

DEPARTMENT OF TRANSPORTATION AND RELATED  
AGENCIES APPROPRIATIONS FOR FISCAL YEAR 1976

NOVEMBER 6, 1975.—Ordered to be printed

Mr. McFALL, from the committee of conference,  
submitted the following

CONFERENCE REPORT

[To accompany H.R. 8365]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 8365) "making appropriations for the Department of Transportation and related agencies for the fiscal year ending June 30, 1976, and the period ending September 30, 1976, and for other purposes," having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 6, 7, 22, 43, and 44.

That the House recede from its disagreement to the amendments of the Senate numbered 8, 10, 40, 45, 46, and 48, and agreed to the same.

Amendment numbered 1:

That the House recede from its disagreement to the amendment of the Senate numbered 1, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$28,000,000; and the Senate agree to the same.

Amendment numbered 2:

That the House recede from its disagreement to the amendment of the Senate numbered 2, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$7,000,000; and the Senate agree to the same.

Amendment numbered 3:

That the House recede from its disagreement to the amendment of the Senate numbered 3, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$1,550,000; and the Senate agree to the same.





**Amendment numbered 27:**

That the House recede from its disagreement to the amendment of the Senate numbered 27, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment insert:

*For necessary expenses for "Interim operating assistance," \$60,000,000, and "Rail service continuation subsidies," \$25,000,000, under sections 213(b) and 402(i) of the Regional Rail Reorganization Act of 1973, to remain available until expended.*

And the Senate agree to the same.

**Amendment numbered 28:**

That the House recede from its disagreement to the amendment of the Senate numbered 28, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$8,600,000; and the Senate agree to the same.

**Amendment numbered 29:**

That the House recede from its disagreement to the amendment of the Senate numbered 29, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$440,000,000; and the Senate agree to the same.

**Amendment numbered 30:**

That the House recede from its disagreement to the amendment of the Senate numbered 30, and agree to the same with an amendment, as follows:

In lieu of the matter proposed by said amendment insert: "*and of which \$1,500,000 shall be available for a rail passenger terminal and facilities at Baltimore-Washington International Airport.*"

And the Senate agree to the same.

**Amendment numbered 33:**

That the House recede from its disagreement to the amendment of the Senate numbered 33, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$54,000,000; and the Senate agree to the same.

**Amendment numbered 34:**

That the House recede from its disagreement to the amendment of the Senate numbered 34, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$43,900,000; and the Senate agree to the same.

**Amendment numbered 35:**

That the House recede from its disagreement to the amendment of the Senate numbered 35, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$7,500,000; and the Senate agree to the same.

**Amendment numbered 36:**

That the House recede from its disagreement to the amendment of the Senate numbered 36, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$11,500,000; and the Senate agree to the same.

**Amendment numbered 37:**

That the House recede from its disagreement to the amendment of the Senate numbered 37, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$10,850,000; and the Senate agree to the same.

**Amendment numbered 38:**

That the House recede from its disagreement to the amendment of the Senate numbered 38, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$11,260,000; and the Senate agree to the same.

**Amendment numbered 39:**

That the House recede from its disagreement to the amendment of the Senate numbered 39, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$3,095,000; and the Senate agree to the same.

**Amendment numbered 41:**

That the House recede from its disagreement to the amendment of the Senate numbered 41, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$49,330,000; and the Senate agree to the same.



The committee of conference report in disagreement amendments numbered 20, 21, 31, 32, 42, 47, 49, and 50.

