000	Unpaid obligations, brought forward, Oct 1 (gross)	10	10
Obligated balance, end of year (net):			
3090	Unpaid obligations, end of year (gross)	10	10
3100	Obligated balance, end of year (net)	10	10

This program has been replaced by the Maritime Security Program and is inactive except for final settlement of open contracts to close financial accounts.

OCEAN FREIGHT DIFFERENTIAL

Program and Financing (in millions of dollars)

Identification code 69-1751-0-1-403	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001	Ocean freight differential - 20% Excess Freight	76	139
0002	Ocean Freight Differential - Incremental	19	35
0003	Ocean freight differential - Interest to Treasury		1
0900	Total new obligations (object class 22.0)	95	175

Budgetary Resources:

Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1		80
Budget authority:			
Appropriations, mandatory:			
1200	Appropriation	127	175
1236	Appropriations applied to repay debt	-127	-175
Borrowing authority, mandatory:			
1400	Borrowing authority	175	175
1440	Borrowing authority, mandatory (total)	175	175
1900	Budget authority (total)	175	175
1930	Total budgetary resources available	175	255
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	80	80

OCEAN FREIGHT DIFFERENTIAL—Continued
Program and Financing—Continued

Identification code 69-1751-0-1-403	2011 actual	2012 est.	2013 est.
Change in obligated balance:			
3030 Obligations incurred, unexpired accounts	95	175	150
3040 Outlays (gross)	-95	-175	-150
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	175	175	150
Outlays, gross:			
4100 Outlays from new mandatory authority	95	175	150
4180 Budget authority, net (total)	175	175	150
4190 Outlays, net (total)	95	175	150

Ocean freight differential (OFD) is the difference in ocean freight cost between U.S. flag vessels and foreign flag vessels. When the Department of Agriculture (USDA) and the U.S. Agency for International Development (USAID) transport certain government-sponsored food aid shipments to international beneficiaries, the cargo preference provisions in Section 901 of the Merchant Marine Act required that at least 50 percent of this cargo be shipped on U.S. flag vessels. P.L. 99-108 amended this requirement by increasing the minimum tonnage for food aid shipments that must be shipped on U.S. flag vessels from 50 to 75 percent, and by requiring the Maritime Administration (MARAD) to reimburse USDA and USAID for the increase in ocean freight cost associated with this expanded U.S. flag vessel preference.

USDA and USAID pay all ocean shipping costs for international food assistance through the Commodity Credit Corporation, including the OFD associated with shipping the first 50 percent of cargo on U.S. flag vessels. The payment of these differential freight rates by the shipping agencies encourage ship operators to retain U.S. flag registry. MARAD reimburses the Commodity Credit Corporation for the additional OFD associated with shipping more than 50 percent of food aid cargo on U.S. flag vessels (incremental OFD). In addition, in any fiscal year in which shipping costs exceed 20 percent of total program costs (total shipping costs plus total value of commodities shipped), MARAD is required to reimburse shipping costs that exceed 20 percent of the total program costs (excess 20 percent OFD). The Commodity Credit Corporation receives these reimbursements from MARAD and returns them to USDA and USAID to fund additional food assistance procurements. MARAD is funded by mandatory appropriation of new borrowing authority commensurate with estimates for freight differential reimbursement in the budget year.

READY RESERVE FORCE

Program and Financing (in millions of dollars)

Identification code 69-1710-0-1-054	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0801 Reimbursable program activity	369	396	345
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2	41	5
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	338	360	340
1701 Change in uncollected payments, Federal sources	70		
1750 Spending auth from offsetting collections, disc (total)	408	360	340
1930 Total budgetary resources available	410	401	345
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	41	5	

Change in obligated balance:

Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	137	71	71
3010 Uncollected pymts, Fed sources, brought forward, Oct 1	-70		-70
3020 Obligated balance, start of year (net)	67	1	1
3030 Obligations incurred, unexpired accounts	369	396	345
3040 Outlays (gross)	-232	-462	-342
3050 Change in uncollected pymts, Fed sources, unexpired	-70		
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	137	71	74
3091 Uncollected pymts, Fed sources, end of year	-70	-70	-70
3100 Obligated balance, end of year (net)	67	1	4

