

FY 1989

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

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

In summary, the 1989 budget contemplates \$13,800.2 million in budget authority and \$13,461.1 million in outlays. The following table compares 1989 program level (obligations) with those of prior years.

(In millions of dollars)

Account	1987 actual	1988 est.	1989 est.
Federal-aid highways	12,815.3	13,029.9	12,331.0
Interstate construction	2,890.9	2,800.0	2,700.0
Interstate 4R	3,074.2	2,700.0	2,500.0
Primary	2,267.7	2,000.0	1,900.0
Interstate substitutions	474.7	600.0	600.0
Secondary system	460.4	450.0	400.0
Urbanized system	721.8	600.0	500.0
Bridge construction	1,616.1	1,550.0	1,516.0
Safety construction	305.8	300.0	300.0
Federal lands highway program	230.5	235.0	235.0
Sec. 149 Demo Programs	49.4	178.0	160.0
Administration and research	202.5	202.2	223.8
Other	521.5	1,414.7	1,286.2
Motor carrier safety	18.6	23.4	24.6
Railroad-highway crossings demonstration projects	4.0	7.1	7.1
Access highways to lakes	3.7	9.8	
Waste isolation pilot projects	11.5	15.5	
Expressway gap closing		22.5	
Miscellaneous appropriations	22.7	61.5	
Highway-related safety grants	10.0	9.4	10.0
Baltimore-Washington Parkway	6.7	17.6	
Trust fund share	8.2	14.1	14.1
Highway safety research and development	8.0	7.2	
Motor carrier safety grants	47.8	49.4	60.0
Miscellaneous trust funds	6.0	1.9	3.7
Miscellaneous highway trust funds	24.4	71.0	
Right-of-way revolving fund	47.8		
Total program level	13,034.9	13,340.2	12,450.5

Federal Funds

General and special funds:

MOTOR CARRIER SAFETY

For necessary expenses to carry out the motor carrier safety functions of the Secretary as authorized by the Department of Transportation Act (80 Stat. 939-940), **[\$22,790,000]** **\$24,577,000**, of which **[\$1,920,000]** **\$1,495,000** shall remain available until expended, and not to exceed \$300,000 shall be available for "Limitation on general operating expenses". (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-0552-0-1-401	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Operations	17,224	20,585	23,082
00.02 Research and development	2,002	2,036	1,920
00.03 Demonstration program	503	510	
00.04 Administration	300	285	
10.00 Total obligations	19,023	23,416	25,002
Financing:			
13.00 Offsetting collections from: Trust funds	436		425
21.40 Unobligated balance available, start of year	524	626	
24.40 Unobligated balance available, end of year	626		
25.00 Unobligated balance lapsing	826		
40.00 Budget authority (appropriation)	19,515	22,790	24,577

Relation of obligations to outlays:

	1987 actual	1988 est.	1989 est.
71.00 Obligations incurred, net	18,588	23,416	24,577
72.40 Obligated balance, start of year	3,512	4,213	5,657
74.40 Obligated balance, end of year	4,213	5,657	5,926
77.00 Adjustments in expired accounts	58		
90.00 Outlays	17,828	21,972	24,308

The motor carrier safety mission is to reduce the risk of accidents in truck and bus highway transportation by regulation of motor carriers engaged in interstate commerce through safety reviews and roadside examinations. In particular, the program seeks to ensure regulatory compliance with the Federal Motor Carrier Safety Regulations and the Federal Commercial Drivers' Licensing requirements. Beginning in 1989, the Administration plans to finance a portion of motor carrier safety research through a proposed expansion of the administrative drawdown of the Motor Carrier Safety Grants program. This approach will be used for research activities which support the Commercial Drivers' License program and other Federal regulations affecting State motor carrier activities.

Object Classification (in thousands of dollars)

Identification code 69-0552-0-1-401	1987 actual	1988 est.	1989 est.
Personnel compensation:			
11.1 Full-time permanent	9,992	11,257	11,806
11.3 Other than full-time permanent	616	205	225
11.5 Other personnel compensation	156	203	224
11.9 Total personnel compensation	10,764	11,665	12,255
12.1 Civilian personnel benefits	2,224	3,436	3,723
21.0 Travel and transportation of persons	1,855	3,072	3,321
22.0 Transportation of things	220	229	232
23.3 Communications, utilities, and miscellaneous charges	116	137	151
24.0 Printing and reproduction	1	95	104
25.0 Other services	2,858	3,409	4,487
26.0 Supplies and materials	54	168	183
31.0 Equipment	931	1,205	546
99.9 Total obligations	19,023	23,416	25,002

Personnel Summary

	1987 actual	1988 est.	1989 est.
Total number of full-time permanent positions	433	433	448
Total compensable workyears: Full-time equivalent employment	405	443	458

RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

For necessary expenses of certain railroad-highway crossings demonstration projects as authorized by section 163 of the Federal-Aid Highway Act of 1973, as amended, to remain available until expended, \$7,790,000, of which \$5,193,333 shall be derived from the Highway Trust Fund. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-0557-0-1-401	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Direct program	4,045	7,089	7,089
00.02 Reimbursable program	8,091	14,066	14,067
10.00 Total obligations (object class 41.0)	12,136	21,155	21,156

General and special funds—Continued

[RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS]—Continued

Program and Financing (in thousands of dollars)—Continued

Identification code 69-0557-0-1-401	1987 actual	1988 est.	1989 est.
Financing:			
13.00 Offsetting collections from: Trust funds	-8,091	-14,066	-14,067
21.40 Unobligated balance available, start of year	-11,710	-11,581	-7,089
24.40 Unobligated balance available, end of year	11,581	7,089	
40.00 Budget authority (appropriation)	3,917	2,597	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	4,045	7,089	7,089
72.40 Obligated balance, start of year	9,129	10,073	11,443
74.40 Obligated balance, end of year	-10,073	-11,443	-11,824
90.00 Outlays	3,101	5,719	6,708

This program provides for congressionally-mandated projects in 18 cities. The 1988 appropriations act provided a total of \$7,790 million (\$2,597 million general funds and \$5,193 million trust funds) for this program. It is anticipated that these funds and unobligated balances will be obligated during 1988 and 1989. Trust fund amounts for railroad-highway crossings demonstration projects are included in the account, "Trust Fund Share of Other Highway Programs."

No additional appropriation is requested for this program.

[ACCESS HIGHWAYS TO PUBLIC RECREATION AREAS ON CERTAIN LAKES]

Notwithstanding any other provision of law, there is appropriated \$1,786,000 for necessary expenses of certain access highway projects, as authorized by section 155, title 23, United States Code, to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-0503-0-1-401	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 41.0)	3,708	9,803	
Financing:			
21.40 Unobligated balance available, start of year	-7,239	-8,017	
24.40 Unobligated balance available, end of year	8,017		
25.00 Unobligated balance lapsing	513		
40.00 Budget authority (appropriation)	5,000	1,786	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	3,708	9,803	
72.40 Obligated balance, start of year	16,049	14,523	17,969
74.40 Obligated balance, end of year	-14,523	-17,969	-10,475
90.00 Outlays	5,234	6,357	7,494

The Federal-Aid Highway Amendments of 1974 authorized a program to construct or reconstruct access highways to public recreation areas on lakes. No additional appropriation is requested for this program.

[WASTE ISOLATION PILOT PROJECT ROADS]

For necessary expenses in connection with the upgrading of certain highways for the transportation of nuclear waste generated during defense-related activities, not otherwise provided for, \$15,504,000, to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-0562-0-1-401	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 41.0)	11,498	15,504	
Financing:			
21.40 Unobligated balance available, start of year	-1,498		
40.00 Budget authority (appropriation)	10,000	15,504	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	11,498	15,504	
72.40 Obligated balance, beginning of year	11,547	15,793	20,196
74.40 Obligated balance, end of year	-15,793	-20,196	-10,497
90.00 Outlays	7,252	11,101	9,699

This appropriation contains \$15,504 million in 1988 for highway activities connected with the Waste Isolation Pilot Project in New Mexico. Certain highways in that State are being upgraded for the transportation of nuclear waste generated during defense-related activities. No additional appropriation is requested for this program.

[EXPRESSWAY GAP CLOSING DEMONSTRATION PROJECT]

For necessary expenses to carry out a highway construction project along State Route 113 in north-central California that demonstrates methods of reducing motor vehicle congestion and increasing employment, \$7,885,000, to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-0563-0-1-401	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 41.0)		22,461	
Financing:			
21.40 Unobligated balance available, start of year	-8,613	-14,813	
24.40 Unobligated balance available, end of year	14,813		
39.00 Budget authority	6,200	7,648	
Budget authority:			
40.00 Appropriation	6,200	7,885	
41.00 Transferred to other accounts		-237	
43.00 Appropriation (adjusted)	6,200	7,648	
Relation of obligations to outlays:			
71.00 Obligations incurred, net		22,461	
72.40 Obligated balance, start of year			18,431
74.40 Obligated balance, end of year		-18,431	-12,591
90.00 Outlays		4,030	5,840

This appropriation provided \$7,885 million in 1988 for a highway construction project to close an expressway gap on California Route 113 between the cities of Davis and Woodland. No additional appropriation is requested for this program.

MISCELLANEOUS APPROPRIATIONS

[BRIDGE IMPROVEMENT DEMONSTRATION PROJECT]

For 80 percent of the expenses necessary to carry out a highway project in the vicinity of Jacksonville, Florida, for the purpose of demonstrating methods of reducing traffic congestion and improving efficiency in the trans-shipment of military and civilian cargo, by construction of a bridge to Blount Island, widening State Highway 105 (Heckscher Drive) and constructing an interchange at the inter-

section of Heckscher Drive and the new Blount Island Bridge, \$4,750,000, to remain available until expended.]

[HIGHWAY BRIDGE RELOCATION DEMONSTRATION PROJECT]

[For 80 percent of the expenses necessary to carry out a highway project involving the relocation of U.S. Highway 101 and the Queets River Bridge in the State of Washington that demonstrates methods of improving highway safety, \$2,470,000, to remain available until expended.]

[HIGHWAY BYPASS DEMONSTRATION PROJECT]

[For 80 percent of the expenses necessary to carry out a highway project in the vicinity of Prunedale, California, that demonstrates methods of accelerating the environmental studies and preliminary engineering for the construction of a highway bypass, \$1,900,000, to remain available until expended.]

[HIGHWAY WIDENING AND IMPROVEMENT DEMONSTRATION PROJECT]

[For 80 percent of the expenses necessary to carry out a highway project between Paintsville and Prestonsburg, Kentucky, that demonstrates the safety and economic benefits of widening and improving highways in mountainous areas, \$2,375,000, to remain available until expended.]

[TRAFFIC IMPROVEMENT DEMONSTRATION PROJECT]

[For 80 percent of the expenses necessary to carry out a highway bypass project in the vicinity of Petoskey, Michigan, that demonstrates methods of improving economic development and regional transportation, there is authorized to be appropriated \$28,000,000, to remain available until expended, of which \$475,000 is hereby appropriated under this head shall be exempt from any limitation on obligations for Federal-aid highways and highway safety construction programs.] (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Highway Bypass Demonstration	1,900	
Highway Widening Demonstration (Kentucky)	2,375	
Traffic Improvement Demonstration	475	

Distribution of outlays by account:			
1. Interstate Transfer Grants	37,096	35,321	34,674
2. Highway Crossing Federal Project	22		
3. Mianus Bridge Assistance	55	119	89
4. Highway Widening Demonstrations	6,539	2,232	1,705
5. Rural Highway Public Transportation	-14		
6. Alaska Highway	54	115	123
7. Territorial Highways	354	2,217	2,054
8. Bikeway Demonstrations	122	29	21
9. Highway Beautification	3,624	3,037	2,345
10. Rail Crossing Demonstration Projects	268	120	90
11. Highway Related Safety Grants		5	4
12. Off-System Rail Highway Demonstration	2,337	3,601	2,700
13. Safer Off-System Roads	1,940	2,472	1,854
14. Off-System Roads	107	394	296
15. Bicycle Program	26	62	47
16. Public Lands	-5	7	6
17. Inter-American Highway	5	33	25
18. Darien Gap Highway		815	611
19. Highway Safety Separation Demonstration	4,487	2,563	1,982
20. Rail Line Consolidation Project		876	1,272
21. Airport-Highway Demonstration	86	636	1,008
22. Auto-Pedestrian Separation Demonstration	18	346	554
23. Highway Bridge Relocation		494	790
24. Bridge Improvement Demonstration		950	1,520
25. Highway Bypass Demonstration		380	608
26. Highway Widening Demonstration (Kentucky)		475	760
27. Traffic Improvement Demonstration		95	152

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

Trust Funds

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of **[\$11,780,000,000]** \$11,398,000,000 for Federal-aid-highways and highway safety construction programs for fiscal year **[1988]** 1989. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

For carrying out the provisions of title 23, United States Code, that are attributable to Federal-aid highways, including the National Scenic and Recreational Highway as authorized by 23 U.S.C. 148, not otherwise provided, including reimbursements for sums expended pursuant to the provisions of 23 U.S.C. 308, **[\$13,400,000,000]** \$12,700,000,000 or so much thereof as may be available in and derived from the Highway Trust Fund, to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-9911-0-1-401	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Interstate transfer grants	14,278	37,571	
00.02 Highway widening demonstrations	228	183	
00.03 Traffic improvement demonstration		475	
00.04 Alaska highway	18	212	
00.05 Territorial highways	273	2,302	
00.06 Highway beautification	1,430	391	
00.07 Rail crossing demonstration projects	403		
00.08 Autopedestrian separation demonstration		1,732	
00.09 Highway safety separation demonstration	6,132	352	
00.10 Rail line consolidation project		3,620	
00.11 Airport-highway demonstration	115	3,122	
00.12 Highway safety bridge relocation demonstration project		2,470	
00.13 Bridge improvement demonstration project		4,750	
00.14 Highway bypass demonstration project		1,900	
00.15 Highway widening and improvement demonstration project		2,375	
10.00 Total obligations (object class 41.0)	22,877	61,455	
Financing:			
13.00 Offsetting collections from: Trust funds	-135		
17.00 Recovery of prior year obligations	-1,127		
21.40 Unobligated balance available, start of year	-69,678	-49,484	
24.40 Unobligated balance available, end of year	49,484		
25.00 Unobligated balance lapsing	466		
40.00 Budget authority (appropriation)	1,887	11,970	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	22,741	61,455	
72.40 Obligated balance, start of year	155,840	118,775	122,836
74.40 Obligated balance, end of year	-118,775	-122,836	-67,546
77.00 Adjustments in expired accounts	-1,557		
78.00 Adjustments in unexpired accounts	-1,127		
90.00 Outlays	57,122	57,394	55,290
Distribution of budget authority by account:			
Airport Highway Demonstration	1,887		
Highway Bridge Relocation		2,470	
Bridge Improvement Demonstration		4,750	

Identification code 69-8083-0-7-401	1987 actual	1988 est.	1989 est.
Program by activities:			
Direct program:			
00.01 Interstate construction	2,890,859	2,800,000	2,700,000
00.02 Interstate 4R	3,074,191	2,700,000	2,500,000
00.03 Primary system	2,267,698	2,000,000	1,900,000
00.04 Interstate substitutions	474,666	600,000	600,000
00.05 Secondary system	460,358	450,000	400,000
00.06 Urban system	721,839	600,000	500,000
00.07 Bridge program	1,616,058	1,550,000	1,516,000
00.08 Safety construction programs	305,777	300,000	300,000
00.09 Federal lands highways program	230,510	235,000	235,000
00.10 Section 149 demonstration programs	49,399	178,000	160,000
00.11 Administration and research	202,483	202,249	223,801

FEDERAL-AID HIGHWAYS—Continued
(LIQUIDATION OF CONTRACT AUTHORIZATION)—Continued
(HIGHWAY TRUST FUND)—Continued
Program and Financing (in thousands of dollars)—Continued

Identification code	69-8083-0-7-401	1987 actual	1988 est.	1989 est.
00.12	Other.....	521,477	1,414,641	1,296,199
00.91	Total direct program.....	12,815,315	13,029,899	12,331,000
01.01	Reimbursable program.....	53,081	54,183	48,555
10.00	Total obligations.....	12,868,396	13,084,082	12,379,555
Financing:				
Offsetting collections from:				
11.00	Federal funds.....	-8,252	-24,827	-26,400
13.00	Trust funds.....	-5,881	-8,673	-100
14.00	Non-Federal sources.....	-38,947	-20,683	-22,055
Unobligated balance available, start of year:				
21.40	Appropriation.....	-1,000		
21.49	Contract authority.....	-7,681,775	-8,338,130	-9,014,550
22.40	Unobligated balance transferred, net.....	1,000		
24.49	Unobligated balance available, end of year: Contract authority.....	8,338,130	9,014,550	10,385,479
25.00	Unobligated balance lapsing.....	7,368		
39.00	Budget authority.....	13,479,038	13,706,319	13,701,929
Budget authority:				
Current:				
40.00	Appropriation.....	13,130,000	13,400,000	12,700,000
40.49	Portion applied to liquidate contract authority.....	-13,130,000	-13,400,000	-12,700,000
49.10	Contract authority (Public Law 100-17).....	13,379,038		
Permanent:				
69.10	Contract authority (Public Law 100-17).....	100,000	13,706,319	13,701,929
Relation of obligations to outlays:				
71.00	Obligations incurred, net.....	12,815,315	13,029,899	12,331,000
Obligated balance, start of year:				
72.40	Appropriation.....	1,519,331	2,035,338	2,247,338
72.49	Contract authority.....	19,978,795	19,664,110	19,294,009
Obligated balance, end of year:				
74.40	Appropriation.....	-2,035,338	-2,247,338	-1,715,338
74.49	Contract authority.....	-19,664,110	-19,294,009	-18,925,009
90.00	Outlays.....	12,613,993	13,188,000	13,232,000

Status of Direct Loans (in thousands of dollars)

Identification code	69-8083-0-7-401	1987 actual	1988 est.	1989 est.
Cumulative balance of direct loans outstanding:				
1210	Outstanding, start of year.....	76,278	38,361	20,555
1231	Disbursements: Direct loan disbursements.....	234	1,377	
1251	Repayments: Repayments and prepayments.....	-38,151	-19,183	-20,555
1290	Outstanding, end of year.....	38,361	20,555	

Status of Unfunded Contract Authority (in thousands of dollars)

Unfunded balance, start of year.....	27,660,570	28,002,240	28,308,559
Contract authority.....	13,479,038	13,706,319	13,701,929
Unfunded balance lapsing.....	-7,368		
Appropriation from highway trust fund to liquidate contract authority.....	-13,130,000	-13,400,000	-12,700,000
Unfunded balance, end of year.....	28,002,240	28,308,559	29,310,488

Grants are made available to States under the following programs for construction and improvements on the National System of Interstate and Defense Highways and for urban and rural transportation programs. To constrain the proliferation of programs exempt from routine funding controls, a Federal-aid highways obligation limitation of \$11.398 billion, covering all Federal-aid programs except emergency relief and minimum allocation is proposed.

The 1989 budget proposal for Federal-Aid Highways budget authority is consistent with the amount authorized in the Surface Transportation and Uniform Relocation Assistance Act. Obligations and obligation limitation levels are determined by receipt levels generated by current law user fees. Average annual obligations for all highway programs would be equal to average annual net revenue from highway user fees for the authorization period of 1987-1991.

Interstate construction.—Provides grants for the completion of the Interstate System. States can be expected to construct high priority Interstate segments, not yet built, especially gaps between major urbanized areas. States that have completed their portion of the system may use the funds for Interstate 4R purposes.

Interstate 4R.—Preserves and continues the Nation's investment in the Interstate system through a program of resurfacing, restoring, rehabilitation, and reconstruction.

Primary system.—Provides grants to States for highway construction, rehabilitation, reconstruction, and related planning for the primary highway system.

Interstate substitutions.—Provides grants to States and localities which withdrew previously approved Interstate segments and apply authorized funds to substitute highway or transit projects. The budget proposes to consolidate funding for both highway and transit substitute projects within the highway authorization.

Secondary system.—Provides grants to States for highway construction, rehabilitation, reconstruction, and related planning and research on the secondary system.

Urban system.—Provides grants to States for highway construction, rehabilitation, reconstruction, and related planning and research on the urban system.

Bridge program.—Provides grants to States to replace or rehabilitate bridges on and off the Federal-aid systems that are hazardous to the safety of motorists.

Safety construction programs.—Provides grants to States for safety improvements to the highway systems, including hazard elimination, pavement marking, and rail highway crossings.

Federal lands highways.—Provides funds for improvements on forest highways, park roads, Indian reservation roads, and public lands highways. The Department of Transportation coordinates with the land managing agency in the planning studies and program development of public Federal lands highways.

Demonstration projects.—Provides funds for 80 percent of the cost of demonstration projects specified in Sec. 149 of Public Law 100-17. The 1989 budget proposal subjects these projects to the obligation limitation.

Administration and research.—Provides for executive and general administrative and research expenses of Federal-aid highways. These funds are controlled by the limitation on general operating expenses.

Other.—Provides for emergency relief, minimum allocation, strategic highway research, and other miscellaneous programs.

Object Classification (in thousands of dollars)

Identification code 69-8083-0-7-401	1987 actual	1988 est.	1989 est.
FEDERAL HIGHWAY ADMINISTRATION			
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent.....	6,626	6,864	7,075
11.3 Other than full-time permanent.....	1,103	1,256	1,284
11.5 Other personnel compensation.....	443	566	580
11.9 Total personnel compensation.....	8,172	8,686	8,938
12.1 Civilian personnel benefits.....	1,054	1,120	1,153
21.0 Travel and transportation of persons.....	2,487	2,902	2,953
22.0 Transportation of things.....	826	751	764
23.2 Rental payments to others.....	357	370	378
24.0 Printing and reproduction.....	66	120	122
25.0 Other services.....	7,326	10,302	8,197
26.0 Supplies and materials.....	201	265	271
31.0 Equipment.....	26	53	54
32.0 Land and structures.....	96,416	135,430	114,150
41.0 Grants, subsidies, and contributions.....	12,382,850	12,547,651	11,853,218
93.0 Limitation on general operating expenses (see separate schedule).....	202,483	202,249	223,801
99.0 Subtotal direct obligations, Federal Highway Administration.....	12,755,345	12,964,082	12,262,555
99.0 Reimbursable obligations, Federal Highway Administration.....	53,081	54,183	48,555
ALLOCATION ACCOUNTS			
Personnel compensation:			
11.1 Full-time permanent.....	13,650	14,338	14,415
11.3 Other than full-time permanent.....	3,458	4,897	5,035
11.5 Other personnel compensation.....	919	1,157	1,186
11.9 Total personnel compensation.....	18,027	20,392	20,636
12.1 Civilian personnel benefits.....	2,270	2,835	2,869
21.0 Travel and transportation of persons.....	2,227	2,609	2,491
22.0 Transportation of things.....	1,032	1,347	1,331
23.1 Rental payments to GSA.....	1	1	1
23.2 Rental payments to others.....	2,669	2,830	2,931
24.0 Printing and reproduction.....	65	149	146
25.0 Other services.....	17,118	20,756	18,741
26.0 Supplies and materials.....	3,462	3,843	3,782
31.0 Equipment.....	3,374	4,756	4,742
32.0 Land and structures.....	62,793	60,482	59,330
41.0 Grants, subsidies, and contributions.....	13		
99.0 Subtotal obligations, allocation accounts.....	113,051	120,000	117,000
99.9 Total obligations.....	12,868,396	13,084,082	12,379,555
Obligations are distributed as follows:			
Federal Highway Administration.....	12,755,345	12,964,082	12,262,555
Urban Mass Transportation Administration.....	6,498	10,000	10,000
Army: Corps of Engineers.....	346		
Agriculture: Forest Service.....	9,406	10,500	8,500
Interior:			
Bureau of Indian Affairs.....	78,848	78,000	78,000
National Park Service.....	18,527	21,000	20,000
Bureau of Land Management.....	118	500	500

Personnel Summary

FEDERAL HIGHWAY ADMINISTRATION			
Direct:			
Total number of full-time permanent positions.....	257	260	264
Total compensable workyears:			
Full-time equivalent employment.....	257	306	311
Full-time equivalent of overtime and holiday hours.....	17	20	20
Reimbursable:			
Total number of full-time permanent positions.....	101	101	101
Total compensable workyears:			
Full-time equivalent employment.....	137	120	117
Full-time equivalent of overtime and holiday hours.....	1	4	4
ALLOCATION ACCOUNTS			
Total number of full-time permanent positions.....	602	608	587
Total compensable workyears:			
Full-time equivalent employment.....	846	858	829
Full-time equivalent of overtime and holiday hours.....	3	3	3

LIMITATION ON GENERAL OPERATING EXPENSES

Necessary expenses for administration, operation, and research of the Federal Highway Administration, not to exceed **[\$206,736,000]** \$223,901,000, shall be paid in accordance with law, from appropriations made available by this Act to the Federal Highway Administration together with advances and reimbursements received by the Federal Highway Administration: *Provided*, That not to exceed **[\$37,566,000]** \$38,265,000 of the amount provided herein shall remain available until expended: *Provided further*, That not less than \$5,000,000 shall be available to reimburse the Internal Revenue Service for diesel tax compliance enforcement activities: *Provided further*, That, notwithstanding any other provision of law, there may be credited to this account funds received from States, counties, municipalities, other public authorities and private sources, for training expenses incurred for non-Federal employees. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Program by activities:			
Program direction and coordination:			
Executive direction.....	1,082	1,094	1,199
Program review.....	326	330	361
Legal services.....	1,948	1,969	2,158
Public affairs.....	138		154
Civil rights.....	796	804	882
General program support:			
Policy.....	5,284	5,017	10,322
Research, development, and technology.....	29,424	32,147	30,517
Administrative support.....	47,843	48,347	52,994
National Highway Institute.....	1,979		
Career development programs.....	2,947	2,979	3,265
Highway programs:			
Engineering and program development.....	12,816	15,035	14,029
Right-of-way and environment.....	3,249	3,284	3,600
Safety and traffic operations.....	3,763	3,627	3,892
Motor carriers.....	1,201	1,344	1,332
Construction skill training and minority business enterprise.....	12,583	12,268	9,009
Demonstration bonding program.....	4,872	75	
Field operations.....	80,678	81,036	88,826
Total obligations.....		210,857	223,901
Financing:			
Offsetting collections from: Federal funds.....	-2,264		
Unobligated balance available, start of year.....	-9,209	-4,121	
Unobligated balance available, end of year.....	4,121		
Unobligated balance lapsing.....	1,973		
Limitation.....	205,550	206,736	223,901
Relation of obligations to outlays:			
Obligations incurred, net.....	208,665	210,857	223,901
Obligated balance, start of year.....	221,975	241,797	248,443
Obligated balance, end of year.....	-241,797	-248,443	-270,383
Outlays from limitations.....	188,843	204,211	201,961

This limitation provides for the salaries and expenses of the Federal Highway Administration. Resources are allocated from the following programs: Federal-aid highways, and highway-related safety grants.

Program direction and coordination.—Provides overall direction and coordination of the highway transportation program, including program review of agency operations; provides legal services for all programs; plans and directs public affairs programs; and develops and recommends policies and standards, and ensures compliance with the civil rights and equal opportunity procedures by the Federal Highway Administration and by recipients of grants-in-aid administered by the Federal Highway Administration.

General program support.—Formulates policy, multi-year and long-range plans and goals for highway programs, and data and analyses for current and long-range programming; conducts direct and contract re-

FEDERAL AID HIGHWAYS—Continued

LIMITATION ON GENERAL OPERATING EXPENSES—Continued

search and development relating to traffic operations, new construction techniques, and the social and environmental aspects of highways, provides administrative support services for all elements of the Federal Highway Administration; and provides on-the-job training for employees of the Federal Highway Administration and training opportunities for other highway-related personnel. Beginning in 1989, the FHWA will reimburse the Internal Revenue Service for increased enforcement of diesel fuel tax compliance. The budget also proposes to consolidate the activities of the Highway Safety Research and Development program within this account.

Highway programs.—Provides engineering guidance to Federal and State agencies and to foreign governments, and conducts a program to encourage use of modern traffic engineering procedures to increase the vehicle-carrying capacity of existing highways and urban streets; assists States, other Federal agencies, and certain foreign countries in right-of-way acquisition and develops procedures for highway location selection and consideration of environmental impacts; and finances construction skill training programs for disadvantaged workers hired by contractors on federally aided highway projects.

Field operations.—Provides staff advisory and support services in field offices of the Federal Highway Administration; and provides program and engineering supervision of the several highway programs through 9 regional and 52 division offices.

Object Classification (in thousands of dollars)

Identification code 69-8083-0-7-401	1987 actual	1988 est.	1989 est.
Personnel compensation			
11.1 Full-time permanent	102,271	102,793	106,086
11.3 Other than full-time permanent	1,868	2,677	2,692
11.5 Other personnel compensation	1,449	2,116	2,118
11.9 Total personnel compensation	105,588	107,586	110,896
12.1 Civilian personnel benefits	16,149	18,489	19,661
13.0 Benefits for former personnel	43	50	50
21.0 Travel and transportation of persons	5,028	5,021	5,348
22.0 Transportation of things	1,169	1,168	1,223
23.1 Rental payments to GSA	11,126	11,403	12,669
23.2 Rental payments to others	5,322	5,045	5,458
24.0 Printing and reproduction	1,068	1,068	1,110
25.0 Other services	62,366	57,969	63,114
26.0 Supplies and materials	1,533	1,533	1,581
31.0 Equipment	1,526	1,525	2,801
42.0 Insurance claims and indemnities	11		
93.0 Administrative expenses included in schedule for fund as a whole	210,929	210,857	223,901
99.0 Total obligations			

Personnel Summary

Total number of full-time permanent positions	2,628	2,621	2,621
Total compensable workyears			
Full-time equivalent employment	2,686	2,753	2,750
Full-time equivalent of overtime and holiday hours	11	14	14

HIGHWAY-RELATED SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, section 402, administered by the Federal Highway Administration, to remain available until expended, **[\$9,900,000]**, **\$10,000,000**, to be derived from the Highway Trust Fund: *Provided*, That not to exceed \$100,000 of the amount appropriated herein shall be available for "Limitation on general operating expenses". *Provided further*, That none of the funds in this Act shall be available for the planning or execution of programs the obligations for which are in excess of **[\$9,405,000]**, **\$10,000,000** in fiscal year **[1988]** 1989 for "Highway-related safety grants" (*Department of Transportation and Related Agencies Appropriations Act, 1988*.)

Program and Financing (in thousands of dollars)

Identification code 69-8019-0-7-401	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 State and community grants	9,825	9,380	9,900
00.02 Administration of grant programs	175	25	100
10.00 Total obligations	10,000	9,405	10,000
Financing:			
21.49 Unobligated balance available, start of year: Contract authority			—595
24.49 Unobligated balance available, end of year: Contract authority		595	595
39.00 Budget authority	10,000	10,000	10,000
Budget authority:			
Current:			
40.00 Appropriation	12,000	9,900	10,000
40.49 Portion applied to liquidate contract authority	—12,000	—9,900	—10,000
49.10 Contract authority	10,000		
Permanent:			
69.10 Contract authority (90 Stat. 451; 92 Stat. 2727)		10,000	10,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net	10,000	9,405	10,000
Obligated balance, start of year:			
72.40 Appropriation	2,442	5,393	5,912
72.49 Contract authority	15,802	13,802	13,307
Obligated balance, end of year:			
74.40 Appropriation	—5,393	—5,912	—5,144
74.49 Contract authority	—13,802	—13,307	—13,307
90.00 Outlays	9,050	9,381	10,768

Status of Unfunded Contract Authority (in thousands of dollars)

Identification code 69-8019-0-7-401	1987 actual	1988 est.	1989 est.
Unfunded balance, start of year	15,802	13,802	13,902
Contract authority	10,000	10,000	10,000
Appropriation to liquidate contract authority	—12,000	—9,900	—10,000
Unfunded balance, end of year	13,802	13,902	13,902

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

The 1987 Surface Transportation and Uniform Relocation Assistance Act provided a \$10 million annual program level for 1987 through 1991.

Object Classification (in thousands of dollars)

Identification code 69-8019-0-7-401	1987 actual	1988 est.	1989 est.
25.0 Other services	175	25	100
41.0 Grants, subsidies, and contributions	9,825	9,380	9,900
99.9 Total obligations	10,000	9,405	10,000

[BALTIMORE-WASHINGTON PARKWAY]
[(HIGHWAY TRUST FUND)]

[For necessary expenses, not otherwise provided, to carry out the provisions of the Federal-Aid Highway Act of 1970, for the Baltimore-Washington Parkway, to remain available until expended, \$14,250,000, to be derived from the Highway Trust Fund and to be withdrawn therefrom at such times and in such amounts as may be necessary.] (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-8014-0-7-401	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 41.0)	6,700	17,550	
Financing:			
21.40 Unobligated balance available, start of year		-3,300	
24.40 Unobligated balance available, end of year	3,300		
39.00 Budget authority	10,000	14,250	
Budget authority:			
40.00 Appropriation	8,000	14,250	
42.00 Transferred from other accounts	2,000		
43.00 Appropriation (adjusted)	10,000	14,250	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	6,700	17,550	
72.40 Obligated balance, start of year	3,420	9,918	19,618
74.40 Obligated balance, end of year	-9,918	-19,618	-12,079
90.00 Outlays	202	7,850	7,539

This appropriation provided \$14.25 million for construction activity on the Baltimore-Washington Parkway, as authorized in the Federal-Aid Highway Act of 1970. No additional appropriation is requested for this program.

TRUST FUND SHARE OF OTHER HIGHWAY PROGRAMS

Program and Financing (in thousands of dollars)

Identification code 69-8009-0-7-401	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Railroad-highway crossings demonstration projects	8,091	14,066	14,067
00.02 Rail crossings demonstration projects	136		
10.00 Total obligations (object class 25.0)	8,226	14,066	14,067
Financing:			
21.40 Unobligated balance available, start of year	-23,908	-23,515	-14,067
24.40 Unobligated balance available, end of year	23,515	14,067	
25.00 Unobligated balance lapsing		575	
40.00 Budget authority (appropriation)	7,833	5,193	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	8,226	14,066	14,067
72.40 Obligated balance, start of year	23,614	21,492	22,919
74.40 Obligated balance, end of year	-21,492	-22,919	-23,224
77.00 Adjustments in expired accounts	-68		
90.00 Outlays	10,281	12,639	13,762
Distribution of budget authority by account: Railroad-highway crossings demonstration projects			
	7,833	5,193	
Distribution of outlays by account:			
Railroad-highway crossings demonstration projects	10,096	11,474	13,667
Rail crossing demonstration projects	144	61	46
Rural highway public transportation demonstration program	14	3	2
Bicycle program	27	62	47

This account provides the trust fund share of certain general fund accounts that are funded with both general funds and trust funds. Those accounts are listed in

the distribution tables shown above. The language appropriating the amounts reflected in this account and the narrative statements on program and performance appear with the general fund accounts.

[HIGHWAY SAFETY RESEARCH AND DEVELOPMENT]
[(HIGHWAY TRUST FUND)]

[For necessary expenses in carrying out provisions of sections 307(a) and 403 of title 23, United States Code, to be derived from the Highway Trust Fund and to remain available until expended, \$6,650,000.] (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-8017-0-7-401	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 25.0)	7,997	7,194	
Financing:			
21.40 Unobligated balance available, start of year	-1,541	-544	
24.40 Unobligated balance available, end of year	544		
40.00 Budget authority (appropriation)	7,000	6,650	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	7,997	7,194	
72.40 Obligated balance, start of year	15,344	15,845	15,209
74.40 Obligated balance, end of year	-15,845	-15,209	-8,153
90.00 Outlays	7,496	7,830	7,056

This appropriation is proposed for incorporation within the Research, Development, and Technology program funded within the Limitation on General Operating Expenses, beginning in 1989. The consolidation reflects the fact that both programs are authorized to carry out the basic highway-related research objectives set forth in 23 U.S.C. section 307.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

[(HIGHWAY TRUST FUND)]

For payment of obligations incurred in carrying out the provisions of section 402 of Public Law 97-424, \$50,000,000, to be derived from the Highway Trust Fund and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of \$46,992,000, \$60,000,000 for "Motor carrier safety grants": *Provided further*, That notwithstanding any other provision of law, \$425,000 of funds available for these grants and for supplemental grants for commercial driver testing shall be available by transfer for related research activities in "Motor carrier safety." (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-8048-0-7-401	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Motor carrier grants	47,773	49,423	59,575
00.02 Administration and research			425
10.00 Total obligations	47,773	49,423	60,000
Financing:			
Unobligated balance available, start of year:			
21.40 Appropriation	-3,121	-2,431	
21.49 Contract authority		-3,187	-6,195
Unobligated balance available, end of year:			
24.40 Appropriation	2,431		
24.49 Contract authority	3,187	6,195	6,195
39.00 Budget authority	50,269	50,000	60,000

MOTOR CARRIER SAFETY GRANTS—Continued
(LIQUIDATION OF CONTRACT AUTHORIZATION)—Continued
(HIGHWAY TRUST FUND)—Continued

Program and Financing (in thousands of dollars)—Continued

Identification code	1987 actual	1988 est.	1989 est.
Budget authority			
Current			
40.00	51,269	50,000	50,000
40.49	—35,000	—50,000	—50,000
41.00	—16,000		
Permanent			
69.10	50,000	60,000	
Relation of obligations to outlays			
Obligations incurred, net			
71.00	47,773	49,423	60,000
Obligated balance, start of year:			
72.40	10,806	20,422	32,406
72.49	—	11,814	8,806
Obligated balance, end of year:			
74.40	—20,422	—32,406	—33,786
74.49	—11,814	—8,806	—18,806
Outlays			
90.00	26,343	40,447	48,620

Status of Unfunded Contract Authority (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Unfunded balance, start of year		15,000	15,000
Contract authority	50,000	50,000	60,000
Appropriation to liquidate contract authority	—35,000	—50,000	—50,000
Unfunded balance, end of year	15,000	15,000	25,000

The Motor Carrier Safety Grant program, authorized by the 1982 Surface Transportation Assistance Act, provides grants to States to enforce Federal and compatible State standards applicable to commercial motor vehicle safety. States become eligible for funds by adopting Federal truck safety standards and maintaining minimum levels of program funding. Uniform safety standards both enhance the coordination of enforcement activities and simplify the safety requirements of interstate trucking parties.

Federal grants for enforcement of commercial motor vehicle safety standards may not be used to maintain efforts already undertaken by State governments. The purpose of the grant program is to raise the level of enforcement, not to substitute Federal for State and local dollars. Liquidating cash appropriations of \$50 million in 1989 are necessary for payment of program obligations.

Object Classification (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
25.0			425
41.0	47,773	49,423	59,575
99.9	47,773	49,423	60,000

HIGHWAY TRUST FUND

Amounts Available for Appropriation (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Unexpended balance, start of year	12,772,866	13,607,039	14,893,765
Balance in expenditure accounts	110,132	157,683	164,975
Appropriated balance	1,863,401	2,882,191	3,479,779
Unappropriated balance, start of year	10,799,333	10,567,165	11,249,011
Receipts	14,310,121	15,505,600	15,526,700
Total available for appropriation	25,109,454	26,072,765	26,775,711
Appropriations:			
Federal Highway Administration:			
Federal-aid highways (liquidation of contract authorization)	13,130,000	13,400,000	12,700,000
Highway-related safety grants (liquidation of contract authorization)	12,000	9,900	10,000
Trust fund share of other highway programs:			
Appropriation	7,833	5,193	
Highway safety research and development	7,000	6,650	
Motor carrier safety grants	16,269		
Motor carrier safety grants (by transfer)	16,000		
Motor carrier safety grants (liquidation of contract authorization)	35,000	50,000	50,000
Highway-railroad grade crossing	2,000	9,500	
Highway-railroad grade crossing (by transfer)	2,000		
Theodore Roosevelt Bridge	1,500		
Nuclear waste transportation safety demonstration	2,000		
Airport access highway demonstration	2,500		
Highway safety improvement demonstration	4,800	1,900	
Highway safety improvement demonstration (by transfer)	2,000		
Airport access demonstration	4,000		
Highway safety and economic development	10,000	9,500	
Highway safety and economic development (by transfer)	5,000		
Intermodal urban demonstration project	10,000	9,500	
Baltimore-Washington Parkway	8,000	14,250	
Baltimore-Washington Parkway (by transfer)	2,000		
Vehicular and Pedestrian Safety		6,650	
Vehicular and Pedestrian Safety (by transfer)	5,000		
Corridor Safety Improvement Project		4,702	
Bridge Capacity Improvement Project		237	
National Highway Traffic Safety Administration:			
Trust fund share of operations and research	34,172	30,346	31,414
Transfer	1,000		
Highway traffic safety grants (liquidation of contract authorization)	127,000	135,000	130,500
Urban Mass Transportation Administration:			
Discretionary grants (liquidation of contract authorization)	1,100,000	1,100,000	400,000
Formula transit grants (liquidation of contract authorization)			500,000
Other agencies:			
Construction, NPS (liquidation of contract authorization)	12,500	31,000	31,000
Mt. St. Helens, USFS (liquidation of contract authorization)	9,915		
Total appropriations	14,537,489	14,824,328	13,852,914
Adjustments in expited accounts, unexpired accounts and lapses, return to unappropriated receipts	—4,800	575	
Unexpended balance, end of year	13,607,039	14,893,765	15,715,019
Balance in expenditure accounts	157,683	164,975	168,006
Appropriated balance	2,882,191	3,479,779	2,684,216
Unappropriated balance, end of year	10,567,165	11,249,011	12,922,797

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 so transferred. In turn, appropriations are authorized from this fund to meet expenditures for Federal-aid highways and other programs specified by law.