JOHN J. McFALL,  
SIDNEY R. YATES (except  
amendment Nos. 25 and 26),  
TOM STEED (except amendment  
No. 31),  
EDWARD I. KOCH,  
BILL ALEXANDER,  
ROBERT DUNCAN (except  
amendment Nos. 25 and 26),  
GEORGE MAHON (except amend-  
ment No. 31),  
SILVIO O. CONTE,  
JACK EDWARDS (except amend-  
ment Nos. 25 and 26),  
E. A. CEDERBERG,  
*Managers on the Part of the House.*  
BIRCH BAYH,  
JOHN L. McCLELLAN,  
ROBERT C. BYRD,  
WARREN G. MAGNUSON,  
JOHN O. PASTORE,  
THOMAS F. EAGLETON,  
CLIFFORD P. CASE,  
MILTON R. YOUNG,  
TED STEVENS,  
CHARLES McC. MATHIAS, Jr.,  
RICHARD SCHWEIKER,  
*Managers on the Part of the Senate.*

## JOINT EXPLANATORY STATEMENT OF THE COMMITTEE OF CONFERENCE

The managers on the part of the House and the Senate at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 8365) making appropriations for the Department of Transportation and related agencies for the fiscal year ending June 30, 1976, and the period ending September 30, 1976, and for other purposes, submitted the following joint statement to the House and the Senate in explanation of the effect of the action agreed upon by the managers and recommended in the accompanying conference report.

### TITLE I—DEPARTMENT OF TRANSPORTATION

#### OFFICE OF THE SECRETARY

##### TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Amendment No. 1: Appropriates \$28,000,000 for fiscal year 1976 instead of \$27,000,000 as proposed by the House and \$29,000,000 as proposed by the Senate.

The conferees direct that \$244,673 shall be used, beginning in fiscal year 1976, by the Office of University Research to fund the first-year cost of a contract with Georgia Institute of Technology and its collaborating institutions to conduct a three-year study to devise analytical procedures for intercity transportation and development planning using the route identified in Sec. 143 (1) of P.L. 93-87 as the focus of the study.

Amendment No. 2: Appropriates \$7,000,000 for the transition period instead of \$6,750,000 as proposed by the House and \$7,250,000 as proposed by the Senate.

##### GRANTS-IN-AID FOR NATURAL GAS PIPELINE SAFETY

Amendment No. 3: Appropriates \$1,650,000 for fiscal year 1976 instead of \$1,500,000 as proposed by the House and \$1,800,000 as proposed by Senate.

#### COAST GUARD

##### OPERATING EXPENSES

Amendment No. 4: Appropriates \$718,341,000 for fiscal year 1976 instead of \$714,230,000 as proposed by the House and \$718,696,000 as proposed by the Senate.

The conferees direct the Coast Guard to establish and implement charges sufficient to cover the incremental costs of its icebreaking services provided for major users by September 30, 1976.

The conference agreement includes \$459,000 for the operation and maintenance of an additional HH-52 helicopter.

Amendment No. 5: Appropriates \$205,660,000 for the transition period instead of \$204,660,000 as proposed by the House and \$205,760,000 as proposed by the Senate.

The conference agreement includes \$118,000 for the operation and maintenance of an additional HH-52 helicopter.

#### ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

Amendment No. 6: Appropriates \$156,100,000 for fiscal year 1976 as proposed by the House instead of \$164,568,000 as proposed by the Senate.

The conferees recognize the need for the timely completion of the Valdez, Alaska vessel traffic system and the Sitka, Alaska air station. The conference agreement includes \$7,500,000 for these projects.

The conferees direct that the Loran C deployment in the Gulf of Mexico and along the Atlantic coast be started with available funds.

The conference agreement includes the full amount requested for the Destin, Florida Station.

Amendment No. 7: Appropriates \$16,160,000 for the transition period as proposed by the House instead of \$19,000,000 as proposed by the Senate.

#### POLLUTION FUND

Amendment No. 8: Appropriates \$10,000,000 as proposed by the Senate.

#### FEDERAL AVIATION ADMINISTRATION

##### OPERATIONS

Amendment No. 9: Appropriates \$1,531,000,000 for fiscal year 1976 instead of \$1,528,000,000 as proposed by the House and \$1,534,555,000 as proposed by the Senate.

Amendment No. 10: Inserts language as proposed by the Senate to permit the transfer of funds from the appropriation "civil supersonic aircraft development."