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	408	360	340
Outlays, gross:			
4010 Outlays from new discretionary authority	232	324	306
4011 Outlays from discretionary balances		138	36
4020 Outlays, gross (total)	232	462	342
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-338	-360	-340
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-70		
4080 Outlays, net (discretionary)	-106	102	2
4190 Outlays, net (total)	-106	102	2

The Ready Reserve Force fleet (RRF) is comprised of Government-owned merchant ships within the National Defense Reserve Fleet that are maintained in an advanced state of surge sealift readiness for the transport of cargo to a given area of operation to satisfy Combatant Commanders' critical war fighting requirements. Resources for RRF vessel maintenance, activation and operation costs, as well as RRF infrastructure support costs and additional Department of Defense/Navy-sponsored sealift activities and special projects, are provided by reimbursement from the National Defense Sealift Fund.

Object Classification (in millions of dollars)

Identification code 69-1710-0-1-054	2011 actual	2012 est.	2013 est.
99.9 Total new obligations	369	396	345

Employment Summary

Identification code 69-1710-0-1-054	2011 actual	2012 est.	2013 est.
2001 Reimbursable civilian full-time equivalent employment	326	333	333

VESSEL OPERATIONS REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4303-0-3-403	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0801 Vessel operations	15	20	20
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	42	53	42
1021 Recoveries of prior year unpaid obligations	19		
1050 Unobligated balance (total)	61	53	42
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	38	9	9
1701 Change in uncollected payments, Federal sources	-31		
1750 Spending auth from offsetting collections, disc (total)	7	9	9
1930 Total budgetary resources available	68	62	51
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	53	42	31

Change in obligated balance:				
Obligated balance, start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	145	19	13
3010	Uncollected pymts, Fed sources, brought forward, Oct 1	-51	-20	-20
3020	Obligated balance, start of year (net)	94	-1	-7
3030	Obligations incurred, unexpired accounts	15	20	20
3040	Outlays (gross)	-122	-26	-25
3050	Change in uncollected pymts, Fed sources, unexpired	31		
3080	Recoveries of prior year unpaid obligations, unexpired	-19		
Obligated balance, end of year (net):				
3090	Unpaid obligations, end of year (gross)	19	13	8
3091	Uncollected pymts, Fed sources, end of year	-20	-20	-20
3100	Obligated balance, end of year (net)	-1	-7	-12
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	7	9	9
Outlays, gross:				
4010	Outlays from new discretionary authority		8	8
4011	Outlays from discretionary balances	122	18	17
4020	Outlays, gross (total)	122	26	25
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-30	-9	-9
4033	Non-Federal sources	-8		
4040	Offsets against gross budget authority and outlays (total)	-38	-9	-9
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	31		
4080	Outlays, net (discretionary)	84	17	16
4190	Outlays, net (total)	84	17	16

The Maritime Administration is authorized to reactivate, maintain, operate, and deactivate government-owned merchant vessels comprising the National Defense Reserve Fleet (NDRF) and the Ready Reserve Force (RRF), a subset of the NDRF. Resources for RRF vessel maintenance, preservation, activation and operation costs, as well as RRF infrastructure support costs and additional Department of Defense/Navy-sponsored sealift activities and special projects, are provided by reimbursement from the Department of National Defense Sealift Fund. Until 2010, interagency agreement transactions to fund and administer these programs were reflected in this fund. Beginning in 2011, these interagency agreement transactions are instead reflected in the RRF account.

This fund is also authorized for the receipt of sales proceeds from the disposition of obsolete vessels. Direct appropriations for the disposal of obsolete government-owned merchant vessels are provided to a separate account within the ship disposal program.

Object Classification (in millions of dollars)

Identification code 69-4303-0-3-403	2011 actual	2012 est.	2013 est.	
Reimbursable obligations:				
23.1	Rental payments to GSA	1	2	1
25.1	Advisory and assistance services	1	1	1
25.3	Other goods and services from Federal sources	2	2	2
25.4	Operation and maintenance of facilities	7	11	12
25.7	Operation and maintenance of equipment	4	4	4
99.9	Total new obligations	15	20	20

WAR RISK INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4302-0-3-403	2011 actual	2012 est.	2013 est.	
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	46	47	47
1020	Adjustment of unobligated bal brought forward, Oct 1	1		
1050	Unobligated balance (total)	47	47	47
1930	Total budgetary resources available	47	47	47

Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	47	47	47

Budget authority and outlays, net:

Discretionary:
Offsets against gross budget authority and outlays:
Offsetting collections (collected) from:

Memorandum (non-add) entries:				
5000	Total investments, SOY: Federal securities: Par value	44	44	44
5001	Total investments, EOY: Federal securities: Par value	44	44	44

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

PORT OF GUAM IMPROVEMENT ENTERPRISE FUND

Program and Financing (in millions of dollars)

Identification code 69-5560-0-2-403	2011 actual	2012 est.	2013 est.	
Obligations by program activity:				
0001	Port of Guam Improvement Enterprise Program	1	2	48
0100	Direct program activities, subtotal	1	2	48

Budgetary Resources:

Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	50	50	48
Budget authority:				
Spending authority from offsetting collections, discretionary:				
1700	Collected	2		
1701	Change in uncollected payments, Federal sources	-1		
1750	Spending auth from offsetting collections, disc (total)	1		
1900	Budget authority (total)	1		
1930	Total budgetary resources available	51	50	48
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	50	48	

Change in obligated balance:

Obligated balance, start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	2	1	1
3010	Uncollected pymts, Fed sources, brought forward, Oct 1	-2	-1	-1
3030	Obligations incurred, unexpired accounts	1	2	48
3040	Outlays (gross)	-2	-2	-48
3050	Change in uncollected pymts, Fed sources, unexpired	1		
Obligated balance, end of year (net):				
3090	Unpaid obligations, end of year (gross)	1	1	1
3091	Uncollected pymts, Fed sources, end of year	-1	-1	-1

Budget authority and outlays, net:

Discretionary:				
4000	Budget authority, gross	1		
Outlays, gross:				
4010	Outlays from new discretionary authority	1		
4011	Outlays from discretionary balances	1	2	48
4020	Outlays, gross (total)	2	2	48
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-2		
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	1		
4080	Outlays, net (discretionary)		2	48
4190	Outlays, net (total)		2	48

Object Classification (in millions of dollars)

Identification code 69-5560-0-2-403	2011 actual	2012 est.	2013 est.	
25.7	Direct obligations: Operation and maintenance of equipment		2	48
99.0	Reimbursable obligations	1		

PORT OF GUAM IMPROVEMENT ENTERPRISE FUND—Continued
Object Classification—Continued

Identification code 69-5560-0-2-403	2011 actual	2012 est.	2013 est.
99.9 Total new obligations	1	2	48

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT
(INCLUDING [RESCISSION AND] TRANSFER OF FUNDS)

For the necessary administrative expenses of the maritime guaranteed loan program, **[\$3,740,000] \$3,750,000** shall be paid to the appropriation for "Operations and Training", Maritime Administration: *Provided*, That of the unobligated balance of funds made available for obligation under Public Law 110-329 and Public Law 111-118, \$35,000,000 are permanently rescinded]. (*Department of Transportation Appropriations Act, 2012.*)

Program and Financing (in millions of dollars)

Identification code 69-1752-0-1-403	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
Credit program obligations:			
0702 Loan guarantee subsidy	59	27	.....
0707 Reestimates of loan guarantee subsidy	42	31	.....
0708 Interest on reestimates of loan guarantee subsidy	41	12	.....
0709 Administrative expenses	4	4	4
0900 Total new obligations	146	74	4

Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	77	62	.....
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	9	4	4
1131 Unobligated balance of appropriations permanently reduced .....	.....	-35	.....
1160 Appropriation, discretionary (total)	9	-31	4
Appropriations, mandatory:			
1200 Appropriation	82	43	.....
1260 Appropriations, mandatory (total)	82	43	.....
Spending authority from offsetting collections, discretionary:			
1701 Change in uncollected payments, Federal sources	40	.....	.....
1750 Spending auth from offsetting collections, disc (total)	40	.....	.....
1900 Budget authority (total)	131	12	4
1930 Total budgetary resources available	208	74	4
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	62	.....	.....