The status of the fund is as follows:

STATUS OF HIGHWAY TRUST FUND

[In thousands of dollars]

	1987 actual	1988 est.	1989 est.
Unexpended balance, start of year:			
U.S. securities (par)	11,499,288	12,690,931	14,893,765
Cash	1,273,578	916,108	
Balance of fund at start of year	12,772,866	13,607,039	14,893,765
Cash income during the year: Governmental receipts:			
From excise taxes:			
Gasoline tax	8,810,644	9,521,000	9,326,000
Truck, bus and trailer taxes	723,731	1,306,000	1,284,000
Tire, inner tube, and tread rubber taxes	291,583	309,000	310,000
Diesel fuel taxes	2,810,977	2,973,000	3,155,000
Lubricating oil taxes	47		
Use tax on certain vehicles	620,197	544,000	557,000
Truck parts and accessories tax	— 431		
Fines and penalties	1,657	2,000	2,000
Transfers to land and water fund	— 1,000		
Transfer to aquatic resources fund	— 98,162	— 110,000	— 113,000
Refund of taxes	— 126,886	— 223,000	— 223,000
Intrabudgetary transactions:			
Interest on investments	1,277,765	1,173,600	1,228,700
Total annual income	14,310,121	15,505,600	15,526,700
(Mass transit account)	(1,582,713)	(1,581,400)	(1,691,000)
Cash outlays during the year:			
Federal Highway Administration appropriations:			
Federal-aid highways (liquidation of contract authorization)	12,613,993	13,188,000	13,232,000
Highway-related safety grants (liquidation of contract authorization)	9,050	9,381	10,768
Trust fund share of other highway programs	10,281	12,539	13,762
Highway safety research and development	7,496	7,830	7,056
Miscellaneous highway trust funds	1,037	24,763	28,020
Motor carrier safety grants	26,343	40,447	48,620
Right-of-way revolving fund (liquidation of contract authorization)	— 26,899		
Baltimore-Washington Parkway	202	7,850	7,539
National Highway Traffic Safety Administration appropriations:			
Trust fund share of operations and research	33,366	34,225	32,006
Highway traffic safety grants (liquidation of contract authorization)	114,773	121,393	127,570
Urban Mass Transportation Administration:			
Formula transit grants (liquidation of contract authorization)			413,000
Discretionary grants (liquidation of contract authorization)	667,534	753,275	762,705
Other agencies:			
Construction, NPS, Interior	12,127	16,800	21,400
Mt. St. Helens, USFS, Agriculture	6,644	2,271	1,000
Total annual outlays	13,475,947	14,218,874	14,705,446
Unexpended balance carried forward:			
U.S. securities (par)	12,690,931	14,893,765	15,715,019
Cash	916,108		
Balance of fund at end of year	13,607,039	14,893,765	15,715,019
Commitment against unexpended balances:			
Appropriated but not expended:			
Appropriations	— 157,683	— 164,975	— 108,006
Liquidation of contract authorization	— 2,882,191	— 3,479,779	— 2,684,216
Committed to future liquidating cash appropriations:			
Outstanding obligated balance of contract authority	— 21,629,094	— 22,090,529	— 22,223,529
Unobligated balance of contract authority	— 9,394,414	— 9,393,483	— 10,730,912
Total commitment against unexpended balances	— 34,063,382	— 35,128,766	— 35,746,663
Uncommitted balance, end of year	— 20,456,343	— 20,235,001	— 20,031,644

MISCELLANEOUS TRUST FUNDS

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Cooperative work, forest highways	1,700	504	390

00.02	Technical assistance, U.S. dollars advanced from foreign governments	3,281	961	2,960
00.03	Contributions for highway research programs		68	15
00.04	Advances from State cooperating agencies	1,017	338	330
10.00	Total obligations	5,998	1,871	3,695
Financing:				
17.00	Recovery of prior year obligations	— 8		
Unobligated balance available, start of year:				
21.40	Appropriation	— 1,299	— 379	
21.49	Contract authority	— 24	— 136	
Unobligated balance available, end of year:				
24.40	Appropriation	379		
24.49	Contract authority	136		
39.00	Budget authority	5,182	1,356	3,695
Budget authority:				
Permanent:				
60.00	Appropriation	4,882	2,261	3,695
60.49	Portion applied to liquidate contract authority	— 141	— 905	
63.00	Appropriation (adjusted)	4,741	1,356	3,695
69.10	Contract authority	441		
Relation of obligations to outlays:				
71.00	Obligations incurred, net	5,998	1,871	3,695
Obligated balance, start of year:				
72.40	Appropriation	2,224	2,051	2,399
72.49	Contract authority	581	770	
Obligated balance, end of year:				
74.40	Appropriation	— 2,051	— 2,399	— 2,096
74.49	Contract authority	— 770		
78.00	Adjustments in unexpired accounts	— 8		
90.00	Outlays	5,975	2,292	3,998
Distribution of budget authority by account:				
	Cooperative work, forest highways	1,561	375	390
	Technical assistance, U.S. dollars advanced from foreign governments	2,617	650	2,960
	Contributions for highway research programs	41	14	15
	Advances from State cooperating agencies	964	317	330
Distribution of outlays by account:				
	Cooperative work, forest highways	871	670	666
	Equipment, supplies, etc., for cooperating countries		309	231
	Technical assistance, U.S. dollars advanced from foreign governments	3,293	1,074	
	Contributions for highway research programs	52	21	31
	Advances from State cooperating agencies	1,760	218	287

Status of Unfunded Contract Authority (in thousands of dollars)

Unfunded balance, start of year	605	905
Contract authority	441	
Appropriation to liquidate contract authority	— 141	— 905
Unfunded balance, end of year	905	

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

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

Technical assistance, U.S. dollars advanced from foreign governments.—The Federal Highway Administration renders technical assistance and acts as agent for the purchase of equipment and materials for carrying out highway programs in foreign countries. Currently, these services are being rendered in Costa Rica and Kuwait.

Contributions for highway research programs.—In association with the General Services Administration and the Department of Defense, tests of highway equipment are conducted for the purpose of establishing perform-

MISCELLANEOUS TRUST FUNDS—Continued

ance standards upon which to base specifications for use by the Government in purchasing such equipment.

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

Object Classification (in thousands of dollars)

Identification code 69-9971-0-7-151	1987 actual	1988 est.	1989 est.
Personnel compensation:			
11.1 Full-time permanent.....	836	261	515
11.5 Other personnel compensation.....	296	92	182
11.9 Total personnel compensation.....	1,132	353	697
12.1 Civilian personnel benefits.....	162	51	100
21.0 Travel and transportation of persons.....	78	24	48
22.0 Transportation of things.....	41	13	25
25.0 Other services.....	2,615	816	1,611
26.0 Supplies and materials.....	2	1	1
32.0 Land and structures.....	1,968	613	1,213
99.9 Total obligations.....	5,998	1,871	3,695

Personnel Summary

Total number of full-time permanent positions.....	15	15	15
Total compensable workyears: Full-time equivalent employment.....	13	16	16

MISCELLANEOUS HIGHWAY TRUST FUNDS

【INTERMODAL URBAN DEMONSTRATION PROJECT】

【(HIGHWAY TRUST FUND)】

【For necessary expenses to carry out the provisions of section 124 of the Federal-Aid Highway Amendments of 1974, \$9,500,000, to be derived from the Highway Trust Fund and to remain available until expended.】

【HIGHWAY SAFETY AND ECONOMIC DEVELOPMENT DEMONSTRATION PROJECTS】

【(HIGHWAY TRUST FUND)】

【For necessary expenses to carry out construction projects as authorized by Public Law 99-500 and Public Law 99-591, \$9,500,000, to be derived from the Highway Trust Fund and to remain available until expended: *Provided*, That, notwithstanding any other provision of law, funds appropriated for this project shall not be included in any calculations made under section 157 of title 23, United States Code, for fiscal year 1988 and each fiscal year thereafter.】

【HIGHWAY SAFETY IMPROVEMENT DEMONSTRATION PROJECT】

【(HIGHWAY TRUST FUND)】

【For the purpose of carrying out a coordinated project of highway improvements in the vicinity of Pontiac and East Lansing, Michigan, that demonstrates methods of enhancing safety and promoting economic development through widening and resurfacing of highways on the Federal-aid primary system and on roads on the Federal-aid urban system, as authorized by Public Law 99-500 and Public Law 99-591, \$1,900,000, to be derived from the Highway Trust Fund and to remain available until expended.】

【HIGHWAY-RAILROAD GRADE CROSSING SAFETY DEMONSTRATION PROJECT】

【(HIGHWAY TRUST FUND)】

【For the purpose of carrying out a coordinated project of highway-railroad grade crossing separations in Mineola, New York, that demonstrates methods of enhancing highway-railroad crossing safety while minimizing surrounding environmental effects, as authorized by Public Law 99-500 and Public Law 99-591, \$9,500,000, to be derived from the Highway Trust Fund and to remain available until expended.】

【VEHICULAR AND PEDESTRIAN SAFETY DEMONSTRATION PROJECT】

【(HIGHWAY TRUST FUND)】

【For the purpose of carrying out a demonstration of methods of improving vehicular and pedestrian safety on roads on the Federal-aid urban and Federal-aid secondary systems, involving Route 66 in Northampton and Huntington, Massachusetts, \$6,650,000, to be derived from the Highway Trust Fund and to remain available until expended: *Provided*, That all funds appropriated under this head shall be exempt from any limitation on obligations for Federal-aid highways and highway safety construction programs.】

【CORRIDOR SAFETY IMPROVEMENT PROJECT】

【(HIGHWAY TRUST FUND)】

【For the purpose of carrying out a demonstration of methods of improving vehicular and pedestrian safety on roads on the Federal-aid primary and Federal-aid secondary systems, involving Route 1 in New Jersey, there is hereby authorized to be appropriated \$50,000,000, to be derived from the Highway Trust Fund and to remain available until expended, of which \$4,702,000 is hereby appropriated and to remain available until expended: *Provided*, That all funds appropriated under this head shall be exempted from any limitation on obligations for Federal-aid highways and highway safety construction programs.】

【BRIDGE CAPACITY IMPROVEMENTS】

【(HIGHWAY TRUST FUND)】

【For the purpose of carrying out the Nashua River Bridge and Broad Street Parkway project in Nashua, New Hampshire, that crosses the Nashua River, there is hereby authorized to be appropriated \$8,000,000, to be derived from the Highway Trust Fund and to remain available until expended, of which \$237,000 is hereby appropriated, to remain available until expended. All funds appropriated under this head, shall be exempted from any limitation on obligations for Federal-aid highway safety construction programs.】 (*Department of Transportation and Related Agencies Appropriations Act, 1988.*)

Program and Financing (in thousands of dollars)

Identification code 69-9972-0-7-401	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Vehicular and pedestrian safety demonstration project.....		11,650	
00.02 Carpool vanpool projects.....	55	81	
00.03 Intermodal urban demonstration project.....	12,468	9,500	
00.04 Corridor safety improvement project.....		4,702	
00.05 Highway safety and economic development demonstration projects.....	10,000	14,500	
00.06 Highway safety improvement demonstration project.....	1,567	7,133	
00.07 Highway-railroad grade crossing safety demonstration project.....		13,500	
00.08 Nuclear waste transportation safety.....	300	1,700	
00.09 Theodore Roosevelt Bridge.....		1,500	
00.10 Airport access highway demonstration.....		2,500	
00.11 Airport access demonstration.....		4,000	
00.12 Bridge capacity improvement demonstration.....		237	
10.00 Total obligations (object class 41.0).....	24,389	71,003	
Financing:			
17.00 Recovery of prior year obligations.....	-35		
21.40 Unobligated balance available, start of year.....	-2,568	-29,014	
24.40 Unobligated balance available, end of year.....	29,014		
39.00 Budget authority.....	50,800	41,989	
Budget authority:			
40.00 Appropriation.....	36,800	41,989	
42.00 Transferred from other accounts.....	14,000		
43.00 Appropriation (adjusted).....	50,800	41,989	
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	24,390	71,003	
72.40 Obligated balance, start of year.....	7,401	30,706	76,946
74.40 Obligated balance, end of year.....	-30,706	-76,946	-48,926
77.00 Adjustments in expired accounts.....	-13		
78.00 Adjustments in unexpired accounts.....	-35		
90.00 Outlays.....	1,037	24,763	28,020

Distribution of budget authority, by account:

Intermodal Urban Demonstration	10,000	9,500	
Highway Safety and Economic Development	15,000	9,500	
Highway Safety Improvement Demonstration	6,800	1,900	
Highway Railroad Grade Crossing	4,000	9,500	
Nuclear Waste Transportation Safety	2,000		
Roosevelt Bridge	1,500		
Airport Access Highway Demonstration	2,500		
Airport Access Demonstration	4,000		
Vehicular and Pedestrian Safety Demonstration	5,000	6,650	
Corridor Safety Demonstration		4,702	
Bridge Capacity Improvement Demonstration		237	

Distribution of outlays by account:

Project Acceleration Demonstration	8	198	148
Traffic Control Signalization	41	450	338
Overseas Highway	362	1,450	1,088
Intermodal Urban Demonstration	240	3,244	4,048
Carpool/Vanpool Projects	74	234	189
Highway Safety and Economic Development	105	6,858	7,608
Highway Safety Improvement Demonstration	206	1,971	2,691
Highway Railroad Grade Crossing		2,700	4,320
Nuclear Waste Transportation Safety		460	634
Roosevelt Bridge		300	480
Airport Access Highway Demonstration		500	800
Airport Access Demonstration		3,080	368
Vehicular and Pedestrian Safety Demonstration		2,330	3,728
Corridor Safety Demonstration		940	1,505
Bridge Capacity Improvement Demonstration		47	76

For 1988, a total of \$42 million was appropriated for the following "demonstration" project accounts: Intermodal Urban, Highway Safety and Economic Development, Highway Safety Improvement, Highway Railroad Grade Crossing, Vehicular and Pedestrian Safety, Corridor Safety Improvement, and Bridge Capacity Improvement. No further budget authority is requested for 1989. Other accounts in this consolidated schedule show the obligation and outlay of amounts made available in prior years.

RIGHT-OF-WAY REVOLVING FUND

(LIMITATION ON DIRECT LOANS)

(TRUST FUND)

During fiscal year [1988] 1989 and with the resources and authority available, gross obligations for the principal amount of direct loans shall not exceed [\$45,457,000] \$47,850,000. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-8402-0-8-401	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 33.0)	119,493	45,457	47,850
Financing:			
14.00 Offsetting collections from: Non-Federal sources	-71,643	-45,457	-47,850
17.00 Recovery of prior year obligations	-96,518		
Unobligated balance available, start of year:			
21.40 Appropriation	-34,424	-83,092	-83,092
21.49 Contract authority	-40,000	-40,000	-40,000
Unobligated balance available, end of year:			
24.40 Appropriation	83,092	83,092	83,092
24.49 Contract authority	40,000	40,000	40,000
39.00 Budget authority			
Relation of obligations to outlays:			
71.00 Obligations incurred, net	47,850		
72.98 Obligated balance, start of year: Fund balance	94,490	72,721	72,721
74.98 Obligated balance, end of year: Fund balance	-72,721	-72,721	-72,721
78.00 Adjustments in unexpired accounts	-96,518		
90.00 Outlays	-26,899		

Status of Direct Loans (in thousands of dollars)

Identification code 69-8402-0-8-401	1987 actual	1988 est.	1989 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	47,850	45,457	47,850
1150 Total direct loan obligations	47,850	45,457	47,850
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	131,086	104,187	104,187
1231 Disbursements: Direct loan disbursements	44,744	45,457	47,850
1251 Repayments: Repayments and prepayments	-71,643	-45,457	-47,850
1290 Outstanding, end of year	104,187	104,187	104,187

Status of Unfunded Contract Authority (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Unfunded balance, start of year	40,000	40,000	40,000
Appropriation from the Highway Trust Fund to liquidate contract authority			
Unfunded balance, end of year	40,000	40,000	40,000

The Federal-Aid Highway Act of 1968 authorized \$300 million for the establishment of a right-of-way revolving fund. This fund is utilized to make cash advances to the 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.

The initial legislation for this program required the States to construct the highway and reimburse the revolving fund within seven years from the date of the advance. The 1973 Highway Act extended the required time limit on construction to 10 years and the 1976 Highway Act extended the time limit indefinitely, if deemed necessary by the Secretary.

In 1989, gross obligations will be limited to \$47.85 million.

Revenue and Expense (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Advances for acquisition of right-of-way program:			
Revenue	71,643		
Expense	-44,744		
Net operating income	26,899		

Financial Condition (in thousands of dollars)

	1986 actual	1987 actual	1988 est.	1989 est.
Assets:				
Selected assets:				
Drawing account with Treasury:				
Advances (loans)	131,086	104,187	104,187	104,187
Due from Highway trust fund	128,914	155,813	155,813	155,813
Total assets	260,000	260,000	260,000	260,000
Liabilities				
Government equity:				
Selected equities:				
Non-interest-bearing capital:				
Undisbursed loan obligations	94,490	72,721	72,721	72,721
Unobligated balance	74,424	123,092	123,092	123,092
Contract authority	-40,000	-40,000	-40,000	-40,000
Invested capital	131,086	104,187	104,187	104,187
Total Government equity	260,000	260,000	260,000	260,000

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The programs administered by the National Highway Traffic Safety Administration (NHTSA) are authorized by three separate laws: The National Traffic and Motor Vehicle Safety Act, the Highway Safety Act, and the Motor Vehicle Information and Cost Savings Act. The following table shows the funding for NHTSA programs.

	1987 actual	1988 est.	1989 est.
(In thousands of dollars)			
Budget authority:			
Operations and research	55,767	62,534	63,124
Operations and research (Highway trust fund)	34,172	30,346	31,414
Highway traffic safety grants	121,000	126,000	126,000
Reappropriation		94,095	
Total budget authority	210,939	312,965	220,538
Program level (obligations):			
Operations and research	60,889	64,232	63,124
Operations and research (Highway trust fund)	35,086	30,346	31,414
Highway traffic safety grants	122,111	128,483	128,500
Miscellaneous safety programs		278	
Total program level	218,086	223,339	223,038
Outlays:			
Operations and research	59,217	65,647	65,665
Operations and research (Highway trust fund)	33,366	34,225	32,006
Highway traffic safety grants	114,773	121,393	127,570
Miscellaneous safety programs	652	1,400	1,400
Total outlays	208,008	222,665	226,641

Federal Funds

General and special funds:

OPERATIONS AND RESEARCH

For expenses necessary to discharge the functions of the Secretary with respect to traffic and highway safety under the Motor Vehicle Information and Cost Savings Act (Public Law 92-513, as amended), and the National Traffic and Motor Vehicle Safety Act, [\$62,534,000] \$63,124,000, of which [\$29,331,000] \$26,626,000, shall remain available until expended [; Provided, That of the funds available under this head, \$6,480,000 shall be available to implement the recommendations of the 1985 National Academy of Sciences report on trauma research] (Department of Transportation and Related Agencies Appropriations Act, 1988; additional authorizing legislation has been proposed.)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Program by activities:			
Direct program:			
00.01	6,848	7,488	8,027
00.02	11,918	11,842	12,798
00.03	3,675	3,865	4,927
00.04	30,945	33,759	29,280
00.05	1,963	1,883	2,085
00.06	5,540	5,395	6,007
00.91	60,889	64,232	63,124
01.01	40,450	36,802	38,064
10.00	101,339	101,034	101,188
Financing:			
Offsetting collections from:			
11.00	—150	—900	—900
13.00	—39,946	—35,002	—36,264
14.00	—354	—900	—900
17.00	—311		
21.40	—1,928	—1,698	
22.40	—5,000		
24.40	1,698		
25.00	419		
40.00	55,767	62,534	63,124

Relation of obligations to outlays:

71.00	Obligations incurred, net	60,889	64,232	63,124
72.40	Obligated balance, start of year	34,166	35,343	33,928
74.40	Obligated balance, end of year	—35,343	—33,928	—31,387
77.00	Adjustments in expired accounts	184		
78.00	Adjustments in unexpired accounts	—311		
90.00	Outlays	59,217	65,647	65,665

Programs funded under the Operations and Research appropriation are described below. Funding levels vary between program activities to reflect current priorities.

Rulemaking programs.—Covers rulemaking activity relative to the promulgation of Federal motor vehicle safety standards for new and used motor vehicles, tires, and equipment; automotive fuel economy standards required by the Energy Policy and Conservation Act; international harmonization of standards; theft prevention; regulatory reform; and information on motor vehicle safety required by the Motor Vehicle Information and Cost Savings Act.

Enforcement programs.—Provides for the enforcement of programs described under the rulemaking activity, including manufacturer compliance with motor vehicle safety and automotive fuel economy standards, investigation of safety-related motor vehicle defects, and surveillance of odometer tampering.

Highway safety programs.—Provides for technical assistance to the States in the conduct of their highway safety programs; demonstration programs emphasizing alcohol countermeasures, safety belt and child safety seat usage, automatic protection, improved traffic law enforcement, emergency medical services, and enhanced traffic records systems to reduce highway fatalities and injuries; and operation and improvement of the national driver register.

Research and analysis.—Provides motor vehicle safety and highway safety research and development in support of all NHTSA programs; including the collection and analysis of data to identify safety problems, develop alternative solutions, and assess costs, benefits, and effectiveness. Research will continue to concentrate on improving vehicle crashworthiness, accident avoidance characteristics of cars, trucks and motorcycles, safety belt usage and alcohol countermeasures. The budget includes funds to continue a national accident data collection program to improve problem identification, regulatory reform, and program evaluation activities.

Office of the Administrator.—Provides for the overall executive direction, coordination and implementation of agency programs. Includes legal, public affairs, civil rights and executive secretariat support for programs of this administration.

General administration.—Provides for the planning, program evaluation, and basic administrative and supporting services for programs of this administration.

Object Classification (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Direct obligations:			
Personnel compensation:			
11.1	16,682	17,310	17,605
11.3	677	711	711

11.5	Other personnel compensation.....	266	315	350
11.9	Total personnel compensation.....	17,625	18,336	18,666
12.1	Civilian personnel benefits.....	1,938	2,607	2,647
13.0	Benefits for former personnel.....	13		
21.0	Travel and transportation of persons.....	397	386	386
22.0	Transportation of things.....	42	45	45
23.1	Rental payments to GSA.....	1,997	2,439	2,667
23.3	Communications, utilities, and miscellaneous charges.....	805	818	1,070
24.0	Printing and reproduction.....	674	775	806
25.0	Other services.....	35,207	37,245	35,251
26.0	Supplies and materials.....	578	250	253
31.0	Equipment.....	1,613	1,331	1,333
99.0	Subtotal, direct obligations.....	60,889	64,232	63,124
99.0	Reimbursable obligations.....	40,450	36,802	38,064
99.9	Total obligations.....	101,339	101,034	101,188

Personnel Summary

Total number of full-time permanent positions.....	497	503	506
Total compensable workyears:			
Full-time equivalent employment.....	504	504	509
Full-time equivalent of overtime and holiday hours.....	1	1	1

MISCELLANEOUS SAFETY PROGRAMS

Program and Financing (in thousands of dollars)

Identification code 69-0651-0-1-401	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 41.0).....		278	
Financing:			
17.00 Recovery of prior year obligations.....	-67		
21.40 Unobligated balance available, start of year.....	-211	-278	
24.40 Unobligated balance available, end of year.....	278		
39.00 Budget authority.....			
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....		278	
72.40 Obligated balance, start of year.....	4,365	3,646	2,524
74.40 Obligated balance, end of year.....	-3,646	-2,524	-1,124
78.00 Adjustments in unexpired accounts.....	-67		
90.00 Outlays.....	652	1,400	1,400

This schedule displays the following programs funded by State and community highway safety: Territorial Grant and Transportation Systems Management. These programs no longer require appropriations. Obligation and outlay amounts shown reflect spend-out of prior year appropriations.

Trust Funds

OPERATIONS AND RESEARCH
(HIGHWAY TRUST FUND)

For expenses necessary to discharge the functions of the Secretary with respect to traffic and highway safety under chapter 4, title 23, United States Code, to be derived from the Highway Trust Fund, **[\$30,346,000]** \$31,414,000, to remain available until expended **[: Provided, That, of the funds available under this head, \$1,680,000 shall be available for light truck and van safety research and analysis].** (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-8016-0-7-401	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Highway safety programs.....	14,921	14,719	15,842
00.02 Research and analysis.....	17,748	13,203	12,870

00.03 Office of the Administrator.....	663	697	784
00.04 General administration.....	1,754	1,727	1,918
10.00 Total obligations.....	35,086	30,346	31,414
Financing:			
21.40 Unobligated balance available, start of year.....	-33		
22.40 Unobligated balance transferred, net.....	-1,000		
25.00 Unobligated balance lapsing.....	119		
40.00 Budget authority (appropriation).....	34,172	30,346	31,414
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	35,086	30,346	31,414
72.40 Obligated balance, start of year.....	18,375	20,096	16,217
74.40 Obligated balance, end of year.....	-20,096	-16,217	-15,625
90.00 Outlays.....	33,366	34,225	32,006

This account represents the portion of the operations and research appropriation authorized under 23 U.S.C. 403 and financed from the Highway Trust Fund for the following activities:

Highway safety programs.—Provides for headquarters and field staff to assist the States in the conduct of their highway safety and demonstration programs, and to develop and implement a National Occupant Protection Program.

Research and analysis.—Provides for highway safety research in support of NHTSA programs, including the collection and analysis of data to determine the relationship between driver performance characteristics and crashes causing death or personal injury. Research is also undertaken to identify ways to improve safety belt usage and alcohol control. The 1989 budget includes funds to continue a national accident data collection program to improve problem identification, regulatory reform, and program evaluation activities.

Office of the Administrator.—Provides for the pro rata contribution to the cost of executive direction, coordination and implementation of agency programs. Includes legal, public affairs, civil rights and executive secretariat support for programs of this administration.

General administration.—Provides for the pro rata contribution to the cost of planning, program evaluation, and basic administrative and supporting services for programs of this administration.

Object Classification (in thousands of dollars)

Identification code 69-8016-0-7-401	1987 actual	1988 est.	1989 est.
Personnel compensation:			
11.1 Full-time permanent.....	6,259	6,905	7,000
11.3 Other than full-time permanent.....	627	639	639
11.5 Other personnel compensation.....	100	147	169
11.9 Total personnel compensation.....	6,986	7,691	7,808
12.1 Civilian personnel benefits.....	727	995	1,009
13.0 Benefits for former personnel.....	5		
21.0 Travel and transportation of persons.....	299	327	324
22.0 Transportation of things.....	28	18	18
23.1 Rental payments to GSA.....	1,290	966	1,108
23.3 Communications, utilities, and miscellaneous charges.....	520	248	370
24.0 Printing and reproduction.....	436	431	448
25.0 Other services.....	23,380	18,745	19,403
26.0 Supplies and materials.....	373	133	133
31.0 Equipment.....	1,042	792	793
99.9 Total obligations.....	35,086	30,346	31,414

Personnel Summary

Total number of full-time permanent positions.....	143	145	145
Total compensable workyears: Full-time equivalent employment.....	144	145	145

HIGHWAY TRAFFIC SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORITY)

(HIGHWAY TRUST FUND)

For payment of obligations incurred carrying out the provisions of 23 U.S.C. 402, 406, and 408, and section 209 of Public Law 95-599, as amended, to remain available until expended, **[\$135,000,000]**, \$130,500,000, to be derived from the Highway Trust Fund. *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which are in excess of **[\$114,950,000]** \$115,000,000 in fiscal year **[1988]** 1989 for "State and community highway safety grants" authorized under 23 U.S.C. 402. *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 none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which are in excess of **[\$13,533,000]** \$13,500,000 for "Alcohol safety incentive grants" authorized under 23 U.S.C. 408. *Provided further*, That not to exceed **[\$4,656,000]** \$4,650,000 shall be available for administering the provisions of 23 U.S.C. 402. *Provided further*, That notwithstanding any other provision of law, none of the funds in this Act shall be available for the planning or execution of programs authorized under section 209 of Public Law 95-599, as amended, the total obligations for which are in excess of \$4,750,000 in fiscal years 1982, 1983, 1984, 1985, 1986, 1987, **[and]** 1988, and 1989. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-8020-0-7-401	1987 actual	1988 est.	1989 est.
Program by activities:			
Safety formula grants:			
00.01 Grants	116,336	110,294	116,150
00.02 Administration	4,860	4,656	4,850
00.03 Alcohol safety incentive grants	915	13,533	13,500
10.00 Total obligations	122,111	128,483	128,500
Financing:			
21.49 Unobligated balance available, start of year: Contract authority	-185,094	-89,898	-181,500
24.49 Unobligated balance available, end of year: Contract authority	89,898	181,500	179,000
25.00 Unobligated balance lapsing	94,085		
39.00 Budget authority	121,000	220,985	126,000
Budget authority:			
Current:			
40.00 Appropriation	127,000	135,000	130,500
40.49 Portion applied to liquidate contract authority	-127,000	-135,000	-130,500
43.00 Appropriation (adjusted)			
49.10 Contract authority	126,000		
Permanent:			
49.10 Contract authority rescinded (unobligated balances) (P.L. 99-88, 99-500 and 99-591)	-5,000		
50.00 Reappropriation		94,085	
69.10 Contract authority (96 Stat. 1740)		126,000	126,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net	122,111	128,483	128,500
Obligated balance, start of year:			
72.40 Appropriation	31,484	43,711	57,318
72.49 Contract authority	98,615	93,726	87,209
Obligated balance, end of year:			
74.40 Appropriation	-43,711	57,318	-60,248
74.49 Contract authority	-93,726	87,209	-85,209
90.00 Outlays	114,773	121,393	127,570
Distribution of budget authority by account:			
Safety formula grants	126,000	126,000	126,000
Alcohol safety incentive grants	-5,000	94,085	
Distribution of outlays by account:			
Safety formula grants	102,573	106,093	107,270
School bus driver training	500	300	300
Alcohol safety incentive grants	10,000	13,000	17,000
Safety education and information	1,700	2,000	3,000

Status of Unfunded Contract Authority (in thousands of dollars)

Identification code 69-8020-0-7-401	1987 actual	1988 est.	1989 est.
Unfunded balance, start of year	263,709	183,624	268,709
Contract authority (101 Stat. 218-219)	121,000	126,000	126,000
Reappropriation		94,085	
Unfunded balance lapsing	-94,085		
Appropriation to liquidate contract authority	-127,000	-135,000	-130,500
Unfunded balance, end of year	183,624	268,709	264,209

Safety formula grants.—Grant allocations are determined on the basis of a statutory formula established under 23 U.S.C. 402. Individual States use this funding in areas which have the greatest potential for achieving safety improvements and reducing traffic crashes and fatalities. Activities are centered predominantly on efforts to control the drinking driver; stimulate activities to improve child passenger safety and increase safety belt usage; improve traffic law enforcement; improve the quality of emergency medical services; improve the collection and analysis of traffic accident data; and establish and maintain a computerized traffic recordkeeping system.

Safety formula grant administration.—Under 23 U.S.C. 402, up to 5 percent of amounts authorized for safety formula grants are permitted to be used for reimbursement to the operations and research account for grant administration. Funds of \$4.85 million are required to cover the expenses of administering Federal grant activity in 1989.

Alcohol safety incentive grants.—Grant allocations will be made under 23 U.S.C. 408, to those States which adopt and implement effective programs to reduce traffic safety problems resulting from persons driving while under the influence of alcohol. These grants will be made in accordance with established criteria and will only be used to implement and enforce such programs. Public Law 97-364 establishes a two-tier grant system. The first tier, i.e., basic grant, amounts to 30 percent of each State's apportionment under the safety formula grant program (section 402 program) if the State meets specified minimum criteria. The second tier is a supplemental grant of up to 20 percent of the State's apportionment if it qualifies for the base grant and implements additional specified alcohol traffic safety measures. Public Law 98-363 established a third tier to encourage States to enact stiffer penalties for drunk driving.

Object Classification (in thousands of dollars)

Identification code 69-8020-0-7-401	1987 actual	1988 est.	1989 est.
25.0 Other services	4,860	4,656	4,850
41.0 Grants, subsidies, and contributions	117,251	123,827	123,650
99.9 Total obligations	122,111	128,483	128,500

FEDERAL RAILROAD ADMINISTRATION

The following table depicts the level of all Federal Railroad Administration programs, the details of which are in the following budget schedules:

(In thousands of dollars)

Program level	1987 actual	1988 est.	1989 est.
Office of the Administrator	44,159	31,707	18,292
Railroad safety	28,629	28,450	28,518
Railroad safety research and development	11,171	13,043	9,297
Commuter rail service		10,000	
Settlements of railroad litigation	6,543	—38,951	
Northeast corridor improvement	17,936	42,769	
Railroad rehabilitation and improvement	11,057	—186,519	—120,109
Regional rail reorganization	15,033	2,774	540
Subtotal, FRA	134,528	—96,727	—63,462
National Railroad Passenger Corp. (Amtrak) grants	584,000	627,888	
Total program	718,528	531,161	—63,462

Federal Funds

General and special funds:

OFFICE OF THE ADMINISTRATOR
[(INCLUDING TRANSFER OF FUNDS)]

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, [\$22,877,000, together with \$1,900,000 to be derived from unobligated balances of "Airport access demonstration project"] \$18,292,000, of which [\$15,024,000] \$6,054,000 shall remain available until expended; and in addition, all unexpended balances in "Rail service assistance" after September 30, 1987, shall be transferred to this account, to remain available until expended; Provided, That none of the funds in this Act shall be available for the planning or execution of a program making commitments to guarantee new loans under the Emergency Rail Services Act of 1970, as amended, and that no new commitments to guarantee loans under section 211(a) or 211(h) of the Regional Rail Reorganization Act of 1973, as amended, shall be made; Provided further, That none of the funds in this Act shall be available for the acquisition, sale, or transference of Washington Union Station without the prior approval of the Committees on Appropriations of the Senate and the House of Representatives; Provided further, That, notwithstanding any other provision of law, of the funds available under this head, \$9,600,000 shall be available for necessary expenses for rail assistance authorized by section 5(q) of the Department of Transportation Act, as amended, to remain available until expended; Provided further, That \$7,200,000 of the fiscal year 1988 funds made available under section 5(h) shall be made available for use directly under sections 5(h)(3)(B)(ii) and 5(h)(3)(C) of the Department of Transportation Act, as amended, notwithstanding any provisions therein to the contrary; Provided further, That each State shall be entitled to, and no more than, \$48,000 under the combined provisions of section 5(h)(2) and section 5(i), notwithstanding any provisions therein to the contrary; Provided further, That no State may apply for fiscal year 1988 funds available under section 5(h)(2) until such State has obligated all funds granted to it under section 5(h)(2) in the fiscal years prior to the beginning of fiscal year 1983, other than funds not expended due to pending litigation; Provided further, That a State denied funding by reason of the preceding proviso may still apply for and receive funds for planning purposes]. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-0700-0-1-401

	1987 actual	1988 est.	1989 est.
Program by activities:			
Direct program:			
00.01 Salaries and expenses	12,286	10,081	12,238
00.02 Contractual support	1,973	1,676	1,420
00.03 Washington Union Station	4,600	3,500	2,741
00.04 Local rail service assistance	25,300	16,450	
00.05 Alaska railroad workers' compensation and unemployment compensation payments			1,893
00.91 Total, direct program	44,159	31,707	18,292
01.01 Reimbursable program	389	2,650	750
10.00 Total obligations	44,548	34,357	19,042

Financing:

11.00 Offsetting collections from:			
13.00 Federal funds	—389	—750	—750
17.00 Trust funds		—1,900	
21.40 Recovery of prior year obligations	—1,007		
22.40 Unobligated balance available, start of year	—28,489	—8,830	
24.40 Unobligated balance transferred, net	—200		
25.00 Unobligated balance available, end of year	8,830		
	82		
40.00 Budget authority (appropriation)	23,375	22,877	18,292
Relation of obligations to outlays:			
71.00 Obligations incurred, net	44,159	31,707	18,292
72.40 Obligated balance, start of year	58,909	63,608	53,831
74.40 Obligated balance, end of year	—63,608	—53,831	—37,922
77.00 Adjustments in expired accounts	—139		
78.00 Adjustments in unexpired accounts	—1,007		
90.00 Outlays	38,314	41,484	34,201
Distribution of budget authority by account:			
Office of the Administrator	23,375	22,877	18,292
Distribution of outlays by account:			
Office of the Administrator	14,395	41,484	34,201
Rail service assistance	23,919		

Salaries and expenses.—Provides for salaries and related expenses for the Office of the Administrator and his immediate staff, Chief Counsel, Civil Rights, Public Affairs, Office of Budget, Office of Administration, Office of Policy and the Office of Passenger and Freight Services. Together these offices resolve national problems confronting the railroad industry and provide top level support to the Federal Railroad Administrator.

Contract support.—The Office of Policy and the Office of Passenger and Freight Services use contractual support to develop positions regarding various proposed structural changes in the railroad industry such as mergers and Amtrak rail passenger services. Contractual support is also used to conduct internal studies dealing with traffic, economic forecasting, financial condition, and other factors that contribute to an efficient national freight railroad network. In 1987 and 1988, this program also provided contractual support to Federal assistance programs, labor-management activities, railroad rehabilitation and improvement financing funds, grants to the National Railroad Passenger Corporation, the sale of Conrail to the private sector, and the Conrail labor protection program.

Washington Union Station.—The Department of Transportation assumed responsibility for leasing Washington Union Station in 1984. In 1989, funds requested are what is needed to rent the facility. However, in 1989, the Department plans to purchase Union Station. A budget amendment will be transmitted when the purchase price is known.

Local rail service assistance.—This program provides discretionary and formula grants to all States for rail planning and for track rehabilitation of light density lines. No funds are requested in 1989.

Reimbursable program.—This program provides reimbursable support to the Department of Defense for the Peacekeeper Rail Garrison Program. In 1988, funds were transferred from unobligated balances of the Federal Highway Administration's airport access demonstration project to this appropriation.

General and special funds—Continued

OFFICE OF THE ADMINISTRATOR—Continued

[(INCLUDING TRANSFER OF FUNDS)]—Continued

Object Classification (in thousands of dollars)		1987 actual	1988 est.	1989 est.
Identification code 69-0700-0-1-401				
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	8,125	6,069	7,946
11.3	Other than full-time permanent	80	60	61
11.5	Other personnel compensation	92	103	103
11.9	Total personnel compensation	8,297	6,232	8,110
12.1	Civilian personnel benefits	890	938	985
13.0	Benefits for former personnel	10	85	1,893
21.0	Travel and transportation of persons	123	118	162
22.0	Transportation of things	1	1	1
23.1	Rental payments to GSA	1,161	1,161	1,276
23.3	Communications, utilities, and miscellaneous charges	300	542	483
24.0	Printing and reproduction	114	120	105
25.0	Other services	7,464	5,870	5,112
26.0	Supplies and materials	65	65	50
31.0	Equipment	434	125	115
41.0	Grants, subsidies, and contributions	25,300	16,450	
99.0	Subtotal, direct obligations	44,159	31,707	18,292
99.0	Reimbursable obligations	389	2,650	750
99.9	Total obligations	44,548	34,357	19,042

Personnel Summary

Total number of full-time permanent positions	204	203	190
Total compensable workyears:			
Full-time equivalent employment	191	189	179
Full-time equivalent of overtime and holiday hours	1	1	1

RAILROAD SAFETY

For necessary expenses in connection with railroad safety, not otherwise provided for, **[\$27,968,000]**, **\$28,518,000**, of which **[\$2,090,000]** **\$1,140,000** shall remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1988; additional authorizing legislation has been proposed.)

Program and Financing (in thousands of dollars)

Object Classification (in thousands of dollars)		1987 actual	1988 est.	1989 est.
Identification code 69-0702-0-1-401				
Program by activities:				
Direct program:				
00.01	Federal enforcement	20,838	22,301	23,562
00.02	Automated track inspection program	1,250	1,351	1,140
00.03	Safety regulation and program administration	5,175	3,848	3,816
00.04	Grants-in-aid for railroad safety	1,366	950	
00.91	Total direct program	28,629	28,450	28,518
01.01	Reimbursable program	500	750	2,000
10.00	Total obligations	29,129	29,200	30,518
Financing:				
11.00	Offsetting collections from Federal funds	500	750	2,000
17.00	Recovery of prior year obligations	479		
21.40	Unobligated balance available, start of year	1,269	482	
22.40	Unobligated balance transferred, net	635		
24.40	Unobligated balance available, end of year	482		
25.00	Unobligated balance lapsing	337		
40.00	Budget authority (appropriation)	27,165	27,968	28,518
Relation of obligations to outlays:				
71.00	Obligations incurred, net	28,629	28,450	28,518
72.40	Obligated balance, start of year	5,953	5,706	5,782
74.40	Obligated balance, end of year	5,706	5,782	5,892
77.00	Adjustments in expired accounts	124		
78.00	Adjustments in unexpired accounts	479		
90.00	Outlays	28,273	28,374	28,408

The 1989 budget includes funds for three new supervisory safety field inspectors to enhance management of railroad safety programs.