Amendment No. 11: Appropriates \$396,000,000 for the transition period instead of \$395,450,000 as proposed by the House and \$396,550,000 as proposed by the Senate.

#### FACILITIES, ENGINEERING AND DEVELOPMENT

Amendment No. 12: Appropriates \$12,250,000 for fiscal year 1976 instead of \$12,000,000 as proposed by the House and \$12,500,000 as proposed by the Senate.

The conference agreement includes the full amount requested for aviation noise research.

Amendment No. 13: Appropriates \$2,925,000 for the transition period instead of \$2,900,000 as proposed by the House and \$2,950,000 as proposed by the Senate.

#### FACILITIES AND EQUIPMENT

##### (AIRPORT AND AIRWAY TRUST FUND)

The Committees on Appropriations have deferred consideration of the fiscal year 1976 budget request of \$250,000,000 because the required authorizing legislation had not been enacted at the time the accompanying bill passed the House and Senate. Until the authorizing legislation is enacted and the estimate is considered, it may be necessary for the Federal Aviation Administration temporarily to depart from the full-funding project concept. In any such instance, the conferees expect that advance notification will be provided to the Appropriations Committees of the House and Senate.

#### RESEARCH, ENGINEERING AND DEVELOPMENT

##### (AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 14: Appropriates \$67,500,000 for fiscal year 1976 instead of \$60,000,000 as proposed by the House and \$75,000,000 as proposed by the Senate.

The conferees support the basic objectives and goals of the microwave landing system and discrete address beacon system programs. This appropriation is intended to provide sufficient funds to insure essential progress in fiscal year 1976 in both programs.

In restoring funds for the Aerosat program the conferees expect that FAA will fully test both the L-band and VHF capabilities and present its findings to the Congress prior to accepting either frequency.

Amendment No. 15: Appropriates \$17,900,000 for the transition period instead of \$15,000,000 as proposed by the House and \$20,800,000 as proposed by the Senate.

#### FEDERAL HIGHWAY ADMINISTRATION

##### LIMITATION ON GENERAL OPERATING EXPENSES

Amendment No. 16: Limits general operating expenses for fiscal year 1976 to \$142,480,000 instead of \$141,480,000 as proposed by the House and \$143,480,000 as proposed by the Senate.

#### RURAL HIGHWAY PUBLIC TRANSPORTATION

##### DEMONSTRATION PROGRAM

Amendment No. 17: Appropriates \$15,000,000 instead of \$12,500,000 as proposed by the House and \$17,500,000 as proposed by the Senate.

Amendment No. 18: Provides that \$10,000,000 of the appropriation be derived from the Highway Trust Fund instead of \$8,333,000 as proposed by the House and \$11,665,500 as proposed by the Senate.

FEDERAL-AID HIGHWAYS (LIQUIDATION OF CONTRACT AUTHORIZATION)  
(TRUST FUND)

Amendment No. 19: Appropriates \$5,433,800,000 for fiscal year 1976 instead of \$5,432,800,000 as proposed by the House and \$5,434,800,000 as proposed by the Senate.

ACCESS HIGHWAYS TO PUBLIC RECREATION AREAS ON CERTAIN LAKES

In appropriating \$10,000,000 for this program the conferees have included funds for the following projects:

Casey Cove Road leading into the Holmes Creek Recreation Area in Tennessee;

Tate County, Mississippi, FAS Route 909 which serves the Arkabutla Reservoir;

Brookeville Lake Access Road, Indiana;

Hemlock Road, Glade Township, Warren County Pennsylvania, beginning at the end of Pennsylvania Avenue and running along the north side of the Allegheny River to the dam;

Clinton Parkway, a route from Lawrence, Kansas to Clinton Lake; and access roads to Lake Raystown, located in Huntingdon County, Pennsylvania.

It is not the intention of the conferees that funding be limited to the above projects.