Change in obligated balance:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross) .....	.....	60	35
3010 Uncollected pymts, Fed sources, brought forward, Oct 1 .....	.....	-40	-40
3020 Obligated balance, start of year (net) .....	.....	20	-5
3030 Obligations incurred, unexpired accounts	146	74	4
3040 Outlays (gross)	-86	-99	-4
3050 Change in uncollected pymts, Fed sources, unexpired	-40	.....	.....
Obligated balance, end of year (net):			
3090 Unpaid obligations, end of year (gross)	60	35	35
3091 Uncollected pymts, Fed sources, end of year	-40	-40	-40
3100 Obligated balance, end of year (net)	20	-5	-5

Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	49	-31	4
Outlays, gross:			
4010 Outlays from new discretionary authority	4	-31	4
4011 Outlays from discretionary balances .....	.....	87	.....
4020 Outlays, gross (total)	4	56	4
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-40	.....	.....
Mandatory:			
4090 Budget authority, gross	82	43	.....

Outlays, gross:			
4100 Outlays from new mandatory authority	82	43	.....
4180 Budget authority, net (total)	91	12	4
4190 Outlays, net (total)	86	99	4

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

Identification code 69-1752-0-1-403	2011 actual	2012 est.	2013 est.
Guaranteed loan levels supportable by subsidy budget authority:			
215010 Risk Category 3	211	.....	.....
215011 Risk Category 4 .....	.....	370	.....
215012 Risk Category 5	587	.....	.....
215999 Total loan guarantee levels	798	370	.....
Guaranteed loan subsidy (in percent):			
232010 Risk Category 3	5.01	.....	.....
232011 Risk Category 4 .....	.....	7.26	.....
232012 Risk Category 5	8.40	.....	.....
232999 Weighted average subsidy rate	7.50	7.26	.....
Guaranteed loan subsidy budget authority:			
233010 Risk Category 3	11	.....	.....
233011 Risk Category 4 .....	.....	27	.....
233012 Risk Category 5	49	.....	.....
233999 Total subsidy budget authority	60	27	.....
Guaranteed loan subsidy outlays:			
234010 Risk Category 3 .....	.....	11	.....
234011 Risk Category 4 .....	.....	27	.....
234012 Risk Category 5 .....	.....	49	.....
234999 Total subsidy outlays .....	.....	87	.....
Guaranteed loan upward reestimates:			
235014 Weighted Average Reestimates	82	43	.....
235999 Total upward reestimate budget authority	82	43	.....
Guaranteed loan downward reestimates:			
237014 Weighted Average Reestimates	-20	-55	.....
237999 Total downward reestimate subsidy budget authority	-20	-55	.....
Administrative expense data:			
3510 Budget authority	4	4	4
3590 Outlays from new authority	4	4	4

The Maritime Guaranteed Loan (Title XI) program provides for a full faith and credit guarantee of debt obligations issued by U.S or foreign shipowners to finance or refinance either U.S.-flag vessels or eligible export vessels constructed, reconstructed, or reconditioned in U.S. shipyards; or debt obligations issued by U.S. shipyard owners to finance the modernization of U.S. ship-building technology at shipyard facilities located in the United States. As required by the Federal Credit Reform Act of 1990, this account also includes the subsidy costs associated with loan guarantee commitments made in 1992 and subsequent years which are estimated on a present value basis. The account also reflects the administrative expenses of the program which are estimated on a cash basis. Funds for administrative expenses are appropriated to this account, then paid to the Maritime Administration's Operations and Training account.

No new subsidy funds for loan guarantees are requested for 2013.

Object Classification (in millions of dollars)

Identification code 69-1752-0-1-403	2011 actual	2012 est.	2013 est.
Direct obligations:			
25.2 Other services from non-Federal sources	4	4	4
41.0 Grants, subsidies, and contributions	142	70	.....
99.9 Total new obligations	146	74	4

MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4304-0-3-999	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
Credit program obligations:			
0711		41	36
0712		1	1
0713	10	12	12
0715	3	10	10
0742	10	28	
0743	10	27	
0900	33	119	59
Budgetary Resources:			
Unobligated balance:			
1000	180	196	275
Financing authority:			
Borrowing authority, mandatory:			
1400		50	
1440		50	
Spending authority from offsetting collections, mandatory:			
1800	114	148	
1825			
	-65		
1850	49	148	
1900	49	198	
1930	229	394	275
Memorandum (non-add) entries:			
1941	196	275	216