Federal enforcement.—This program provides salaries and related expenses for safety field operations and is designed to reduce the number of railroad related accidents/incidents. Federal inspectors monitor railroads for compliance with Federal laws with specific emphasis on passenger and hazardous material routes. In addition, this staff provides training to Federal, State and railroad industry personnel on related safety enforcement activities, including programs dealing with the problem of alcohol and drug abuse.

Automated track inspection program.—This program provides \$1,140 thousand for the continued operation by FRA's Office of Safety of a self-propelled automatic track inspection vehicle. The track inspection vehicle will survey approximately 25,000 miles of track in 1989. In 1987, FRA transferred ownership of four track geometry vehicles to the Department of Defense.

Safety regulation and program administration.—This program funds the salaries and related expenses of safety headquarters personnel, data gathering and dissemination, and planning and evaluation activities. The ongoing responsibility of this program is to issue new or revised standards, procedures, and regulations to provide a safer railroad environment. This program also administers post-accident testing and technical training and management of rail-highway grade crossings.

Grants-in-aid for railroad safety.—This program assists States in paying salaries and expenses incurred for State safety inspectors on a 50-percent cost-sharing basis. No funds are requested in 1989.

Reimbursable program.—This program provides reimbursable support to the Department of Defense for the Peacekeeper Rail Garrison Program.

Object Classification (in thousands of dollars)

Object Classification (in thousands of dollars)		1987 actual	1988 est.	1989 est.
Identification code 69-0702-0-1-401				
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	15,726	16,402	17,008
11.3	Other than full-time permanent	128	228	232
11.5	Other personnel compensation	468	192	195
11.9	Total personnel compensation	16,322	16,822	17,435
12.1	Civilian personnel benefits	2,313	2,360	2,441
13.0	Benefits for former personnel	93	151	151
21.0	Travel and transportation of persons	2,774	2,879	2,879
22.0	Transportation of things	28	9	10
23.1	Rental payments to GSA	1,037	1,037	1,214
23.3	Communications, utilities, and miscellaneous charges	702	757	760
24.0	Printing and reproduction	101	163	160
25.0	Other services	3,500	3,191	3,084
26.0	Supplies and materials	134	97	100
31.0	Equipment	259	34	284
41.0	Grants, subsidies, and contributions	1,366	950	
99.0	Subtotal, direct obligations	28,629	28,450	28,518
99.0	Reimbursable obligations	500	750	2,000
99.9	Total obligations	29,129	29,200	30,518

Personnel Summary

Total number of full-time permanent positions	443	444	447
Total compensable workyears:			
Full-time equivalent employment	424	444	447
Full-time equivalent of overtime and holiday hours	12	5	5

RAILROAD SAFETY RESEARCH AND DEVELOPMENT

For necessary expenses for railroad safety research and development, **[\$9,286,000] \$9,297,000**, to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-0745-0-1-401	1987 actual	1988 est.	1989 est.
Program by activities:			
Direct program:			
00.01	3,119	3,644	2,922
00.02	3,378	2,808	5,013
00.03	3,554	2,656	
00.04		2,608	
00.05	1,145	1,327	1,362
00.91	11,196	13,043	9,297
01.01	625	11,100	15,000
10.00	11,821	24,143	24,297
Financing:			
11.00	-650	-11,100	-15,000
17.00	-133		
21.40	-5,214	-3,757	
24.40	3,757		
40.00	9,581	9,286	9,297
Relation of obligations to outlays:			
71.00	11,171	13,043	9,297
72.40	10,886	11,056	11,527
74.40	-11,056	-11,527	-9,389
78.00	-133		
90.00	10,868	12,572	11,435

The 1989 budget provides funds for the conduct of railroad safety research and development, including the salaries and related expenses of the research management staff. The research conducted encompasses all aspects of existing railroad operations and maintenance, as well as new industry developments and trends, in support of safety rulemaking and enforcement.

Equipment, operations and hazardous materials safety.—This program focuses on the safety of equipment, components, operating practices, and hazardous materials transport in the railroad environment. The 1989 activities will continue to emphasize research on the causes of freight car component failures, advanced automatic train control systems, tank car design and construction materials, locomotive cab design improvements, training requirements for train dispatchers, and other critical areas of safety regulation and performance.

Track safety.—This program focuses on the safety of track structures, including critical rail components, railroad bridge structures, signal and train control systems, and other elements of the railroad right-of-way that influence train operations. In 1989, this program combines research on the interaction between trains and track structures conducted on the Facility for Accelerated Service Testing (FAST) at the Transportation Test Center.

Other.—This program area consists of carryover funds for contractual support for other than the preceding activities that are non-recurring.

Administration.—This program includes salaries and related expenses to administer the railroad safety research and development programs.

Reimbursable program.—Other Government agencies provide reimbursements for research and development

testing, evaluation and analysis, including activities in support of the Peacemaker Rail Garrison Program for the Department of Defense.

Object Classification (in thousands of dollars)

Identification code 69-0745-0-1-401	1987 actual	1988 est.	1989 est.
Direct obligations:			
Personnel compensation:			
11.1	768	779	801
11.3	3	5	5
11.5		5	5
11.9	771	789	811
12.1	82	93	96
13.0	1	1	1
21.0	30	30	30
22.0	1	4	5
23.1	74	74	101
23.3	27	30	35
24.0	7	10	10
25.0	10,156	11,929	8,153
26.0	46	50	50
31.0	1	33	5
99.0	11,196	13,043	9,297
99.0	625	11,100	15,000
99.9	11,821	24,143	24,297

Personnel Summary

Total number of full-time permanent positions.....	15	15	15
Total compensable workyears:			
Full-time equivalent employment	14	15	15
Full-time equivalent of overtime and holiday hours		1	1

CONRAIL LABOR PROTECTION

Program and Financing (in thousands of dollars)

Identification code 69-0707-0-1-603	1987 actual	1988 est.	1989 est.
Financing:			
17.00	-315		
21.40	-7,758	-129	
22.40	7,944		
24.40	129		
25.00		129	
39.00			
Budget authority			
Relation of obligations to outlays:			
71.00			
72.40	75		
78.00	-315		
90.00	-240		

Conrail labor protection.—Funds in this program were provided under the Regional Rail Reorganization Act, as amended, for benefits to Conrail employees deprived of employment because of workforce reductions and other actions. This program no longer exists since Conrail has been returned to the private sector.

Also included under this appropriation were funds provided for Milwaukee Railroad employee benefits under the Regional Rail Reorganization Act, as amended. The unobligated balances available from this program will be withdrawn in 1988.

General and special funds—Continued

COMMUTER RAIL SERVICE

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-0747-0-1-401			
Program by activities:			
10.00 Total obligations (object class 25.0)		10,000	
Financing:			
21.40 Unobligated balance available, start of year	-5,000	-10,000	
24.40 Unobligated balance available, end of year	10,000		
40.00 Budget authority (appropriation)	5,000		
Relation of obligations to outlays:			
71.00 Obligations incurred, net		10,000	
90.00 Outlays		10,000	

These funds helped to defray the one-time only start-up costs of commuter service and other transition expenses connected with the transfer of rail commuter services from Conrail to other operators. In 1986, \$5 million was appropriated by transfer from UMTA research and development. In 1987, an additional \$5 million was appropriated to fund commuter rail and bridge improvements in the Philadelphia, Pennsylvania, region. No additional funds are requested in 1989.

【SETTLEMENTS OF RAILROAD LITIGATION】

【For the settlement of promissory notes pursuant to section 210(0) of the Regional Rail Reorganization Act of 1973 (Public Law 93-236), as amended, \$38,950,246, to be derived from the proceeds of settlements of railroad litigation, to remain available until expended.】 (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-0708-0-1-401			
Program by activities:			
10.00 Total obligations (object class 43.0)	6,543		
Financing:			
14.00 Offsetting collections from: Non-Federal sources		38,951	
31.00 Redemption of debt		38,951	
39.00 Budget authority	6,543		
Budget authority:			
40.00 Appropriation	63,471		
40.47 Portion applied to debt reduction	-56,928		
43.00 Appropriation (adjusted)	6,543		
Relation of obligations to outlays:			
71.00 Obligations incurred, net	6,543	-38,951	
90.00 Outlays	6,543	-38,951	

In 1981, the Government began valuation settlements with railroads for properties transferred to Conrail in 1976. Total settlements made through 1987 amount to \$2.8 billion.

PAYMENTS FOR PURCHASE OF CONRAIL SECURITIES

Status of Direct Loans (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-0748-0-1-401			
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	850,939		

1264 Adjustments: Other adjustments, net	-850,939		
1290 Outstanding, end of year			

The Government's interest in Conrail debentures and preferred stock was canceled concurrent with the public offering.

These funds were provided for the U.S. Railway Association to purchase debentures and series A preferred stock issued by the Consolidated Rail Corporation which were transferred to the Department of Transportation on November 21, 1986.

The Department of Transportation sold in a public stock offering the Government's interest in Conrail, as mandated by the Conrail Privatization Act.

【NORTHEAST CORRIDOR IMPROVEMENT PROGRAM】

【(INCLUDING TRANSFER OF FUNDS)】

【For necessary expenses for improvements to the Communication and Signal Systems at locations between Wilmington, Delaware, and Boston, Massachusetts, on the Northeast Corridor main line and between Philadelphia, Pennsylvania, and Harrisburg, Pennsylvania, on the Harrisburg line; improvements to the Electric Traction System between Wilmington, Delaware, and Newark, New Jersey; installation of baggage rack restraints, seat back guards and seat lock devices on 348 passenger cars operating within the Northeast Corridor; installation of 44 event recorders and 10 electronic warning devices on locomotives operating within the Northeast Corridor; acquisition of cab signal test boxes and installation of 9 wayside loop code transmitters for use on the Northeast Corridor; North Philadelphia Station platform refurbishments building renovations, and site improvements; and necessary mechanical, electrical, and structural repair work on the North Tunnel; \$26,600,000, together with \$950,000 to be derived from unobligated balances of "Airport access demonstration project", to remain available until expended.】 (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-0123-0-1-401			
Program by activities:			
Direct program:			
00.01 Construction	18,513	37,670	
00.02 System engineering/program management and administration	725	439	
00.03 Public grade crossing elimination		4,660	
00.91 Total direct program	18,538	42,769	
01.01 Reimbursable program		1,950	
10.00 Total obligations	18,538	44,719	
Financing:			
Offsetting collections from:			
13.00 Trust funds		950	
14.00 Non-Federal sources	-602	-1,000	
17.00 Recovery of prior year obligations	-5,676		
21.40 Unobligated balance available, start of year	-11,467	-16,169	
24.40 Unobligated balance available, end of year	16,169		
40.00 Budget authority (appropriation)	16,962	26,600	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	17,936	42,769	
72.40 Obligated balance, start of year	216,543	133,690	108,704
74.40 Obligated balance, end of year	-133,690	-108,704	-63,194
78.00 Adjustments in unexpired accounts	-5,676		
90.00 Outlays	95,113	67,755	45,510

Construction.—No funds are requested for this program in 1989. At the end of 1985, responsibility for any additional construction on the Northeast Corridor was transferred to the National Railroad Passenger Corporation (Amtrak). However, obligations and outlays will continue on projects included in prior year appropriations.

Reimbursable program.—Collections are made from Federal and non-Federal agencies for cost-shared improvement projects, such as stations. In 1988, funds were transferred from unobligated balances of the Federal Highway Administration's airport access demonstration project to this appropriation.

System engineering/program management and administration.—In 1989, the primary effort will be to complete and audit a number of projects being closed out. At the end of 1985, all Northeast Corridor Improvement program work scope and responsibility was transferred to Amtrak.

Public grade crossing elimination.—No funds are requested for this program in 1989; however, obligations and outlays will continue on projects which were included in prior year appropriations.

Object Classification (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
FEDERAL RAILROAD ADMINISTRATION			
Direct obligations:			
25.0 Other services	18,497	36,716	
99.0 Reimbursable obligations: Federal Railroad Administration		1,950	
ALLOCATION TO FEDERAL HIGHWAY ADMINISTRATION			
25.0 Other services	41	6,053	
99.0 Subtotal obligations, Federal Highway Administration	41	6,053	
99.9 Total obligations	18,538	44,719	

**[GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION]
[(INCLUDING TRANSFERS OF FUNDS)]**

[To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation for operating losses incurred by the Corporation, capital improvements, and labor protection costs authorized by 45 U.S.C. 565, to remain available until expended, \$580,800,000: *Provided*, That none of the funds herein appropriated shall be used for lease or purchase of passenger motor vehicles or for the hire of vehicle operators for any officer or employee, other than the president of the Corporation, excluding the lease of passenger motor vehicles for those officers or employees while in official travel status: *Provided further*, That the Secretary shall make no commitments to guarantee new loans or loans for new purposes under 45 U.S.C. 602 in fiscal year 1988: *Provided further*, That the incurring of any obligation or commitment by the Corporation for the purchase of capital improvements prohibited by this Act or not expressly provided for in an appropriation Act shall be deemed a violation of 31 U.S.C. 1341: *Provided further*, That no funds are required to be expended or reserved for expenditure pursuant to 45 U.S.C. 601(e): *Provided further*, That none of the funds in this or any other Act shall be made available to finance the rehabilitation and other improvements (including upgrading track and the signal system, ensuring safety at public and private highway and pedestrian crossings by improving signals or eliminating such crossings, and the improvement of operational portions of stations related to intercity rail passenger service) on the main line track between Atlantic City, New Jersey, and the main line of the Northeast Corridor, unless the Secretary of Transportation certifies that not less than 40 per centum of the costs of such improvements shall be derived from non-Federal sources: *Provided further*, That, notwithstanding any other provision of law, the National Railroad Passenger Corporation shall not operate rail passenger service between Atlantic City, New Jersey, and the Northeast Corridor main line unless the Corporation's Board of Directors determines that revenues from such service have covered or exceeded 80 per centum of the short-term avoidable costs of operating such service in the first year of operation and 100 per centum of the

short term avoidable operating costs for each year thereafter: *Provided further*, That none of the funds provided in this or any other Act shall be made available to finance the acquisition and rehabilitation of a line, and construction necessary to facilitate improved rail passenger service, between Spuyten Duyvil, New York, and the main line of the Northeast Corridor unless the Secretary of Transportation certifies that not less than 40 per centum of the costs of such improvements shall be derived from non-Amtrak sources.] (*Department of Transportation and Related Agencies Appropriations Act, 1988.*)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Identification code 69-0704-0-1-401			
Program by activities:			
00.01 Operating grants	582,000	558,000	
00.02 Labor protection and capital grants	2,000	69,888	
10.00 Total obligations (object class 41.0)	584,000	627,888	
Financing:			
21.40 Unobligated balance available, start of year	—24,087	—47,088	
22.40 Unobligated balance transferred, net	—12,209		
24.40 Unobligated balance available, end of year	47,088		
40.00 Budget authority (appropriation)	594,791	580,800	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	584,000	627,888	
72.40 Obligated balance, start of year	14,410	1,099	29,227
74.40 Obligated balance, end of year	—1,099	—29,227	—187
90.00 Outlays	597,311	599,760	29,040

The National Railroad Passenger Corporation (Amtrak) is a private corporation. In past years, Federal funds were provided to sustain Amtrak operations. No funds are requested in 1989. The President's Privatization Commission is considering proposals for the privatization of Amtrak, including the possible sale of Amtrak's assets to the private sector or other interested parties.

Operating grants and State assisted routes.—No funds are requested in 1989 because Amtrak's performance to date has failed to justify continued massive Federal subsidies of interstate, commuter, and state-assisted rail passenger service.

Labor protection and capital grants.—No funds are requested in 1989. Labor protection payments, insofar as they exist, are a responsibility of the corporation.

Public enterprise funds:

ALASKA RAILROAD REVOLVING FUND

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Identification code 69-4400-0-3-401			
Relation of obligations to outlays:			
71.00 Obligations incurred, net			
72.98 Obligated balance, start of year: Fund balance	3,743	600	
74.98 Obligated balance, end of year: Fund balance	—600		
90.00 Outlays	3,143	600	

The Alaska Railroad was operated by the Federal Government under the Act of March 12, 1914 (38 Stat. 305).

The Alaska Transfer Act of 1982 authorized transfer of the Alaska Railroad to the State of Alaska. The transfer was accomplished January 5, 1985.

Public enterprise funds—Continued

REGIONAL RAIL REORGANIZATION PROGRAM

Program and Financing (in thousands of dollars)

Identification code 69-4100-0-3-401	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 43.0)	15,033	2,774	540
Financing:			
67.10 Authority to borrow (permanent; indefinite)	15,033	2,774	540
Relation of obligations to outlays:			
71.00 Obligations incurred, net	15,033	2,774	540
90.00 Outlays	15,033	2,774	540

Status of Direct Loans (in thousands of dollars)

Identification code 69-4100-0-3-401	1987 actual	1988 est.	1989 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	88,826		
1264 Adjustments: Other adjustments, net	-88,826		
1290 Outstanding, end of year			

The United States Railway Association was authorized by the Regional Rail Reorganization Act, as amended, to borrow funds and make loans to certain railroads. These borrowings were guaranteed by the Secretary of Transportation and are limited to an aggregate of outstanding obligations of \$395 million. Outstanding loans payable were transferred to the Department of Transportation on January 1, 1987. No new loans will be made in 1988 or 1989.

Revenue and Expense (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Revenue	722		
Expense	5,022		
Net income or loss (—) for the year	-4,300		

Financial Condition (in thousands of dollars)

	1986 actual	1987 actual	1988 est.	1989 est.
Assets:				
Selected assets:				
Loans receivable (net)	833	728		
Accrued interest receivable (net)	17,167	17,994		
Notes receivable	20,246	20,246		
Total assets	38,246	38,968		
Liabilities:				
Borrowing from the Federal Financing Bank (principal and capitalized interest)	83,804			
Total liabilities	83,804			
Government equity:				
Retained earnings or deficit (—)	-45,558	38,968		
Total Government equity	-45,558	38,968		

Note.—\$88,826 thousand liability to the FFB was repaid on September 30, 1987. Settlements with Central Jersey Industries and the Reading Railroad liquidated the outstanding accrued interest and notes receivable.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING FUNDS

The Secretary of Transportation is authorized to issue to the Secretary of the Treasury notes or other obligations pursuant to section 512 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), as amended, in such amounts and at such times as may be necessary to pay any amounts required pursuant to the

guarantee of the principal amount of obligations under sections 511 through 513 of such Act, such authority to exist as long as any such guaranteed obligation is outstanding. *Provided*, That no new loan guarantee commitments shall be made during fiscal year 1988. *Provided further*, That, notwithstanding any other provision of law, the Secretary of Transportation shall sell all securities or promissory notes held by the Department of Transportation under authority of sections 502, 505-507, 509, and 511-513 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), as amended. *Provided further*, That such securities or promissory notes authorized to be sold in the immediately preceding proviso shall be sold only for amounts greater than or equal to the net present value to the Government of each loan as determined by the Secretary of Transportation in consultation with the Secretary of the Treasury. *Provided further*, That the Secretary of Transportation shall transmit a written certification to the Committees on Appropriations of the Senate and House of Representatives for approval before the consummation of each sale certifying that the amount to be realized is equal to or greater than the net present value to the Government of each loan. *Provided further*, That, notwithstanding any other provision of law, all amounts realized from the sale of notes or securities sold under authority of this section shall be considered as domestic discretionary outlay offsets and not as "asset sales" or "loan prepayments" as defined by section 257(12) of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended. 1988: *Provided further*, That, to the extent possible, compensation to be paid to financial advisors for technical support in the sale of securities or promissory notes shall be paid as necessary from receipts resulting from investigation fees and premium charges, or as necessary from the proceeds of the loan sales. *Provided further*, That any underwriting fees and related expenses shall be derived solely from the proceeds of the sales. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-4411-0-3-401	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Loan repayments		540	928
00.02 Loan guarantee default		1,651	
00.03 Direct loans		1,800	1,000
00.04 Redeemable preference shares		5,960	17,599
10.00 Total obligations (object class 33.0)		11,720	19,527
898			
Financing:			
Offsetting collections from:			
11.00 Federal funds		10	10
Non-Federal sources:			
14.00 Fees and repayments		1,036	997
14.00 Sale of assets		205,000	120,000
Unobligated balance available, start of year:			
21.47 Authority to borrow		32,059	17,599
21.98 U.S. securities (par)		125	188
21.98 Fund balance		18,827	5
22.47 Unobligated balance transferred, net: Authority to borrow		5,000	
Unobligated balance available, end of year:			
24.47 Authority to borrow		17,599	
24.98 U.S. securities (par)		188	311
24.98 Fund balance		5	
25.00 Unobligated balance lapsing			205,000
120,000			
39.00 Budget authority		20,492	1,000
Budget authority:			
Current:			
47.00 Authority to borrow		13,002	
Permanent:			
67.10 Authority to borrow (permanent, indefinite)		7,490	1,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net		11,057	-186,519
-120,109			
72.47 Obligated balance, start of year: Authority to borrow		33,919	45,790
56,195			
74.47 Obligated balance, end of year: Authority to borrow		45,790	-56,195
-59,130			
77.00 Adjustments in expired accounts		12,923	
90.00 Outlays		12,109	-196,924
-123,044			

Status of Direct Loans (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-4411-0-3-401			
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	634,372	637,702	285,464
Disbursements:			
1231 Disbursements: Direct loan disbursements	2,319	17,690	14,810
1232 Disbursements for guaranteed loan claims	1,551		
Repayments:			
1251 Repayments and prepayments	-540	-928	-898
1253 Proceeds from loan asset sales to the public		-205,000	-120,000
1264 Adjustments: Other adjustments, net ¹		-164,000	-45,200
1290 Outstanding, end of year	637,702	285,464	134,176
Estimate of direct loan subsidy:			
1320 Subsidy amount (in percent)	7.0	7.0	7.0
1330 Subsidy amount (in thousands of dollars)	162	1,238	1,037

¹ Reflects the discount from face value on sale of loan assets to the public.

No new commitments for the redeemable preference shares and loan guarantee programs will be made in 1988; however, outlays will continue on projects which were included in prior year appropriations. This account now reflects direct loans which were previously shown under the Federal Financing Bank (FFB) direct loan account. The account reflects receipts of \$205 million in 1988 and \$120 million in 1989 resulting from the sale of redeemable preferences shares to the private sector.

Loan repayments.—This program reflects repayments of principal and interest on outstanding borrowings by the railroads to the Federal Financing Bank (FFB).

Loan guarantee defaults.—This program reflects public debt authority incurred in 1987 associated with a prepayment of a section 511 loan guarantee with Milwaukee Road, Inc.

Direct loans.—This program provides direct loans that are disbursed by the Federal Financing Bank to private freight railroad companies that are guaranteed by the Federal Railroad Administration, as authorized by sections 511-513 of Public Law 94-210. The budget authority for this account reflects draw downs by the railroads on the direct loans.

URBAN MASS TRANSPORTATION
ADMINISTRATION

The underlying policy principle in the development of the 1989 budget is that greater funding at the local level and greater participation by the private sector can and will reduce public costs in providing for the mass transportation needs of American citizens. Greater private sector participation in capital infrastructure development through direct private investment or public/private joint ventures in new rail systems, rail extensions, and station modernization will greatly reduce reliance on Federal capital assistance. Also, the introduction of greater competition through competitive bidding of service and maintenance will significantly reduce operating costs and the need for Federal subsidies.

In 1989 the administration will propose legislation to limit mass transit funding to the level of receipts provided by the one cent per gallon of the motor fuel tax dedicated to mass transit. These grants would be distributed by formula to States and large urban areas for their use on local transit projects. The legislation will

recommend an immediate end to discretionary grant funding used to build new or expand current transit systems. The proposed changes in Federal mass transit funding reflect the view that support of essentially local activities is not an appropriate Federal role.

The following tables depict budget authority and program levels for all Urban Mass Transportation programs for which more detail is furnished in the budget schedules:

	(In thousands of dollars)		
	1987 actual	1988 est.	1989 est.
Budget authority:			
Administrative expenses	31,000	31,882	
Research, training, and human resources	17,400	12,217	
Interstate transfer grants—transit	200,000	123,500	
Washington Metro	201,120	180,500	128,000
Formula grants	2,000,000	1,736,453	
Formula transit grants (trust fund)			1,394,000
Discretionary grants (trust fund)	1,097,000	1,200,000	
Total, budget authority	3,546,520	3,284,552	1,522,000
Program level:			
Miscellaneous accounts	-5,784	1	
Administrative expenses	30,763	31,882	
Research, training, and human resources	20,552	18,979	
Interstate transfer grants—transit	197,435	189,855	
Washington Metro	201,101	180,519	128,000
Formula grants	2,235,282	1,810,000	774,114
Formula transit grants (trust fund)			1,394,000
Discretionary grants (trust fund)	754,960	1,938,404	
Total, program level	3,434,309	4,169,640	2,296,114

Federal Funds

General and special funds:

[ADMINISTRATIVE EXPENSES]

[For necessary administrative expenses of the urban mass transportation program authorized by the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1601 et seq.), and 23 U.S.C. chapter 1, in connection with these activities, including hire of passenger motor vehicles and services as authorized by 5 U.S.C. 3109, \$31,882,000, of which not to exceed \$600,000 shall be available for the Office of the Administrator.] (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Direct program	30,719	31,882	
00.02 Reimbursable program	44		
10.00 Total obligations	30,763	31,882	
Financing:			
11.00 Offsetting collections from: Federal funds	-44		
22.40 Unobligated balance transferred, net	-300		
25.00 Unobligated balance lapsing	581		
40.00 Budget authority (appropriation)	31,000	31,882	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	30,719	31,882	
72.40 Obligated balance, start of year	2,499	3,812	3,200
74.40 Obligated balance, end of year	-3,812	-3,200	
77.00 Adjustments in expired accounts	-368		
90.00 Outlays	29,037	32,494	3,200

Note.—Excludes \$32,500 thousand in 1989 for activities proposed to be funded within Formula Transit Grants (trust fund).

Through 1988, this appropriation finances, with general revenues from the Treasury, personnel and other support costs associated with managing and directing UMTA program responsibilities including executive di-

General and special funds—Continued

[ADMINISTRATIVE EXPENSES]—Continued

rection, policy, budget, financial management, civil rights, public affairs, legal, grants delivery and management, technical assistance, and research and demonstration support. No appropriation is requested from general funds in 1989 to fund this program. Rather in 1989, it is proposed that funds from the Mass Transit Account of the Highway Trust Fund be made available to finance this program. This proposal is further explained under the account heading Formula Transit Grants (trust fund).

Object Classification (in thousands of dollars)

Identification code 69-1120-0-1-401	1987 actual	1988 est.	1989 est.
Personnel compensation:			
11.1 Full-time permanent	18,223	18,523	
11.3 Other than full-time permanent	593	560	
11.5 Other personnel compensation	317	373	
11.9 Total personnel compensation	19,133	19,456	
12.1 Civilian personnel benefits	2,117	3,195	
13.0 Benefits for former personnel	3	30	
21.0 Travel and transportation of persons	583	500	
22.0 Transportation of things	15	15	
23.1 Rental payments to GSA	2,473	2,473	
23.2 Rental payments to others	85	90	
23.3 Communications, utilities, and miscellaneous charges	950	919	
24.0 Printing and reproduction	169	198	
25.0 Other services	4,349	4,571	
26.0 Supplies and materials	166	178	
31.0 Equipment	721	256	
43.0 Interest and dividends		1	
99.9 Total obligations	30,763	31,882	

Personnel Summary

Total number of full-time permanent positions	455	443
Total compensable workyears:		
Full-time equivalent employment	468	456
Full-time equivalent of overtime and holiday hours	2	3

[RESEARCH, TRAINING, AND HUMAN RESOURCES]

[For necessary expenses for research, training, and human resources as authorized by the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1601 et seq.), to remain available until expended, \$12,217,000: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for training.] (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-1121-0-1-401	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Direct program	20,369	18,979	
01.01 Reimbursable program	183		
10.00 Total obligations	20,552	18,979	
Financing:			
11.00 Offsetting collections from Federal funds	-183		
17.00 Recovery of prior year obligations	-2,005		
21.40 Unobligated balance available, start of year	-8,026	-6,762	
22.40 Unobligated balance transferred, net	300		
24.40 Unobligated balance available, end of year	6,762		
40.00 Budget authority (appropriation)	17,400	12,217	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	20,369	18,979	
72.40 Obligated balance, start of year	52,612	49,311	47,625

74.40 Obligated balance, end of year	-49,311	-47,625	-31,682
78.00 Adjustments in unexpired accounts	-2,005		
90.00 Outlays	21,666	20,665	15,943

Note.—Excludes \$10,000 thousand in 1989 for activities proposed to be funded within Formula Transit Grants (trust fund).

Through 1988 this appropriation finances, with general revenues from the Treasury, grants and contracts for the purpose of developing, testing, and demonstrating techniques and methods (analytical, operational, and managerial) and of improving the cost effectiveness and efficiency of mass transportation services; grants to public bodies to provide for advanced training for personnel in the mass transportation field; and grants to public and private nonprofit institutions to assist in establishing or continuing programs that combine professional training and research in the field of mass transportation. Funding will continue to be provided for the Entrepreneurial and Suburban Mobility programs. In addition, grants are provided to enhance the utilization of human resources and to ensure the participation of minority business enterprises in the transit industry. In 1989, it is proposed that funds from the Mass Transit Account of the Highway Trust Fund be made available to finance this program. It will be subject to the obligation limitation for the new Formula Transit Grants Program.

Object Classification (in thousands of dollars)

Identification code 69-1121-0-1-401	1987 actual	1988 est.	1989 est.
Direct obligations:			
25.0 Other services	16,218	16,579	
41.0 Grants, subsidies, and contributions	4,151	2,400	
99.0 Subtotal, direct obligations	20,369	18,979	
99.0 Reimbursable obligations	183		
99.9 Total obligations	20,552	18,979	

[INTERSTATE TRANSFER GRANTS—TRANSIT]

[For necessary expenses to carry out the provisions of 23 U.S.C. 103(e)(4) related to transit projects, \$123,500,000, to remain available until expended.] (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-1127-0-1-401	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 41.0)	197,435	189,855	
Financing:			
17.00 Recovery of prior year obligations	-1,913		
21.40 Unobligated balance available, start of year	-67,787	66,355	
24.40 Unobligated balance available, end of year	66,355		
25.00 Unobligated balance lapsing	5,910		
40.00 Budget authority (appropriation)	200,000	123,500	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	197,435	189,855	
72.40 Obligated balance, start of year	653,421	584,874	536,204
74.40 Obligated balance, end of year	-584,874	-536,204	-350,329
78.00 Adjustments in unexpired accounts	-1,913		
90.00 Outlays	264,069	238,525	185,875

Grants under this activity are authorized by the Federal Aid Highway Act of 1973 as amended (23 U.S.C. 103(e)(4)), whereby States and localities may withdraw

previously approved segments of the Interstate System and substitute transit or other highway capital projects. Through 1988, this appropriation provided funding for substituted transit projects while funding for substituted highway projects was included in the budget of the Federal Highway Administration. Beginning in 1989, no funding is requested under this account. Eligible substituted transit project commitments are proposed to be funded through the Interstate Transfer program under the Federal-Aid Highways Account (Trust Fund), administered by the Federal Highway Administration.

WASHINGTON METRO

For necessary expenses to carry out the provisions of section 14 of Public Law 96-184, [\$180,500,000] \$128,000,000, to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-1128-0-1-401			
Program by activities:			
10.00 Total obligations (object class 41.0)	201,101	180,519	128,000
Financing:			
21.40 Unobligated balance available, start of year		-19	
24.40 Unobligated balance available, end of year	19		
40.00 Budget authority (appropriation)	201,120	180,500	128,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net	201,101	180,519	128,000
72.40 Obligated balance, start of year	749,939	800,775	822,269
74.40 Obligated balance, end of year	-800,775	-822,269	-785,819
90.00 Outlays	150,265	158,025	164,450

The National Capital Transportation Amendments of 1979 authorized \$1.7 billion in Federal funds for the construction of the Federal portion of the Washington Metrorail system. Through 1988, \$1,338.8 million has been appropriated, leaving a balance of \$361.2 million under the original Stark-Harris authorization. An appropriation of \$128 million is requested for 1989 to complete construction of 89.5 miles, the Federal commitment under the 1986 full funding agreement. The Washington Metropolitan Area Transit Authority needs to initiate a dedicated source of local funding to become independent of Federal funding. Through fiscal year 1989, including other appropriations as well as this one, the Federal government will have made available a total of \$7.36 billion for the Washington Metro system, far more than for the construction of any other new mass transit system.

【FORMULA GRANTS】

【For necessary expenses to carry out the provisions of sections 9 and 18 of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1601 et seq.), \$1,731,703,000, together with \$4,750,000 to carry out the provisions of section 18(h) of the Urban Mass Transportation Act as amended, to remain available until expended: *Provided*, That notwithstanding any other provision of law, before apportionment of these funds, \$12,350,000 shall be made available for the purposes of section 18 of the Urban Mass Transportation Act of 1964, as amended: *Provided further*, That, notwithstanding any other provision of law, of the funds provided under this Act for formula grants, no more than \$804,691,892 may be used for operating assistance under section 9(k)(2) of the Urban Mass Transportation Act of 1964, as amended.】 (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-1129-0-1-401			
Program by activities:			
00.01 Urban formula grants	2,153,774	1,740,611	741,220
00.02 Nonurban formula grants	81,508	64,639	32,894
00.03 Rural transportation assistance		4,750	
10.00 Total obligations (object class 41.0)	2,235,282	1,810,000	774,114
Financing:			
17.00 Recovery of prior year obligations	-135,350		
21.40 Unobligated balance available, start of year	-970,234	-847,661	-774,114
24.40 Unobligated balance available, end of year	847,661	774,114	
25.00 Unobligated balance lapsing	22,642		
40.00 Budget authority (appropriation)	2,000,000	1,736,453	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	2,235,282	1,810,000	774,114
72.40 Obligated balance, start of year	4,178,674	4,456,780	4,136,200
74.40 Obligated balance, end of year	-4,456,780	-4,136,200	-3,299,739
78.00 Adjustments in unexpired accounts	-135,350		
90.00 Outlays	1,821,826	2,130,580	1,610,575

Through 1988, this program provided grants on the basis of statutory formulas to State and local agencies for mass transportation capital and operating expenses. Capital expenses included construction, acquisition, modernization, and improvement of existing transit facilities and equipment, employment of new technology, and technical planning assistance. Operating assistance expenses included administration, maintenance and operation of transit systems.

No appropriations are requested under this heading in 1989. Rather, it is proposed that formula grants be funded from the Mass Transit Account of the Highway Trust Fund. This proposal is further explained below under the account heading Formula Transit Grants (trust fund).

MISCELLANEOUS ACCOUNTS

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-9913-0-1-401			
Program by activities:			
00.01 Waterborne and commuter rail			1
10.00 Total obligations (object class 41.0)			1
Financing:			
17.00 Recovery of prior year obligations	-5,785		
21.40 Unobligated balance available, start of year		-1	
24.40 Unobligated balance available, end of year	1		
25.00 Unobligated balance lapsing	5,784		
39.00 Budget authority			
Relation of obligations to outlays:			
71.00 Obligations incurred, net			1
72.40 Obligated balance, start of year	1,028,889	678,079	478,080
74.40 Obligated balance, end of year	-678,079	-478,080	-278,080
78.00 Adjustments in unexpired accounts	-5,785		
90.00 Outlays	345,026	200,000	200,000

Status of Direct Loans (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-9913-0-1-401			
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year		535	535

General and special funds—Continued

MISCELLANEOUS ACCOUNTS—Continued

Status of Direct Loans (in thousands of dollars)—Continued

Identification code: 69-9913-0-1-401	1987 actual	1988 est.	1989 est.
1262 Adjustments: Write-offs for default			-535
1290 Outstanding, end of year	535		

Status of Guaranteed Loans (in thousands of dollars)

Identification code: 69-9913-0-1-401	1987 actual	1988 est.	1989 est.
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	997,000	997,000	997,000
2290 Outstanding, end of year	997,000	997,000	997,000
MEMORANDUM			
2299 U.S. contingent liability for guaranteed loans outstanding, end of year	997,000	997,000	997,000

These schedules display programs that no longer require appropriations and thus reflects obligations and outlays made under prior year appropriations. Among these programs is the general funded appropriation for Discretionary Grants for 1983 and earlier years.

The schedules also show the Federal Government's guarantee of bonds sold to support construction of the Washington Metrorail system.

Trust Funds

FORMULA TRANSIT GRANTS

(Proposed for later transmittal, proposed legislation)

Program and Financing (in thousands of dollars)

Identification code: 69-8099-2-7-401	1987 actual	1988 est.	1989 est.
Program by activities:			
Direct program:			
00.01 Urban formula capital grants			1,054,500
00.02 Small urban operating grants			160,000
00.03 Non-Urban grants			67,000
00.04 Research training and human resources			10,000
00.05 Administrative expenses			32,500
00.06 Elderly and handicapped			35,000
00.07 Planning			35,000
10.00 Total obligations			1,394,000
Financing:			
39.00 Budget authority			1,394,000
Budget authority:			
40.00 Appropriation			500,000
40.49 Portion applied to liquidate contract authority			-500,000
43.00 Appropriation (adjusted)			50,000
49.10 Contract authority (substantive law)			1,394,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net			1,394,000
74.40 Obligated balance, end of year			-87,000
74.49 Obligated balance, end of year			-894,000
90.00 Outlays			413,000

Status of Unfunded Contract Authority (in thousands of dollars)

Identification code: 69-8099-2-7-401	1987 actual	1988 est.	1989 est.
Unfunded balance, start of year			
Contract authority			1,394,000

Appropriation to liquidate contract authority	500,000
Unfunded balance end of year	894,000

For 1989, legislation will be proposed to amend section 21 of the Urban Mass Transportation Act of 1964 to provide that funds available in the Mass Transit Account be allocated on the basis of legislative formulas to State and local agencies for mass transit capital investments rather than on a discretionary basis. This new Formula Transit Grants program will also replace the Formula Grants program which is currently funded from general funds, and will require a 50 percent local match on Federal funds.

The specific activities to be funded are:

Urban formula capital grants.—Funding is proposed to be allocated on the basis of legislative formulas for mass transportation capital activities in urbanized areas with populations of 50 thousand or more.

Small urban operating grants.—The legislative proposal will also provide that only small urban and non-urban areas may use funds for operating assistance. These areas are the most dependent upon Federal operating assistance. The amounts available for small urban operating assistance will be approximately \$160 million.

Since benefits derived from mass transit accrue primarily to localities, and in light of the mounting pressure on the Federal deficit, it is appropriate to reduce the Federal role to one of managing and allocating the penny gas tax for transit. Since this transit tax is collected nationally, it is also appropriate that it be allocated nationally so that, to the greatest degree possible, all payers of this tax may receive equitable benefits.

An obligation limitation of \$1.394 billion, in line with the projected receipts from the one penny per gallon motor fuel tax for mass transit over the 5-year authorization period, will be proposed for 1989. The budget and proposed legislation would set average budget authority for the transit trust fund programs equal to average annual revenue from transit's one-cent share of motor fuel taxes for fiscal years 1987-91.

Non-urban grants.—Funding is proposed to be allocated to States by a legislative formula for mass transportation capital and operating activities in nonurbanized areas with populations below 50 thousand. In addition to the amount of funds made available by the formula, non-urban areas will receive an additional \$30 million in recognition of their greater dependence of Federal assistance.

Research, training and human resources.—Up to \$10 million in funds from the Mass Transit Account is requested to be made available to fund the Research, Training and Human Resources program. Prior to 1989, funding this program was derived from general fund revenues. Areas of emphasis in 1989 will include private sector transit alternatives, transit safety and security, operations and management practices, financial management, necessary project management oversight, and human resources.

Administrative expenses.—It is also requested in 1989 that \$32.5 million in funds from the Mass Transit Account be made available to fund the necessary expenses for the administration and operation of the UMTA program. This appropriation will finance personnel and

other support costs associated with managing and directing UMTA program responsibilities. Prior to 1989, funding for the Administrative Expenses program was derived from general fund revenues. Cost savings in the Administrative Expenses account from 1988 to 1989 results primarily from a planned reduction of 40 work-years, consistent with termination of selected mass transit programs.

Elderly and handicapped.—The Urban Mass Transportation Act of 1964, as amended, requires that special efforts be made in planning and design of mass transportation facilities and services so that elderly and handicapped persons are assured of mass transportation services. This request for \$35 million will provide equipment and facilities needed to enhance transit mobility for elderly and handicapped persons through private, non-profit providers. The 16(b)(2) program is administered at the State level by designated State agencies.

Planning.—This program provides \$35 million to finance section 8 transit planning and technical studies.