HIGHLAND SCENIC HIGHWAY

Amendment No. 20: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with the following amendment:

In lieu of the matter inserted by said amendment insert the following:

HIGHWAY SCENIC HIGHWAY (LIQUIDATION OF CONTRACT AUTHORIZATION) (TRUST FUND)

*For payment of obligations incurred for construction of the Highland Scenic Highway in accordance with section 161 of P.L. 93-87 (87 Stat. 279), under authority of the provisions of Title 23, United States Code, sections 203 and 207, and section 104(a)(8) of P.L. 93-87, \$15,000,000, to be derived from the Highway Trust Fund and to remain available until expended, to be transferred to the Department of Interior for the payment of such obligations.*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

BIKEWAY PROGRAM

Amendment No. 21: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with the following amendment:

In lieu of the sum named in said amendment insert "\$6,000,000".

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TRAFFIC AND HIGHWAY SAFETY

Amendment No. 22: Appropriates \$66,850,000 for fiscal year 1976 as proposed by the House instead of \$67,890,000 as proposed by the Senate.

The conferees direct that the engineering facility and the medical emergency communications coordination assessment demonstrations be funded from the amount appropriated.

FEDERAL RAILROAD ADMINISTRATION

GRANTS-IN-AID FOR RAILROAD SAFETY

Amendment No. 23: Appropriates \$1,500,000 for fiscal year 1976 instead of \$1,000,000 as proposed by the House and \$2,000,000 as proposed by the Senate.

Amendment No. 24: Appropriates \$375,000 for the transition period instead of \$250,000 as proposed by the House and \$500,000 as proposed by the Senate.

RAILROAD RESEARCH AND DEVELOPMENT

Amendment No. 25: Appropriates \$61,150,000 for fiscal year 1976 instead of \$53,500,000 as proposed by the House and \$74,400,000 as proposed by the Senate.

The conference agreement includes \$3,000,000 for industry problems, \$5,100,000 for a freight service demonstration, \$2,000,000 for freight car management, \$3,000,000 for freight service, \$2,250,000 for advanced systems and propulsion, and \$5,000,000 for intermodal terminals.

In providing \$5,100,000 for a freight system demonstration, the conferees expect that the Federal commitment for this project will be limited to three fiscal years and Federal funding will be limited to supporting technology, initial systems engineering, and part of the operating losses. The conferees expect that the Federal Railroad Administration will obtain private funding for the product development and capital improvement portions of the program.

The \$5,000,000 provided for intermodal terminals includes \$1,500,000 for Union Station in Washington, D.C., \$2,900,000 for pilot programs in Boston, Massachusetts; Seattle, Washington; Indianapolis, Indiana; and Providence, Rhode Island; and \$600,000 for planning grants to other cities. The conferees direct that the funding for the pilot programs be allocated as follows:

|              |             |
|--------------|-------------|
| Boston       | \$1,000,000 |
| Seattle      | 1,000,000   |
| Indianapolis | 600,000     |
| Providence   | 300,000     |

Amendment No. 26: Appropriates \$13,650,000 for the transition period instead of \$13,150,000 as proposed by the House and \$14,150,000 as proposed by the Senate.



## RAIL SERVICE ASSISTANCE

Amendment No. 27: Appropriates \$60,000,000 for interim operating assistance instead of \$72,000,000 as proposed by the Senate and appropriates \$25,000,000 for rail service continuation subsidies for fiscal year 1976 instead of \$14,000,000 as proposed by the House and \$45,000,000 as proposed by the Senate.

Amendment No. 28: Appropriates \$8,600,000 for the transition period instead of \$7,000,000 as proposed by the House and \$15,000,000 as proposed by the Senate.

## GRANTS TO NATIONAL RAILROAD PASSENGER CORPORATION

Amendment No. 29: Appropriates \$440,000,000 for fiscal year 1976 instead of \$438,800,000 as proposed by the House and \$441,800,000 as proposed by the Senate.