Change in obligated balance:			
Obligated balance, start of year (net):			
3000	3	1	1
3030	33	119	59
3040	-35	-119	-36
Obligated balance, end of year (net):			
3090	1	1	24
3100	1	1	24

Financing authority and disbursements, net:			
Mandatory:			
4090	49	198	
Financing disbursements:			
4110	35	119	36
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120	-82	-43	
4120		-87	
4122	-14		
4123	-18		
4123		-18	
4130	-114	-148	
4160	-65	50	
4170	-79	-29	36
4180	-65	50	
4190	-79	-29	36

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4304-0-3-999	2011 actual	2012 est.	2013 est.
Position with respect to appropriations act limitation on commitments:			
2131	798	370	
2150	798	370	
Cumulative balance of guaranteed loans outstanding:			
2210	2,028	1,797	2,699
2231		1,168	
2251	-231	-225	-217
2262		-41	-36
2290	1,797	2,699	2,446

Memorandum:	2011 actual	2012 est.	2013 est.
2299	1,797	2,699	2,446

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 Maritime Guaranteed Loan program (Title XI) loan guarantee commitments in 1992 and subsequent years. 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	2010 actual	2011 actual
ASSETS:		
Federal assets:		
1101	183	197
Investments in US securities:		
1106	170	71
1999	353	268
LIABILITIES:		
2204	353	268
4999	353	268

Trust Funds

MISCELLANEOUS TRUST FUNDS, MARITIME ADMINISTRATION

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69-8547-0-7-403	2011 actual	2012 est.	2013 est.
0100			
Receipts:			
0220	1	1	1
0221	23		
0299	24	1	1
0400	24	1	1
Appropriations:			
0500	-24	-1	-1
0799			

Program and Financing (in millions of dollars)

Identification code 69-8547-0-7-403	2011 actual	2012 est.	2013 est.
Obligations by program activity:			
0001	25	14	3
0100	25	14	3
0900	25	14	3
Budgetary Resources:			
Unobligated balance:			
1000	16	15	2
Budget authority:			
Appropriations, mandatory:			
1201	24	1	1
1260	24	1	1
1930	40	16	3
Memorandum (non-add) entries:			
1941	15	2	

Change in obligated balance:			
Obligated balance, start of year (net):			
3000	21	15	18
3030	25	14	3
3040	-31	-11	-21
Obligated balance, end of year (net):			
3090	15	18	
3100	15	18	

MISCELLANEOUS TRUST FUNDS, MARITIME ADMINISTRATION—Continued
Program and Financing—Continued

Identification code 69-8547-0-7-403	2011 actual	2012 est.	2013 est.
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	24	1	1
Outlays, gross:			
4100 Outlays from new mandatory authority	14	.....	1
4101 Outlays from mandatory balances	17	11	20
4110 Outlays, gross (total)	31	11	21
4180 Budget authority, net (total)	24	1	1
4190 Outlays, net (total)	31	11	21

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

SEC. 170. 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]: *Provided, That* payments received therefor shall be credited to the appropriation charged with the cost thereof *and shall be available until expended: Provided further,* 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. 171. None of the funds available or appropriated in this Act shall be used by the United States Department of Transportation or the United States Maritime Administration to negotiate or otherwise execute, enter into, facilitate or perform fee-for-service contracts for vessel disposal, scrapping or recycling, unless there is no qualified domestic ship recycler that will pay any sum of money to purchase and scrap or recycle a vessel owned, operated or managed by the Maritime Administration or that is part of the National Defense Reserve Fleet. Such sales offers must be consistent with the solicitation and provide that the work will be performed in a timely manner at a facility qualified within the meaning of section 3502 of Public Law 106-398. Nothing contained herein shall affect the Maritime Administration's authority to award contracts at least cost to the Federal Government and consistent with the requirements of 16 U.S.C. 5405(c), section 3502, or otherwise authorized under the Federal Acquisition Regulation.]