The status of the Mass Transit Account is as follows (in thousands of dollars):

	1987 actual	1988 est.	1989 est.
Unexpended balance, start of year:	3,286,877	4,202,056	5,030,181
Cash income during the year, Governmental receipts:			
Motor fuel taxes	1,238,858	1,219,000	1,276,000
Interest on investments	343,855	362,400	415,000
Total annual income	1,582,713	1,581,400	1,691,000
Cash outgo during the year (liquidation of contract authorization):			
Discretionary grants	667,534	753,275	762,705
Formula transit grants			413,000
Subtotal	667,534	753,275	1,175,705
Unexpended balance, end of year	4,202,056	5,030,181	5,545,476

Object Classification (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Personnel compensation:			
11.1 Full-time permanent			18,848
11.3 Other than full-time permanent			339
11.5 Other personnel compensation			379
11.9 Total personnel compensation			19,566
12.1 Civilian personnel benefits			3,293
13.0 Benefits for former personnel			30
21.0 Travel and transportation of persons			550
22.0 Transportation of things			77
23.1 Rental payments to GSA			2,806
23.2 Rental payments to others			95
23.3 Communications, utilities, and miscellaneous charges			992
24.0 Printing and reproduction			217
25.0 Other services			12,303
26.0 Supplies and materials			163
31.0 Equipment			407
41.0 Grants, subsidies, and contributions			1,353,500
43.0 Interest and dividends			1
99.9 Total obligations			1,394,000

Personnel Summary

Total number of full-time permanent positions	400
Total compensable workyears:	
Full-time equivalent employment	428
Full-time equivalent of overtime and holiday hours	3

DISCRETIONARY GRANTS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the implementation or execution of programs in excess of **[\$1,130,500,000]** \$1,250,000,000, in fiscal year 1989 for grants under the contract authority authorized in section 21(a)(2) and (b) of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1601 et seq.). (*Department of Transportation and Related Agencies Appropriations Act, 1988.*)

[MASS TRANSIT CAPITAL FUND]

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out section 21(a)(2) and (b) of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1601 et seq.), administered by the Urban Mass Transportation Administration, **[\$1,100,000,000]** \$400,000,000, to be derived from the Highway Trust Fund and to remain available until expended: (*Department of Transportation and Related Agencies Appropriations Act, 1988.*)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Identification code 69-8191-0-7-401			
Program by activities:			
00.01 Discretionary grants	754,903	1,873,154	1,125,000
00.02 Formula grants	2	65,250	125,000
00.03 Reimbursable program	55		
10.00 Total obligations, (object class 41.0)	754,960	1,938,404	1,250,000
Financing:			
11.00 Offsetting collections from: Federal funds	-55		
17.00 Recovery of prior year obligations	-39,771		
21.49 Unobligated balance available, start of year:			
Contract authority	-426,038	-807,904	-69,500
24.49 Unobligated balance available, end of year: Contract authority	807,904	69,500	69,500
39.00 Budget authority	1,097,000	1,200,000	1,250,000
Budget authority:			
Current:			
40.00 Appropriation	1,100,000	1,100,000	400,000
40.49 Portion applied to liquidate contract authority	-1,100,000	-1,100,000	-400,000
43.00 Appropriation (adjusted)			
Permanent:			
69.10 Contract authority (Public Law 100-17)	1,097,000	1,200,000	1,250,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net	754,905	1,938,404	1,250,000
Obligated balance, start of year:			
72.40 Appropriation	146,112	578,578	925,303
72.49 Contract authority	2,233,661	1,848,796	2,687,200
Obligated balance, end of year:			
74.40 Appropriation	-578,578	-925,303	-458,192
74.49 Contract authority	-1,848,796	-2,687,200	-3,537,200
-78.00 Adjustments in unexpired accounts	-39,771		
90.00 Outlays	667,534	753,275	867,111

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

(In thousands of dollars)

	1987 actual	1988 est.	1989 est.
Enacted/requested:			
Budget authority	1,097,000	1,200,000	1,250,000
Outlays	667,534	753,275	867,111
Proposed for later transmittal under proposed legislation:			
Budget authority			-1,250,000
Outlays			-104,406
Total:			
Budget authority	1,097,000	1,200,000	
Outlays	667,534	753,275	762,705

[MASS TRANSIT CAPITAL FUND]—Continued
(LIQUIDATION OF CONTRACT AUTHORIZATION)—Continued
(HIGHWAY TRUST FUND)—Continued

Status of Unfunded Contract Authority (in thousands of dollars)

Identification code 69-8191-0-7-401	1987 actual	1988 est.	1989 est.
Unfunded balance, start of year	2,659,700	2,656,700	2,756,700
Contract authority	1,097,000	1,200,000	1,250,000
Contract authority legislative proposal			1,250,000
Appropriation to liquidate contract authority	-1,100,000	-1,100,000	-400,000
Unfunded balance, end of year	2,656,700	2,756,700	2,356,700

Since 1984, funding in this account has been allocated for capital mass transit projects under Discretionary Grants, which provided additional financial assistance over and above the Section 9 and 18 Formula Grants programs.

The funding has provided financial assistance at the discretion of the Secretary (though often directed by Congress) for planning and capital investments in mass transportation. The Discretionary Grants program has been used to fund selected bus projects, rail modernization projects, and new subway and light rail systems. In addition, a small amount of discretionary funds were used for selected grants to support planning, innovative techniques, and special elderly and handicapped transportation services. In 1989, legislation will be proposed to eliminate this program. These schedules reflect the program under the current authorization. This proposal is further explained under the account heading Formula Transit Grants (trust fund).

DISCRETIONARY GRANTS

(Proposed for later transmittal, proposed legislation)

Program and Financing (in thousands of dollars)

Identification code 69-8191-2-7-401	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Discretionary grants			-1,125,000
00.02 Formula grants			-125,000
10.00 Total obligations (object class 41.0)			-1,250,000
Financing:			
49.10 Contract authority (P.L. 100-17)			-1,250,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net			-1,250,000
74.40 Obligated balance, end of year: appropriation			-104,406
74.49 Obligated balance, end of year: Contract authority			1,250,000
90.00 Outlays			-104,406

In 1989, legislation will be proposed to eliminate the Discretionary Grants program. In its place, a new formula grant program under the heading Formula Transit Grants is being proposed to ensure that resources from the nationally derived motor fuel tax will be more fairly allocated on the basis of legislative formulas.

Currently the Discretionary Grant program uses trust funds from transit's share of the gasoline tax. Over 80 percent of these funds benefit fewer than 20 cities. Moreover, continued Federal funding under the Discretionary Grants account for major new fixed guideway investments, or new starts, results in the development of many inefficient, expensive transit sys-

tems that will cost more to operate than other available transportation alternatives.

FEDERAL AVIATION ADMINISTRATION

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

	(in millions of dollars)		
Budget authority:	1987 actual	1988 est.	1989 est.
Operations	2,924	3,150	3,445
Trust fund	(621)	(827)	(1,478)
Headquarters administration	35	36	37
Metropolitan Washington airports	23		
Grants-in-aid for airports (trust)	869	1,700	1,700
Facilities and equipment (trust)	805	1,108	1,600
Research, engineering, and development (trust)	142	153	155
Aircraft purchase loan guarantee program			
Total net	4,798	6,147	6,937
Program level:			
Operations	2,908	3,166	3,445
Trust fund	(622)	(827)	(1,478)
Headquarters administration	35	36	37
Facilities, engineering, and development		1	
Metropolitan Washington airports	27		
Grants-in-aid for airports (trust)	1,050	1,269	1,200
Facilities and equipment (trust)	992	912	1,254
Research, engineering, and development (trust)	158	156	155
Aviation insurance revolving fund	1	3	3
Aircraft purchase loan guarantee program			
Total net	5,170	5,536	6,088
Outlays:			
Operations	2,838	3,120	3,415
Trust fund	(622)	(827)	(1,478)
Headquarters administration	40	39	39
Facilities, engineering, and development	1	3	
Metropolitan Washington airports	38		
Grants-in-aid for airports (trust)	917	979	1,110
Facilities and equipment (trust)	892	987	1,073
Research, engineering, and development (trust)	170	186	166
Aviation insurance revolving fund	1	3	3
Aircraft purchase loan guarantee program			
Total net	4,895	5,311	5,801

Federal Funds

General and special funds:

OPERATIONS

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including administrative expenses for research and development, and for establishment of air navigation facilities, and carrying out the provisions of the Airport and Airway Development Act, as amended, or other provisions of law authorizing the obligation of funds for similar programs of airport and airway development or improvement, purchase of four passenger motor vehicles for replacement only, **[\$3,148,520,000] \$3,444,000,000**, of which **[not to exceed \$825,955,000] \$1,477,500,000**, shall be derived from the Airport and Airway Trust Fund, notwithstanding section 506(c)(3) of the Airport and Airway Improvement Act of 1982, as amended: *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 maintenance and operation of air navigation facilities: *Provided further*, That none of these funds shall be available for new applicants for the second career training program [or for a pilot test of contractor maintenance: *Provided further*, That the immediately preceding proviso shall not prohibit the augmentation of the existing field maintenance work force if it is determined to be essential for the safe operation of the air traffic control system]; *Provided further*, That section 5532(f)(2) of title V, United States Code, is amended by striking "December 31, [1987] 1988" and inserting "December 31, [1988] 1989" in lieu

thereof. *Provided further*, That section 8344(h) of title V, United States Code, is amended by striking "[April 1] December 31, 1986" in paragraph (2) and inserting "December 31, [1986] 1987" in lieu thereof. *Provided further*, That in the event that the Federal Aviation Administrator employs annuitants subject to section 8344(h) of title V, United States Code, not to exceed [\$9,700,000] \$10,000,000, to be derived from the unobligated balance of any appropriation available for obligation by the Federal Aviation Administration as of the effective date of this Act, shall be available through December 31, [1988] 1989, for the purpose of funding such employment: *Provided further*, That any such funding shall be reported to the Committees on Appropriations of the Senate and the House of Representatives. (*Department of Transportation and Related Agencies Appropriations Act, 1988.*)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Program by activities:			
Direct program:			
00.01	1,308,862	1,410,900	1,530,396
00.02	177,101	183,560	202,327
00.03	588,311	637,414	688,792
00.04	210,096	242,933	257,876
00.05	302,817	333,942	378,179
00.06	10,062	9,487	9,736
00.07	28,324	30,180	32,558
00.08	81,517	79,673	87,636
00.09	202,039	235,974	256,500
00.91	2,909,129	3,164,063	3,444,000
01.01	32,767	45,500	45,500
10.00	2,941,896	3,209,563	3,489,500
Financing:			
Offsetting collections from:			
11.00	-23,587	-36,400	-36,400
13.00	-622,418	-825,955	-1,477,500
14.00	-10,000	-9,100	-9,100
21.40	-1,850	-15,543	
22.40	-1,750		
24.40	15,543		
25.00	4,998		
39.00	2,302,832	2,322,565	1,966,500
Budget authority:			
40.00	2,279,213	2,322,565	1,966,500
42.00	23,619		
43.00	2,302,832	2,322,565	1,966,500
Relation of obligations to outlays:			
71.00	2,285,890	2,338,108	1,966,500
72.40	303,996	360,460	404,964
74.40	-360,460	-404,964	-435,059
77.00	-14,092		
90.00	2,215,334	2,293,604	1,936,405

Operation of traffic control system.—This activity covers the operation of a national system of air traffic management in the United States, its territories and possessions on a 24-hour basis. With the aid of radar, communications, and other facilities, traffic management personnel at 24 centers monitor and control en route flights of civil and military aircraft conducted under instrument conditions to assure safety and to expedite the flow of traffic. Terminal control facilities are operated at major civil airports to guide traffic movements at and in the vicinity of the airports. A system of flight service stations provides weather and aeronautical information to pilots, processes flight plans and provides inflight advisory and emergency services.

Installation and materiel services.—This activity covers procurement, contracting and materiel management programs; supply support for the National Air-

space System (NAS) and agency aircraft, except for aircraft related to the research and development program; leased space for which payment is made to General Services Administration (GSA); and other logistics support functions.

Maintenance of traffic control system.—This activity covers direction and engineering services related to the maintenance, improvement, and modification of facilities and equipment in the traffic control system as well as technical operation and maintenance of a national network of air navigation aids and traffic control facilities in the United States, and its territories and possessions.

Leased telecommunications services.—This activity finances the non-capital costs of FAA's operational telecommunications system. This system, which currently includes over 23,000 voice and data communications circuits, consists of three major components: en route, terminal, and flight service stations. Under this activity, funds are provided for leased circuits and equipment, as well as end-to-end communications between FAA facilities and service affording public access to FAA facilities, and administrative communications services provided through the Federal Telecommunications Systems (FTS).

Administration of aviation standards program.—This activity exists to promote flight safety of civil aviation by assuring: the airworthiness of aircraft; the competence of pilots, aviators and aviator technicians; the adequacy of flight procedures and air operations; and the evaluation of inflight facility performance for compliance with prescribed standards. In addition, this activity covers the safe operation and the effective development, utilization, and maintenance of the FAA's aircraft fleet. Resources are also included under this activity for the conduct of the Federal Government's civil aviation security program, and to ensure the medical fitness of personnel in the national airspace system.

Development direction.—This activity covers the planning, direction, and evaluation of the engineering and development program, the direct project costs of which are financed under the Research, engineering and development appropriation.

Administration of airports program.—This activity includes the following work programs: (1) administration of an airport grant program for airport planning and development; (2) maintenance of the national plan of integrated airport systems; (3) development and application of airport engineering and safety standards; (4) collection, processing, and dissemination of airport data; (5) safety certification of airports serving air carriers utilizing aircraft with a seating capacity of more than 30 passengers; and (6) airport capacity enhancements.

Direction, staff and supporting services.—This activity covers administrative and housekeeping functions such as administrative supplies, communications, and payrolls at Oklahoma City, Atlantic City, and regional offices. Included also for these locations are activities for direction and management, public affairs, plans, international aviation, legal, accounting, budget, civil rights, communication control, data systems, and management systems. Also included are centrally managed items,

General and special funds—Continued

OPERATIONS—Continued

(INCLUDING TRANSFER OF FUNDS)—Continued

such as certain data processing and Information Resources Management Plan requirements.

Human resource management (HRM).—This activity directly supports the other FAA activities. The most important goal of the HRM activity is to provide the highly skilled, competent, and motivated workforce necessary to accomplish FAA's objectives in improving air safety while promoting the Administration's goals in aviation-related activities. The HRM activity includes administration of FAA employee recruitment, development, compensation (including Federal Employees' Compensation Program payments and unemployment compensation), training, and labor-management relations programs. Key activities funded within the HRM are: conduct and administration of FAA's technical and management training programs; recruitment and placement of technical and administrative personnel; initiation of labor relations activities with the goal of increased employee participation in work-related decisions and increased productivity; and human relations improvement activities resulting from reviews of internal surveys and external recommendations.

Object Classification (in thousands of dollars)

Identification code 69-1301-0-1-402	1987 actual	1988 est.	1989 est.
Direct obligations:			
11.1 Personnel compensation:			
Full-time permanent	1,588,353	1,653,599	1,759,616
Other than full-time permanent	19,062	17,124	17,477
11.5 Other personnel compensation	172,094	185,728	191,217
11.8 Special personal services payments	2,446	2,696	2,780
11.9 Total personnel compensation	1,781,955	1,859,147	1,971,090
12.1 Civilian personnel benefits	359,513	384,450	424,053
13.0 Benefits for former personnel	2,741	2,413	2,413
21.0 Travel and transportation of persons	66,186	85,418	92,416
22.0 Transportation of things	20,912	21,593	23,411
23.1 Rental payments to GSA	29,018	30,305	34,581
23.2 Rental payments to others	18,954	31,284	30,773
23.3 Communications, utilities, and miscellaneous charges	267,618	313,045	333,915
24.0 Printing and reproduction	11,336	10,914	12,198
25.0 Other services	253,298	334,473	421,072
26.0 Supplies and materials	61,946	68,601	71,882
31.0 Equipment	35,299	22,198	25,272
32.0 Land and structures	159	109	808
42.0 Insurance claims and indemnities	194	113	116
99.0 Subtotal, direct obligations	2,909,129	3,164,063	3,444,000
99.0 Reimbursable obligations	32,767	45,500	45,500
99.9 Total obligations	2,941,896	3,209,563	3,489,500

Personnel Summary

Direct:			
Total number of full-time permanent positions	45,266	46,301	47,832
Total compensable workyears:			
Full-time equivalent employment	43,279	44,091	45,035
Full-time equivalent of overtime and holiday hours	1,618	1,343	1,343
Reimbursable:			
Total number of full-time permanent positions	384	384	384
Total compensable workyears: Full-time equivalent employment	327	383	362

HEADQUARTERS ADMINISTRATION

For necessary expenses, not otherwise provided for, of providing administrative services at the headquarters location of the Federal Aviation Administration, including but not limited to accounting, budgeting, legal, public affairs, and executive direction services for

the Federal Aviation Administration, [\$85,520,000]—\$37,057,000. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-1302-0-1-402	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Direct program	34,706	35,520	37,057
01.01 Reimbursable program	657	1,747	1,747
10.00 Total obligations	35,363	37,267	38,804
Financing:			
11.00 Offsetting collections from: Federal funds	-657	-1,747	-1,747
25.00 Unobligated balance lapsing	415		
39.00 Budget authority	35,121	35,520	37,057
Budget authority:			
40.00 Appropriation	34,500	35,520	37,057
42.00 Transferred from other accounts	621		
43.00 Appropriation (adjusted)	35,121	35,520	37,057
Relation of obligations to outlays:			
71.00 Obligations incurred, net	34,706	35,520	37,057
72.40 Obligated balance, start of year	19,510	12,670	9,513
74.40 Obligated balance, end of year	12,670	9,513	7,339
77.00 Adjustments in expired accounts	1,351		
90.00 Outlays	40,194	38,677	39,231

The Headquarters Administration appropriation provides administrative services at the Washington Headquarters location of the Federal Aviation Administration. This appropriation finances:

Executive direction.—Establishes and directs the implementation of policy and broad technological, operational, and managerial concepts.

Communications control.—Provides key agency officials with effective executive telecommunications.

Public affairs.—Insures that relevant information concerning FAA is consistently presented in a factual and timely manner.

Legal.—Provides legal counsel and advice for the handling of all legal matters with which FAA is concerned, in order to insure conformance with all legal requirements of all applicable laws, rules, regulations, and orders.

Planning policy.—Recommends FAA policy and plans; identifies needed national air system changes; and performs economic analysis of regulations.

Accounting.—Provides accounting, financial advisory, and audit liaison services.

Budget.—Identifies and defines budgetary needs and assures that they are effectively presented to the Office of the Secretary of Transportation, Office of Management and Budget, and Congressional Committees, and that funds and other resources available to the agency are effectively utilized.

Civil rights.—Assures full and affirmative implementation of civil rights and equal opportunity precepts within the Federal Aviation Administration.

International aviation.—Insures adequacy of international aviation systems policies, and maintains effective liaison with foreign governments.

Management systems/data systems.—Develops and administers the implementation and operation of FAA organizational plans, management systems and controls, and administrative standards and procedures; pro-

vides data processing, editorial, graphics, and publishing services.

Object Classification (in thousands of dollars)

Identification code	69-1302-0-1-402	1987 actual	1988 est.	1989 est.
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	21,150	23,000	24,032
11.3	Other than full-time permanent	779	714	742
11.5	Other personnel compensation	500	236	236
11.8	Special personal services payments	162		
11.9	Total personnel compensation	22,591	23,950	25,010
12.1	Civilian personnel benefits	2,718	2,895	3,003
21.0	Travel and transportation of persons	989	782	803
22.0	Transportation of things	72	30	31
23.3	Communications, utilities, and miscellaneous charges	673	479	489
24.0	Printing and reproduction	35	34	35
25.0	Other services	6,546	6,846	7,167
26.0	Supplies and materials	286	363	373
31.0	Equipment	796	141	146
99.0	Subtotal, direct obligations	34,706	35,520	37,057
99.0	Reimbursable obligations	657	1,747	1,747
99.9	Total obligations	35,363	37,267	38,804

Personnel Summary

Direct:			
Total number of full-time permanent positions	507	510	530
Total compensable workyears:			
Full-time equivalent employment	526	504	512
Full-time equivalent of overtime and holiday hours	4	3	3
Reimbursable:			
Total number of full-time permanent positions	43	43	43
Total compensable workyears: Full-time equivalent employment	18	43	43

FACILITIES, ENGINEERING AND DEVELOPMENT

Program and Financing (in thousands of dollars)

Identification code	69-1303-0-1-402	1987 actual	1988 est.	1989 est.
Program by activities:				
10.00	Total obligations (object class 25.0)	167	626	
Financing:				
21.40	Unobligated balance available, start of year	-793	-626	
24.40	Unobligated balance available, end of year	626		
39.00	Budget authority			
Relation of obligations to outlays:				
71.00	Obligations incurred, net	167	626	
72.40	Obligated balance, start of year	3,018	2,570	
74.40	Obligated balance, end of year	-2,570		
90.00	Outlays	615	3,196	

This program has expired.

OPERATION AND MAINTENANCE, METROPOLITAN WASHINGTON AIRPORTS

Program and Financing (in thousands of dollars)

Identification code	69-1332-0-1-402	1987 actual	1988 est.	1989 est.
Program by activities:				
Direct program:				
Operating expenses:				
00.01	Washington National Airport	10,927		
00.02	Washington Dulles International Airport	11,647		
00.91	Total operating expenses	22,574		
02.01	Reimbursable program	4,375		
10.00	Total obligations	26,949		

Financing:			
11.00	Offsetting collections from: Federal funds	-4,375	
25.00	Unobligated balance lapsing	186	
39.00	Budget authority	22,760	
Budget authority:			
40.00	Appropriation	35,000	
41.00	Transferred to other accounts	-12,240	
43.00	Appropriation (adjusted)	22,760	
Relation of obligations to outlays:			
71.00	Obligations incurred, net	22,574	
72.40	Obligated balance, start of year	5,152	
77.00	Adjustments in expired accounts	-1,648	
90.00	Outlays	26,078	

Funding is not requested for this account in 1989. On June 7, 1987, Washington National and Washington Dulles International Airports were transferred by long-term lease from the Federal Government to the newly established independent Metropolitan Washington Airports Authority.

Under the provisions of the "Metropolitan Washington Airports Act of 1986," the Secretary of Transportation entered into a 50-year lease with the new airport authority represented by the Commonwealth of Virginia, the State of Maryland, and the District of Columbia. The lease provides for the airport authority to pay to the general fund of the U.S. Treasury annually an amount computed using GNP price deflator, to equal \$3 million in 1987 dollars.

The new airport authority operates, maintains, protects, promotes, and develops National and Dulles as primary airports serving the Metropolitan Washington Area.

Object Classification (in thousands of dollars)

Identification code	69-1332-0-1-402	1987 actual	1988 est.	1989 est.
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	10,398		
11.3	Other than full-time permanent	616		
11.5	Other personnel compensation	2,304		
11.8	Special personal services payments	9		
11.9	Total personnel compensation	13,327		
12.1	Civilian personnel benefits	1,800		
13.0	Benefits for former personnel	1		
21.0	Travel and transportation of persons	105		
22.0	Transportation of things	13		
23.3	Communications, utilities, and miscellaneous charges	3,364		
24.0	Printing and reproduction	7		
25.0	Other services	877		
26.0	Supplies and materials	2,468		
31.0	Equipment	548		
32.0	Land and structures	50		
42.0	Insurance claims and indemnities	14		
99.0	Subtotal, direct obligations	22,574		
99.0	Reimbursable obligations	4,375		
99.9	Total obligations	26,949		

Personnel Summary

Total number of full-time permanent positions	720
Total compensable workyears: Full-time equivalent employment	483

General and special funds—Continued

CONSTRUCTION, METROPOLITAN WASHINGTON AIRPORTS

Program and Financing (in thousands of dollars)

Identification code 69-1333-0-1-402	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Washington National Airport	3,256		
00.02 Washington Dulles International Airport	1,267		
10.00 Total obligations (object class 32.0)	4,523		
Financing:			
21.40 Unobligated balance available, start of year	-6,502		
22.40 Unobligated balance transferred, net	1,750		
25.00 Unobligated balance lapsing	229		
39.00 Budget authority			
Budget authority:			
40.00 Appropriation	7,000		
41.00 Transferred to other accounts	-7,000		
43.00 Appropriation (adjusted)			
Relation of obligations to outlays:			
71.00 Obligations incurred, net	4,523		
72.40 Obligated balance, start of year	7,508		
74.40 Obligated balance, end of year			
77.00 Adjustments in expired accounts	-402		
90.00 Outlays	11,629		

Funding is not requested for this account in 1989. On June 7, 1987, Washington National and Washington Dulles International Airports were transferred by long-term lease from the Federal Government to the newly established independent Metropolitan Washington Airports Authority.

Under the provisions of the "Metropolitan Washington Airports Act of 1986," the Secretary of Transportation entered into a 50-year lease with the new airport authority represented by the Commonwealth of Virginia, the State of Maryland, and the District of Columbia.

The new airport authority pursues the improvement, construction, and rehabilitation of the facilities at Washington National and Washington Dulles International Airports, and, to the extent practicable, will accomplish an estimated \$700 million in improvements within five years after the new airport authority first issues bonds.

AIRCRAFT PURCHASE LOAN GUARANTEE PROGRAM

The Secretary of Transportation may hereafter issue notes or other obligations to the Secretary of the Treasury, in such forms and denominations, bearing such maturities and subject to such terms and conditions as the Secretary of the Treasury may prescribe. Such obligations may be issued to pay any necessary expenses required pursuant to any guarantee issued under the Act of September 7, 1957, Public Law 85-307, as amended (49 U.S.C. 1324 note). None of the funds in this Act shall be available for the implementation or execution of programs under this head, the obligations for which are in excess of \$57,000,000 during fiscal year [1988] 1989. Such obligations shall be redeemed by the Secretary from appropriations authorized by this section. The Secretary of the Treasury shall purchase any such obligations, and for such purpose he may use as a public debt transaction the proceeds from the sale of any securities issued under the Second Liberty Bond Act, as now or hereafter in force. The purposes for which securities may be issued under such Act are extended to include any purchase of notes or other obligations issued under the subsection. The Secretary of the Treasury may sell any such obligations at such times and price and upon such terms and conditions as

he shall determine in his discretion. All purchases, redemptions, and sales of such obligations by such Secretary shall be treated as public debt transactions of the United States. (*Department of Transportation and Related Agencies Appropriations Act, 1988.*)

Program and Financing (in thousands of dollars)

Identification code 69-1399-0-1-402	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 33.0)	470	464	238
Financing:			
39.00 Budget authority	470	464	238
Budget authority:			
40.00 Appropriation	332		
40.47 Portion applied to debt reduction	-332		
43.00 Appropriation (adjusted)			
47.00 Authority to borrow (97 Stat. 339)	470	464	238
Relation of obligations to outlays:			
71.00 Obligations incurred, net	470	464	238
72.47 Obligated balance, start of year: Authority to borrow	108	2-6	
74.47 Obligated balance, end of year: Authority to borrow			
90.00 Outlays	573	470	238

Status of Direct Loans (in thousands of dollars)

Identification code 69-1399-0-1-402	1987 actual	1988 est.	1989 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	45,296	41,003	53,332
1232 Disbursements: Disbursements for guaranteed loan claims		15,000	
1264 Adjustment: Other adjustments, net	4,293	-2,671	171
1290 Outstanding, end of year	41,003	53,332	53,161

Status of Guaranteed Loans (in thousands of dollars)

Identification code 69-1399-0-1-402	1987 actual	1988 est.	1989 est.
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	276,004	198,924	131,045
2251 Repayments: Repayments and prepayments	-77,080	-52,879	-37,970
2261 Adjustments: Termination for default that result in direct loans		-15,000	
2290 Outstanding, end of year	198,924	131,045	93,075

MEMORANDUM

2299 U.S. contingent liability for guaranteed loans outstanding, end of year	179,032	117,941	83,768
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This program is continuing only for the purpose of making payments to private lenders upon default of existing loans by air carriers. No new loans are being made.

Public enterprise funds:

AVIATION INSURANCE REVOLVING FUND

The Secretary of Transportation is hereby authorized to make such expenditures and investments, within the limits of funds available pursuant to section 1306 of the Act of August 23, 1958, as amended (49 U.S.C. 1536), and in accordance with section 104 of the Government Corporation Control Act, as amended (31 U.S.C. 9104), as may be necessary in carrying out the program set forth in the budget for the current fiscal year for aviation insurance activities under said Act. (*Department of Transportation and Related Agencies Appropriations Act, 1988.*)

DEPARTMENT OF TRANSPORTATION

Program and Financing (in thousands of dollars)			
Identification code 69-4120-0-3-402	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations.....	100	163	163
Financing:			
Offsetting collections from:			
11.00 Federal funds.....	-1,281	-2,950	-2,950
14.00 Non-Federal sources.....	-5	-10	-10
Unobligated balance available, start of year:			
21.98 Fund balance.....	-144	-507	-172
21.98 U.S. securities (par).....	-35,955	-36,778	-39,910
Unobligated balance available, end of year:			
24.98 Fund balance.....	507	172	172
24.98 U.S. securities (par).....	36,778	39,910	42,707
39.00 Budget authority.....			
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	-1,186	-2,797	-2,797
72.98 Obligated balance, start of year: Fund balance.....	11	11	14
74.98 Obligated balance, end of year: Fund balance.....	-11	-14	-17
90.00 Outlays.....	-1,186	-2,800	-2,800

The fund currently provides direct support for the aviation insurance program authorized under title XIII of the Federal Aviation Act.

Income to the fund is derived from premium deposits for premium insurance coverage issued, income from authorized investments, and binder fees for nonpremium coverage issued. The binders provide aviation insurance coverage for U.S. air carrier aircraft used in connection with certain Government contract operations entered into by the Department of Defense (DOD) and Department of State (DOS). There exist indemnity agreements under which the DOD and DOS agree to reimburse the Department of Transportation for all payments on account of losses to air carriers sustaining damage to their aircraft by an insured peril with respect to the aircraft operating under contract to DOD and DOS.

Administrative costs are paid from the Aviation Insurance Revolving Fund, into which are credited receipts from premiums, salvage, and interest on assets of the fund (49 U.S.C. 1536).

Revenue and Expense (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Administrative expenses:			
Revenue.....	1,286	2,960	2,960
Expense.....	100	163	163
Net operating income.....	1,186	2,797	2,797

Financial Condition (in thousands of dollars)

	1986 actual	1987 actual	1988 est.	1989 est.
Assets:				
Fund balance with Treasury.....	155	518	186	186
U.S. securities (par).....	35,955	36,778	39,910	42,707
Total.....	36,110	37,296	40,096	42,893
Liabilities:				
Accounts payable.....	11	11	14	14
Government equity:				
Retained earnings.....	36,099	37,285	40,082	42,879

Object Classification (in thousands of dollars)

Identification code 69-4120-0-3-402		1987 actual	1988 est.	1989 est.
11.1	Personnel compensation: Full-time permanent.....	84	94	94
12.1	Civilian personnel benefits.....	10	11	11
21.0	Travel and transportation of persons.....	2	2	2
25.0	Other services.....	2	2	2
26.0	Supplies and materials.....	2	4	4
42.0	Insurance claims and indemnities.....		50	50
99.9	Total obligations.....	100	163	163

Personnel Summary

	1987 actual	1988 est.	1989 est.
Total number of full-time permanent positions.....	2	2	2
Total compensable workyears: Full-time equivalent employment.....	2	2	2

Trust Funds

AIRPORT AND AIRWAY TRUST FUND

Amounts Available for Appropriation (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Unappropriated balance, start of year.....	5,883,796	7,209,485	8,267,758
Revenue.....	3,940,242	4,238,500	4,579,700
Total available for appropriation.....	9,824,038	11,447,985	12,847,458
Appropriations:			
Facilities and equipment.....	804,584	1,108,056	1,600,000
Research, engineering and development.....	141,700	153,425	155,000
Grants-in-aid for airports:			
Appropriation to liquidate contract authority.....	1,020,000	1,063,000	1,110,000
Trust fund share of FAA operations.....	621,185	827,455	1,478,250
(interest refund to carriers).....	(17)	(1,500)	(750)
Department of Commerce: NOAA, operations, research and facilities.....	29,000	28,291	30,000
Total appropriations.....	2,616,469	3,180,227	4,373,250
Adjustments in expired accounts, return to unappropriated receipts.....	1,916		
Unappropriated balance, end of year.....	7,209,485	8,267,758	8,474,208

The Tax Equity and Fiscal Responsibility Act of 1982 (26 U.S.C. 9502), as amended by Title IV of the Airport and Airway Safety and Capacity Expansion Act of 1987 (P.L. 100-223), provides for the revenues received in the Treasury from the 8 percent passenger ticket tax and certain other taxes paid by airport and airway users to be transferred from the general fund of the Treasury to the Airport and Airway trust fund. The Secretary of the Treasury estimates the amount to be so transferred. In turn, appropriations are authorized from this fund to meet obligations for airport planning and development and noise compatibility planning and programs; facilities and equipment; research, engineering and development; and a portion of operations.

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

	1987 actual	1988 est.	1989 est.
Unexpended balance, start of year:			
U.S. securities (par).....	8,596,199	9,937,272	11,156,822
Cash.....	29,000	-2,345	10,000
Balance of fund, start of year.....	8,625,199	9,934,927	11,166,822
Cash income during the year:			
Government receipts:			
From excise taxes:			
Passenger ticket tax.....	2,699,919	2,985,000	3,242,000
Waybill tax.....	159,382	182,000	198,000
Fuel tax.....	113,456	113,900	113,900
International departure tax.....	91,431	107,000	110,800

AIRPORT AND AIRWAY TRUST FUND—Continued

Refund of taxes.....	-6,318	-6,300	-6,300
Intrabudgetary transaction: Interest on investments.....	880,372	856,900	921,300
Total annual income.....	3,940,242	4,238,500	4,579,700
Cash outgo during the year:			
Federal Aviation Administration:			
Grants-in-aid for airports.....	916,912	979,022	1,110,333
Facilities and equipment.....	891,811	986,720	1,073,241
Research, engineering and development.....	170,359	185,982	165,811
Operations.....	622,432	826,590	1,479,035
Department of Commerce: NOAA.....	29,000	28,291	30,000
Total annual outgo.....	2,630,514	3,006,605	3,858,420
(Unexpended balance, end of year:			
U.S. securities (par).....	9,937,272	11,156,822	11,878,102
Treasury balance.....	-2,345	10,000	10,000
Balance of fund, end of year.....	9,934,927	11,166,822	11,888,102
Commitments against unexpended balances:			
Appropriated but not expended.....	-2,725,442	-2,899,064	-3,413,894
Committed to future appropriations to liquidate outstanding obligations (contract authority).....	-1,583,306	-1,789,031	-1,879,031
Unobligated balance of contract authority.....	-67,598	-498,873	-998,873
Uncommitted cash balance, end of year.....	5,558,581	5,979,854	5,596,304

At the end of 1988, the uncommitted Trust Fund balance is estimated to be almost \$6.0 billion. This balance has accumulated in part because a penalty provision in the 1982 and 1987 authorization acts caused the share of FAA operations appropriations financed from the Trust Fund to be \$4.0 billion lower than authorized. This shortfall was subsidized by the general taxpayer through the use of general appropriations.

If 1989 operations recovery from the Trust Fund were to be calculated based on the penalty provision in the 1987 Act, there would be an increase of almost \$1.0 billion in the Trust Fund surplus and general tax revenues would continue to subsidize this shortfall.

The proposed 1989 appropriation language waives a part of the penalty provision, thereby allowing a greater recovery of aviation expenses from the Trust Fund and also reducing the 1989 surplus.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

For liquidation of obligations incurred for airport planning and development under section 14 of Public Law 91-258, as amended, and under other law authorizing such obligations, and obligations for noise compatibility planning and programs, **[\$1,063,000,000]** \$1,110,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the commitments for which are in excess of **[\$1,268,790,000]** \$1,200,000,000 in fiscal year **[1988]** 1989 for grants-in-aid for airport planning and development, and noise compatibility planning and programs, notwithstanding section 506(e)(4) of the Airport and Airway Improvement Act of 1982. (*Department of Transportation and Related Agencies Appropriations Act, 1988.*)

Program and Financing (in thousands of dollars)

Identification code 69-8106-0-7-402.....	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 41.0).....	1,050,386	1,268,725	1,200,000
Financing:			
17.00 Recovery of prior year obligations.....	-32,021		

21.49 Unobligated balance available, start of year:			
Contract authority.....	-423,054	-67,598	-498,873
24.49 Unobligated balance available, end of year: Contract authority.....	67,598	498,873	998,873
25.00 Unobligated balance lapsing.....	206,292		
39.00 Budget authority.....	869,200	1,700,000	1,700,000
Budget authority:			
Current:			
40.00 Appropriation.....	1,020,000	1,063,000	1,110,000
40.49 Portion applied to liquidate contract authority.....	-1,020,000	-1,063,000	-1,110,000
43.00 Appropriation (adjusted).....			
49.10 Contract authority (96 Stat. 671 and 101 Stat. 1486).....		1,700,000	
49.10 Contract authority rescinded (unobligated balance) (P.L. 100-17).....	-148,000		
Permanent:			
69.10 Contract authority (96 Stat. 671 and 101 Stat. 1486).....	1,017,200		1,700,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	1,050,386	1,268,725	1,200,000
Obligated balance, start of year:			
72.40 Appropriation.....		89,316	173,294
72.49 Contract authority.....	1,571,169	1,583,306	1,789,031
Obligated balance, end of year:			
74.40 Appropriation.....	-89,316	-173,294	-172,961
74.49 Contract authority.....	-1,583,306	-1,789,031	-1,879,031
78.00 Adjustments in unexpired accounts.....	-32,021		
90.00 Outlays.....	916,912	979,022	1,110,333

Status of Unfunded Contract Authority (in thousands of dollars)

Identification code 69-8106-0-7-402.....	1987 actual	1988 est.	1989 est.
Unfunded balance, start of year.....	1,994,223	1,650,903	2,287,903
Contract authority.....	1,017,200	1,700,000	1,700,000
Unfunded outlays not appropriated.....	13,772		
Unobligated balance rescinded (P.L. 100-17).....	-148,000		
Unobligated balance lapsing.....	-206,292		
Appropriation to liquidate contract authority.....	-1,020,000	-1,063,000	-1,110,000
Unfunded balance, end of year.....	1,650,903	2,287,903	2,877,903

The Airport and Airway Safety and Capacity Expansion Act of 1987, Public Law 100-223, provides for airport improvement grants which emphasize capacity development, safety, and security needs. To meet these objectives, a \$1,200,000,000 program level is proposed for fiscal year 1989.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, and improvement by contract or purchase, and hire of air navigation and experimental facilities, including initial acquisition of necessary sites by lease or grant; engineering and service testing including construction of test facilities and acquisition of necessary sites by lease or grant; and construction and furnishing of quarters and related accommodations of officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; [and the lease or purchase of one aircraft;] to be derived from the Airport and Airway Trust Fund and to remain available until September 30, **[1992, \$1,108,056,000]** 1993, \$1,600,000,000: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment and modernization of air navigation facilities: *Provided further*, That of the funds available under this head, \$5,225,000 shall be available for the Secretary of Transportation to enter into grant agreements with universities or colleges having an airway science curriculum recognized by the Federal Aviation Administration, to conduct demonstration projects in the development, advancement, or expansion of airway science curriculum programs, and such funds, which shall remain available until expended, shall be

made available under such terms and conditions as the Secretary of Transportation may prescribe, to such universities or colleges for the purchase or lease of buildings and associated facilities, instructional materials, or equipment to be used in conjunction with airway science curriculum programs, but, notwithstanding any other provision of law, beginning in fiscal year 1989 and thereafter, in no event shall the total Federal share provided for any airway science construction project exceed 50 percent of the total cost of such project. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code	69-8107-0-7-402	1987 actual	1988 est.	1989 est.
Program by activities:				
Direct program:				
00.01	Air route traffic control centers	340,449	403,353	565,287
00.02	Airport traffic control towers	248,099	132,050	305,876
00.03	Flight service facilities	76,808	61,175	43,905
00.04	Air navigation facilities	95,497	82,704	122,697
00.05	Housing, utilities, and miscellaneous facilities	158,373	182,372	170,095
00.06	Aircraft and related equipment	62,203	36,221	36,160
00.07	Development, test, and evaluation facilities	10,356	13,961	10,053
00.91	Total direct program	991,785	911,836	1,254,073
01.01	Reimbursable program	18,623	7,426	7,512
10.00	Total obligations	1,010,408	919,262	1,261,585
Financing:				
Offsetting collections from:				
11.00	Federal funds	-6,824	-2,718	-2,749
14.00	Non-Federal sources	-11,799	-4,708	-4,763
21.40	Unobligated balance available, start of year	-1,371,661	-1,183,688	-1,379,908
22.40	Unobligated balance transferred, net	-664		
24.40	Unobligated balance available, end of year	1,183,688	1,379,908	1,725,835
25.00	Unobligated balance lapsing	1,436		
40.00	Budget authority (appropriation)	804,584	1,108,056	1,600,000
Relation of obligations to outlays:				
71.00	Obligations incurred, net	991,785	911,836	1,254,073
72.40	Obligated balance, start of year	1,220,193	1,319,707	1,244,823
74.40	Obligated balance, end of year	-1,319,707	-1,244,823	-1,425,655
77.00	Adjustments in expired accounts	-460		
90.00	Outlays	891,811	986,720	1,073,241

Under this appropriation, the Federal airway system is improved by the installation of new equipment and the construction and modernization of facilities to keep pace with aeronautical activity. The appropriation also finances major capital investments required by other agency programs, such as aircraft for flight inspection of facilities, and related training, and experimental facilities for the engineering and development program. The operating costs of facilities procured under this appropriation are financed under the Operations appropriation.

The funding requested for 1989 is in accordance with the Federal Aviation Administration's comprehensive plan for modernizing and improving air traffic control and airway facilities services.

Budget activities include:

Air route traffic control centers.—Long-range radar, communications and automation equipment provide air traffic controllers information on aircraft positions and weather.