In approving a \$440,000,000 subsidy the conferees expect Amtrak to take the necessary managerial actions to operate for a full fiscal year within the amount included in the accompanying bill.

Amendment No. 30: Earmarks \$1,500,000 of the appropriation for fiscal year 1976 for a rail passenger terminal and facilities at Baltimore-Washington International Airport instead of \$3,000,000 as proposed by the Senate.

## RAIL TRANSPORTATION EMPLOYMENT AND IMPROVEMENT

Amendment No. 31: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with the following amendment:

In lieu of the matter inserted by said amendment insert:

## RAIL TRANSPORTATION EMPLOYMENT AND IMPROVEMENT

*To enable the Secretary of Transportation to make grants for programs aimed at reducing unemployment and at repairing, rehabilitating, or improving essential railroad roadbeds and facilities, \$90,000,000 to remain available until December 31, 1976: Provided, That this appropriation shall be available only upon the enactment into law of authorizing legislation by the Ninety-fourth Congress.*

*For "Rail Transportation Employment and Improvement" for the period July 1, 1976, through September 30, 1976, \$18,000,000, to remain available until December 31, 1976: Provided, That this appropriation shall be available only upon the enactment into law of authorizing legislation by the Ninety-fourth Congress.*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

## PAYMENT TO THE ALASKA RAILROAD REVOLVING FUND

Amendment No. 32: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with the following amendment:

In lieu of the matter inserted by said amendment insert:

## PAYMENT TO THE ALASKA RAILROAD REVOLVING FUND

*For payment to the Alaska Railroad Revolving Fund for capital replacements, improvements, and maintenance, \$9,000,000, to remain*

*available until expended: Provided, That the permanent positions authorized under the Alaska Railway Revolving Fund shall be established at 902 and excluded from staffing limitations otherwise applicable.*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

## URBAN MASS TRANSPORTATION ADMINISTRATION

## RESEARCH, DEVELOPMENT, AND DEMONSTRATIONS AND UNIVERSITY RESEARCH AND TRAINING

Amendment No. 33: Appropriates \$54,000,000 for fiscal year 1976 instead of \$49,000,000 as proposed by the House and \$61,000,000 as proposed by the Senate.

The additional funds provided over the House bill are to be allocated as follows:

|  |             |
|--|-------------|
| High performance PRT.....                            | \$3,000,000 |
| Automated guideway transit (AGT).....                | 500,000     |
| Feasibility analysis (shuttle and loop transit)..... | 1,000,000   |
| Social and economic research in AGT.....             | 1,000,000   |
| Bicentennial demonstration.....                      | 2,500,000   |

In addition, the conference agreement includes the following reductions from the House bill:

|   |             |
|---|-------------|
| Management techniques.....  | \$1,000,000 |
| General reduction based on the availability of carryover funds..... | 2,000,000   |

The conference agreement includes \$3,000,000 for the high performance PRT program to be used for detailed design, laboratory evaluation, limited experimental verification at the contractors' facilities, as well as urban deployability studies to provide predictions of service levels, costs, and reliability for the three competing designs. It is the intention of the conferees that the balance of the cost of the current year's program be provided by the contractors.

The conference agreement includes \$1,000,000 for a feasibility analysis of shuttle and loop transit. The conferees expect that future requests for funding these types of systems will be included under the capital grant program.

Amendment No. 34: Earmarks \$43,900,000 of the appropriation for fiscal year 1976 for research, development, and demonstrations instead of \$41,400,000 as proposed by the House and \$48,400,000 as proposed by the Senate.

Amendment No. 35: Earmarks \$7,500,000 of the appropriation for fiscal year 1976 for transit-related Bicentennial projects in the Washington, D.C. metropolitan area instead of \$5,000,000 as provided by the House and \$10,000,000 as proposed by the Senate.

Amendment No. 36: Appropriates \$11,500,000 for the transition period instead of \$11,000,000 as proposed by the House and \$12,000,000 as proposed by the Senate.