[SEC. 172. Notwithstanding any other provision of law, none of the funds provided in this Act shall be used to make a determination of the nonavailability of qualified United States flag capacity for purposes of 46 U.S.C. 501(b) for the transportation of crude oil distributed from the Strategic Petroleum Reserve unless as part of that determination the Secretary of Transportation, after consultation with representatives from the United States flag maritime industry, provides to the Secretary of Homeland Security a list of United States flag vessels with single or collective capacity that may be capable of providing the requested transportation services and a written justification for not using such United States flag vessels.] (*Department of Transportation Appropriations Act, 2012.*)

GENERAL FUND RECEIPT ACCOUNTS

(in millions of dollars)

	2011 actual	2012 est.	2013 est.
Offsetting receipts from the public:			
69-085500 Hazardous Materials Transportation Registration, Filing, and Permit Fees, Administrative Costs	1	1	1
69-143500 General Fund Proprietary Interest Receipts, not Otherwise Classified	1	.....	.....
69-272830 Maritime (title XI) Loan Program, Downward Reestimates of Subsidies	20	55	.....
69-276030 Downward Reestimates, Railroad Rehabilitation and Improvement Program	21	16	.....
69-276830 Transportation Infrastructure Finance and Innovation Program, Interest on Downward Reestimates	1	28	.....
69-322000 All Other General Fund Proprietary Receipts Including Budget Clearing Accounts	13	.....	.....

General Fund Offsetting receipts from the public	57	100	1
Intragovernmental payments:			
69-388500 Undistributed Intragovernmental Payments and Receivables from Cancelled Accounts	2	.....	.....
General Fund Intragovernmental payments	2	.....	.....

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

SEC. 180. During the current fiscal year, applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms or allowances therefor, as authorized by law (5 U.S.C. 5901-5902).

SEC. 181. Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for an Executive Level IV.

SEC. 182. None of the funds in this Act shall be available for salaries and expenses of more than 110 political and Presidential appointees in the Department of Transportation: *Provided, That* none of the personnel covered by this provision may be assigned on temporary detail outside the Department of Transportation.

SEC. 183. (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. 184. Funds received by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration's "Federal-Aid Highways" account, the Federal Transit Administration's "Research and University Research Centers" account, and to the Federal Railroad Administration's "Safety and Operations" account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

SEC. 185. 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 project competitively selected to receive a discretionary grant award, any discretionary grant award, letter of intent, or full funding grant agreement totaling \$1,000,000 or more is announced by the department or its modal administrations from:

- (1) any discretionary grant program of the Federal Highway Administration including the emergency relief program;
- (2) the airport improvement program of the Federal Aviation Administration;
- (3) any program of the Federal Railroad Administration;
- (4) any program of the Federal Transit Administration other than the formula grants and fixed guideway modernization programs; or
- (5) any funding provided under the headings "National Infrastructure Investments" and "Assistance to Small Shipyards" in this Act: *Provided, That* the Secretary gives concurrent notification to the House and Senate Committees on Appropriations for any "quick release" of funds from the emergency relief program: *Provided further,* That no notification shall involve funds that are not available for obligation.

SEC. 186. Rebates, refunds, incentive payments, minor fees and other funds received by the Department of Transportation from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department of Transportation and allocated to elements of the Department of Transportation using fair and equitable criteria and such funds shall be available until expended.

SEC. 187. 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 further*, That prior to the transfer of any such recovery to an appropriations account, the Secretary shall notify to the House and Senate Committees on Appropriations of the amount and reasons for such transfer: *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. 188. Notwithstanding any other provision of law, if any funds provided in or limited by this Act are subject to a reprogramming action that requires notice to be provided to the House and Senate Committees on Appropriations, *transmission of notice of said reprogramming action shall be [approved or denied] provided solely [by] to the Committees on Appropriations: Provided*, That the Secretary may provide notice to other congressional committees of the action of the Committees on Appropriations on such reprogramming but not sooner than 30 days following the date on which the reprogramming action has been [approved or denied by] *transmitted to the House and Senate Committees on Appropriations.*

SEC. 189. None of the funds appropriated or otherwise made available under this Act may be used by the Surface Transportation Board of the Department of Transportation to charge or collect any filing fee for rate complaints filed with the Board in an amount in excess of the amount authorized for district court civil suit filing fees under section 1914 of title 28, United States Code.

SEC. 190. Funds appropriated in this Act to the modal administrations may be obligated for the Office of the Secretary for the costs related to assessments or reimbursable agreements only when such amounts are for the costs of goods and services that are purchased to provide a direct benefit to the applicable modal administration or administrations.