Airport traffic control towers.—Terminal area radar, doppler weather radar, communications and automation equipment aid air traffic controllers in handling air traffic.

Flight service facilities.—Flight service stations and associated facilities provide flight assistance to pilots, particularly general aviation pilots.

Air navigation facilities.—Very high, medium and low frequency facilities are used to define airways and air routes and provide distance, direction and weather information to pilots. Precision landing systems, distance measuring equipment and visual lighting aids assist pilots in making final approaches to airport runways.

Housing, utilities, and miscellaneous facilities.—This activity includes general facility support requirements which apply to a wide range of FAA installations.

Aircraft and related equipment.—This activity includes the procurement, modification and/or replacement of equipment to inspect the accuracy and other characteristics of navigation and traffic control aids from the air and to conduct research and development activities.

Development, test and evaluation facilities.—This activity provides for leasing and improvements of the plant and facilities at the Federal Aviation Administration Technical Center in Atlantic City, NJ.

Object Classification (in thousands of dollars)

Identification code	69-8107-0-7-402	1987 actual	1988 est.	1989 est.
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	40,434	42,173	43,465
11.3	Other than full-time permanent	297	1,421	1,239
11.5	Other personnel compensation	2,913	2,590	2,648
11.8	Special personal services payments	153	24	24
11.9	Total personnel compensation	43,797	46,208	47,376
12.1	Civilian personnel benefits	6,480	8,051	8,599
21.0	Travel and transportation of persons	12,868	11,305	12,012
22.0	Transportation of things	1,518	1,495	1,606
23.2	Rental payments to others	7,961	5,995	5,719
23.3	Communications, utilities, and miscellaneous charges	8,614	4,877	1,246
24.0	Printing and reproduction	114	157	163
25.0	Other services	440,858	318,257	507,325
26.0	Supplies and materials	11,068	24,003	17,862
31.0	Equipment	393,011	436,430	572,584
32.0	Land and structures	50,942	55,050	79,582
41.0	Grants, subsidies, and contributions	14,530		
42.0	Insurance claims and indemnities	24	8	
99.0	Subtotal, direct obligations	991,785	911,836	1,254,073
99.0	Reimbursable obligations	18,623	7,426	7,512
99.9	Total obligations	1,010,408	919,262	1,261,585

Personnel Summary

Direct:			
Total number of full-time permanent positions	1,162	1,162	1,162
Total compensable workyears:			
Full-time equivalent employment	1,180	1,275	1,213
Full-time equivalent of overtime and holiday hours	73	50	50
Reimbursable:			
Total number of full-time permanent positions	53	53	53
Total compensable workyears:			
Full-time equivalent employment	38	53	53
Full-time equivalent of overtime and holiday hours	3	3	3

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for research, engineering, and development, in accordance with the provisions of the Federal Aviation Act (49 U.S.C. 1301-1542), including construction of experimental facilities and acquisition of necessary sites by lease or grant, [\$153,425,000] \$155,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended: Provided, That there may be credited to this appropriation funds

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

received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for research, engineering, and development. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Program by activities:			
Direct program:			
00.01	99,979	94,032	81,378
00.02	16,763	18,378	25,717
00.03	4,925	2,679	3,475
00.04	6,493	15,333	15,057
00.05	4,502	4,458	4,881
00.06	23,805	19,370	22,380
00.07	1,641	1,940	2,112
00.91	158,108	156,190	155,000
01.01	532	1,400	1,400
10.00	158,640	157,590	156,400
Financing:			
Offsetting collections from:			
11.00	-321	-1,000	-1,000
14.00	-211	-400	-400
21.40	-21,088	-2,765	
22.40	1,914		
24.40	2,765		
40.00	141,700	153,425	155,000
Relation of obligations to outlays:			
71.00	158,108	156,190	155,000
72.40	142,243	129,992	100,200
74.40	-129,992	-100,200	-89,389
90.00	170,359	185,982	165,811

The FAA conducts research, engineering and development programs to improve the national air traffic control system by increasing its safety, productivity and capacity to meet the expected air traffic demands of the future. The agency also administers aviation medical research aimed at increasing the personal effectiveness of air traffic controllers and the safety of aircrew members.

These programs are conducted by the agency's technical personnel and through contracts with qualified private firms, universities, individuals and other Government agencies.

Air traffic control.—Initiatives include development and implementation of a collision avoidance capability, development of a communications switching system, and development of data link air/ground services.

This program also includes developing new traffic control system features and concepts and assessing their technical, economic, and operational feasibility to meet the demands of the 1990's. Additional research activities include upgrading airport design standards and developing advisory information and regulatory actions that improve airport safety. Research efforts related to delay reduction and capacity improvements at high density airports are also undertaken.

Advanced computer.—This activity modernizes the air traffic control system in order to accommodate future air traffic demands, through the design, development, and testing of an advanced automation system.

ATC automation will be further enhanced by developing traffic management functions to allocate efficiently traffic demand to available system capacity and by developing ATC automation aids for the en route/terminal airspace and airport surface to increase the safety and efficiency of aircraft operations.

Navigation.—This program provides for research and development activities for navigation systems to assess and develop standards for navigation systems in the post-1995 period.

Aviation weather.—This activity provides for modernization of weather information systems through development of weather radars, processors, and research into hazardous weather phenomena, in coordination with the Departments of Defense and Commerce.

Aviation medicine.—Aeromedical research is directed toward identifying and eliminating those physiological and psychological factors harmful to personnel engaged in operating the air traffic control system or which may jeopardize flight safety.

Aircraft safety.—This activity covers research to promote flight safety of civil aircraft, develop systems and devices to prevent and deter sabotage in the civil air transportation system and further improve fire safety.

Environment.—Principal efforts include the development of data to support rulemaking and to minimize the undesired environmental effects on the public attributable to the air transportation system. Research will also continue into air pollution and noise control, primarily associated with certification and enforcement requirements.

Object Classification (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Direct obligations:			
Personnel compensation:			
11.1	24,796	26,436	26,674
11.3	529	448	549
11.5	284	602	584
11.8	303	355	320
11.9	25,912	27,841	28,127
12.1	3,501	5,962	6,190
21.0	2,134	2,963	3,054
22.0	162	242	248
23.3	17	199	226
24.0		16	6
25.0	122,672	116,847	114,860
26.0	1,396	1,178	1,488
31.0	2,314	942	801
99.0	158,108	156,190	155,000
99.0	532	1,400	1,400
99.9	158,640	157,590	156,400

Personnel Summary

Direct:			
Total number of full-time permanent positions	645	645	645
Total compensable workyears:			
Full-time equivalent employment	628	640	640
Full-time equivalent of overtime and holiday hours	7	7	8
Reimbursable:			
Total number of full-time permanent positions	8	8	8
Total compensable workyears:			
Full-time equivalent employment	8	13	13
Full-time equivalent of overtime and holiday hours	3	3	3

TRUST FUND SHARE OF FAA OPERATIONS

Program and Financing (in thousands of dollars)

Identification code 69-8104-0-7-402	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations	622,435	827,455	1,478,250
Financing:			
22.40 Unobligated balance transferred, net	-1,250		
39.00 Budget authority	621,185	827,455	1,478,250
Budget authority:			
40.00 Appropriation	621,168	827,455	1,477,500
60.00 Appropriation (permanent)	17		750
Relation of obligations to outlays:			
71.00 Obligations incurred, net	622,435	827,455	1,478,250
72.40 Obligated balance, start of year			865
74.40 Obligated balance, end of year		-865	-80
77.00 Adjustments in expired accounts	-3		
90.00 Outlays	622,432	826,590	1,479,035

The Airport and Airway Improvement Act of 1982, as amended by the Airport and Airway Safety and Capacity Expansion Act of 1987, authorizes use of the Airport and Airway Trust Fund as the source of financing a portion of FAA's operating costs. Under the terms of the "penalty provision" in that Act, the level of operations funded from the Trust Fund would be limited significantly because of the need to fund capital programs below full authorization in order to comply with the recent Bipartisan Budget Agreement. The Department is proposing to fund operations recovery of 50 percent of the funds made available for airport grants, facilities and equipment, and research as provided by the Act, but to waive the "penalty provision" for 1989 which would otherwise reduce the amount available for operations. In FY 1989, \$1.48 billion of the Operations appropriation is proposed to be financed from the Trust Fund.

Object Classification (in thousands of dollars)

Identification code 69-8104-0-7-402	1987 actual	1988 est.	1989 est.
25.0 Other services	622,418	827,455	1,478,250
43.0 Interest and dividends	17		
99.9 Total obligations	622,435	827,455	1,478,250

COAST GUARD

The following table depicts funding for all Coast Guard programs for which detail is furnished in the budget schedules, including net transfers, enacted supplementals, and proposed legislation:

(In thousands of dollars)	1987 actual	1988 est.	1989 est. ¹
Budget authority:			
Operating expenses	1,802,275	1,767,506	2,070,506
Acquisition, construction and improvements ²	298,000	247,000	348,000
Alteration of bridges		940	8,500
Retired pay	356,000	386,700	410,800
Reserve training	64,400	62,880	68,500
Research, development, test and evaluation	20,000	19,000	19,000
Boat safety	47,581	44,100	45,000
Pollution fund	4,805	5,300	5,700
Offshore oil pollution compensation fund	1,000		
Deepwater port liability fund	1,000		
Trust funds	0	80	80
Total net	2,595,061	2,533,506	2,976,086

Program level:

Operating expenses ³	1,906,043	1,897,106	2,106,506
Acquisition, construction, and improvements	371,811	330,600	358,000
Alteration of bridges	11,776	5,547	8,500
Retired pay	351,934	386,700	410,800
Reserve training	65,156	62,880	68,500
Research, development, test, and evaluation	17,004	19,000	19,000
Boat safety	28,916	21,375	15,000
Pollution fund	3,924	5,300	5,700
Offshore oil pollution compensation fund	147	243	243
Deepwater port liability fund			
Supply fund	49	92	92
Coast Guard yard fund	18,011	14,360	12,850
Trust funds	51	132	132
Total net	2,774,822	2,742,735	3,005,323

¹ Includes proposed legislation.

² Augmented by \$209,000,000 in 1987 and \$20,000,000 in 1988 appropriated to the Coastal defense augmentation account in the Department of the Navy's budget.

³ For comparability purposes this table includes \$90,000,000 in 1987 and \$108,000,000 in 1988 and \$6,000,000 in 1989 funded by Department of Defense. Includes \$18,000,000 in 1987, \$21,600,000 in 1988, and \$30,000,000 in 1989 from the Boat Safety Fund.

Federal Funds

General and special funds:

OPERATING EXPENSES

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase of not to exceed eight passenger motor vehicles for replacement only; payments pursuant to section 156 of Public Law 97-377, as amended (42 U.S.C. 402 note), and section 229(b) of the Social Security Act (42 U.S.C. 429(b); and recreation and welfare, [\$1,789,106,000] \$2,100,506,000, of which [\$21,600,000] \$30,000,000 shall be expended from the Boat Safety Account: *Provided*, [That of the funds available under this head, not less than \$429,120,000 shall be available for drug enforcement activities: *Provided further*,] That the number of aircraft on hand at any one time shall not exceed two hundred and fourteen, exclusive of planes and parts stored to meet future attrition: *Provided further*, That none of the funds appropriated in this or any other Act shall be available for pay or administrative expenses in connection with shipping commissioners in the United States: *Provided further*, That none of the funds provided in this Act shall be available for expenses incurred for yacht documentation under 46 U.S.C. 12109 except to the extent fees are collected from yacht owners and credited to this appropriation. (Department of Transportation and Related Agencies Appropriations Act, 1988; additional authorizing legislation to be proposed.)

Program and Financing (in thousands of dollars)

Identification code 69-0201-0-1-403	1987 actual	1988 est.	1989 est.
Program by activities:			
Direct program:			
00.01 Search and rescue	400,397	371,353	412,243
00.02 Aids to navigation	385,982	382,346	414,392
00.03 Marine safety	115,137	116,642	126,284
00.04 Marine environmental protection	125,280	131,853	143,478
00.05 Enforcement of laws and treaties	590,628	586,804	683,783
00.06 Ice operations	64,420	71,791	77,202
00.07 Defense readiness	22,697		108,787
00.08 Headquarters administration	126,667	128,744	134,637
00.91 Total direct program	1,831,208	1,789,533	2,100,806
01.01 Reimbursable program	120,159	156,500	54,500
10.00 Total obligations	1,951,367	1,946,033	2,155,306
Financing:			
Offsetting collections from:			
11.00 Federal funds	-117,329	-153,500	-51,500
13.00 Trust funds	-18,600	-22,027	-30,300
14.00 Non-Federal sources	-2,830	-3,000	-3,000
22.40 Unobligated balance transferred, net	-10,668		
25.00 Unobligated balance lapsing	336		
39.00 Budget authority	1,802,275	1,767,506	2,070,506
Budget authority:			
40.00 Appropriation	1,779,000	1,767,506	2,070,506

General and special funds—Continued

OPERATING EXPENSES—Continued

Program and Financing (in thousands of dollars)—Continued

Identification code: 69-0201-0-1-403	1987 actual	1988 est.	1989 est.
42.00 Transferred from other accounts	23,275		
43.00 Appropriation (adjusted)	1,802,275	1,767,506	2,070,506
Relation of obligations to outlays:			
71.00 Obligations incurred, net	1,812,608	1,767,506	2,070,506
72.40 Obligated balance, start of year	335,265	436,009	421,135
74.40 Obligated balance, end of year	-436,009	-421,135	-396,585
77.00 Adjustments in expired accounts	-4,675		
90.00 Outlays	1,707,189	1,782,380	2,095,056

Funds for operating expenses represent more than two-thirds of the total Coast Guard program level. To carry out its unique duties as a peacetime operating agency and one of the military services, the Coast Guard employs multipurpose vessels, aircraft and shore units, strategically located along the coasts and inland waterways of the United States and in selected areas overseas. In 1989, search and rescue and enforcement of laws and treaties still account for the major portions of the budget. Amounts requested for the activities described below reflect the continued introduction into the operating forces of new equipment and capital facilities, including new medium endurance cutters and aircraft. Although program increases are included for these new resources, they are partially offset by savings achieved through a reduction in older, existing platforms. Additional savings will be achieved through continued management improvements, including productivity increases, improved efficiency of operations, and continued contracting out of support activities. The growth in the budget includes built-in changes required by military and civilian pay raises, cost-of-living adjustments, and an addition to the budget base of previously non-recurring "in kind" services received from the U.S. Navy.

Search and rescue.—The Coast Guard maintains a nationwide system of boats, aircraft, cutters, and rescue coordination centers on 24-hour alert capable of responding to notice of a distress incident.

WORKLOAD DATA

	1987 actual	1988 est.	1989 est.
Responses to search and rescue cases	68,087	66,700	67,600
Sorties	88,513	86,700	87,880
Time on sorties (hours)	256,688	251,400	254,850
Lives saved	6,638	6,500	6,591
Persons otherwise assisted	137,195	134,500	136,215
Property saved (in thousands of dollars)	\$955,000	\$936,500	\$949,000
Value of property assisted (in thousands of dollars)	\$2,361,700	\$2,313,000	\$2,393,000

Aids to navigation.—A network of floating and fixed aids to navigation is maintained along our coasts and on inland waterways to insure the safe passage of the mariner. Loran-C stations provide electronic coastal marine navigation as well as enroute and non-precision approach aviation navigation capabilities throughout the United States. Domestic Loran-C serves the needs of both civilian and military users throughout the continental U.S. and Alaska. Overseas, Loran-C is operated in support of DOD requirements. Eight OMEGA stations, six of which are operated and funded to various levels by the six host partner nations, provide naviga-

tional coverage to military and civilian ships and aircraft nearly worldwide. Radiobeacons operated in the United States provide mariners with an all-weather, low user cost navigational system, used primarily for homing, along our coasts and in the Great Lakes. Administrative control is exercised over the construction, maintenance, and operation of bridges across navigable waters of the United States.

WORKLOAD DATA

	1987 actual	1988 est.	1989 est.
Federal floating aids	25,551	25,756	25,961
Federal fixed aids	23,526	23,726	23,926
Private aids authorized	43,835	46,027	48,328
Total vessel traffic service transits	963,767	540,800	590,900
Bridge permits and regulations issued	134	170	170

Marine safety.—The Coast Guard's safety program consists of two major activities:

Marine inspection and marine licensing programs.—The Coast Guard reviews plans and specifications for the construction or alteration of merchant vessels; conducts periodic inspections; investigates casualties; and sets standards, procedures, and practices under which merchant marine personnel are licensed and regulated.

WORKLOAD DATA

	1987 actual	1988 est.	1989 est.
Marine inspection:			
New construction	200	210	220
U.S. vessels inspected	35,622	36,000	36,000
Foreign vessels examined	2,677	2,700	2,700
Marine investigations	9,808	10,000	10,000
Marine licensing:			
License transactions	35,369	36,000	36,500
Seamen's document transactions	26,000	26,500	27,000

Recreational boating safety.—The Coast Guard operates a boat safety standards program and provides boater information and support of the Coast Guard Auxiliary as well as the individual State boating safety programs.

WORKLOAD DATA

	1987 actual	1988 est.	1989 est.
Factory visits/inspections	900	2,250	2,500
Defect campaigns	176	220	240
Potential units affected by campaigns	665,000	690,000	730,000
Persons enrolled in Auxiliary boating education courses	330,000	340,000	350,000
Courtesy marine examinations (Auxiliary)	280,000	285,000	290,000

Marine environmental protection.—The Coast Guard's marine environmental protection program consists of two major activities:

Marine environmental readiness.—Under various laws, international agreements and conventions the Coast Guard is responsible for responding to pollution incidents involving oil and hazardous chemicals. The Coast Guard receives reports, evaluates, responds to, and mitigates potential and actual pollution discharges on waters and land areas defined as the "Coastal Zone" in the National Contingency Plan.

WORKLOAD DATA

	1987 actual	1988 est.	1989 est.
Reports of pollution received by the Coast Guard:			
Oil	8,430	8,450	8,450
Chemical	933	960	990
Investigations:			
Oil	7,435	7,450	7,450
Chemical	847	850	850
Responsible party cleanups monitored by the Coast Guard:			
Oil	1,820	1,850	1,850
Chemical	158	160	160
Federally funded cleanups supervised by the Coast Guard:			
Oil	217	220	220
Chemical	37	40	40

Port safety and security.—Under various laws, conventions, international agreements, and memoranda of understanding with other Federal agencies, the Coast Guard is charged with promoting port safety and security in ports, on waterways, and on the high seas. The Coast Guard is expected to provide rapid and effective response to port emergencies such as fires, explosions, collisions, civil disturbances, and terrorist incidents. The Coast Guard Captain of the Port (COTP) has extensive law enforcement authority over waterfront facilities, vessels and the navigable waters of the United States, and has a broad role as the coordinator and overseer of port safety and security activities of all parties involved in the port complex. Coast Guard responsibilities in port security have been increased recently under the combined Navy/Coast Guard Maritime Defense Zone initiative, and under the DOD/DOT Memorandum of Understanding on Port Readiness.

WORKLOAD DATA

	1987 actual	1988 est.	1989 est.
Port safety:			
Transfer operations monitored.....	8,080	8,000	8,000
Waterfront facilities inspected.....	4,000	4,000	4,000
Harbor patrols.....	23,558	24,000	24,000
MARPOL facilities inspected.....	609	1,000	1,500
Port security:			
Mobilization exercises.....	82	75	75
Contingency drills.....	138	125	125
Port security cards, issued.....	1,893	15,000	15,000
Special interest vessel boardings.....	1,114	1,200	1,300
Safety zone patrols.....	655	500	500
Security zone patrols.....	248	150	150

Enforcement of laws and treaties.—Maritime enforcement of laws and treaties is accomplished by cutters and aircraft conducting patrols to enforce international agreements and Federal laws on and over the high seas and waters over which the U.S. exercises jurisdiction. Fisheries enforcement involves living marine resources, while general law enforcement concerns drug smuggling by air and sea, illegal immigration, hijacking/theft of vessels and other unlawful activities.

This budget reflects increased Coast Guard efforts in the interdiction of controlled substances being smuggled by air into the United States. This budget includes funding for land based aerostats and other facilities in the Bahamas.

WORKLOAD DATA

	1987 actual	1988 est.	1989 est.
Cutter operating hours:			
Fisheries enforcement.....	56,231	28,000	56,000
General law enforcement.....	215,810	162,000	220,000
Aircraft flight hours:			
Fisheries enforcement.....	5,791	4,300	5,800
General law enforcement.....	26,519	20,000	33,000
Drug-related seizures—vessels.....	136	100	130

Ice operations.—Polar ice operations are performed in the Arctic and Antarctic by icebreakers in support of programs of the Coast Guard and other agencies. Funding to continue analyses on how best to replace current icebreakers with new cutters is contained elsewhere in this budget.

Domestic ice operations are performed on the navigable waters of the United States. Also included are certain marine science activities.

WORKLOAD DATA

	1987 actual	1988 est.	1989 est.
Polar ice operations: Icebreaker deployment days.....	551	435	335
Domestic ice operations:			
Cutter operating hours.....	2,413	3,400	3,400
Aircraft reconnaissance operating hours.....	115	155	155
Vessels assisted.....	115	690	690
International Ice Patrol: Aircraft hours.....	429	500	500

Defense readiness.—The Coast Guard operates as a service in the Navy upon declaration of war or during times of national emergency at the direction of the President. During peacetime, an effective state of military preparedness is maintained through individual and unit training, by joint naval training exercises, and by Coast Guard single and multiship operations.

Headquarters administration.—Headquarters administration provides funding for administrative services at the headquarters location of the Coast Guard, including executive direction; budget, planning and policy; command, control, communication, and operations; financial management; legal; engineering; civil rights; and personnel and health services for the Coast Guard.

Object Classification (in thousands of dollars)

Identification code 69-0201-0-1-403	1987 actual	1988 est.	1989 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent.....	110,515	120,532	118,376
11.3 Other than full-time permanent.....	4,430	4,121	4,416
11.5 Other civilian personnel compensation.....	3,903	3,520	3,771
11.7 Military personnel.....	726,737	791,828	807,508
11.8 Special personal services payments.....	1,716	1,731	1,764
11.9 Total personnel compensation.....	847,301	921,732	935,835
12.1 Civilian personnel benefits.....	20,015	22,113	24,631
12.2 Military personnel benefits.....	69,078	74,292	94,826
13.0 Benefits for former personnel.....	2,757	3,257	3,957
21.0 Travel and transportation of persons.....	53,641	39,737	56,550
22.0 Transportation of things.....	38,383	21,537	40,519
23.1 Rental payments to GSA.....	23,299	23,299	28,157
23.2 Rental payments to others.....	23,549	23,615	25,915
23.3 Communications, utilities, and miscellaneous charges.....	70,927	64,451	81,200
24.0 Printing and reproduction.....	5,890	4,222	6,386
25.0 Other services.....	304,199	303,589	381,082
26.0 Supplies and materials.....	293,583	243,189	350,634
31.0 Equipment.....	55,790	40,425	65,188
32.0 Lands and structures.....	2,236	2,710	3,731
42.0 Insurance claims and indemnities.....	1,708	1,177	1,975
43.0 Interest and dividends.....	252	188	220
99.0 Subtotal, direct obligations.....	1,812,608	1,789,533	2,100,806
99.0 Reimbursable obligations.....	138,759	156,500	54,500
99.9 Total obligations.....	1,951,367	1,946,033	2,155,306

Personnel Summary

Direct:			
Military:			
Total number of full-time permanent positions.....	35,409	36,952	36,771
Total compensable workyears: Full-time equivalent employment.....	34,733	37,296	36,817
Civilian:			
Total number of full-time permanent positions.....	4,369	4,582	4,576
Total compensable workyears:			
Full-time equivalent employment.....	4,264	4,604	4,542
Full-time equivalent of overtime and holiday hours.....			
Reimbursable:			
Military:			
Total number of full-time permanent positions.....	2,244	199	299
Total compensable workyears: Full-time equivalent employment.....	2,244	199	299

General and special funds—Continued

OPERATING EXPENSES—Continued

Personnel Summary—Continued

Civilian:			
Total number of full-time permanent positions.....	209	29	29
Total compensable workyears: Full-time equivalent employment.....	207	27	27

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

For necessary expenses of acquisition, construction, rebuilding, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto, to remain available until September 30, [1992] 1993, [\$247,000,000] \$348,000,000: *Provided*, That the Secretary of Transportation shall issue regulations requiring that written warranties shall be included in all contracts with prime contractors for major systems acquisitions of the Coast Guard: *Provided further*, That any such written warranty shall not apply in the case of any system or component thereof that has been furnished by the Government to a contractor: *Provided further*, That the Secretary of Transportation may provide for a waiver of the requirements for a warranty where: (1) the waiver is necessary in the interest of the national defense or the warranty would not be cost effective; and (2) the Committees on Appropriations of the Senate and the House of Representatives, the Committee on Commerce, Science, and Transportation of the Senate, and the Committee on Merchant Marine and Fisheries of the House of Representatives are notified in writing of the Secretary's intention to waive and reasons for waiving such requirements: *Provided further*, That the requirements for such written warranties shall not cover combat damage. (*Department of Transportation and Related Agencies Appropriations Act, 1988; additional authorizing legislation to be proposed.*)

Program and Financing (In thousands of dollars)

Identification code: 69-0240-0-1-403	1987 actual	1988 est.	1989 est.
Program by activities:			
Direct program:			
00.01 Search and rescue.....	36,586	33,366	92,149
00.02 Aids to navigation.....	32,079	28,602	46,576
00.03 Marine safety.....	4,720	4,017	2,650
00.04 Marine environmental protection.....	10,424	8,651	10,991
00.05 Enforcement of laws and treaties.....	241,021	215,567	177,675
00.06 Ice operations.....	5,121	5,173	1,718
00.07 Defense readiness.....	37,604	34,624	26,241
00.91 Total direct program.....	367,555	330,000	358,000
01.01 Reimbursable program.....	72,819	80,500	80,500
10.00 Total obligations.....	440,374	410,500	438,500
Financing:			
11.00 Offsetting collections from: Federal funds.....	-68,563	-80,500	-80,500
17.00 Recovery of prior year obligations.....	-4,256		
21.40 Unobligated balance available, start of year.....	-273,206	-203,293	-120,293
24.40 Unobligated balance available, end of year.....	203,293	120,293	110,293
25.00 Unobligated balance lapsing.....	358		
40.00 Budget authority (appropriation).....	296,000	247,000	348,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	371,811	330,000	358,000
72.40 Obligated balance, start of year.....	586,098	560,441	483,043
74.40 Obligated balance, end of year.....	-560,441	-483,043	-527,223
77.00 Adjustments in expired accounts.....	-4,233		
78.00 Adjustments in unexpired accounts.....	-4,256		
90.00 Outlays.....	388,978	407,398	313,820

This appropriation provides for the major acquisition, construction, and improvement of vessels, aircraft, shore units, and aids to navigation, excluding minor acquisitions, additions, renewals, and replacements funded in the Operating Expenses appropriation where estimated costs of a project are \$150 thousand or less, or where renewals and replacements involve less than 75 percent of the original facility. Most of the facilities

financed by this appropriation are multi-mission in nature and are required by the Coast Guard in the performance of its operational and regulatory missions.

Vessels.—During fiscal year 1989, acquisition of the 44-foot Motor Lifeboat will continue. All thirteen 270-foot Medium Endurance Cutters (WMEC) will be operational or delivered. In addition, the ninth and final 140-foot Icebreaking Tug (WTGB) will be operational. Major accomplishments will also be realized in the area of vessel renovation and modernization. By the end of fiscal year 1989, all but three of the 37 Coast Guard Island Class 110-foot patrol boats will be delivered or operational. Five of twelve 378-foot High Endurance Cutters (WHEC) and six of sixteen 210-foot Medium Endurance Cutters (WMEC) will have completed their major renovations; five additional WHECs, and two WMECs will be undergoing renovation. Six 180-foot Buoy Tenders (WLB) will have completed service life extension rehabilitation and efforts to design a replacement for the WLB/WLM Buoy Tenders will begin. Nine 130-foot barges for the Second Coast Guard District and three 55-foot Aids-to-Navigation boats will be delivered or operational. Cumulatively, these accomplishments will enhance critical multimission capabilities of the Coast Guard's major vessel capital assets, as well as the fleet's readiness and maintenance posture.

Aircraft.—Three new HC-130 Long Range Surveillance fixed-wing aircraft funded in the fiscal year 1986 Coastal Defense Augmentation Account and two funded in the fiscal year 1987 Omnibus Drug Bill will be delivered by the end of fiscal year 1988. During the period fiscal year 1988-89, considerable progress will be made in acquiring aircraft sensors to enhance search and rescue and law enforcement missions. Six Airborne Surveillance Systems (AIREYE) will be in operational use on HH-25A Medium Range Search aircraft during fiscal year 1988. Funds to procure contract maintenance and installation kits for the HC-130 Forward Looking Airborne Radars (FLAR) are requested. All 96 of the HH-65A Short Range Recovery (SRR) helicopters will be delivered by the end of fiscal year 1988. Continued acquisition of the HH-60 Medium Range Recovery (MRR) helicopter and improvements to the HH-65A helicopter promises enhanced mission performance for the Coast Guard helicopter fleet. These improvements will include faster response time, safer operations, and more capable detection systems.

Shore Facilities.—Recent shore facility projects have emphasized both new construction and renovation over plant expansion. These projects range from air station rehabilitations and moorings improvements to a service-wide program to remove and replace unused and leaking underground tanks. Particular emphasis has been placed on upgrading shore facilities at Alameda, CA, Portsmouth, VA, Boston, MA, New Bedford, MA, and Long Beach, CA, and health care facilities at Kodiak, AK and Yorktown, VA. This construction is expected to be completed in fiscal year 1989. Projects have also been initiated or continued to provide advanced command, control, communications and information systems to Coast Guard commands, thereby enhancing productivity and facilitating management decisions. The condition of the existing shoreplant, com-

combined with the need for a measure of expansion, requires a significant emphasis on shoreplant investment.

Burlington Northern RR bridge over the Willamette River, Portland, OR.

Object Classification (in thousands of dollars)

Identification code 69-0240-0-1-403	1987 actual	1988 est.	1989 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	6,275	5,634	5,975
11.3 Other than full-time permanent	6	6	6
11.5 Other civilian personnel compensation	183	164	174
11.7 Military personnel	9,540	8,565	9,085
11.9 Total personnel compensation	16,004	14,369	15,240
12.1 Civilian personnel benefits	864	776	823
12.2 Military personnel benefits	824	740	785
21.0 Travel and transportation of persons	2,110	1,894	2,009
22.0 Transportation of things	425	382	405
23.3 Communications, utilities, and miscellaneous charges	435	391	414
24.0 Printing and reproduction	180	162	171
25.0 Other services	20,566	18,465	20,058
26.0 Supplies and materials	31,844	28,590	31,058
31.0 Equipment	222,968	200,185	217,463
32.0 Land and structures	71,335	64,046	69,574
99.0 Subtotal, direct obligations	367,555	330,000	358,000
99.0 Reimbursable obligations	72,819	80,500	80,500
99.9 Total obligations	440,374	410,500	438,500

Personnel Summary

Military:			
Total number of full-time permanent positions	297	331	330
Total compensable workyears: Full-time equivalent employment	292	330	330
Civilian:			
Total number of full-time permanent positions	224	238	224
Total compensable workyears:			
Full-time equivalent employment	215	227	224
Full-time equivalent of overtime and holiday hours	5	5	5

ALTERATION OF BRIDGES

For necessary expenses for alteration or removal of obstructive bridges, [\$940,000] \$8,500,000, to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1988; additional authorizing legislation to be proposed.)

Program and Financing (in thousands of dollars)

Identification code 69-0244-0-1-403	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 25.0)	21,806	5,547	8,500
Financing:			
14.00 Offsetting collections from: Non-Federal sources	-10,030		
17.00 Recovery of prior year obligations	-889		
21.40 Unobligated balance available, start of year	-15,495	-4,607	
24.40 Unobligated balance available, end of year	4,607		
40.00 Budget authority (appropriation)		940	8,500
Relation of obligations to outlays:			
71.00 Obligations incurred, net	11,776	5,547	8,500
72.40 Obligated balance, start of year	13,516	24,128	16,959
74.40 Obligated balance, end of year	-24,128	-16,959	-16,429
78.00 Adjustments in unexpired accounts	-889		
90.00 Outlays	276	12,716	9,030

This appropriation provides the Government's share of the costs for altering or removing bridges determined to be obstructions to navigation. Generally, bridges to be altered were built with what are now insufficient vertical and/or horizontal clearances for free navigation on navigable waters of the United States. \$8.5 million is requested in 1989 to complete alteration of the

RETIRED PAY

For retired pay, including the payment of obligations therefor otherwise chargeable to lapsed appropriations for this purpose, and payments under the Retired Serviceman's Family Protection and Survivor Benefits Plans, and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C., ch. 55), [\$386,700,000] \$410,800,000. (Department of Transportation and Related Agencies Appropriations Act, 1988; additional authorizing legislation to be proposed.)

Program and Financing (in thousands of dollars)

Identification code 69-0241-0-1-403	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Regular military personnel	301,118	331,000	349,450
00.02 Former Lighthouse Service personnel	1,352	1,000	950
00.03 Reserve personnel	12,585	13,700	14,400
00.04 Survivor benefit programs	3,879	4,000	4,100
00.05 Medical care	33,000	37,000	41,900
10.00 Total obligations	351,934	386,700	410,800
Financing:			
25.00 Unobligated balance lapsing	4,066		
39.00 Budget authority	356,000	386,700	410,800
Budget authority:			
40.00 Appropriation	364,000	386,700	410,800
41.00 Transferred to other accounts	-8,000		
43.00 Appropriation (adjusted)	356,000	386,700	410,800
Relation of obligations to outlays:			
71.00 Obligations incurred, net	351,934	386,700	410,800
72.40 Obligated balance, start of year	40,730	40,882	
74.40 Obligated balance, end of year	-40,882		
77.00 Adjustments in expired accounts	-1,837		
90.00 Outlays	349,944	427,582	410,800

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

The following tabulation shows the average number of personnel on the rolls during 1987 compared with estimated numbers for 1988 and 1989:

AVERAGE NUMBER

Category:	1987 actual	1988 est.	1989 est.
Commissioned officers	4,007	4,136	4,260
Warrant officers	3,453	3,569	3,676
Enlisted personnel	14,854	15,027	15,215
Former Lighthouse Service personnel	90	85	78
Reserve personnel	1,737	1,828	1,901
Total	24,141	24,645	25,130

Object Classification (in thousands of dollars)

Identification code 69-0241-0-1-403	1987 actual	1988 est.	1989 est.
13.0 Benefits for former personnel	318,934	349,690	368,890
25.0 Other services	32,991	37,000	41,900

General and special funds—Continued

RETIRED PAY—Continued

Object Classification (in thousands of dollars)—Continued

Identification code	69-0241-0-1-403	1987 actual	1988 est.	1989 est.
26.0	Supplies and materials	8	10	10
99.9	Total obligations	351,934	386,700	410,800

RESERVE TRAINING

For all necessary expenses for the Coast Guard Reserve, as authorized by law, maintenance and operation of facilities; and supplies, equipment, and services, **[\$62,880,000], \$68,500,000.** (Department of Transportation and Related Agencies Appropriations Act, 1988; additional authorizing legislation to be proposed.)

Program and Financing (in thousands of dollars)

Identification code	69-0242-0-1-403	1987 actual	1988 est.	1989 est.
Program by activities:				
Direct program:				
00.01	Initial training	4,309	4,163	4,352
00.02	Continuing training	37,912	36,494	40,948
00.03	Operation and maintenance of training facilities	10,587	9,830	10,247
00.04	Administration	12,348	12,393	12,953
00.91	Total direct program	65,156	62,880	68,500
01.01	Reimbursable program	26	50	50
10.00	Total obligations	65,182	62,930	68,550
Financing:				
11.00	Offsetting collections from Federal funds	26	50	50
21.40	Unobligated balance available, start of year		-79	
22.40	Unobligated balance transferred, net	1,200		
24.40	Unobligated balance available, end of year	79		
25.00	Unobligated balance lapsing	364	79	
40.00	Budget authority, (appropriation)	64,400	62,880	68,500
Relation of obligations to outlays:				
71.00	Obligations incurred, net	65,156	62,880	68,500
72.40	Obligated balance, start of year	6,910	6,551	8,174
74.40	Obligated balance, end of year	-6,551	-8,174	-9,533
77.00	Adjustments in expired accounts	740		
90.00	Outlays	64,775	61,257	67,141

The Coast Guard Reserve Forces provide qualified individuals and trained units for active duty in event of war, national emergency or domestic disaster. These forces keep ready through realistic, coordinated training in wartime skills, formal training in military skills, and performing peace time duties with the Regular Forces during normal and emergency operations. The 1989 program will provide a Ready Reserve of 18,700 including a Selected Reserve of 13,000.

Initial training.—Direct costs of initial training for non-prior service recruits are programmed under this activity.

Continuing training.—Direct costs of officer and enlisted drills and annual active duty for training are programmed under this activity.

Operation and maintenance of training facilities.—Reserve training facilities for operation and maintenance are programmed under this activity.

Administration.—All administrative costs for the Reserve Forces program are programmed under this category.

Miscellaneous services for other accounts.—Coast Guard mobilization-related activities for the Selected

Service System and the Federal Emergency Management Agency are reimbursed under this activity.

DAYS OF TRAINING

	1987 actual	1988 est.	1989 est.
Initial training: Initial active duty for training	102,764	92,100	88,000
Continuing training: Selected Reserve (with pay):			
Active duty training	160,151	124,300	153,000
Drill training	280,626	262,500	268,100
Other Ready Reserve (without pay):			
Active duty for training	800	800	800
Drill training	7,500	20,000	7,500

Object Classification (in thousands of dollars)

Identification code	69-0242-0-1-403	1987 actual	1988 est.	1989 est.
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	1,572	1,600	1,640
11.3	Other than full-time permanent	40	40	40
11.5	Other personnel compensation	85	90	100
11.7	Military personnel	50,365	46,780	52,308
11.9	Total personnel compensation	52,062	48,510	54,088
12.1	Civilian personnel benefits	223	230	240
12.2	Military personnel benefits	1,478	3,600	2,563
21.0	Travel and transportation of persons	2,603	3,800	4,560
22.0	Transportation of things	518	430	450
23.1	Rental payments to GSA	515	606	632
23.3	Communications, utilities, and miscellaneous charges	207	214	208
24.0	Printing and reproduction	49	50	50
25.0	Other services	1,968	2,100	2,200
26.0	Supplies and materials	5,028	3,120	3,279
31.0	Equipment	505	200	210
42.0	Insurance claims and indemnities		20	20
99.0	Subtotal, direct obligations	65,156	62,880	68,500
99.0	Reimbursable obligations	26	50	50
99.9	Total obligations	65,182	62,930	68,550

Personnel Summary

Military:			
Total number of full-time permanent positions	599	599	599
Total compensable workyears: Full-time equivalent employment	599	599	599
Civilian:			
Total number of full-time permanent positions	112	112	112
Total compensable workyears:			
Full-time equivalent employment	102	104	104
Full-time equivalent of overtime and holiday hours	3	2	2

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

For necessary expenses, not otherwise provided for, for [basic and] applied scientific research, development, test, and evaluation; maintenance, rehabilitation, lease and operation of facilities and equipment, as authorized by law, \$19,000,000, to remain available until expended: *Provided*, That there may be credited to this appropriation funds received from State and local governments, other public authorities, private sources and foreign countries, for expenses incurred for research, development, testing, and evaluation. (Department of Transportation and Related Agencies Appropriation Act, 1988; additional authorizing legislation to be proposed.)

Program and Financing (in thousands of dollars)

Identification code	69-0243-0-1-403	1987 actual	1988 est.	1989 est.
Program by activities:				
Direct program:				
00.01	Search and rescue	3,303	3,593	3,796
00.02	Aids to navigation	3,337	3,564	4,480
00.03	Marine safety	1,720	1,822	2,544
00.04	Marine environmental protection	1,481	1,949	1,489
00.05	Enforcement of laws and treaties	5,596	6,527	3,681
00.06	Ice operations	409	437	456
00.07	Defense readiness	1,158	1,108	2,544
00.91	Total direct program	17,004	19,000	19,000

01.01	Reimbursable program.....	653	650	650
10.00	Total obligations.....	17,657	19,650	19,650
Financing:				
11.00	Offsetting collections from: Federal funds.....	-653	-650	-650
21.40	Unobligated balance available, start of year.....	-10,394	-8,390	-8,390
22.40	Unobligated balance transferred, net.....	5,000		
24.40	Unobligated balance available, end of year.....	8,390	8,390	8,390
40.00	Budget authority (appropriation).....	20,000	19,000	19,000
Relation of obligations to outlays:				
71.00	Obligations incurred, net.....	17,004	19,000	19,000
72.40	Obligated balance, start of year.....	8,352	7,548	8,073
74.40	Obligated balance, end of year.....	-7,548	-8,073	-7,593
90.00	Outlays.....	17,807	18,475	19,480

The Coast Guard's Research and Development (R&D) program seeks to maintain the technological base in areas crucial to the successful execution of the Coast Guard's operational and regulatory missions. The R&D program includes the development of techniques, methods, hardware, and systems which directly contribute to increasing the productivity and effectiveness of operating forces. Tests and evaluations are carried out in conjunction with research and development. The 1989 request will provide for: development of improved search and rescue capability; support for replacement of marine vehicles; development of improved aid to navigation performance techniques; development of improved vessel safety knowledge bases to support establishment, modification, or discontinuance of various regulations and standards; development of systems and procedures for control and cleanup of pollutant spills; development of techniques to support law enforcement efforts; technological support for defense readiness; and research, development, test, and evaluation in multi-mission project areas.