Amendment No. 37: \$10,850,000 of the appropriation for the transition period for research, development, and demonstrations instead of \$10,350,000 as proposed by the House and \$11,350,000 as proposed by the Senate.

## TITLE II—RELATED AGENCIES

## NATIONAL TRANSPORTATION SAFETY BOARD

## SALARIES AND EXPENSES

Amendment No. 38: Appropriates \$11,260,000 for fiscal year 1976 instead of \$11,110,000 as proposed by the House and \$11,950,000 as proposed by the Senate.

The conference agreement includes 15 positions in addition to those provided by the House.

Amendment No. 39: Appropriates \$3,095,000 for the transition period instead of \$3,020,000 as proposed by the House and \$3,371,000 as proposed by the Senate.

## CIVIL AERONAUTICS BOARD

## SALARIES AND EXPENSES

Amendment No. 40: Appropriates \$19,295,000 for fiscal year 1976 as proposed by the Senate instead of \$18,995,000 as proposed by the House.

## INTERSTATE COMMERCE COMMISSION

## SALARIES AND EXPENSES

Amendment No. 41: Appropriates \$49,330,000 for fiscal year 1976 instead of \$49,130,000 as proposed by the House and \$49,630,000 as proposed by the Senate. The conference agreement includes 15 positions in addition to those provided by the House.

## PAYMENTS FOR DIRECTED RAIL SERVICE

Amendment No. 42: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with the following amendment:

In lieu of the matter inserted by said amendment insert:

## PAYMENTS FOR DIRECTED RAIL SERVICE

*For payments for rail service to railroads directed to provide emergency rail service over the properties of other carriers in accordance with 49 U.S.C. 1 (16) (b), \$15,000,000, to remain available until expended: Provided, That not to exceed \$750,000 of this appropriation shall be available for necessary independent auditing expenses incurred in the administration of the directed rail service program.*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

## TITLE III—GENERAL PROVISIONS

Amendments Nos. 43 and 44: Limit obligations for highway beautification to \$40,000,000 for fiscal year 1976 and the transition period as proposed by the House instead of \$56,000,000 for fiscal year 1976 and \$14,012,000 for the transition period as proposed by the Senate.

Amendment No. 45: Limits obligations for state and community highway safety and highway-related safety grants to \$120,000,000 for fiscal year 1976 as proposed by the Senate instead of \$100,000,000 as proposed by the House.

The conferees intend that the \$12,000,000 increase over the budget request be used by the states in high payoff programs such as alcohol countermeasures and selected traffic enforcement consistent with each state's identification process.

Amendment No. 46: Limits obligations for state and community highway safety and highway-related safety grants to \$30,000,000 for the transition period as proposed by the Senate instead of \$25,000,000 as proposed by the House.

Amendment No. 47: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with the following amendment:

In lieu of the matter stricken and inserted by said amendment insert the following:

*Sec. 306. None of the funds provided in this Act shall be available for administrative expenses in connection with commitments for the Urban Mass Transportation Act of 1964, as amended, aggregating more than \$1,707,150,000 in fiscal year 1976 and \$395,700,000 in the transition period, except that amounts apportioned pursuant to section 5 of that Act and not committed in the year of apportionment may be committed notwithstanding this limitation.*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The breakdown of the conference agreement is as follows:

|   | Fiscal year<br>1976 | Transition<br>period |
|---|---------------------|----------------------|
| Capital facilities grants-----  | \$1, 100, 000, 000  | \$248, 500, 000      |
| Formula grants-----   | 500, 000, 000       | 125, 000, 000        |
| Technical studies-----  | 38, 700, 000        | 9, 200, 000          |
| Research, development and demonstrations and<br>university research and training----- | 56, 000, 000        | 11, 500, 000         |
| Administrative expenses-----  | 12, 450, 000        | 3, 500, 000          |
| Total-----  | 1, 707, 150, 000    | 395, 700, 000        |

Under the conference agreement \$12,450,000 is provided for administrative expenses. The conferees feel that this is a sufficient amount to finance 460 positions.