【SEC. 191. (a) MEMBERSHIP.—Section 49106(c)(1) of title 49, United States Code, is amended—

(1) in the matter preceding subparagraph (A) by striking "13 members" and inserting "17 members";

(2) in subparagraph (A) by striking "5 members" and inserting "7 members";

(3) in subparagraph (B) by striking "3 members" and inserting "4 members"; and

(4) in subparagraph (C) by striking "2 members" and inserting "3 members".

(b) TERM.—Section 49106(c)(3) of title 49, United States Code, is amended by striking the second sentence and inserting the following: "Any member of the board shall be eligible for reappointment for 1 additional term. A member shall not serve after the expiration of the member's term(s)."

(c) REMOVAL OF BOARD MEMBERS.—Section 49106(c)(6)(C) of title 49, United States Code, is amended by inserting after the first sentence: "A member appointed by the Mayor of the District of Columbia, the Governor of Maryland or the Governor of Virginia may be removed or suspended from office only for cause and in accordance with the laws of jurisdiction from which the member is appointed."

(d) APPROVAL OF BOND ISSUES AND ANNUAL BUDGET.—Section 49106(c)(7) of title 49, United States Code, is amended by striking "Eight votes" and inserting "Ten votes".】

【SEC. 192. None of the funds shall be used to enforce traffic control device compliance dates on State and local governments for the requirements listed in the Manual on Uniform Traffic Control Devices (MUTCD) to maintain minimum levels of sign retroreflectivity and with minimum

letter heights for street name signs; require agencies to implement an assessment or management method designed to maintain sign retroreflectivity at or above the established minimum levels, except with respect to implementing an assessment or management method for regulatory and warning signs; or require agencies to replace regulatory, warning, post-mounted, street name, and overhead guide signs that are identified using the assessment or management method as failing to meet the established minimum retroreflectivity levels.】

SEC. 191. *The Secretary of Transportation is authorized to carry out a program that establishes uniform standards for developing and supporting agency transit pass and transit benefits authorized under section 7905 of title 5, United States Code, including distribution of transit benefits by various paper and electronic media.*

SEC. 192. (a) Title 49, United States Code, is amended as follows: (1) Section 102(e) is amended by striking "4" and inserting "5"; (2) Section 111(a) is amended by striking "in the Research and Innovative Technology Administration" and inserting "in the Department of Transportation"; (3) Chapter 1 is amended by striking Section 112; and (4) The analysis of chapter 1 is amended by striking the item relating to the "Research and Innovative Technology Administration". (b) Title 5, United States Code, is amended as follows: (1) Section 5314 is amended by striking "Administrator, Research and Innovative Technology Administration."; and (2) Section 5315 is amended by striking "(4)" in the undesignated item relating to Assistant Secretaries of Transportation and inserting "(5)". (c) Any reference in law, regulation, judicial proceedings, or elsewhere to the Research and Innovative Technology Administration shall be deemed to be a reference to the Office of the Assistant Secretary for Research and Technology of the Department of Transportation. (Department of Transportation Appropriations Act, 2012.)

GENERAL PROVISIONS—THIS ACT

SEC. 401. Such sums as may be necessary for fiscal year 【2012】 2013 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act or previous appropriations Acts.

SEC. 402. None of the funds in this Act shall be used for the planning or execution of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings funded in this Act.

SEC. 403. None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year, nor may any be transferred to other appropriations, unless expressly so provided herein.

SEC. 404. The expenditure of any appropriation under this Act for any consulting service through procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

SEC. 405. Except as otherwise provided in this Act, none of the funds provided in this Act, provided by previous appropriations Acts to the agencies or entities funded in this Act that remain available for obligation or expenditure in fiscal year 【2012】 2013, or provided from any accounts in the Treasury derived by the collection of fees and available to the agencies funded by this Act, shall be available for obligation or expenditure through a reprogramming of funds that:

- (1) creates a new program;
- (2) eliminates a program, project, or activity;
- (3) increases funds or personnel for any program, project, or activity for which funds have been denied or restricted by the Congress;
- (4) proposes to use funds directed for a specific activity by either the House or Senate Committees on Appropriations for a different purpose;
- (5) augments existing programs, projects, or activities in excess of \$5,000,000 or 10 percent, whichever is less;
- (6) reduces existing programs, projects, or activities by \$5,000,000 or 10 percent, whichever is less; or
- (7) creates, reorganizes, or restructures a branch, division, office, bureau, board, commission, agency, administration, or department different from the budget justifications submitted to the Committees on Appropriations or the table accompanying the explanatory statement accompanying this Act, whichever is more detailed, unless prior 【approval is received from】 *notice is transmitted to the House and Senate Committees on Appropriations: Provided*, That not later than

60 days after the date of enactment of this Act, each agency funded by this Act shall submit a report to the Committees on Appropriations of the Senate and of the House of Representatives to establish the baseline for application of reprogramming and transfer authorities for the current fiscal year: *Provided further*, That the report shall include:

(A) 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;

(B) 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

(C) an identification of items of special congressional interest: *Provided further*, That the amount appropriated or limited for salaries and expenses for an agency shall be reduced by \$100,000 per day for each day after the required date that the report has not been submitted to the Congress.

SEC. 406. Except as otherwise specifically provided by law, not to exceed 50 percent of unobligated balances remaining available at the end of fiscal year **[2012]** 2013 from appropriations made available for salaries and expenses for fiscal year **[2012]** 2013 in this Act, shall remain available through September 30, **[2013]** 2014, for each such account for the purposes authorized: *Provided*, That a request shall be submitted to the House and Senate 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 under section 405 of this Act.

[SEC. 407. All Federal agencies and departments that are funded under this Act shall issue a report to the House and Senate Committees on Appropriations on all sole-source contracts by no later than July 30, 2012. Such report shall include the contractor, the amount of the contract and the rationale for using a sole-source contract.]

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

(1) does not meet identified needs for knowledge, skills, and abilities bearing directly upon the performance of official duties;

(2) contains elements likely to induce high levels of emotional response or psychological stress in some participants;

(3) does not require prior employee notification of the content and methods to be used in the training and written end of course evaluation;

(4) contains any methods or content associated with religious or quasi-religious belief systems or "new age" belief systems as defined in Equal Employment Opportunity Commission Notice N-915.022, dated September 2, 1988; or

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

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

SEC. **[409]**407. No funds in this Act may be used to support any Federal, State, or local projects that seek to use the power of eminent domain, unless eminent domain is employed only for a public use: *Provided*, That for purposes of this section, public use shall not be construed to include economic development that primarily benefits private entities: *Provided further*, That any use of funds for mass transit, railroad, airport, seaport or highway projects as well as utility projects which benefit or serve the

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

SEC. **[410]**408. 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. 411. 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. **[412]**409. No funds appropriated pursuant to this Act may be expended by an entity unless the entity agrees that in expending the assistance the entity will comply with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a-10c, popularly known as the "Buy American Act").

SEC. **[413]**410. 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. **[414]**411. None of the funds made available in this Act may be used for first-class airline accommodations in contravention of sections 301-10.122 and 301-10.123 of title 41, Code of Federal Regulations.

SEC. **[415]**412. None of the funds made available under this Act or any prior Act may be provided to the Association of Community Organizations for Reform Now (ACORN), or any of its affiliates, subsidiaries, or allied organizations.

SEC. **[416]**413. All agencies and departments funded by this Act shall send to Congress at the end of the fiscal year a report containing a complete inventory of the total number of vehicles owned, permanently retired, and purchased during fiscal year **[2012]** 2013 as well as the total cost of the vehicle fleet, including maintenance, fuel, storage, purchasing, and leasing.

SEC. 414. *None of the funds made available in this Act may be used to purchase a light bulb for an office building unless the light bulb has, to the extent practicable, an Energy Star or Federal Energy Management Program designation.*

SEC. 415. *The Secretaries of the Departments of Housing and Urban Development and Transportation may jointly distribute and obligate amounts made available under this Act for the Partnership for Sustainable Communities, for the planning, preparation, or design of such projects eligible for funding under this Act: Provided, That the Department contributing the majority of funding for a grant shall determine the terms and conditions of such grant: Provided further, That each Secretary may accept services from the other on a non-reimbursable basis to carry out the purposes of this section. (Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2012.)*