Object Classification (in thousands of dollars)

Identification code 69-0243-0-1-403		1987 actual	1988 est.	1989 est.
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent.....	2,894	2,759	2,265
11.3	Other than full-time permanent.....	52	50	41
11.5	Other personnel compensation.....	54	51	43
11.7	Military personnel.....	3,011	2,871	2,342
11.9	Total personnel compensation.....	6,011	5,731	4,691
12.1	Civilian personnel benefits.....	367	350	287
12.2	Military personnel benefits.....	230	219	179
21.0	Travel and transportation of persons.....	479	585	640
22.0	Transportation of things.....	90	110	120
23.1	Rental payments to GSA.....	208	254	278
23.3	Communications, utilities, and miscellaneous charges.....	309	377	413
24.0	Printing and reproduction.....	19	23	26
25.0	Other services.....	6,338	7,743	8,417
26.0	Supplies and materials.....	1,599	1,953	2,139
31.0	Equipment.....	1,354	1,655	1,810
99.0	Subtotal, direct obligations.....	17,004	19,000	19,000
99.0	Reimbursable obligations.....	653	650	650
99.9	Total obligations.....	17,657	19,650	19,650

Personnel Summary

Military:			
Total number of full-time permanent positions.....	79	52	42
Total compensable workyears: Full-time equivalent employment.....	79	52	42
Civilian:			
Total number of full-time permanent positions.....	104	80	71

Total compensable workyears:			
Full-time equivalent employment.....	103	79	70
Full-time equivalent of overtime and holiday hours.....	1	1	1

POLLUTION FUND

Program and Financing (in thousands of dollars)

Identification code 69-5168-0-2-304		1987 actual	1988 est.	1989 est.
Program by activities:				
10.00	Total obligations.....	3,924	5,300	5,700
Financing:				
21.40	Unobligated balance available, start of year.....	-9,327	-10,208	-10,208
24.40	Unobligated balance available, end of year.....	10,208	10,208	10,208
60.00	Budget authority (appropriation) (permanent, indefinite).....	4,805	5,300	5,700
Relation of obligations to outlays:				
71.00	Obligations incurred, net.....	3,924	5,300	5,700
72.40	Obligated balance, start of year.....	6,212	3,991	1,502
74.40	Obligated balance, end of year.....	-3,991	-1,502	-902
90.00	Outlays.....	6,146	7,789	6,300

This fund insures immediate cleanup of oil or other hazardous polluting substances spilled into the navigable waters of the United States, adjoining shorelines or waters of the contiguous zone. The fund is used when a spill occurs and the responsible owners or operators of a vessel, onshore facility, or offshore facility do not accomplish immediate cleanup with their own resources. Expenditures from the fund are later reimbursed by the responsible owners or operators.

Object Classification (in thousands of dollars)

Identification code 69-5168-0-2-304		1987 actual	1988 est.	1989 est.
21.0	Travel and transportation of persons.....	43	50	50
25.0	Other services.....	3,788	5,150	5,550
26.0	Supplies and materials.....	93	100	100
99.9	Total obligations.....	3,924	5,300	5,700

OFFSHORE OIL POLLUTION COMPENSATION FUND

The Secretary of Transportation is authorized to issue to the Secretary of the Treasury notes or other obligations in such amounts and at such times as may be necessary to the extent that appropriations are not adequate to meet the obligations of the Fund: *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 **[\$57,000,000] \$60,000,000** in fiscal year **[1988] 1989** for the "Off-shore Oil Pollution Compensation Fund". (*Department of Transportation and Related Agencies Appropriations Act, 1988.*)

Amounts Available for Appropriation (in thousands of dollars)

		1987 actual	1988 est.	1989 est.
Unappropriated balance, start of year: U.S. securities (par).....		85,281	102,688	121,258
Receipts:				
Collections.....		10,894	10,570	10,250
Interest on investments.....		7,513	8,000	9,330
Totals:				
Available for appropriation.....		103,688	121,258	140,838
Appropriation.....		-1,000		
Unappropriated balance, end of year: U.S. securities (par).....		102,688	121,258	140,838

General and special funds—Continued
OFFSHORE OIL POLLUTION COMPENSATION FUND—Continued

Program and Financing (in thousands of dollars)

Identification code: 69-5167-0-2-304	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations	147	243	245
Financing:			
Unobligated balance available, start of year:			
21.40 Treasury balance	-1,567	-1,027	-900
21.40 U.S. securities (par)	-1,446	-1,116	-1,000
22.40 Unobligated balance transferred, net	1,723		
Unobligated balance available, end of year:			
24.40 Treasury balance	1,027	900	655
24.40 U.S. securities (par)	1,116	1,000	1,000
40.00 Budget authority (appropriation)	1,000		
Relation of obligations to outlays:			
71.00 Obligations incurred, net	147	243	245
72.40 Obligated balance, start of year	61	78	78
74.40 Obligated balance, end of year	78	78	78
90.00 Outlays	129	243	245

The Outer Continental Shelf Lands Act Amendments of 1978 require the Coast Guard to perform additional Marine Safety and Environmental Protection missions on the Outer Continental Shelf. Title III of the law provides for an oil pollution compensation fund to pay compensation for damages, including cleanup, resulting from oil spills. Additional funds are not requested for fiscal year 1989.

Object Classification (in thousands of dollars)

Identification code: 69-5167-0-2-304	1987 actual	1988 est.	1989 est.
21.0 Travel and transportation of persons	4	7	7
23.3 Communications, utilities, and miscellaneous charges	2	3	3
25.0 Other services	133	220	222
26.0 Supplies and materials	8	13	13
99.9 Total obligations	147	243	245

DEEPWATER PORT LIABILITY FUND

The Secretary of Transportation is authorized to issue, and the Secretary of the Treasury is authorized to purchase, without fiscal year limitation, notes or other obligations in such amounts and at such times as may be necessary to the extent that available appropriations are not adequate to meet the obligations of the Fund. *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 \$47,500,000 \$50,000,000 in fiscal year 1988 1989 for the "Deepwater Port Liability Fund" (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Amounts Available for Appropriation (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Unappropriated balance, start of year: U.S. securities (par)	3,727	3,709	4,063
Receipts	982	354	361
Total:			
Available for appropriation	4,709	4,063	4,444
Appropriation	-1,000		
Unappropriated balance, end of year: U.S. securities (par)	3,709	4,063	4,444

Program and Financing (in thousands of dollars)

Identification code: 69-5170-0-2-304	1987 actual	1988 est.	1989 est.
Financing:			
Unobligated balance available, start of year:			
21.40 Treasury balance	82	28	28
21.40 U.S. securities (par)	-5,525	-1,434	-1,434
22.40 Unobligated balance transferred, net	5,145		
Unobligated balance available, end of year:			
24.40 Treasury balance	82	28	28
24.40 U.S. securities (par)	1,380	1,434	1,434
40.00 Budget authority (appropriation)	1,000		
Relation of obligations to outlays:			
71.00 Obligations incurred, net			
72.40 Obligated balance, start of year	1	1	
74.40 Obligated balance, end of year			
90.00 Outlays			

The Deepwater Port Act of 1974 provided a system for determination and settlement, without fault, of claims for all cleanup costs and damages incurred, but not otherwise compensated, as a result of discharges of oil into the marine environment from deepwater port activities. The Deepwater Port Act Amendments of 1984 (Public Law 98-419) suspended, as of September 25, 1984, the 2-cent-per-barrel fee to be assessed against all oil delivered at deepwater ports and to be deposited in this fund. The collection of this fee may not resume unless the fund balance falls below \$4,000,000. Additional funds are not requested for fiscal year 1989.

Intragovernmental funds:

COAST GUARD SUPPLY FUND

Program and Financing (in thousands of dollars)

Identification code: 69-4535-0-4-403	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 26.0)	64,682	67,334	69,960
Financing:			
Offsetting collections from:			
11.00 Federal funds	-58,381	-60,775	-63,145
14.00 Non-Federal sources	-6,252	-6,467	-6,723
21.98 Unobligated balance available, start of year: Fund balance	-288	-239	-147
24.98 Unobligated balance available, end of year: Fund balance	239	147	55
39.00 Budget authority			
Relation of obligations to outlays:			
71.00 Obligations incurred, net	49	92	92
72.98 Obligated balance, start of year: Fund balance	7,723	14,435	14,127
74.98 Obligated balance, end of year: Fund balance	14,435	14,127	13,819
90.00 Outlays	-6,664	400	400

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

COAST GUARD YARD FUND

Program and Financing (in thousands of dollars)

Identification code: 69-4743-0-4-403	1987 actual	1988 est.	1989 est.
Program by activities:			
Operating expenses:			
00.01 Cost of goods sold.....	9,801	10,812	10,111
00.02 Other.....	24,100	25,391	24,590
00.91 Total operating expenses.....	33,901	36,203	34,701
01.01 Capital investment: Purchase of equipment.....	8,200	600	700
10.00 Total obligations.....	42,101	36,803	35,401
Financing:			
Offsetting collections from:			
11.00 Federal funds.....	-24,049	-22,393	-22,501
14.00 Non-Federal sources.....	-40	-50	-50
21.98 Unobligated balance available, start of year: Fund balance.....	-68,216	-50,205	-35,845
24.98 Unobligated balance available, end of year: Fund balance.....	50,205	35,845	22,995
39.00 Budget authority.....			
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	18,011	14,360	12,850
72.98 Obligated balance, start of year: Fund balance.....	3,494	10,687	10,221
74.98 Obligated balance, end of year: Fund balance.....	-10,687	-10,221	-18,071
90.00 Outlays.....	10,818	14,826	5,000

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

ANALYSIS BY TYPE OF WORK

	[Percent]		
	1987 actual	1988 est.	1989 est.
Vessel repairs and alterations.....	74	76	76
Vessel construction.....	6	9	14
Boat repairs and construction.....	1	1	1
Buoy fabrication.....	5	1	
Fabrication of special and miscellaneous items.....	15	13	9
Total.....	100	100	100

Object Classification (in thousands of dollars)

Identification code 69-4743-0-4-403	1987 actual	1988 est.	1989 est.
Personnel compensation:			
11.1 Full-time permanent.....	15,665	15,883	16,096
11.3 Other than full-time permanent.....	407	413	422
11.5 Other personnel compensation.....	2,562	2,002	2,052
11.7 Military personnel.....	457	477	490
11.9 Total personnel compensation.....	19,091	18,775	19,060
12.1 Civilian personnel benefits.....	2,420	2,817	2,842
12.2 Military personnel benefits.....	27	25	35
21.0 Travel and transportation of persons.....	61	208	208
22.0 Transportation of things.....	72	70	70
23.3 Communications, utilities, and miscellaneous charges.....	1,512	1,325	1,275
24.0 Printing and reproduction.....	10	16	16
25.0 Other services.....	1,866	1,640	1,575
26.0 Supplies and materials.....	16,635	11,327	9,620
31.0 Equipment.....	404	600	700
43.0 Interest and dividends.....	3		
99.9 Total obligations.....	42,101	36,803	35,401

Personnel Summary

Military:			
Total number of full-time permanent positions.....	24	24	24
Total compensable workyears: Full-time equivalent employment.....	24	24	24
Civilian:			
Total number of full-time permanent positions.....	654	654	654

Total compensable workyears:			
Full-time equivalent employment.....	622	632	632
Full-time equivalent of overtime and holiday hours.....	70	52	51

Trust Funds

AQUATIC RESOURCES TRUST FUND

Amounts Available for Appropriation (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Unappropriated balance, start of year.....	152,751	175,039	208,726
Collections (receipts):			
Motorboat fuels tax.....	98,162	109,900	112,000
Excise taxes on sport fishing equipment.....	77,032	90,417	82,267
Import duties on tackle and yachts.....	18,688	21,443	22,891
Interest on investments.....	-18,002	19,000	20,000
Total available for appropriation.....	364,635	414,899	445,884
Appropriation:			
National Park Service (Department of the Interior):			
Land and Water Conservation Fund (Motorboat fuels tax).....	1,000	1,000	1,000
U.S. Coast Guard (Department of Transportation):			
Boat safety (motorboat fuels tax).....	28,981	22,500	15,000
Operating expenses (motorboat fuels tax).....	18,600	21,600	30,000
United States Fish and Wildlife Service (Department of the Interior):			
Sport fish restoration account.....	141,015	161,073	194,760
(Motorboat fuels tax).....	(28,165)	(50,775)	(63,900)
(Excise taxes on sport fishing equipment).....	(67,979)	(77,032)	(98,417)
(Import duties on tackle and yachts).....	(31,294)	(18,688)	(21,443)
(Interest).....	(13,578)	(14,578)	(19,000)
Unappropriated balance, end of year.....	175,039	208,726	205,124

The Internal Revenue Code of 1954, as amended, and the Federal Boat Safety Act of 1971 (Public Law 92-75), as amended, provide for the transfer of Highway Trust Fund revenue derived from the motor boat fuel tax and certain other taxes to the Aquatic Resources Trust Fund. The Secretary of the Treasury estimates the amounts to be so transferred. In turn, appropriations are authorized from this fund to meet expenditures for recreational boating safety assistance and other programs specified by law.

BOAT SAFETY

[LIQUIDATION OF CONTRACT AUTHORIZATION]

For payment of obligations incurred for recreational boating safety assistance under Public Law 92-75, as amended, [\$22,500,000] \$15,000,000, to be derived from the Boat Safety 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 obligations for which are in excess of [\$21,375,000] \$15,000,000 in fiscal year [1988] 1989 for recreational boating safety assistance. (Department of Transportation and Related Agencies Appropriations Act, 1988; additional authorizing legislation for \$15,000,000 to be proposed.)

Program and Financing (in thousands of dollars)

Identification code 69-8149-0-7-403	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 State recreational boating safety programs.....	28,316	21,375	15,000
00.02 Operating expenses: Coast Guard.....	18,600	21,600	30,000
10.00 Total obligations.....	46,916	42,975	45,000
Financing:			
21.40 Unobligated balance available, start of year.....	-419	-1,084	-2,209
24.40 Unobligated balance available, end of year.....	1,084	2,209	2,209
40.00 Budget authority (appropriation).....	47,581	44,100	45,000

BOAT SAFETY—Continued

[LIQUIDATION OF CONTRACT AUTHORIZATION]—Continued

Program and Financing (in thousands of dollars)—Continued

Identification code 69-8149-0-7-403	1987 actual	1988 est.	1989 est.
Relation of obligations to outlays:			
71.00 Obligations incurred, net	46,916	42,975	45,000
72.40 Obligated balance, start of year	20,926	26,027	16,887
74.40 Obligated balance, end of year	-26,027	-16,887	-19,722
90.00 Outlays	41,815	52,115	42,165

This account provides financial assistance for the development and implementation of a coordinated national recreational boating safety program, as provided for in Public Law 92-75, as amended, and Public Law 98-369. In addition, under current law, \$15 million will be transferred in 1989 to Operating Expenses. Legislation has been proposed to increase the amount authorized for transfer to Operating Expenses to \$30 million.

Object Classification (in thousands of dollars)

Identification code 69-8149-0-7-403	1987 actual	1988 est.	1989 est.
25.0 Other services	15,000	21,600	30,000
41.0 Grants, subsidies, and contributions	31,916	21,375	15,000
99.9 Total obligations	46,916	42,975	45,000

COAST GUARD GENERAL GIFT FUND

Program and Financing (in thousands of dollars)

Identification code 69-8533-0-7-403	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations		80	80
Financing:			
17.00 Recovery of prior year obligations	-6		
Unobligated balance available, start of year:			
21.40 Treasury balance	-8	-14	-14
21.40 U.S. securities (par)	-130	-130	-130
Unobligated balance available, end of year:			
24.40 Treasury balance	14	14	14
24.40 U.S. securities (par)	130	130	130
60.00 Budget authority (appropriation) (permanent, indefinite)		80	80
Relation of obligations to outlays:			
71.00 Obligations incurred, net		80	80
72.40 Obligated balance, start of year	6		30
74.40 Obligated balance, end of year		-30	-30
78.00 Adjustments in unexpired accounts	-6		
90.00 Outlays		50	80

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

Object Classification (in thousands of dollars)

Identification code 69-8533-0-7-403	1987 actual	1988 est.	1989 est.
25.0 Other services		62	62
26.0 Supplies and materials		10	10
31.0 Equipment		8	8
99.9 Total obligations		80	80

MISCELLANEOUS TRUST REVOLVING FUNDS

Program and Financing (in thousands of dollars)

Identification code 69-9981-0-8-403	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Cadet activities	4,597	5,162	5,584
00.02 Surcharge collections, sales of commissary stores	310	310	310
10.00 Total obligations	4,907	5,472	5,894
Financing:			
Offsetting collections from:			
11.00 Federal funds	-4,597	-5,162	-5,584
14.00 Non-Federal sources	-259	-258	-258
21.98 Unobligated balance available, start of year: Fund balance	-387	-336	-284
24.98 Unobligated balance available, end of year: Fund balance	336	284	232
39.00 Budget authority			
Relation of obligations to outlays:			
71.00 Obligations incurred, net	51	52	52
72.98 Obligated balance, start of year: Fund balance	217	184	211
74.98 Obligated balance, end of year: Fund balance	-184	-211	-238
90.00 Outlays	84	125	25
Distribution of outlays by account:			
Cadet activities	33		
Surcharge collections, sales of commissary stores	51	25	25

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

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

Object Classification (in thousands of dollars)

Identification code 69-9981-0-8-403	1987 actual	1988 est.	1989 est.
23.3 Communications, utilities, and miscellaneous charges	17	18	19
25.0 Other services	3,608	3,976	4,382
26.0 Supplies and materials	1,257	1,453	1,468
31.0 Equipment	25	25	25
99.9 Total obligations	4,907	5,472	5,894

MARITIME ADMINISTRATION

The programs administered by the Maritime Administration (MarAd) are authorized by the Merchant Marine Act, 1936, and other related acts. The agency promotes the development and maintenance of an American merchant marine for commercial and defense needs; grants subsidy aid for operation of vessels by American flag operators; administers the outstanding Federal Ship Financing Fund portfolio; pays the increased cost associated with the expanded cargo preference requirement in the Food Security Act of 1985; maintains in a standby condition Government-owned fleets; and trains cadets to become licensed merchant ship officers.

The following table shows the funding for the MarAd programs, including proposed legislation for which detail is furnished in the budget schedules:

(In thousands of dollars)

	1987 actual	1988 est.	1989 est.
Budget authority:			
Operating-differential subsidies.....			224,440
(Appropriation to liquidate contract authority).....	(320,000)	(250,300)	(202,370)
Ocean freight differential.....	24,338	61,305	62,000
Research and development.....	3,500		
Operations and training.....	64,000	75,521	74,100
Ready reserve force.....			110,751
Federal ship financing fund.....	420,000		
Interest subsidy.....			90
Special studies, services, and projects.....	30	100	100
Gifts and bequests.....	2	15	15
Total budget authority.....	511,870	136,941	471,496
Program level (obligations):			
Ship construction.....	310	2,125	
Operating-differential subsidies.....			224,440
Ocean freight differential.....	24,338	61,305	62,000
Research and development.....	4,810	403	
Operations and training.....	69,331	88,704	74,100
Ready reserve force.....			110,751
Federal ship financing fund:			
Revolving fund.....	374,791	40,900	-20,550
Interest subsidy.....			90
New loan guarantee commitments.....			
Vessel operations revolving fund.....	22,634		
War risk insurance revolving fund.....	-1,725	-1,177	-1,177
Special studies, services, and projects.....	30	100	100
Gifts and bequests.....	1	15	15
Total program level.....	494,520	192,375	449,769
Outlays:			
Ship construction.....	421	4,890	
Operating-differential subsidies.....	227,426	213,300	275,290
Ocean freight differential.....	21,813	63,830	62,000
Research and development.....	7,237	9,000	488
Operations and training.....	68,632	77,193	75,937
Ready reserve force.....			53,287
Federal ship financing fund.....	416,766	52,640	-20,550
Interest subsidy.....			90
Vessel operations revolving fund.....	115,231		
War risk insurance revolving fund.....	-889	-900	-900
Special studies, services, and projects.....		100	100
Gifts and bequests.....	1	15	15
Total outlays.....	856,638	420,068	445,757

Federal Funds

General and special funds:

SHIP CONSTRUCTION

Program and Financing (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Identification code 69-1708-0-1-403			
Program by activities:			
10.00 Total obligations (object class 41.0).....	310	2,125	
Financing:			
21.40 Unobligated balance available, start of year.....	-2,435	-2,125	
24.40 Unobligated balance available, end of year.....	2,125		
39.00 Budget authority.....			
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	310	2,125	
72.40 Obligated balance, start of year.....	2,875	2,765	
74.40 Obligated balance, end of year.....	-2,765		
90.00 Outlays.....	421	4,890	

The remaining unobligated balances in Ship Construction are being reserved for settlement of outstanding claims. No funds are requested for 1989.

**OPERATING-DIFFERENTIAL SUBSIDIES
(LIQUIDATION OF CONTRACT AUTHORITY)**

For the payment of obligations incurred for operating-differential subsidies as authorized by the Merchant Marine Act, 1936, as amend-

ed, **[\$250,300,000]** \$248,900,000, to remain available until expended. (46 U.S.C. 1173; Departments of Commerce, Justice, and State, the Judiciary, and Related Agencies Appropriation Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-1709-0-1-403	1987 actual	1988 est.	1989 est.
Financing:			
39.00 Budget authority.....			
Budget authority:			
Current:			
40.00 Appropriation.....	320,000	250,300	248,900
40.49 Portion applied to liquidate contract authority.....	-228,285	-213,300	-248,900
40.50 Balance of appropriation to liquidate contract authority withdrawn.....	-91,715	-37,000	
43.00 Appropriation (adjusted).....			
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....			
Obligated balance, start of year:			
40.00 Appropriation.....	32,913	33,772	33,772
40.49 Contract authority.....	2,858,512	2,257,662	2,044,362
Obligated balance, end of year:			
40.00 Appropriation.....	-33,772	-33,772	-33,772
40.49 Contract authority.....	-2,257,662	-2,044,362	-1,795,462
77.00 Adjustments in expired accounts.....	-372,565		
90.00 Outlays.....	227,426	213,300	248,900

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

(In thousands of dollars)

	1987 actual	1988 est.	1989 est.
Enacted/requested:			
Budget authority.....	227,426	213,300	248,900
Outlays.....			
Proposed for later transmittal under proposed legislation:			
Budget authority.....			224,440
Outlays.....			26,390
Total:			
Budget authority.....	227,426	213,300	224,440
Outlays.....	227,426	213,300	275,290

Status of Unfunded Contract Authority (in thousands of dollars)

Unfunded balance, start of year.....	2,858,512	2,257,662	2,044,362
Adjustment in expired accounts.....	-372,565		
Contract authority (permanent, indefinite).....			
Appropriation to liquidate contract authority.....	-228,285	-213,300	-248,900
Unfunded balance, end of year.....	2,257,662	2,044,362	1,795,462

The Merchant Marine Act of 1936, as amended, provides that operating subsidies shall be paid to qualified operators of U.S.-flag vessels in order to promote the maintenance of a U.S. Merchant Marine capable of providing essential ocean-shipping services. A strong U.S. Merchant Marine is important to national security and to the development of foreign commerce. Subsidies are designed to achieve a parity between certain U.S. and foreign ship operating costs. The 1989 request provides funds for existing operating-differential subsidy contracts. The budget reflects no new contract authority on the basis that the obligations under the existing contracts were incurred when the contracts were signed. The Administration has proposed a reform of the Operating-Differential Subsidy program which results in \$224,440,000 of budget authority in fiscal year 1989. This proposal follows this presentation.

General and special funds—Continued

OPERATING-DIFFERENTIAL SUBSIDIES

(Proposed for later transmittal, proposed legislation)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 41.0)			224,440
Financing:			
39.00 Budget authority			224,440
Budget authority:			
40.00 Appropriation		72,920	
40.00 Appropriation		(46,530)	
40.49 Portion applied to liquidate contract authority		46,530	
40.50 Balance of appropriation to liquidate contract authority withdrawn			
43.00 Appropriation (adjusted)		72,920	
49.10 Contract authority (substantive law)		151,520	
Relation of obligations to outlays:			
71.00 Obligations incurred, net			224,440
Obligated balance, start of year:			
72.40 Appropriation			
72.49 Contract authority			
Obligated balance, end of year:			
74.40 Appropriation			
74.49 Contract authority		135,842	
77.00 Adjustments in expired accounts		(333,892)	
90.00 Outlays			26,390

This legislative proposal reflects the Operating-Differential Subsidy reform measures transmitted to Congress on July 6, 1987. Implementation is assumed on October 1, 1988. Under the reform proposal, an appropriation for current budget authority amounting to \$72,920,000 is estimated for agreements with new operators. It is estimated that the multi-year cost of existing operators' contracts will decrease by a net of \$333,892,000. This net decrease reflects an increase of \$151,520,000 for one contract, the term of which is estimated to extend beyond the current expiration date. This increase is reflected as permanent, indefinite contract authority.

Status of Unfunded Contract Authority (in thousands of dollars)

Unfunded balance, start of year		
Adjustment in expired accounts		(333,892)
Contract authority (permanent, indefinite)		151,520
Appropriation to liquidate contract authority		46,530
Unfunded balance, end of year		(135,842)

OCEAN FREIGHT DIFFERENTIAL

[Such sums as may be necessary for fiscal year 1988 and thereafter are hereby appropriated to liquidate debt and pay interest due to the Secretary of the Treasury, as required by section 901d, Merchant Marine Act 1936.] (46 App. U.S.C. 1241h; Departments of Commerce, Justice, and State, and the Judiciary, and Related Agencies Appropriation Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
10.00 Total obligations	24,338	61,305	68,921

Financing:	1987 actual	1988 est.	1989 est.
39.00 Budget authority	24,338	61,305	68,921
Budget authority:			
Current:			
40.00 Appropriation		85,643	
40.47 Portion applied to debt reduction		(85,138)	
43.00 Appropriation (adjusted)		505	
Permanent:			
60.00 Appropriation			68,921
60.47 Portion applied to debt reduction			(68,921)
63.00 Appropriation (adjusted)			
67.10 Authority to borrow (P.L. 99-198) (46 U.S.C. 1241h)	24,338	60,800	68,921
Relation of obligations to outlays:			
71.00 Obligations incurred, net	24,338	61,305	68,921
72.47 Obligated balance, start of year		2,525	
74.47 Obligated balance, end of year		(2,525)	
90.00 Outlays	21,813	63,830	68,921

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

(In thousands of dollars)

Enacted/requested:	1987 actual	1988 est.	1989 est.
Budget authority	24,338	61,305	68,921
Outlays	21,813	63,830	68,921
Proposed for later transmittal under proposed legislation:			
Budget authority			6,921
Outlays			6,921
Total:			
Budget authority	24,338	61,305	62,000
Outlays	21,813	63,830	62,000

Public Law 99-198 amended section 901 of the Merchant Marine Act to increase from 50 to 75 percent the amount of agricultural commodities under specified programs that must be carried on U.S.-flag vessels. The increased cost associated with this expanded U.S.-flag shipping requirement stems from higher rates charged by U.S.-flag carriers compared with foreign-flag carriers. The Maritime Administration is required to reimburse the Department of Agriculture for ocean freight differential costs for the added tonnage above 50 percent. These reimbursements are funded through borrowings from the Treasury. Public Law 99-198 also requires the Maritime Administration to reimburse the Department of Agriculture for the amount which their ocean freight and ocean freight differential costs in any fiscal year exceeds 20 percent of the cost of the commodities shipped plus ocean freight and ocean freight differentials. The 1988 and 1989 budget estimates do not anticipate payments for the excess 20-percent rule. The Administration has proposed legislation to reform the Operating-Differential Subsidy program, which includes certain reforms in the way cargo preference requirements are administered.

Object Classification (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
22.0 Transportation of things	24,338	60,800	68,921
43.0 Interest and dividends		505	
99.9 Total obligations	24,338	61,305	68,921

OCEAN FREIGHT DIFFERENTIAL
(Proposed for later transmittal, proposed legislation)

Program and Financing (in thousands of dollars)			
Identification code 69-1751-2-1-403	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 22.0)			-6,921
Financing:			
39.00 Budget authority			-6,921
Budget authority:			
40.00 Appropriation			-6,921
40.47 Portion applied to debt reduction			6,921
Appropriation (adjusted):			
43.00			
47.10 Authority to borrow (substantive law)			-6,921
Relation of obligations to outlays:			
71.00 Obligations incurred, net			-6,921
90.00 Outlays			-6,921

The Administration's proposed Operating Differential Subsidy reform legislation includes certain reforms in the administration of cargo preference requirements that are anticipated to reduce the cost of the ocean freight differential funded in this account.

RESEARCH AND DEVELOPMENT

Program and Financing (in thousands of dollars)

Program and Financing (in thousands of dollars)			
Identification code 69-1716-0-1-403	1987 actual	1988 est.	1989 est.
Program by activities:			
Direct program:			
00.01 Advanced ship development	186		
00.02 Advanced ship operations	1,311	130	
00.03 Research facilities	3,134		
00.04 Advanced maritime technology	179	273	
00.91 Total direct program	4,810	403	
01.01 Reimbursable program	2,781		
10.00 Total obligations	7,591	403	
Financing:			
11.00 Offsetting collections from: Federal funds	-2,781		
17.00 Recovery of prior year obligations	-75		
21.40 Unobligated balance available, start of year	-1,638	-403	
24.40 Unobligated balance available, end of year	403		
40.00 Budget authority (appropriation)	3,500		
Relation of obligations to outlays:			
71.00 Obligations incurred, net	4,810	403	
72.40 Obligated balance, start of year	11,587	9,085	488
74.40 Obligated balance, end of year	-9,085	-488	
78.00 Adjustments in unexpired accounts	-75		
90.00 Outlays	7,237	9,000	488

Fiscal year 1987 was the final year of funding for the maritime research and development appropriation.

Object Classification (in thousands of dollars)

Object Classification (in thousands of dollars)			
Identification code 69-1716-0-1-403	1987 actual	1988 est.	1989 est.
Direct obligations:			
25.0 Other services	2,411	403	
26.0 Supplies and materials	60		
31.0 Equipment	4		
41.0 Grants, subsidies, and contributions	2,335		
99.0 Subtotal, direct obligations	4,810	403	

99.0 Reimbursable obligations	2,781		
99.9 Total obligations	7,591	403	

FEDERAL SHIP FINANCING LOAN SUBSIDIES
(Proposed for later transmission, proposed legislation)

Program and Financing (in thousands of dollars)			
Identification code 69-1752-6-1-403	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 41.0)			90
Financing:			
40.00 Budget authority (appropriation)			90
Relation of obligations to outlays:			
71.00 Obligations incurred, net			90
90.00 Outlays			90

Status of Direct Loans (in thousands of dollars)

Status of Direct Loans (in thousands of dollars)			
Identification code 69-1752-6-1-403	1987 actual	1988 est.	1989 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			5,000
1131 Direct loan obligations exempt from limitation			5,000
1150 Total direct loan obligations			5,000
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year			5,000
1231 Disbursements: Direct loan disbursements			-50
1251 Repayments: Repayments and prepayments			4,950
1290 Outstanding, end of year			4,950
Estimate of direct loan subsidy:			
1320 Subsidy amount (in percent)			1.8
1330 Subsidy amount (in thousands of dollars)			90

This schedule shows the effects of the Administration's credit reform proposal. The amounts in this schedule reflect the estimated grant-equivalent subsidy for Federal direct loan obligations or guaranteed loan commitments made by this program. An explanation of the proposal is included in Part 6b of the Budget.

OPERATIONS AND TRAINING

For necessary expenses of operations and training activities authorized by law, **[\$75,521,000] \$74,100,000**, to remain available until expended: *Provided*, That reimbursements may be made to this appropriation from receipts to the "Federal Ship Financing Fund" for administrative expenses in support of that program: *Provided further*, That in addition to any amount heretofore appropriated, \$10,000,000 of the funds appropriated in this paragraph shall be available for the activation and conversion costs of a training vessel for the State University of New York Maritime College: *Provided further*, That the second sentence of the paragraph under this heading in chapter II of title I of the Act of August 22, 1984 (98 Stat. 1372), is amended by deleting "preconversion" and inserting in lieu thereof "activation and conversion", by inserting a period after the word "expended", and by deleting the remainder of the sentence: *Provided further*, That hereafter such training vessel shall be subject to a plan for sharing training vessels approved by the Secretary of Transportation, if such plan is deemed necessary: *Provided further*, That hereafter no funds shall be appropriated for the purchase or construction of training vessels for State maritime academies unless a plan for sharing training vessels between State maritime academies has been approved by the Maritime Administration: *Provided further*, That no funds or vessels shall be provided for support of a State maritime academy which has not agreed to require all candidates entering a merchant marine officer preparation program to pass the examination

General and special funds—Continued

OPERATIONS AND TRAINING—Continued

required for issuance of a merchant marine officer license as a condition for graduation, and to apply for and accept, if offered, appointment as a commissioned officer in the United States Naval Reserve (including the Merchant Marine Reserve, United States Naval Reserve), the United States Coast Guard Reserve, or any other reserve unit of an armed force of the United States, for at least six years following the date of graduation from the State maritime academy of such individual (46 U.S.C. 867, 1111, 1114, 1151, 1161, 1171, 1177, 1241; 50 U.S.C. App. 1744; Departments of Commerce, Justice, and State; the Judiciary, and Related Agencies Appropriation Act, 1988).

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-1750-0-1-403			
Program by activities:			
Direct program:			
Maritime education and training:			
00.01	20,476	21,009	22,759
00.02	12,073	27,400	8,000
00.03	1,291	1,259	1,262
00.10	7,752	10,972	12,299
Operating programs:			
00.20	1,271	960	962
00.21	7,329	7,781	8,709
00.22	19,140	19,323	20,109
00.91	69,332	88,704	74,100
01.01	26,535	22,000	24,000
10.00	95,867	110,704	98,100
Financing:			
11.00	26,535	22,000	24,000
17.00	961		
21.40	17,553	13,183	
24.40	13,183		
40.00	64,000	75,521	74,100
Relation of obligations to outlays:			
71.00	69,331	88,704	74,100
72.40	7,759	7,497	19,008
74.40	7,497	19,008	17,171
78.00	961		
90.00	68,632	77,193	75,937

The specific activities funded by the operations and training appropriation are as follows:

Maritime education and training—

Merchant Marine Academy.—This activity provides for operating the Merchant Marine Academy at Kings Point, NY. The objective of the Academy is to instruct and prepare selected personnel for service as officers in the merchant marine. Approximately 185 officers will graduate in 1989. Additional funds are provided in 1989 for facilities modernization and renovation.

State marine schools.—This activity provides assistance to States in the operation and maintenance of maritime academies or colleges for the training of merchant marine officers. Initiation in 1989 of a program for sharing training vessels by the five ocean-going schools is proposed as well as a requirement that all students at the State marine schools accept a Naval Reserve Commitment. An estimated 475 merchant marine officers will graduate from the State marine schools in 1989.

Additional training.—This activity provides for the costs of administration of the Merchant Marine Academy and State marine schools programs at the bureau level, and for the conduct of supplementary

training courses required for merchant marine personnel.

National security support capability.—This activity provides for maintaining U.S. merchant ships in the National Defense Reserve Fleet for service as naval and military transport auxiliaries in time of war and national emergency and for emergency preparedness activities. Funds are provided in 1989 to continue a multi-year program for capital investment needs including facility alterations and maintenance, and replacement of support craft.

Operating programs—

Development of waterborne transportation systems.—This activity provides for direct technical and administrative costs of programs for development and construction of cost-competitive U.S. merchant ships in sufficient quantity to meet national maritime objectives.

Use of waterborne transportation systems.—This activity provides for the direct technical and administrative costs of promoting the effective development and use of merchant ships and ship systems. Program objectives involve increasing U.S. flag participation in U.S. foreign trade and reducing or eliminating operating subsidies when no longer required to sustain a viable shipping operation.

General administration.—This activity provides for overall executive direction and general administrative functions of the Maritime Administration.

Object Classification (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-1750-0-1-403			
Direct obligations:			
Personnel compensation:			
11.1	23,578	23,970	24,447
11.3	1,889	2,420	2,468
11.5	790	685	685
11.8	558	573	573
11.9	26,815	27,648	28,173
12.1	4,078	5,609	5,701
13.0	95	70	70
21.0	847	941	941
22.0	221	45	45
23.1	2,879	3,017	3,017
23.3	3,564	4,743	4,890
24.0	325	349	349
25.0	19,557	38,322	23,376
26.0	3,718	3,534	3,662
31.0	1,996	1,906	1,556
32.0	2,171		
41.0	3,053	2,500	2,300
42.0	13	20	20
99.0	69,332	88,704	74,100
99.0	26,535	22,000	24,000
99.9	95,867	110,704	98,100

Personnel Summary

Direct:			
Total number of full-time permanent positions	691	675	665
Total compensable workyears:			
Full-time equivalent employment	706	728	713
Full-time equivalent of overtime and holiday hours	12	12	12
Reimbursable:			
Total number of full-time permanent positions	308	323	420
Total compensable workyears:			
Full-time equivalent employment	323	317	388
Full-time equivalent of overtime and holiday hours	6	6	6

READY RESERVE FORCE

For necessary expenses to acquire and maintain a surge shipping capability in the National Defense Reserve Fleet in an advanced state of readiness and related programs, \$110,751,000, to remain available until expended: Provided, That reimbursement may be made to the Operations and Training appropriation for expenses related to this program.

Program and Financing (in thousands of dollars)

Identification code 69-1710-0-1-054	1987 actual	1988 est.	1989 est.
Program by activities:			
Direct program:			
00.01 Fleet additions			35,400
00.02 Maintenance and operations			75,351
00.91 Total direct program			110,751
01.01 Reimbursable program			10,000
10.00 Total obligations			120,751
Financing:			
11.00 Offsetting collections from: Federal funds			-10,000
40.00 Budget authority (appropriation)			110,751
Relation of obligations to outlays:			
71.00 Obligations incurred, net			110,751
72.40 Obligated balance, start of year			-57,464
74.40 Obligated balance, end of year			
90.00 Outlays			53,287

Note.—Estimates for 1987 and 1988 for the Ready Reserve Force are reflected in the following Navy accounts: Operations and Maintenance and Ship Construction.

Object Classification (in thousands of dollars)

Identification code 69-1710-0-1-054	1987 actual	1988 est.	1989 est.
Direct obligations:			
25.0 Other services			35,400
31.0 Equipment			75,351
99.0 Subtotal, direct obligations			110,751
99.0 Reimbursable obligations			10,000
99.9 Total obligations			120,751

This appropriation provides funding for the Ready Reserve Force (RRF), which is comprised of Government-owned, U.S.-flag merchant ships laid up in the National Defense Reserve Fleet (NDRF). The RRF is maintained in an advanced state of readiness to meet surge shipping requirements during a national emergency. The 1989 budget proposes to appropriate these funds to the Maritime Administration, which has historically managed the RRF and funded certain RRF base costs in its Operations and Training appropriation. In the past, the Navy has funded the incremental cost of advanced readiness requirements. The proposed 1989 consolidation will place the entire funding and program responsibility for RRF ships in one Federal agency, pursuant to the requirement in Public Law 100-202.

The specific activities funded by this appropriation are as follows:

Fleet additions.—This activity provides for expansion or selective replacement of RRF ships. Acquisitions will be made to provide the number and type of ships required for this program based on DOD planning.

Maintenance and operations.—This provides funds for RRF ship activations and deactivations required to test ship reactivation readiness and to support DOD/Navy exercises of a broader purpose. Costs of ship operations will be funded by the organization

requiring the ship activation. This activity also provides for maintaining RRF ships in an advanced state of reactivation readiness and associated costs of berthing ships at dispersed locations. Also included are special programs in support of the RRF and special training related to these ships such as that for radio officers and crane ship cargo handling crews.

Public enterprise funds:

FEDERAL SHIP FINANCING FUND*

*See Part II for additional information.

During fiscal year 1989, no new commitments for guaranteed loans will be made.