Amendment No. 48: Limits space rental payments to the General Services Administration to 90 percent of the fiscal year 1976 standard level user charge as proposed by the Senate instead of the fiscal year 1975 rates as proposed by the House.

The conferees are concerned about the administration of this program. Information has been provided which indicates that there are significant variances in the space rental budget as proposed by GSA and the space rental estimates actually included in the Department of Transportation fiscal year 1976 budget request. The conferees believe that the matter warrants further investigation and the House Appropriations Committee has initiated an investigation of the space rental program.

Amendment No. 49: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate to limit the availability of funds contained in this Act.

Amendment No. 50: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate to limit obligations for certain highway construction programs to \$9,000,000,000 for fiscal year 1976 and the transition period.



## CONFERENCE TOTAL—WITH COMPARISONS

The total new budget (obligational) authority for the fiscal year 1976 and the transition period recommended by the Committee of Conference, with comparisons to the fiscal year 1975 amount, the 1976 budget estimates, and the House and Senate bills for 1976 follows:

|   |                                 |
|---|---------------------------------|
| New budget (obligational) authority, fiscal year 1975.....                              | <sup>1</sup> \$3, 718, 507, 000 |
| Budget estimates of new (obligational) authority (as amended),<br>fiscal year 1976..... | <sup>2</sup> 4, 069, 994, 775   |
| Transition period.....  | <sup>4</sup> 997, 508, 939      |
| House bill, fiscal year 1976.....   | <sup>3</sup> 3, 744, 413, 775   |
| Transition period.....  | 945, 196, 939                   |
| Senate bill, fiscal year 1976.....  | <sup>2</sup> 4, 194, 482, 775   |
| Transition period.....  | 1, 007, 687, 939                |
| Conference agreement.....   | <sup>2</sup> 3, 978, 924, 775   |
| Transition period.....  | 970, 721, 939                   |
| Conference agreement compared with:   |                                 |
| New Budget (obligational) authority, fiscal year 1975.....                              | +280, 417, 775                  |
| Budget estimates of new (obligational) authority (as<br>amended), fiscal year 1976..... | -91, 070, 000                   |
| Transition period.....  | -26, 787, 000                   |
| House bill, fiscal year 1976.....   | +234, 511, 000                  |
| Transition period.....  | +25, 525, 000                   |
| Senate bill, fiscal year 1976.....  | -215, 558, 000                  |
| Transition period.....  | -36, 966, 000                   |

<sup>1</sup> Includes \$68,024,000 advance fiscal year 1976 appropriation for the Washington Metropolitan Area Transit Authority.

<sup>2</sup> Includes \$90,059,000 advance fiscal year 1977 appropriation for the Washington Metropolitan Area Transit Authority.

<sup>3</sup> Includes \$105,020,000 of budget estimates not considered by the House.

<sup>4</sup> Includes \$284,000 of budget estimates not considered by the House.

**JOHN J. McFALL,**  
**SIDNEY R. YATES** (except  
 amendment Nos. 25 and 26),  
**TOM STEED** (except  
 amendment No. 31),  
**EDWARD I. KOCH,**  
**BILL ALEXANDER,**  
**ROBERT DUNCAN** (except  
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*Managers on the Part of the House.*  
**BIRCH BAYH,**  
**JOHN L. McCLELLAN,**  
**ROBERT C. BYRD,**  
**WARREN G. MAGNUSON,**  
**JOHN O. PASTORE,**  
**THOMAS F. EAGLETON,**  
**CLIFFORD P. CASE,**  
**MILTON R. YOUNG,**  
**TED STEVENS,**  
**CHARLES McC. MATHIAS, Jr.,**  
**RICHARD SCHWEIKER,**  
*Managers on the Part of the Senate.*