Program and Financing (in thousands of dollars)

Identification code 69-4301-0-3-403	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Operating expenses	27,805	49,600	44,600
00.02 Payments to Treasury: Interest	107,930	29,400	26,800
01.01 Capital investment	342,864	255,000	105,000
10.00 Total obligations	478,599	334,000	176,400
Financing:			
Offsetting collections from: Non-Federal sources:			
14.00 Insurance premiums and fees	-24,845	-27,000	-26,000
14.00 Repayment of loans	-5,244	-3,000	-3,000
14.00 Sale of assets	-56,959	-239,100	-126,000
14.00 Interest and other income	-16,760	-24,000	-37,000
21.98 Unobligated balance available, start of year: Fund balance: U.S. securities (par)	4,340	-49,549	
24.98 Unobligated balance available, end of year: Fund balance: U.S. securities (par)	49,549		
31.00 Redemption of debt		8,649	15,600
39.00 Budget authority	420,000		
Budget authority:			
Current:			
40.00 Appropriation	1,375,000		
40.47 Portion applied to debt reduction	-1,375,000		
43.00 Appropriation (adjusted)			
Permanent:			
67.10 Authority to borrow (substantive law)	420,000		
Relation of obligations to outlays:			
71.00 Obligations incurred, net	374,791	40,900	-15,600
72.98 Obligated balance, start of year: Fund balance	60,057	18,081	6,341
74.98 Obligated balance, end of year: Fund balance	-18,081	-6,341	-6,341
90.00 Outlays	416,766	52,640	-15,600

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

	[In thousands of dollars]		
	1987 actual	1988 est.	1989 est.
Enacted/requested:			
Budget authority	420,000		
Outlays	416,766	52,640	-15,600
Credit reform:			
Budget authority			-4,950
Outlays			
Total:			
Budget authority	420,000		
Outlays	416,766	52,640	-20,550

Status of Direct Loans (in thousands of dollars)

Identification code 69-4301-0-3-403	1987 actual	1988 est.	1989 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	681	5,000	5,000
1131 Direct loan obligations exempt from limitation			
1150 Total direct loan obligations	681	5,000	5,000

Public enterprise funds—Continued

FEDERAL SHIP FINANCING FUND—Continued

Status of Direct Loans (in thousands of dollars)—Continued

Identification code	1987 actual	1988 est.	1989 est.
69-4301-0-3-403			
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	1,474,817	1,611,621	1,855,632
Disbursements:			
1231 Direct loan disbursements	681	5,000	5,000
1232 Disbursements for guarantee loan claims	342,183	250,000	100,000
Repayments:			
1251 Repayments and prepayments	5,244	3,000	3,000
1252 Repayments of defaulted guaranteed loans	7,104	7,989	6,289
Adjustments:			
1262 Write-offs for defaults	195,625		
1264 Other adjustments, net	1,913		
1290 Outstanding, end of year	1,611,621	1,855,632	1,951,343
Estimate of direct loan subsidy:			
1320 Subsidy amount (in percent)	1.5	1.7	1.8
1330 Subsidy amount (in thousands of dollars)	10	85	90

Status of Guaranteed Loans (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-4301-0-3-403			
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	4,995,362	4,278,971	3,815,022
2231 Disbursements: Disbursements of new guaranteed loans	26,010		
2251 Repayments: Repayments and prepayments	400,218	213,949	190,751
2261 Adjustments: Terminations for default that result in direct loans	342,183	250,000	100,000
2290 Outstanding, end of year	4,278,971	3,815,022	3,524,271

MEMORANDUM

2299 U.S. contingent liability for guaranteed loans outstanding, end of year	4,278,971	3,815,022	3,524,271
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The Merchant Marine Act of 1936, as amended, established the Federal ship financing fund to assist in the development of the U.S. merchant marine by guaranteeing construction loans and mortgages on U.S.-flag vessels built in the United States.

The budget proposes appropriations language to prohibit new loan guarantee commitments in 1988 and 1989 and thereafter. Legislation will also be proposed to terminate permanently the Secretary's authority to guarantee loans.

Budget program.—Administrative expenses incurred in the operation of the Federal ship financing fund are paid from income to the fund. Direct loans in the form of advances to operators to forestall possible defaults are estimated at \$5 million in 1989. In 1989 the estimate includes \$100 million as a contingency against possible defaults.

Financing.—The fund receives income from insurance premiums on construction loans and mortgages, fees, and interest on mortgages held directly.

Revenue and Expense (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Operating income or loss (—):			
Revenue	126,476	315,767	227,994
Expense	360,028	129,128	264,033
Net operating income or loss (—)	233,552	186,639	36,039

Financial Condition (in thousands of dollars)

	1986 actual	1987 actual	1988 est.	1989 est.
Assets				
Selected assets:				
Fund balance with Treasury	64,397	67,630	18,790	78,780
Accounts receivable (net)	3,052	4,319	7,722	432
Loans receivable (net)	411,337	561,992	601,428	564,195
Vessels	318,676	307,853	68,753	1,557
Other assets (net)	8,219			
Total assets	805,681	941,794	696,693	644,964
Liabilities:				
Selected liabilities: Accounts payable including funded accrued liabilities:				
Debt issued under borrowing authority: Borrowing from Treasury	10,416	760	762	762
Other liabilities	52,420	11,740		
Total liabilities	1,375,000	420,000		
Total liabilities	1,437,836	432,500	762	762
Government equity:				
Selected equities:				
Unexpended budget authority:				
Unobligated balance	4,340	49,549	12,449	72,439
Undelivered orders	273	9,898	13,301	6,011
Invested capital	636,768	449,847	670,181	565,752
Total Government equity	632,155	509,294	695,931	644,202

Object Classification (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-4301-0-3-403			
25.0 Other services	27,805	49,600	44,600
33.0 Investments and loans	450,794	284,400	131,800
99.9 Total obligations	478,599	334,000	176,400

FEDERAL SHIP FINANCING LOAN SUBSIDIES

(Proposed for later transmission, proposed legislation)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-4301-6-3-403			
Program by activities:			
10.00 Total obligations (object class 33)			5,000
Financing:			
14.00 Offsetting collections from Non-Federal sources			50
24.98 Unobligated balance available, end of year			4,950
39.00 Budget authority			4,950
Relation of obligations to outlays:			
71.00 Obligations incurred, net			4,950
90.00 Outlays			4,950

Status of Direct Loans (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-4301-6-3-403			
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			
1131 Direct loan obligations exempt from limitation			5,000
1150 Total direct loan obligations			5,000
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year			
1231 Disbursements: Direct loan disbursements			5,000
1251 Repayments: Repayments and prepayments			50
1290 Outstanding, end of year			4,950
Estimate of direct loan subsidy:			
1320 Subsidy amount (in percent)			1.8
1330 Subsidy amount (in thousands of dollars)			90

This schedule shows the effects of the Administration's credit reform proposal on the existing revolving fund. All new activity in this program in 1989 and beyond is recorded in a corresponding proposed general fund subsidy account. An explanation of the proposal is included in Part 6b of the Budget.

VESSEL OPERATIONS REVOLVING FUND

Program and Financing (in thousands of dollars)

Identification code 69-4303-0-3-403	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 25.0)	194,994	210,000	32,634
Financing:			
11.00 Offsetting collections from: Federal funds	-172,360	-210,000	-32,634
21.98 Unobligated balance available, start of year: Fund balance	-52,477	-29,843	-29,843
24.98 Unobligated balance available, end of year: Fund balance	29,843	29,843	29,843
39.00 Budget authority			
Relation of obligations to outlays:			
71.00 Obligations incurred, net	22,634		
72.10 Receivables in excess of obligations, start of year		-24,801	-24,801
72.98 Obligated balance, start of year: Fund balance	67,796		
74.10 Receivables in excess of obligations, end of year	24,801	24,801	24,801
90.00 Outlays	115,231		

The Maritime Administration is authorized to reactivate, operate, deactivate, and charter merchant vessels. These operations are financed by the Vessel operations revolving fund. In addition, the fund is available to finance the necessary expenses to protect, maintain, preserve, acquire, and use vessels involved in mortgage foreclosure or forfeiture proceedings instituted by the United States; and to process advances received from Federal agencies.

Budget program.—The 1989 program level reflects the transfer of the appropriation for the Ready Reserve Force Program from Navy to MarAd. Funds will continue to be reimbursed to this fund for various DOD/Navy-sponsored activities, such as the operation of activated RRF vessels.

Financing.—Expenses are principally financed by reimbursements from Federal agencies.

Revenue and Expense (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Operating income: Vessel operations:			
Revenue	214,939	210,000	32,634
Expense	-200,534	-210,000	-32,634
Net income or loss (-)	14,405		

Financial Condition (in thousands of dollars)

	1986 actual	1987 actual	1988 est.	1989 est.
Assets:				
Selected assets:				
Fund balance with Treasury	120,273	5,042	5,042	5,042
Accounts receivable (net)	106,570	145,026	145,026	62,660
Other assets (net)	52,308	138,346	138,346	138,346
Total assets	279,151	288,414	288,414	206,048
Liabilities:				
Total liabilities: Accounts payable including funded accrued liabilities	12,569	7,427	7,427	7,427

Government equity:

	1987 actual	1988 est.	1989 est.
Selected equities:			
Unexpended budget authority:			
Unobligated balance	52,477	29,843	29,843
Undelivered orders	218,566	148,830	148,830
Unfinanced budget authority:			
Unfilled customer orders	-56,769	-36,033	-36,033
Invested capital	52,368	138,347	138,347
Total Government equity	266,582	280,987	198,621

WAR RISK INSURANCE REVOLVING FUND

Program and Financing (in thousands of dollars)

Identification code 69-4302-0-3-403	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Underwriting agents' fees	38	40	40
00.02 Appraisal contractors' fees	114	300	300
10.00 Total obligations (object class 25.0)	152	340	340
Financing:			
11.00 Offsetting collections from: Federal funds	-1,877	-1,517	-1,517
21.98 Unobligated balance available, start of year: Fund balance	-14,770	-16,495	-17,672
24.98 Unobligated balance available, end of year: Fund balance	16,495	17,672	18,849
39.00 Budget authority			
Relation of obligations to outlays:			
71.00 Obligations incurred, net	-1,725	-1,177	-1,177
72.10 Receivables in excess of obligations, start of year	-904	-1,740	-2,017
74.10 Receivables in excess of obligations, end of year	1,740	2,017	2,294
90.00 Outlays	-889	-900	-900

The Maritime Administration is authorized to insure against loss or damage from marine war risks until commercial insurance can be obtained on reasonable terms and conditions. This insurance includes war risk hull and disbursements interim insurance, war risk protection and indemnity interim insurance, second seamen's war risk interim insurance, and war risk cargo insurance standby program. Authority to underwrite insurance was extended to June 30, 1990, under Public Law 99-59.

Budget program.—It is estimated that during 1989 insurance coverage will be provided for approximately 340 U.S.-flag ships and 15 foreign-flag ships owned by U.S. citizens. The program also includes provision for second seamen's war risk insurance covering the crews of 10 vessels under contract with the Military Sealift Command.

Financing.—The war risk insurance revolving fund was established under 46 U.S.C. 1288. It receives income from binder fees, insurance premiums, interest from investments and claim reimbursements from other Federal agencies. Underwriting agents' fees and expenses, appraisal contractors' fees, and insurance claims are paid from this income.

Revenue and Expense (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Operating income or loss:			
Revenue	-152	-340	-340
Expense			
Net operating loss	-152	-340	-340
Nonoperating income: Interest from U.S. securities	1,877	1,517	1,517
Net income for the year	1,725	1,177	1,177

Public enterprise funds—Continued

WAR RISK INSURANCE REVOLVING FUND—Continued

Financial Condition (in thousands of dollars)

	1986 actual	1987 actual	1988 est.	1989 est.
Assets:				
Selected assets:				
Fund balance with Treasury	136	35	150	150
U.S. securities (par)	13,730	14,720	16,345	17,522
Accounts receivable (net)	974	2,151	1,588	1,588
Total assets	14,840	16,906	18,083	19,260
Liabilities:				
Selected liabilities: Accounts payable, including funded accrued liabilities	70	411	411	411
Government equity:				
Selected equities:				
Unexpended budget authority: Unobligated balance	14,770	16,495	17,672	18,849
Total Government equity	14,770	16,495	17,672	18,849

Trust Funds

SPECIAL STUDIES, SERVICES AND PROJECTS

Program and Financing (in thousands of dollars)

Identification code: 69-8547-0-7-403	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 25.0)	30	100	100
Financing:			
21.40 Unobligated balance available, start of year	—44	—44	—44
24.40 Unobligated balance available, end of year	44	44	44
60.00 Budget authority (appropriation) (permanent, indefinite)	30	100	100
Relation of obligations to outlays:			
71.00 Obligations incurred, net	30	100	100
72.40 Obligated balance, start of year	599	629	629
74.40 Obligated balance, end of year	629	629	629
90.00 Outlays		100	100

This trust fund is maintained to finance joint projects with non-Federal organizations.

Gifts and Bequests

Program and Financing (in thousands of dollars)

Identification code: 69-8503-0-7-403	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 25.0)	1	15	15
Financing:			
21.40 Unobligated balance available, start of year	—14	—15	—15
21.40 Treasury balance	—14	—15	—15
21.40 U.S. securities (par)	—35	—35	—35
24.40 Unobligated balance available, end of year	15	15	15
24.40 Treasury balance	15	15	15
24.40 U.S. securities (par)	35	35	35
60.00 Budget authority (appropriation) (permanent, indefinite)	2	15	15
Relation of obligations to outlays:			
71.00 Obligation incurred, net	1	15	15
72.40 Obligated balance, start of year	1	1	1
74.40 Obligated balance, end of year	—1	—1	—1
90.00 Outlays	1	15	15

The Secretary of Transportation is authorized to accept, hold, administer, and utilize gifts and bequests

of property. Proceeds are used in accordance with the terms of the gift or bequest.

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

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

No obligations shall be incurred during the current fiscal year from the construction fund established by the Merchant Marine Act, 1936, or otherwise, in excess of the appropriations and limitations contained in this Act, or in any prior appropriation Act and all receipts which otherwise would be deposited to the credit of said fund shall be covered into the Treasury as miscellaneous receipts. (Departments of Commerce, Justice, and State, the Judiciary, and Related Agencies Appropriation Act, 1988.)

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Federal Funds

Public enterprise funds:

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year [except as hereinafter provided in the "Limitation on administrative expenses"] (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code: 69-4089-0-3-403	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Administrative expenses	1,795	2,016	2,130
00.02 Other operations and maintenance	9,646	9,590	10,170
10.00 Total obligations	11,441	11,606	12,300
Financing:			
13.00 Offsetting collections from:			
14.00 Trust funds	—4,000	—10,806	—11,500
14.00 Non-Federal sources: Revenue	—5,011	—800	—800
Unobligated balance available, start of year:			
21.47 Authority to borrow	—3,200	—3,200	—3,200
21.98 Fund balance	—9,564	—9,134	—9,134
Unobligated balance available, end of year:			
24.47 Authority to borrow	3,200	3,200	3,200
24.98 Fund balance	9,134	9,134	9,134
40.00 Budget authority (appropriation)	2,000		
Relation of obligations to outlays:			
71.00 Obligations incurred, net	2,430		
72.98 Obligated balance, start of year: Fund balance	1,155	1,935	935
74.98 Obligated balance, end of year: Fund balance	—1,935	—935	—935
90.00 Outlays	1,650	1,000	

The Saint Lawrence Seaway Development Corporation is a wholly owned Government Corporation responsible for the operation, maintenance and development of the United States portion of the St. Lawrence

Seaway between Montreal and Lake Erie. Major priorities are to control Seaway Corporation costs and to encourage increased use of the Seaway system. The Seaway Corporation is focusing on ways to promote and market the Seaway system. The Corporation's 1989 budget reflects the activities to accomplish these objectives as follows:

Administrative expenses.—This program provides for management and administration of the Corporation.

Other operations and maintenance.—The program provides for normal operations and maintenance of all facilities, trade and traffic development, as well as continuing improvements in lock operations and navigation systems, and replacing worn-out equipment, machinery and tools. Operations are conducted on a 24-hour day, 7-day week with maintenance functions being performed throughout the year.

For fiscal year 1989, the Corporation estimates it will collect income of \$12.3 million. The Water Resources Development Act of 1986 provides for the deposit of toll revenues in the Harbor Maintenance Trust Fund. Appropriations from the Fund are intended to finance the operation and maintenance of the portion of the Seaway for which the Corporation is responsible. This budget assumes passage of the Administration's proposal to restore the Corporation to direct toll financing.

Revenue and Expense (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Operating income or loss:			
Operating program:			
Revenue:			
Shipping tolls	3,694		12,300
Other	5,317	11,606	
Total revenue	9,011	11,606	12,300
Expense:			
Administrative	1,795	2,016	2,130
Operations	6,045	8,590	7,670
Total expense	7,840	10,606	9,800
Net operating income	1,171	1,000	2,500
Nonoperating income or loss:			
Provision for depreciation and losses	2,069	2,075	2,100
Net nonoperating loss	-2,069	-2,075	-2,100
Net income or loss (-) for the year	-889	-1,075	400

Financial Condition (in thousands of dollars)

	1986 actual	1987 actual	1988 est.	1989 est.
Assets:				
Selected assets:				
Fund balance with Treasury	10,720	11,070	11,470	11,470
Accounts receivable, net	552	814	814	814
Accrued tolls, receivable unbilled	305	470	470	470
Selected assets, supplies	606	698	698	698
Fixed assets, net	95,969	96,411	95,511	94,411
Total assets	108,152	109,463	108,963	107,863
Liabilities:				
Selected liabilities:				
Accounts payable including funded accrued liabilities	1,031	2,483	2,483	1,108
Government equity:				
Selected equities:				
Unexpended budget authority:				
Unobligated balance:				
Regular	12,765	12,334	11,489	11,489

Reserve				
Undelivered orders	981	737	737	737
Unfinanced budget authority:				
Borrowing authority	-3,200	-3,200	-3,200	-3,200
Invested capital	96,575	97,109	97,454	97,729
Total Government equity	107,121	106,980	106,480	106,755

Object Classification (in thousands of dollars)

Identification code 69-4089-0-3-403	1987 actual	1988 est.	1989 est.
Personnel compensation:			
11.1 Full-time permanent	3,419	3,955	4,874
11.3 Other than full-time permanent	197	272	328
11.5 Other personnel compensation	183	292	404
Total personnel compensation	3,799	4,519	5,606
12.1 Civilian personnel benefits	855	1,002	1,296
21.0 Travel and transportation of persons	132	140	271
23.1 Rental payments to GSA	65	64	139
23.2 Rental payments to others	6		
23.3 Communications, utilities, and miscellaneous charges	215	258	351
24.0 Printing and reproduction	41	62	135
25.0 Other services	2,224	1,454	822
26.0 Supplies and materials	708	1,091	1,180
31.0 Equipment	574	165	1,000
32.0 Lands and structures	1,027	835	1,500
93.0 Administrative expenses (see separate schedule)	1,795	2,016	
99.0 Subtotal obligations, revolving accounts	11,441	11,606	12,300
99.9 Total obligations	11,441	11,606	12,300

Personnel Summary

Total number of full-time permanent positions	155	155	184
Total compensable workyears:			
Full-time equivalent employment	140	157	186
Full-time equivalent of overtime and holiday hours	6	7	7

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION
(Proposed for later transmittal, proposed legislation)

Program and Financing (in thousands of dollars)

Identification code 69-4089-2-3-403	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations			
Financing:			
Offsetting collections from:			
13.00 Trust funds			11,500
14.00 Non-Federal sources			-10,700
24.98 Unobligated balance available, end of year			-800
39.00 Budget authority			
Relation of obligations to outlays:			
71.00 Obligations incurred, net			800
74.98 Obligated balance, end of year: Fund balance			-800
90.00 Outlays			

Legislation has been proposed to return the Corporation to direct revenue financing for 1988.

Object Classification (in thousands of dollars)

Identification code 69-4089-2-3-403	1987 actual	1988 est.	1989 est.
Personnel compensation:			
11.1 Full-time permanent			-1,326
11.3 Other than full-time permanent			-26
Total personnel compensation			-1,352
12.1 Personnel benefits: Civilian			-233
21.0 Travel and transportation of persons			-121
23.1 Rental payments to GSA			-66
23.3 Communications, utilities, and miscellaneous charges			-86
24.0 Printing and reproduction			-37
25.0 Other services			-148
26.0 Supplies and materials			-87

Public enterprise funds—Continued

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION—Continued

Object Classification (in thousands of dollars)—Continued

Identification code	1987 actual	1988 est.	1989 est.
69-4089-2-3-403			
93.0 Limitation on expenses.....			2,130
99.0 Subtotal obligations, revolving accounts.....			

Personnel Summary

Total number of full-time permanent positions.....	—37
Total compensable workyears: Full-time equivalent employment.....	—39

[LIMITATION ON ADMINISTRATIVE EXPENSES]

[Not to exceed \$2,016,000 shall be available for administrative expenses, which shall be computed on an accrual basis, including not to exceed \$3,000 for official entertainment expenses to be expended upon the approval or authority of the Secretary of Transportation. Provided, That Corporation funds shall be available for the hire of passenger motor vehicles and aircraft, operation and maintenance of aircraft, uniforms or allowances therefor for operation and maintenance personnel, as authorized by law (5 U.S.C. 5901-5902), and \$15,000 shall be available for services as authorized by 5 U.S.C. 3109.] (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Program by activities:			
Administration (total obligations).....	1,795	2,016	
Financing:			
Unobligated balance lapsing.....	190		
Limitation	1,985	2,016	
Relation of obligations to outlays:			
Obligations incurred, net.....	1,795	2,016	
Obligated balance, start of year.....	55	4	
Obligated balance, end of year.....	-4	-6	
Outlays from limitation	1,846	2,014	

Under existing legislation, more than 90 percent of the Corporation's anticipated funding is dependent upon appropriation action. Accordingly, there is no need for a separate administrative expenses limitation.

Object Classification (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-4089-0-3-403			
Personnel compensation:			
11.1 Full-time permanent.....	1,139	1,238	
11.3 Other than full-time permanent.....	21	13	
11.9 Total personnel compensation.....	1,160	1,251	
12.1 Civilian personnel benefits.....	152	230	
21.0 Travel and transportation of persons.....	101	114	
23.1 Rental payments to GSA.....	61	63	
23.3 Communications, utilities, and miscellaneous charges.....	87	82	
24.0 Printing and reproduction.....	13	36	
25.0 Other services.....	153	153	
26.0 Supplies and materials.....	68	87	
93.0 Administrative expenses included in schedule for fund as a whole.....	-1,795	-2,016	
99.0 Total obligations.....			

Personnel Summary

Total number of full-time permanent positions.....	37	37
Total compensable workyears: Full-time equivalent employment.....	36	39

LIMITATION ON ADMINISTRATIVE EXPENSES

(Proposed for later transmittal, proposed legislation)

Program and Financing (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Program by activities:			
Administration (total obligations).....			2,130
Financing:			
Unobligated balance lapsing.....			
Limitation			2,130
Relation of obligations to outlays:			
Obligations incurred, net.....			2,130
Obligated balance, start of year.....			6
Obligated balance, end of year.....			7
Outlays from limitation			2,129

A limitation on administrative expenses will be proposed with the legislation to return the Corporation to direct revenue financing.

Object Classification (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-4089-2-3-403			
Personnel compensation:			
11.1 Full-time permanent.....			1,326
11.3 Other than full-time permanent.....			26
11.9 Total personnel compensation.....			1,352
12.1 Personnel benefits: Civilian.....			233
21.0 Travel and transportation of persons.....			121
23.1 Rental payments to GSA.....			66
23.3 Communications, utilities, and miscellaneous charges.....			86
24.0 Printing and reproduction.....			37
25.0 Other services.....			148
26.0 Supplies and materials.....			87
93.0 Administrative expenses included in schedule for fund as a whole.....			-2,130
99.0 Subtotal obligations, limitation account, reimbursable.....			
99.9 Total obligations.....			

Personnel Summary

Total number of full-time permanent positions.....	37
Total compensable workyears: Full-time equivalent employment.....	39

Trust Funds

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

For necessary expenses for operation and maintenance of those portions of the Saint Lawrence Seaway operated and maintained by the Saint Lawrence Seaway Development Corporation, [\$10,806,000] \$11,500,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-8003-0-7-403			
Program by activities:			
10.00 Total obligations (object class 25.0).....	4,000	10,806	11,500
Financing:			
40.00 Budget authority (appropriation).....	4,000	10,806	11,500
Relation obligations to outlays:			
71.00 Obligations incurred, net.....	4,000	10,806	11,500
90.00 Outlays.....	4,000	10,806	11,500

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

(In thousands of dollars)

	1987 actual	1988 est.	1989 est.
Enacted/requested:			
Budget authority	4,000	10,806	11,500
Outlays	4,000	10,806	11,500
Proposed for later transmittal under proposed legislation:			
Budget authority			-11,500
Outlays			-11,500
Total:			
Budget authority	4,000	10,806	
Outlays	4,000	10,806	

The Water Resources Development Act of 1986 authorizes use of the Harbor Maintenance Trust Fund as the source of funding for the Corporation's operations and maintenance activities.

OPERATIONS AND MAINTENANCE

(Proposed for later transmittal, proposed legislation)

Program and Financing (in thousands of dollars)

Identification code 69-8003-2-7-403	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations (object class 25.0)			-11,500
Financing:			
40.00 Budget authority (appropriation)			-11,500
Relation of obligations to outlays:			
71.00 Obligations incurred, net			-11,500
90.00 Outlays			-11,500

Legislation has been proposed to replace Harbor Maintenance Trust Fund financing of the Corporation's activities with direct financing from toll and other revenues for 1989.

OFFICE OF THE INSPECTOR GENERAL

Federal Funds

General and special funds:

SALARIES AND EXPENSES

For necessary expenses of the Office of the Inspector General in carrying out the provisions of the Inspector General Act of 1978, **[\$27,898,000] \$29,639,000.** (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code 69-0130-0-1-407	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Total direct program	27,454	27,898	29,639
01.01 Reimbursable program	61	60	60
10.00 Total obligations	27,515	27,958	29,699
Financing:			
11.00 Offsetting collections from: Federal funds	-61	-60	-60
22.40 Unobligated balance transferred, net	-754		
25.00 Unobligated balance lapsing	501		
40.00 Budget authority (appropriation)	27,200	27,898	29,639
Relation of obligations to outlays:			
71.00 Obligations incurred, net	27,454	27,898	29,639
72.40 Obligated balance, start of year	3,593	4,161	3,795
74.40 Obligated balance, end of year	-4,161	-3,795	-4,031
77.00 Adjustments in expired accounts	-925		
90.00 Outlays	25,962	28,264	29,403

This appropriation finances the cost of conducting and supervising audits and investigations relating to

the programs and operations of the Department to promote economy, efficiency and effectiveness and to prevent and detect fraud and abuse in such programs and operations. It covers Headquarters and field operations, general management and administration.

Object Classification (in thousands of dollars)

Identification code 69-0130-0-1-407	1987 actual	1988 est.	1989 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	17,215	17,840	18,811
11.3 Other than full-time permanent	276	275	290
11.5 Other personnel compensation	222	355	355
11.9 Total personnel compensation	17,713	18,470	19,456
12.1 Civilian personnel benefits	2,400	2,865	2,700
13.0 Benefits for former personnel	4	20	20
21.0 Travel and transportation of persons	1,535	1,600	1,675
22.0 Transportation of things	20	17	50
23.1 Rental payments to GSA	1,544	1,588	1,955
23.2 Rental payments to others	71	77	40
23.3 Communications, utilities, and miscellaneous charges	460	563	590
24.0 Printing and reproduction	104	95	100
25.0 Other services	2,845	2,330	2,730
26.0 Supplies and materials	245	220	220
31.0 Equipment	512	50	100
42.0 Insurance claims and indemnities	1	3	3
99.0 Subtotal, direct obligations	27,454	27,898	29,639
99.0 Reimbursable obligations	61	60	60
99.9 Total obligations	27,515	27,958	29,699

Personnel Summary

	1987 actual	1988 est.	1989 est.
Total number of full-time permanent positions	471	460	467
Total compensable workyears:			
Full-time equivalent employment	456	451	467
Full-time equivalent of overtime and holiday hours	2	3	3

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

Federal Funds

General and special funds:

RESEARCH AND SPECIAL PROGRAMS

For expenses necessary to discharge the functions of the Research and Special Programs Administration, and for expenses for conducting research and development, **[\$12,832,000] \$15,559,000**, of which **[\$1,939,000] \$1,983,000** shall remain available until expended: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, and aviation information management. (Department of Transportation and Related Agencies Appropriations Act, 1988; additional authorizing legislation to be proposed for \$9,824,000.)

Program and Financing (in thousands of dollars)

Identification code 69-0104-0-1-407	1987 actual	1988 est.	1989 est.
Program by activities:			
Direct program:			
00.01 Operations	13,535	11,430	13,575
00.02 Research and development	2,052	1,939	1,984
00.03 Grants	4,501		
00.91 Total direct program	20,088	13,369	15,559
01.01 Reimbursable program	53	1,000	1,150
10.00 Total obligations	20,141	14,369	16,709
Financing:			
Offsetting collections from:			
11.00 Federal funds	-53	-800	-800
14.00 Non-Federal sources		-200	-350
17.00 Recovery of prior year obligations	-52		

General and special funds—Continued

RESEARCH AND SPECIAL PROGRAMS—Continued

Program and Financing (in thousands of dollars)—Continued

Identification code 69-0104-0-1-407	1987 actual	1988 est.	1989 est.
21.40 Unobligated balance available, start of year	-461	-537	
22.40 Unobligated balance transferred, net	-250		
24.40 Unobligated balance available, end of year	537		
25.00 Unobligated balance lapsing	87		
40.00 Budget authority (appropriation)	19,950	12,832	15,559
Relation of obligations to outlays:			
71.00 Obligations incurred, net	20,088	13,369	15,559
72.40 Obligated balance, start of year	6,276	6,141	4,362
74.40 Obligated balance, end of year	-6,141	-4,362	-5,289
77.00 Adjustments in expired accounts	-21		
78.00 Adjustments in unexpired accounts	-52		
90.00 Outlays	20,151	15,148	14,632

The Research and Special Programs Administration serves as a research, analytical, and technical development arm of the Department for multimodal research and development, as well as special programs. Particular emphasis is given to transportation of hazardous cargo by all modes of transportation. Responsibilities of the Administration are carried out under the following activities:

Operations.—Provides for salaries and expenses and for central supervisory and management functions, including a management information system necessary for overall planning and direction. Provides for management and execution of transportation programs involving aviation data management, national emergency plans/preparedness, and management of the Transportation Safety Institute and the Transportation Systems Center. Provides for hazardous materials regulatory and enforcement programs.

Research and development.—Provides for research to support the hazardous materials program and to complement research programs of other operating administrations.

Object Classification (in thousands of dollars)

Identification code 69-0104-0-1-407	1987 actual	1988 est.	1989 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	6,322	5,174	6,123
11.3 Other than full-time permanent	413	400	400
11.5 Other personnel compensation	12	20	20
11.9 Total personnel compensation	6,747	5,594	6,543
12.1 Civilian personnel benefits	997	874	1,075
21.0 Travel and transportation of persons	559	204	242
22.0 Transportation of things	17	6	6
23.1 Rental payments to GSA	1,053	739	1,089
23.3 Communications, utilities, and miscellaneous charges	397	291	168
24.0 Printing and reproduction	159	142	231
25.0 Other services	5,629	5,462	6,126
26.0 Supplies and materials	21	36	48
31.0 Equipment	3	21	31
41.0 Grants, subsidies, and contributions	4,506		
99.0 Subtotal, direct obligations	20,088	13,369	15,559
99.0 Reimbursable obligations	53	1,000	1,150
99.9 Total obligations	20,141	14,369	16,709

Personnel Summary

Total number of full-time permanent positions	173	139	156
Total compensable workyears:			
Full-time equivalent employment	167	154	168
Full-time equivalent of overtime and holiday hours	1	1	1

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

For expenses necessary to conduct the functions of the pipeline safety program and for grants-in-aid to carry out a pipeline safety program, as authorized by section 5 of the Natural Gas Pipeline Safety Act of 1968 and the Hazardous Liquid Pipeline Safety Act of 1979, [\$8,550,000], \$9,723,000, to be derived from the Pipeline Safety Fund, of which [\$4,892,000], \$5,551,000 shall remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1988; additional authorizing legislation to be proposed.)

Amounts Available for Appropriation (in thousands of dollars)

	1987 actual	1988 est.	1989 est.
Unappropriated balance, start of year	7,848	17,060	17,060
Receipts	9,212	8,550	9,723
Total:			
Available for appropriation	17,060	25,610	26,783
Appropriation		-8,550	-9,723
Unappropriated balance, end of year	17,060	17,060	17,060

Program and Financing (in thousands of dollars)

Identification code 69-5172-0-2-407	1987 actual	1988 est.	1989 est.
Program by activities:			
00.01 Operations		3,657	4,172
00.02 Research and development		618	801
00.03 Grants		4,275	4,750
10.00 Total obligations		8,550	9,723
Financing:			
40.00 Budget authority (appropriation)		8,550	9,723
Relation of obligations to outlays:			
71.00 Obligations incurred, net		8,550	9,723
72.40 Obligated balance, start of year			61
74.40 Obligated balance, end of year		-61	-68
90.00 Outlays		8,489	9,716

The Research and Special Programs Administration is also responsible for the Department's pipeline safety program.

Operations.—Provides for salaries and expenses and for supervisory and management functions for pipeline safety regulatory and enforcement programs.

Research and Development.—Provides for research to support the pipeline safety program.

Grants.—Provides for grants-in-aid to State agencies that conduct a pipeline safety program.

Object Classification (in thousands of dollars)

Identification code 69-5172-0-2-407	1987 actual	1988 est.	1989 est.
Personnel compensation:			
11.1 Full-time permanent		1,800	1,873
11.3 Other than full-time permanent		10	10
11.5 Other personnel compensation		5	5
11.9 Total personnel compensation		1,815	1,888
12.1 Civilian personnel benefits		342	348
21.0 Travel and transportation		201	328
22.0 Transportation of things		2	2
23.1 Rental payments to GSA		329	296

23.3	Communications, utilities, and miscellaneous charges	106	77
24.0	Printing and reproduction	15	35
25.0	Other services	1,452	1,978
26.0	Supplies and materials	8	13
31.0	Equipment	5	8
41.0	Grants, subsidies, and contributions	4,275	4,750
99.9	Total obligations	8,550	9,723

Personnel Summary

Total number of full-time permanent positions	47	48
Total compensable workyears: Full-time equivalent employment	47	48

Intragovernmental funds:

WORKING CAPITAL FUND, TRANSPORTATION SYSTEMS CENTER

Program and Financing (in thousands of dollars)

Identification code 69-4522-0-4-407	1987 actual	1988 est.	1989 est.
Program by activities:			
10.00 Total obligations	87,353	95,000	93,953
Financing:			
Offsetting collections from:			
11.00 Federal funds	-75,183	-73,402	-73,402
13.00 Trust funds	-22,122	-21,598	-20,551
17.00 Recovery of prior year obligations	-835		
21.98 Unobligated balance available, start of year: Fund balance	-8,823	-19,609	-19,609
24.98 Unobligated balance available, end of year: Fund balance	19,609	19,609	19,609
39.00 Budget authority			
Relation of obligations to outlays:			
71.00 Obligations incurred, net	-9,951		
72.98 Obligated balance, start of year: Fund balance	28,834	32,079	32,079
74.98 Obligated balance, end of year: Fund balance	-32,079	-32,079	-32,079
78.00 Adjustments in unexpired accounts	-835		
90.00 Outlays	-14,032		

The Working Capital Fund finances multidisciplinary research, evaluation, and analytical activities undertaken at the Transportation Systems Center (TSC) 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 TSC. The Department has proposed legislation to authorize evaluation of options for defederalization of TSC.

Object Classification (in thousands of dollars)

Identification code 69-4522-0-4-407	1987 actual	1988 est.	1989 est.
Personnel compensation:			
11.1 Full-time permanent	20,378	20,990	20,868
11.3 Other than full-time permanent	525	541	541
11.5 Other personnel compensation	245	253	252
11.9 Total personnel compensation	21,149	21,784	21,661
12.1 Civilian personnel benefits	2,760	3,457	2,574
13.0 Benefits for former personnel	15	15	15
21.0 Travel and transportation of persons	1,155	1,375	1,590
22.0 Transportation of things	62	64	66
23.3 Communications, utilities, and miscellaneous charges	2,849	2,900	2,900
24.0 Printing and reproduction	163	177	183
25.0 Other services	51,304	55,799	54,828
26.0 Supplies and materials	1,816	1,880	1,945
31.0 Equipment	5,305	5,769	5,971
32.0 Lands and structures	773	1,780	2,220
42.0 Insurance claims and indemnities	2		
99.9 Total obligations	87,353	95,000	93,953

Personnel Summary

Total number of full-time permanent positions	527	527	520
Total compensable workyears:			
Full-time equivalent employment	531	525	522
Full-time equivalent of overtime and holiday hours	4	4	4

OFFICE OF THE SECRETARY

Federal Funds

General and special funds:

SALARIES AND EXPENSES

[(INCLUDING TRANSFER OF FUNDS)]

For necessary expenses of the Office of the Secretary of Transportation, including not to exceed \$30,000 for allocation within the Department of official reception and representation expenses as the Secretary may determine; \$1,050,000 for the Immediate Office of the Secretary; \$451,000 for the Immediate Office of the Deputy Secretary; \$5,785,000 for the Office of the General Counsel; \$7,796,000 for the Office of the Assistant Secretary for Policy and International Affairs; \$2,105,000 for the Office of the Assistant Secretary for Budget and Programs; \$2,367,000 for the Office of the Assistant Secretary for Governmental Affairs; \$22,099,000, of which \$15,860,000 shall be derived from unobligated balances of "Payments to air carriers", for the Office of the Assistant Secretary for Administration; \$1,459,000 for the Office of the Assistant Secretary for Public Affairs; \$798,000 for the Executive Secretariat; \$430,000 for the Contract Appeals Board; \$1,244,000 for the Office of Civil Rights; \$384,000 for the Office of Commercial Space Transportation; \$1,700,000 for the Office of Essential Air Service; \$642,000 for Regional Representatives; and \$3,042,000 for the Office of Small and Disadvantaged Business Utilization], \$58,205,000, of which [\$2,229,000] \$3,000,000 shall remain available until expended and shall be available for the purposes of the Minority Business Resource Center as authorized by 49 U.S.C. 332: *Provided*, That, notwithstanding any other provision of law, funds available for the purposes of the Minority Business Resource Center in this or any other Act may be used for business opportunities related to any mode of transportation: *Provided further*, That 5 per centum of each sum provided under this head for the Immediate Office of the Secretary, the Immediate Office of the Deputy Secretary, and the Office of the General Counsel shall not be available for obligation until on or after the date that final rules are issued by the Department of Transportation that: (1) expand existing requirements for installation and carriage of cockpit voice recorders and flight data recorders to smaller sizes of commuter air carrier aircraft and to require cockpit voice recorder and flight data recorder retrofits on certain types of existing commuter air carrier aircraft to be determined by the Federal Aviation Administration; and (2) require installation and carriage of operating altitude-encoding radar transponders for all aircraft operating in terminal airspace where air traffic control service is provided and in all controlled airspace above a minimum altitude to be determined by the Federal Aviation Administration]. (*Department of Transportation and Related Agencies Appropriations Act, 1988.*)

Program and Financing (in thousands of dollars)

Identification code 69-0102-0-1-407	1987 actual	1988 est.	1989 est.
Program by activities:			
Direct program:			
00.01 General administration	48,205	49,123	55,205
00.02 Minority Business Resource Center	8,246	2,769	3,000
00.91 Total direct program	56,451	51,892	58,205
01.01 Reimbursable program	11,477	15,900	16,000
10.00 Total obligations	67,928	66,892	74,205
Financing:			
11.00 Offsetting collections from: Federal funds	-11,477	-15,000	-16,000
17.00 Recovery of prior year obligations	-4,745		
21.40 Unobligated balance available, start of year	-1,691	-540	
22.40 Unobligated balance transferred, net	-363	-15,360	
24.40 Unobligated balance available, end of year	540		

General and special funds—Continued

SALARIES AND EXPENSES—Continued

[(INCLUDING TRANSFER OF FUNDS)]—Continued

Program and Financing (in thousands of dollars)—Continued

Identification code	1987 actual	1988 est.	1989 est.
69-0102-0-1-407			
25.00 Unobligated balance lapsing	807		
40.00 Budget authority (appropriation)	51,000	35,992	58,205
Relation of obligations to outlays:			
71.00 Obligations incurred, net	56,451	51,892	58,205
72.40 Obligated balance, start of year	-9,160	14,999	8,674
74.40 Obligated balance, end of year	-14,999	-8,674	-6,359
77.00 Adjustments in expired accounts	-463		
78.00 Adjustments in unexpired accounts	-4,745		
90.00 Outlays	45,404	58,217	60,520

Status of Direct Loans (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-0102-0-1-407			
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	11,002	11,002	11,002
1290 Outstanding, end of year	11,002	11,002	11,002

General administration.—This appropriation finances the costs of policy development and central supervisory and coordinating functions necessary for the overall planning and direction of the Department. It covers the immediate secretarial offices as well as those of the assistant secretaries and the general counsel. The Office of the Secretary provides services on a reimbursable basis for technical assistance to transportation projects, and participation in intergovernmental planning groups. Increases in funding are offset in 1989 by proposed reductions associated with the termination of the Essential Air Service program in 1988 and various administrative reductions.

The Minority Business Resource Center.—This activity provides contractual support for the Center, which now operates in the Office of the Secretary to assist minority business firms, entrepreneurs, and venture groups in securing contracts and subcontracts arising out of projects that involve Federal funding.

Object Classification (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-0102-0-1-407			
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	28,624	28,608	29,930
11.3 Other than full-time permanent	1,230	1,383	1,345
11.5 Other personnel compensation	624	558	578
11.8 Special personal services payments	125	97	138
11.9 Total personnel compensation	30,603	30,646	31,991
12.1 Civilian personnel benefits	3,525	4,573	4,973
13.0 Benefits for former personnel			177
21.0 Travel and transportation of persons	510	480	540
22.0 Transportation of things	3	5	50
23.1 Rental payments to GSA	5,385	5,376	6,447
23.3 Communications, utilities, and miscellaneous charges	983	1,300	1,567
24.0 Printing and reproduction	946	980	1,305
25.0 Other services	12,340	8,161	10,750
26.0 Supplies and materials	211	271	283
31.0 Equipment	59	100	122
41.0 Grants, subsidies, and contributions	1,888		
99.0 Subtotal, direct obligations	56,451	51,892	58,205
99.0 Reimbursable obligations	11,477	15,000	16,000
99.9 Total obligations	67,928	66,892	74,205

Personnel Summary

Direct:			
Total number of full-time permanent positions	715	698	687
Total compensable workyears:			
Full-time equivalent employment	692	678	695
Full-time equivalent of overtime and holiday hours	5	5	5
Reimbursable:			
Total number of full-time permanent positions	4	17	19
Total compensable workyears: Full-time equivalent employment	23	48	52

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

[(INCLUDING TRANSFER OF FUNDS)]

For necessary expenses for conducting transportation planning, research, and development activities, including the collection of national transportation statistics, and university research and internships, to remain available until expended, [\$4,987,000 of which \$4,750,000, shall be derived from "Payments to air carriers" and \$237,000 shall be derived from "Expressway gap closing demonstration project"] \$6,700,000. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-0142-0-1-407			
Program by activities:			
Direct program:			
00.01 Transportation policy and planning	3,533	4,110	3,360
00.02 University research and internships	230	265	265
00.03 Office of Commercial Space Transportation	713	1,425	3,075
00.91 Total direct program	4,476	5,800	6,700
01.01 Reimbursable program	393	500	500
10.00 Total obligations	4,869	6,300	7,200
Financing:			
11.00 Offsetting collections from Federal funds	-393	-500	-500
17.00 Recovery of prior year obligations	-1,117		
21.40 Unobligated balance available, start of year	-173	-813	
22.40 Unobligated balance transferred, net	-650		
24.40 Unobligated balance available, end of year	813		
39.00 Budget authority	3,349	4,987	6,700
Budget authority:			
40.00 Appropriation	3,349		6,700
42.00 Transferred from other accounts		4,987	
43.00 Appropriation (adjusted)	3,349	4,987	6,700
Relation of obligations to outlays:			
71.00 Obligations incurred, net	4,476	5,800	6,700
72.40 Obligated balance, start of year	-4,228	-2,894	-4,414
74.40 Obligated balance, end of year	-2,894	-4,414	-4,835
78.00 Adjustments in unexpired accounts	-1,117		
90.00 Outlays	4,694	4,280	6,279

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

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

Transportation policy and planning.—This research provides the foundation for development of transportation policy, for coordination of national level transportation planning, and for dealing with such difficult issues as regulatory modernization, energy conservation, environmental and safety impacts of transportation.

Projects provide technical studies and other data in support of the Secretary's decisions involving State and local level planning, consumer affairs, technology sharing, and evaluation of departmental programs.

University research and internships.—This activity provides assistance to colleges, universities and their students to conduct research in the field of transportation. Special emphasis is placed on assisting historically Black colleges and universities in taking part in transportation research and aiding minority students in preparing for careers in transportation.

Commercial space transportation.—This activity supports the mission of licensing and promoting Expendable Launch Vehicles (ELVs).

Object Classification (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Identification code 69-0142-0-1-407			
Direct obligations:			
Personnel compensation:			
11.1	1,688	1,671	1,809
11.3	349	240	240
11.5	33	50	54
11.9	2,070	1,961	2,103
12.1	205	319	339
21.0	72	28	70
23.3			
	13	35	60
24.0	49	25	40
25.0	2,049	3,392	4,018
26.0	16	5	10
31.0	2	35	60
99.0	4,476	5,800	6,780
99.0	393	500	500
99.9	4,869	6,300	7,200

Personnel Summary

Direct:			
Total number of full-time permanent positions	25	34	35
Total compensable workyears: Full-time equivalent employment	36	39	39

ACTIVITIES TRANSFERRED FROM SALARIES AND EXPENSES, INTERSTATE COMMERCE COMMISSION

(Proposed for later transmittal, proposed legislation)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Identification code 69-0110-2-1-401			
Program by activities:			
10.00			16,926
Financing:			
40.00			16,926
Relation of obligations to outlays:			
71.00			16,926
74.40			-1,693
90.00			15,233

Legislation will be proposed to sunset the Interstate Commerce Commission at the end of 1988 and transfer residual rail functions to the Department of Transportation including the Directed Rail Service Program. The Directed Rail Service Program reimburses railroads for the cost of services provided over the track of a railroad which ceased operations, at the direction of the Federal Government. It is anticipated that no funds will be needed for this purpose in 1989. Rail antitrust functions

will be administered by the Department of Justice, and handling consumer complaints regarding household goods movers would transfer to the Federal Trade Commission.

Object Classification (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Identification code 69-0110-2-1-401			
Personnel compensation:			
11.1			13,000
11.3			210
11.5			180
11.9			13,390
12.1			1,451
13.0			230
21.0			265
23.1			750
23.3			285
24.0			90
25.0			325
26.0			65
31.0			75
99.9			16,926

Personnel Summary

Total number of full-time permanent positions	248
Total compensable workyears: Full-time equivalent employment	248

[PAYMENTS TO AIR CARRIERS]

[For payments to air carriers of so much of the compensation fixed and determined under section 419 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1889), as is payable by the Department of Transportation, \$28,500,000, to remain available until expended.] (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
Identification code 69-0150-0-1-402			
Program by activities:			
10.00	26,679	28,388	
Financing:			
17.00	-13		
21.40	-23,997	-19,998	
22.40	7,332	15,360	
24.40	19,998		
39.00	30,000	23,750	
Budget authority:			
40.00	30,000	28,500	
41.00		-4,750	
43.00	30,000	23,750	
Relation of obligations to outlays:			
71.00	26,679	28,388	
72.10	-411	-152	
72.40			4,598
74.10	152		
74.40		-4,598	
78.00	-13		
90.00	26,408	23,638	4,598

The Secretary of Transportation, through powers of delegation and review, now administers the section 419 subsidy program, which was added as part of the Airline Deregulation Act of 1978. Subsidies under this program are paid to airlines—primarily commuter carriers. No funds are requested for this program in 1989

General and special funds—Continued

[PAYMENTS TO AIR CARRIERS]—Continued

and legislation will be proposed to effect termination by October 1988.

Intragovernmental funds:

WORKING CAPITAL FUND

Necessary expenses for operating costs and capital outlays of the Department of Transportation Working Capital Fund not to exceed **[\$127,801,000]**, \$135,000,000 shall be paid, in accordance with law, from appropriations made available by this Act and prior appropriation Acts to the Department of Transportation, together with advances and reimbursements received by the Department of Transportation; for necessary expenses associated with the development of the Departmentwide Accounting and Information System, **[\$1,601,000]**, \$3,405,000 to remain available until expended; and for the Department of Transportation office space reduction initiative, **[\$204,000]**, \$300,000. (Department of Transportation and Related Agencies Appropriations Act, 1988.)

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-4520-0-4-407			
Program by activities:			
Operating expenses:			
Publishing and graphics activities:			
00.01	13,152	13,977	14,375
00.02	621	369	364
Support services activities:			
00.10	13,891	75,323	80,403
00.11	656	1,908	1,883
Library services:			
00.20	2,658	2,876	3,113
00.21	126	62	61
Transportation computer activities:			
00.30	26,014	29,453	30,826
00.31	1,230	738	729
00.91	58,348	124,706	131,754
Capital investment: Purchase of equipment:			
01.01	77	157	234
01.02	93	297	237
01.03	2	16	19
01.04	644	2,635	2,756
01.91	816	3,095	3,246
10.00	59,164	127,801	135,000
Financing:			
11.00	-60,054	-125,296	-134,054
17.00	-2,570		
21.98		-3,460	-2,760
24.98	3,460	2,760	5,519
40.00		1,805	3,705
Relation of obligations to outlays:			
71.00	-890	2,505	946
72.10	-2,659		
72.40		2,307	1,507
74.10			2,752
74.40	2,307	-1,507	
78.00	-2,570		
90.00	-8,426	3,305	5,205

The working capital fund finances common administrative services that are centrally performed in the interest of economy and efficiency in the Department.

Services rendered are charged at rates that return in full all operating expenses, including a normal reserve for accrued annual leave and depreciation of equipment. The fund is reimbursed by the operating administrations and offices being served.

The activities of the working capital fund have been consolidated as follows:

Publishing and graphics activities include publishing and graphic programs; still photographic services; and visuals services.

Support services activities include imprest fund; central employment information; warehouse management; parking management; chauffeur services; mail and messenger service; management information center; facilities and space management; security service; DOT Headquarters rental payments; building maintenance services; DOT unemployment compensation payments; employee parking payments; and building alterations to support the DOT Headquarters space reduction initiative.

Library services include information retrieval.

Transportation computer activities include computer time-sharing services, the transportation computer center, and development of the department-wide accounting and financial information system.

Object Classification (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-4520-0-4-407			
Personnel compensation:			
11.1	8,644	9,411	9,666
11.3	323	629	643
11.5	128	279	276
11.9	9,095	10,319	10,585
12.1	1,014	1,386	1,408
21.0	171	180	180
22.0		6	6
23.1	5,155	55,663	59,383
23.3	6,606	9,657	10,333
24.0	75		
25.0	33,579	45,246	47,473
26.0	2,653	2,249	2,386
31.0	816	3,095	3,246
99.9	59,164	127,801	135,000

Personnel Summary

Total number of full-time permanent positions	309	309	309
Total compensable workyears			
Full-time equivalent employment	307	318	318
Full-time equivalent of overtime and holiday hours	2	2	2

Trust Funds

GIFTS AND BEQUESTS

Program and Financing (in thousands of dollars)

Identification code	1987 actual	1988 est.	1989 est.
69-8548-0-7-407			
Program by activities:			
10.00	91		
Financing:			
21.40	-28	-29	-29
24.40	29	29	29
60.00	91		
Relation of obligations to outlays:			
71.00	91		
72.40	4,196	383	
74.40	-383		
90.00	3,904	383	

Donations received are available for transportation activities.

TITLE III—GENERAL PROVISIONS

Sec. 301. During the current fiscal year applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901-5902).

Sec. 302. Funds [appropriated] for the Panama Canal Commission may be apportioned notwithstanding section 3679 of the Revised Statutes, as amended (31 U.S.C. 1341), to the extent necessary to permit payment of such pay increases for officers or employees as may be authorized by administrative action pursuant to law that are not in excess of statutory increases granted for the same period in corresponding rates of compensation for other employees of the Government in comparable positions.

Sec. 303. Funds appropriated under this Act for expenditures by the Federal Aviation Administration shall be available: (1) except as otherwise authorized by the Act of September 30, 1950 (20 U.S.C. 236-244), for expenses of primary and secondary schooling for dependents of Federal Aviation Administration personnel stationed outside the continental United States at costs for any given area not in excess of those of the Department of Defense for the same area, when it is determined by the Secretary that the schools, if any, available in the locality are unable to provide adequately for the education of such dependents, and (2) for transportation of said dependents between schools serving the area that they attend and their places of residence when the Secretary, under such regulations as may be prescribed, determines that such schools are not accessible by public means of transportation on a regular basis.

Sec. 304. Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for a GS-18.

Sec. 305. None of the funds [appropriated] in this Act for the Panama Canal Commission may be expended unless in conformance with the Panama Canal Treaties of 1977 and any law implementing those treaties.

[Sec. 306. None of the funds in this Act shall be used for the planning or execution of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings funded in this Act.]

Sec. [307] 306. None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year nor may any be transferred to other appropriations unless expressly so provided herein.

[Sec. 308. None of the funds in this or any previous or subsequent Act shall be available for the planning or implementation of any change in the current Federal status of the Transportation Systems Center, and none of the funds in this Act shall be available for the implementation of any change in the current Federal status of the Turner-Fairbank Highway Research Center.]

Sec. [309] 307. The expenditure of any appropriation under this Act for any consulting service through procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive Order issued pursuant to existing law.

Sec. [310] 308. (a) For fiscal year [1988] 1989 the Secretary of Transportation shall distribute the obligation limitation for Federal-aid highways by allocation in the ratio which sums are authorized to be appropriated for Federal-aid highways and highway safety construction that are apportioned or allocated to each State for such fiscal year bear to the total of the sums authorized to be appropriated for Federal-aid highways and highway safety construction that are apportioned or allocated to all the States for such fiscal year.

(b) During the period October 1 through December 31, [1987] 1988, no State shall obligate more than 35 per centum of the amount distributed to such State under subsection (a), and the total of all State obligations during such period shall not exceed 25 per centum of the total amount distributed to all States under such subsection.

(c) Notwithstanding subsections (a) and (b), the Secretary shall—

(1) provide all States with authority sufficient to prevent lapses of sums authorized to be appropriated for Federal-aid highways and highway safety construction that have been apportioned to a State, except in those instances in which a State indicates its intention to lapse sums apportioned under section 104(b)(5)(A) of title 23, United States Code;

(2) after August 1, [1988] 1989, revise a distribution of the funds made available under subsection (a) if a State will not obligate the amount distributed during that fiscal year and redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year giving priority to those States having large unobligated balances of funds apportioned under section 104 of title 23, United States Code, and giving priority to those States which, because of statutory changes made by the Surface Transportation Assistance Act of 1982 and the Federal-Aid Highway Act of 1981, have experienced substantial proportional reductions in their apportionments and allocations; and

(3) not distribute amounts authorized for administrative expenses; the Federal lands highway program, the strategic highway research program and amounts made available under sections 149(d), 158, 159, 164, 165, and 167 of Public Law 100-17.

(d) The limitation on obligations for Federal-aid highways and highway safety construction programs for fiscal year [1988] 1989 shall not apply to obligations for emergency relief under section 125 of title 23, United States Code, and obligations under section 157 of title 23, United States Code, projects covered under section 147 of the Surface Transportation Assistance Act of 1978, section 9 of the Federal-Aid Highway Act of 1981, subsections 131 (b) and (j) of Public Law 97-424, section 118 of the National Visitors Center Facilities Act of 1988, section 320 of title 23, United States Code, projects authorized by Public Law 99-500 and Public Law 99-591, or projects covered under subsections 149 (b) and (c) of Public Law 100-17.]

(e) On or after October 1, 1988 and prior to distribution, the Secretary shall adjust the obligation limitation by the amount of change in the estimated average annual net highway receipts for the 1987 through 1991 period, from the estimate in the President's Budget transmitted on February 18, 1988 to that estimated by the Secretary of the Treasury in the most recent mid-session review.

[(e) Subject to paragraph (c)(2) of this General Provision, a State which after August 1 and on or before September 30 of fiscal year 1988 obligates the amount distributed to such State in that fiscal year under paragraphs (a) and (c) of this General Provision may obligate for Federal-aid highways and highway safety construction on or before September 30, 1988, an additional amount not to exceed 5 percent of the aggregate amount of funds apportioned or allocated to such State—

(1) under sections 104, 130, 144, and 152 of title 23, United States Code, and

(2) for highway assistance projects under section 104(e)(4) of such title,

which are not obligated on the date such State completes obligation of the amount so distributed;]

[(f) During the period August 2 through September 30, 1988, the aggregate amount which may be obligated by all States pursuant to paragraph (e) shall not exceed 2.5 percent of the aggregate amount of funds apportioned or allocated to all States—

(1) under sections 104, 130, 144, and 152 of title 23, United States Code, and

(2) for highway assistance projects under section 104(e)(4) of such title,

which would not be obligated in fiscal year 1988 if the total amount of the obligation limitation provided for such fiscal year in this Act were utilized; and]

[(g) Paragraph (e) shall not apply to any State which on or after August 1, 1988, has the amount distributed to such State under paragraph (a) for fiscal year 1988 reduced under paragraph (c)(2).]

(f) Notwithstanding any other provision of law, section 105(f) of the Surface Transportation and Uniform Relocation Assistance Act of 1987 shall not apply in determining the maximum amount which may be obligated in fiscal year 1989 and in each fiscal year thereafter.

(g) Notwithstanding any other provision of law, funds available under 23 U.S.C. 103(e)(4) for highway interstate substitute projects shall also be available for mass transit interstate substitute projects.

Sec. 309. Notwithstanding any other provision of law, with the exception of section 125 of Title 23, U.S.C., effective October 1, 1988, the Federal share of the cost of any highway or bridge project author-

ized or funded under this or any other Act shall not exceed 80 percent of the cost of such project for those projects where, prior to October 1, 1988, the Federal share of such project would have been 100 percent.

Sec. 310. (a) Section 404(f) of the Surface Transportation Assistance Act of 1982, as amended, is further amended to read, as follows:

"(f) On October 1 of each fiscal year the Secretary may deduct from funds made available for such fiscal year by subsection (a)(3), such sums as may be necessary, for administering section 402 of this title, including related research, in such fiscal year.

(b) Section 12005 of the Commercial Motor Vehicle Safety Act of 1986 is amended by adding at the end thereof:

"(f) On October 1 of each fiscal year the Secretary may deduct, from funds made available for such fiscal year by subsection (d)(3)(B) such sums as may be necessary for administering this section, including related research."

[SEC. 311. None of the funds in this Act shall be available for salaries and expenses of more than one hundred thirty-eight political and Presidential appointees in the Department of Transportation.]

[SEC. 312. Not to exceed \$665,000 of the funds provided in this Act for the Department of Transportation shall be available for the necessary expenses of advisory committees.]

Sec. [313.] 311. None of the funds in this or any other Act shall be made available for the proposed Woodward light rail line in the Detroit, Michigan, area until a source of operating funds has been approved in accordance with Michigan law: *Provided*, That this limitation shall not apply to alternatives analysis studies under section 21(a)(2) of the Urban Mass Transportation Act of 1964, as amended:

Sec. [314.] 312. The limitation on obligations for the Discretionary Grants program of the Urban Mass Transportation Administration shall not apply to any authority under section 21(a)(2) of the Urban Mass Transportation Act of 1964, as amended, previously made available for obligation.

Sec. [315.] 313. Notwithstanding any other provision of law, none of the funds in this Act shall be available for the construction of, or any other costs related to, the Central Automated Transit System (Downtown People Mover) in Detroit, Michigan.

Sec. [316.] 314. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

[SEC. 317. (a) SAFETY ENFORCEMENT PROGRAM PERFORMANCE.—The Secretary of Transportation shall on or before January 1 of each year transmit to the Congress a comprehensive report on the Federal Aviation Administration's prior fiscal year safety enforcement activities. The report shall include:

(1) a comparison of end-of-year staffing levels by inspector category (operations, maintenance, avionics) to staffing goals and a statement as to how staffing standards were applied to make allocations between air carrier and general aviation operations, maintenance and avionics inspectors;

(2) schedules showing the range of inspector experience by various inspector work force categories, and the number of inspectors in each of the categories who are considered fully qualified;

(3) schedules showing the number and percentage of inspectors who have received mandatory training by individual course, and the number of inspectors, by work force categories, who have received all mandatory training;

(4) a description of the criteria used to set annual work programs, an explanation of how these criteria differ from criteria used in the prior fiscal year and how the annual work programs ensure compliance with appropriate Federal regulations and safe operating practices;

(5) a comparison of actual inspections performed during the fiscal year to the annual work programs disaggregated to the field locations and, for any field location completing less than 80 percent of its planned number of inspections, an explanation as to why annual work program plans were not met;

(6) a statement of the adequacy of Federal Aviation Administration internal management controls available to ensure that field managers are complying with Federal Aviation Administration policies and procedures including those regarding inspector priorities, district office coordination, minimum inspection standards, and inspection follow-up;

(7) the status of Federal Aviation Administration's efforts to update inspector guidance documents and Federal regulations to include technological, management, and structural changes taking place within the aviation industry, including a listing of the backlog of all proposed regulatory changes;

(8) a list of the specific operational measures of effectiveness—"best proxies" standing between the ultimate goal of accident prevention and ongoing program activities—that are being used to evaluate progress in meeting program objectives, the quality of program delivery, and the nature of emerging safety problems;

(9) a schedule showing the number of civil penalty cases closed during the two prior fiscal years, including total initial assessments, total final assessments, total dollar amount collected, range of dollar amount collected, average case processing time, and range of case processing time;

(10) a schedule showing the number of enforcement actions taken, excluding civil penalties, during the two prior fiscal years, including total number of violations cited, and the number of cited violation cases closed by certificate suspension, certification revocations, warnings, and no action taken; and

(11) schedules showing the aviation industry's safety record during the fiscal year for air carriers and general aviation, including the number of inspections performed where deficiencies were identified compared with inspections where no deficiencies were found and the frequency of safety deficiencies per carrier as well as an analysis based on the data of the general status of air carrier and general aviation compliance with Federal Aviation Regulations.]

[(b) LONG-RANGE NATIONAL TRANSPORTATION STRATEGIC PLANNING STUDY.—The Department of Transportation shall undertake a long-range, multi-modal national transportation strategic planning study. This study shall forecast long-term needs and costs for developing and maintaining facilities and services to achieve a desired national transportation program for moving people and goods in the year 2015. The study shall include detailed analyses of transportation needs within six to nine metropolitan areas that have diverse population, development, and demographic patterns, including at least one interstate metropolitan area. This study shall be submitted to Congress on or before October 1, 1989.]

[SEC. 318. Within seven calendar days of the obligation date, the Urban Mass Transportation Administration shall publish in the Federal Register an announcement of each grant obligated pursuant to sections 3 and 9 of the Urban Mass Transportation Act of 1964, as amended, including the grant number, the grant amount, and the transit property receiving each grant.]

[SEC. 319. None of the funds appropriated in this Act may be used to prescribe, implement, or enforce a national policy specifying that only a single type of visual glideslope indicator can be funded under the facilities and equipment account or through the airport improvement program: *Provided*, That this prohibition shall not apply in the case of airports that are certified under part 139 of the Federal Aviation Regulations.]

[SEC. 320. (a) The Federal Aviation Administration shall satisfy the following air traffic controller work force staffing requirements by September 30, 1988:

(1) total air traffic controller work force level of not less than 15,900;

(2) total full performance level air traffic controllers of not less than 10,450; and

(3) at least 70 percent of the air traffic controller work force, excluding common screen students, at each center and level 3 and above terminal shall have achieved operational controller status.

(b) The Secretary may waive any requirement of this section by certifying that such requirement would adversely affect aviation safety: *Provided*, That such a waiver shall become effective 30 days after the Committees on Appropriations of the Senate and the House of Representatives are notified in writing of the Secretary's intention to waive and reasons for waiving such requirement.]

[SEC. 321. Notwithstanding any other provision of law, funds appropriated in this or any other Act intended for studies, reports, or research, and related costs thereof including necessary capital expenses, are available for such purposes to be conducted through contracts or financial assistance agreements with the educational institutions that are specified in such Acts or in any report accompanying such Acts.]

[SEC. 322. The Secretary of Transportation shall permit the obligation of not to exceed \$4,000,000, apportioned under title 23, United States Code, section 104(b)(5)(B) for the State of Florida for operating expenses of the Tri-County Commuter Rail Project in the area of Dade, Broward, and Palm Beach Counties, Florida, during each year that Interstate 95 is under reconstruction in such area.]

[SEC. 323. Notwithstanding any provision of this or any other law, none of the funds provided by this Act for appropriation shall be available for payment to the General Services Administration for rental space and services at rates per square foot in excess of 100 percent of the rates paid during fiscal year 1987; nor shall this or any other provision of law require a reduction in the level of rental space or services below that of fiscal year 1987 or prohibit an expansion of rental space or services with the use of funds otherwise appropriated in this Act.]

[SEC. 324. Notwithstanding any other provision of law, section 144(g)(2) of title 23, United States Code, shall not apply to the Virginia Street Bridge in Charleston, West Virginia.]

[SEC. 325. The portion of Oklahoma State Route 99 between the United States Highway 377 and Interstate Route I-44 which portion is on the Federal-aid primary system shall hereafter be designated as "United States Highway 377". Any reference in a law, map, regulation, document, record or other paper of the United States to such highway shall be held to be a reference to "United States Highway 377".]

[SEC. 326. Within 12 months of enactment, the Federal Aviation Administration shall adopt regulations requiring the installation and carriage of operating automatic altitude reporting equipment for all aircraft operating in terminal airspace where air traffic control radar service is provided, and in all controlled airspace above a minimum altitude to be determined by the Federal Aviation Administration. This regulation shall be effective on the earliest feasible date.]

[SEC. 327. None of the funds appropriated or made available by this Act or any other Act shall be made available to the New York Metropolitan Transportation Authority unless, within 90 days after the enactment of this Act, such authority prohibits all smoking on the Long Island Railroad.]

[SEC. 328. (a) Section 404 of the Federal Aviation Act of 1958 (49 U.S.C. 1374) is amended by adding at the end thereof the following subsection:

**"PROHIBITION AGAINST SMOKING ON SCHEDULED FLIGHTS AND
TAMPERING WITH SMOKE ALARM DEVICES**

"(d)(1)(A) On and after the date of expiration of the 4-month period following the date of the enactment of this subsection, it shall be unlawful to smoke in the passenger cabin or lavatory on any scheduled airline flight in intrastate, interstate, or overseas air transportation, if such flight is scheduled for 2 hours or less in duration.

"(B) The Secretary of Transportation shall issue such regulations as may be necessary to carry out the provisions of this subsection.

"(C) The provisions of paragraph (1) of this subsection are repealed effective on the expiration of the 28-month period following the date of enactment of this subsection.

"(2) Any passenger who tampers with, disables, or destroys any smoke alarm device located in any lavatory aboard an aircraft engaged in air transportation or intrastate air transportation shall be subject to a civil penalty in accordance with section 901, except that such civil penalty may be imposed in an amount up to \$2,000."

(b) That portion of the table of contents of the Federal Aviation Act of 1958 under the heading:

Sec. 404. Rates for carriage of persons and property; duty to provide service, rates, and divisions; foreign air transportation rates; discrimination;"

is amended by adding at the end thereof the following:

"(d) Prohibition against smoking on scheduled flights and tampering with smoke alarm devices".]

[DEMONSTRATION PROGRAM FOR SIXTY-FIVE MPH SPEED LIMIT]

[SEC. 329. (a) Any project approval under section 106 of title 23, United States Code, shall not be withheld under sections 154(a) and 141(a) of title 3, United States Code, in fiscal years 1988, 1989, 1990, and 1991 with respect to a highway located in a State eligible under subsection (b), having a maximum speed limit of not more than sixty-five miles per hour and located outside an urbanized area of fifty thousand population, which is—

(1) constructed to interstate standards in accordance with section 109(b) of title 23, United States Code and connected to an Interstate highway posted at sixty-five miles per hour;

(2) a divided four-lane fully controlled access highway designed or constructed to connect to an Interstate highway posted at sixty-five miles per hour and constructed to design and construc-

tion standards as determined by the Secretary of Transportation which provide a facility adequate for a speed limit of sixty-five miles per hour, or

(3) constructed to the geometric and construction standards adequate for current and probable future traffic demands and for the needs of the locality and is designated by the Secretary of Transportation as part of the Interstate System in accordance with section 139(c) of title 23, United States Code.

(b) Participation in the demonstration program authorized by this section is available only to the first twenty States that post maximum speed limits of sixty-five miles per hour before July 1, 1988, in accordance with the requirements of subsection (a).]

[SEC. 330. Sums authorized under section 17(f) of the Urban Mass Transportation Act, as amended, shall also be used to cover costs incurred since 1978 by such States, bodies, and agencies as a result of the discontinuation of Conrail commuter rail services under section 1136 of the Northeast Rail Services Act of 1981. Eligible cost shall include but not be limited to additional costs incurred as a result of the assumption of commuter rail service and all liabilities assumed by such States, bodies, and agencies as a result of agreements with Conrail. The Federal share of any cost covered under this provision shall be 100 percent.]

[SEC. 331. Section 149(b)(82) of the Surface Transportation and Uniform Relocation Assistance Act of 1987 is amended to read as follows: "(82) subsections (a)(82) and (a)(83) \$2,300,000;". Section 149(b)(83) of such Act is repealed, and succeeding paragraphs are renumbered accordingly.]

[SEC. 332. The portion of the Union Canal, also known as the Union Ship Canal, an appendage of the Buffalo Outer Harbor, located in the City of Buffalo, State of New York, is declared to be a nonnavigable waterway of the United States within the meaning of the General Bridge Act of 1946 (33 U.S.C. 525, et seq.) from a point two hundred feet west of Fuhrmann Boulevard east to its terminus.]

[SEC. 333. The Secretary of Transportation is authorized to transfer appropriated funds under "Office of the Secretary, Salaries and expenses": *Provided*, That no appropriation shall be increased or decreased by more than 2½ per centum by all such transfers: *Provided further*, That any such transfer shall be submitted for approval to the House and Senate Committees on Appropriations.]

[SEC. 334. (a) Notwithstanding any other provision of law, with regard to the Atlantic City Airport, at Pomona, New Jersey, the Federal Aviation Administration shall not transfer any property to any municipality or any other entity operating such airport, nor shall any funds made available by this Act be available to such municipality or entity for any planning, study, design, engineering, or construction of a runway extension, new runway, new passenger terminal, or improvements to or expansion of the existing passenger terminal at such Airport, until such time as—

(1) the Master Plan Update for Atlantic City Airport and Bader Field, prepared pursuant to Federal Aviation Administration Contract FA-EA-2656, is completed and released; and

(2) the Administrator of the Federal Aviation Administration finds that a public entity has been created to operate and manage the Atlantic City Airport, which entity has the following characteristics:

(A) the authority to enter into contracts and other agreements, including contracts, leases, cooperative agreements, or other transactions with any agency or instrumentality of the United States;

(B) the standing to sue and be sued in its own name;

(C) the authority to hire and dismiss officers and employees;

(D) the power to adopt, amend and repeal bylaws, rules, and regulations governing the manner in which its business may be conducted and the powers vested in it may be exercised;

(E) the authority to acquire, in its own name, an interest in such real or personal property as is necessary or appropriate for the operation and maintenance of the airport;

(F) the power to acquire property by the exercise of the right of eminent domain;

(G) the power to borrow money by issuing marketable obligations, or such other means as is permissible for public authorities under the laws of the State of New Jersey;

(H) adequate existing capitalization to carry out all activities which are ordinarily necessary and appropriate to operate and maintain an airport;

(I) a governing board which includes voting representatives of the City of Atlantic City, the County of Atlantic, and the townships which are adjacent to or are directly impacted by the airport;

(J) a charter which includes (i) a requirement that members of the governing board have expertise in transportation, finance, law, public administration, aviation, or such other fields or disciplines as would be necessary or appropriate for the operation of an airport; and (ii) procedures which protect the Federal Aviation Technical Center at Pomona, New Jersey, and the defense functions of the Air National Guard; and

(K) the authority to carry out comprehensive transportation planning to minimize traffic congestion and facilitate access to and from the airport.]

[(b) The limitation on funds set forth in subsection (a) shall not apply to any expenditure which the Administrator of the Federal Aviation Administration determines is needed for safety purposes.]

[(c) Notwithstanding any other provision of law, the funds restricted under subsection (a) shall become available at such time as the conditions set forth in subsection (a) are satisfied.]

[SEC. 335. Notwithstanding section 127 of title 23, United States Code, the State of Wyoming may permit the use of the National System of Interstate and Defense Highways located in Wyoming by vehicles in excess of 80,000 pounds gross weight, but meeting axle and bridge formula specifications in section 127 of title 23, United States Code, through September 30, 1991. Additionally, the Secretary of Transportation shall report, by September 30, 1990, to the Senate and House Appropriations Committees, and to the Committee on Public Works and Transportation of the House of Representatives and the Committee on Environmental and Public Works of the United States Senate, on the productivity and economic benefits, the safety performance, and the effects of such vehicles on the condition of the highways over which they were operated.]

[SEC. 336. TRANSFER OF SECTION 9 FUNDS.—The Governor of Louisiana, after consultation with all urbanized areas within Louisiana, may transfer not to exceed \$5,000,000 of unused apportionments under section 9 of the Urban Mass Transportation Act of 1964 to any other urbanized area for use for urban mass transportation purposes. The authority to transfer these funds expires on October 1, 1988.]

[SEC. 337. Section 149(a)(89) of the Surface Transportation and Uniform Relocation Assistance Act of 1987 is amended by striking the language therein and inserting in lieu thereof:

"The Secretary is authorized to carry out a project to construct a full-diamond interchange to connect Louisiana Highway 354 to Interstate Route I-10 in East Lafayette, Louisiana."]

[SEC. 338. Notwithstanding any other provision of this joint resolution or of any other law, section 149 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (101 Stat. 181) is amended by adding after subsection (k) the following new subsection (l).

"(1) REQUEST FOR REALLOCATION.—If, in any fiscal year amounts allocated to the State of Nevada under subsections (b) and (d) to carry out subsection (a)(68), (a)(105), or (a)(106), are not sufficient to complete any project authorized by such subsections, such State may request the Secretary to reallocate all or any portion of such funds for another of such projects.]

["(2) GRANTING OF REQUESTS.—The Secretary shall grant a request made under paragraph (1) if the respective local officials having jurisdiction over the area in which the concerned projects are located consent to such request.]

["(3) ADJUSTMENT OF ALLOCATION.—If any funds allocated for a project are reallocated to another project pursuant to this subsection, the amount of funds allocated for such projects in succeeding fiscal years shall be adjusted so that the aggregate amount of funds allocated for each of such projects under this section for fiscal years 1987 through 1991 is equal to the aggregate amount of funds allocated for such projects for such fiscal years by subsections (b) and (d) of this section."]

Sec. [339] 375. Notwithstanding any other provision of law, the Secretary shall make available \$250,000 per year for a national public information program to educate the public of the inherent hazard at railway-highway crossings. Such funds shall be made available out of funds authorized to be appropriated out of the Highway Trust Fund, pursuant to section 130 of title 23, United States Code.

[Sec. 340. Section 149 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 is amended (1) by striking in sub-

section (b)(11)(H) "\$80,000" and inserting in lieu thereof "\$100,000" and (2) in subsection (b)(11)(D) by striking "\$100,000" and inserting in lieu thereof "\$80,000".]

[Sec. 341. Section 149(a) of the Surface Transportation and Uniform Relocation Assistance Act of 1987 is amended by striking subsections 111 (A) and (B) and inserting in lieu thereof the following:

"(A)(1) MORTON COUNTY.—The Secretary is authorized to carry out a project to obtain easements for and construct an access road in Morton County FAS, Route 3020 from 11 miles south of Sweet Briar Lake, 1½ miles south of Fish Creek Lake, then easterly 8 miles to Morton County FAS Route 3047.

"(2) MORTON COUNTY.—The Secretary is authorized to carry out a project to construct an access road in Morton County, FAS Route 3002 from 6 miles north of Crown Butte Road, then easterly 2 miles to North Dakota State Highway 1806.

"(3) MORTON COUNTY.—The Secretary is authorized to carry out a project to construct an access road in Morton County, FAS Route 3039 from Sweet Briar Lake, north 7 miles to Oliver County line.

"(B)(1) MERCER COUNTY.—The Secretary is authorized to carry out a project to construct an access road in Mercer County, FAS Route 2927 from 4 miles north of Hazen, North Dakota; north 8 miles to Hazen Bay, Lake Sakakawea or from 4 miles north of Hazen, North Dakota; then 3 miles north and 6 miles east to intersection of N.D. 200 and Mercer County, Route 37; then in a southeasterly direction approximately 10 miles to the north corporate limits of the City of Stanton, North Dakota.

"(2) MERCER COUNTY.—The Secretary is authorized to carry out a project to construct an access road in Mercer County, County FAS Route 2927 from 4 miles north of Hazen, North Dakota north 8 miles to Hazen Bay, Lake Sakakawea or from 4 miles north of Hazen, North Dakota then 8 miles north to the intersection of North Dakota 1806; then east to the intersection of North Dakota 200; then south 5 miles to Mercer County, Route 37; then in a southeasterly direction approximately 10 miles to the north corporate limits of the City of Stanton, North Dakota.

"(3) MERCER COUNTY.—The Secretary is authorized to carry out a project to construct an access road in Mercer County, County FAS Route 2927 from 4 miles north of Hazen, North Dakota north 8 miles to Hazen Bay, Lake Sakakawea, or 7 miles north of the junction with North Dakota 200 and 200 A; then east 3 miles south 2 miles, east 2 miles, and south 3 miles to the north corporate limits of the City of Stanton, North Dakota.

"(4) MERCER COUNTY.—The Secretary is authorized to carry out a project to construct an access road in Mercer County, County FAS Route 2927, from 4 miles north of Hazen, North Dakota north 8 miles to Hazen Bay, Lake Sakakawea, or Knife River Indian Village Historic Site access road."]

[Sec. 342. The Surface Transportation and Uniform Relocation Assistance Act of 1987 is amended by inserting at the end of section 149 a new subsection to read as follows:

"The State of North Dakota may elect to utilize the total amount of funds authorized for such State under section 149 (b) and (d) in any given year for any project or projects in the State of North Dakota as authorized under section 149. The total amount of Federal funds obligated for any project under section 149 shall not exceed the total 5 year authorization for such project."]

[Sec. 343. (a) Notwithstanding any other provision of law, the Secretary of Transportation shall provide not to exceed \$20,000,000 out of the emergency relief fund authorized under section 125 of title 23, United States Code, to pay the expenses incurred in the reconstruction or repair of the bridge over Schoharie Creek in the State of New York that is on Interstate Route 90, including any expenses incurred in conducting the investigation of the cause of the collapse of the bridge and the expenses incurred in detouring traffic around the site of the bridge until the reconstruction or repair is completed.]

[(b) No payment of an expense may be made by reason of subsection (a) if such expense is paid or reimbursed—

(1) under any Federal program other than section 125 of title 23, United States Code, or

(2) under any insurance policy covering the bridge described in subsection (a).]

[(c) The provisions of section 125 of title 23, United States Code and any regulations prescribed under such section, regarding the expenditure of funds provided under such section shall apply to any funds provided by reason of subsection (a) to the extent such provi-

sions and regulations are consistent with the provisions and purposes of this joint resolution.]

【SEC. 344. Section 165 of the Federal-Aid Highway Act of 1987 (Public Law 100-17) relating to a cost effectiveness study of upgrading of Route 219 is amended as follows:

(1) Subparagraph (B) of subsection (a)(1) is amended to read as follows:

“(B) between Springville, New York, and its intersection with the New York-Pennsylvania State line;”

(2) Subsection (b) is amended by striking “1 year” and inserting “18 months”.】

【SEC. 345. Paragraph (72) of section 149(a) of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (101 Stat. 192) is amended to read as follows:

“(72) DOUGLAS COUNTY, KANSAS—The Secretary shall carry out a highway project in Douglas County, Kansas, to demonstrate methods of reducing traffic congestion and facilitating the usage by motorists on the Interstate System of recreational facilities by construction of a limited access road of approximately 14 miles in length which, at its western terminus, will provide access from an east-west Interstate highway route to a reservoir and a university research park, will proceed easterly around the southern portion of the City of Lawrence and, at its eastern terminus, will provide access to a business park and a limited access east-west State highway.”】

【SEC. 346. Section 163(n) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 130 note) is amended by adding “except those railroad-highway crossings segments which are already engaged in or have completed the preparation of the plans, specifications and estimates (PS&E) for the construction of the segment involved shall retain the Federal share as specified in subsection 163(n) as amended by section 134 of the Surface Transportation Assistance Act of 1978.”】

【TECHNICAL AMENDMENTS TO TITLE 23】

【SEC. 347. (a) SECTION 104.—Section 104(g) of title 23, United States Code, is amended—

(1) in the first sentence by striking out “sections 144, 152, and 153 of this title, or section 203(d) of the Highway Safety Act of 1973,” and inserting in lieu thereof “sections 130, 144, and 152 of this title”; and

(2) by striking out the third sentence.

(b) SECTION 119.—Section 119(f)(2)(B) of such title is amended by striking out “equal to” and inserting in lieu thereof “not to exceed”.

(c) SECTION 127.—Section 127(a) of such title is amended by striking out “September 1, 1988” each place it appears and inserting in lieu thereof “September 1, 1989”.

(d) SECTION 129.—(1) Section 129(j)(1) of such title is amended by striking out “(7)” and inserting in lieu thereof “(8)”.

(2) Section 129(j)(3) of such title is amended—

(A) by striking out “(7)” and inserting in lieu thereof “(8)”;

(B) by striking out “State of Pennsylvania” and inserting in lieu thereof “States of Pennsylvania and West Virginia”;

(C) by inserting “State of Georgia,” after “State of Florida,” and

(D) by adding at the end thereof the following new sentence: “The toll facility in Orange County, California, may be located in more than 1 highway corridor to relieve congestion on existing interstate routes in such County.”】

【TECHNICAL AMENDMENTS TO SURFACE TRANSPORTATION AND UNIFORM RELOCATION ASSISTANCE ACT】

【SEC. 348. (a) SECTION 134.—Section 134 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (23 U.S.C. 202 note) is amended by striking out “and 1990,” and inserting in lieu thereof “1990, and 1991,”.

(b) SECTION 149(a).—(1) Section 149(a)(5)(B) of such Act is amended—

(A) by striking out “reconstructing 2” and inserting in lieu thereof “rehabilitating 3”; and

(B) by striking out “and Bagley” and inserting in lieu thereof “, Bagley, and Shevlin”.

(2) Section 149(a)(15) of such Act is amended by striking out “a highway project for construction of a grade separation on a route” and inserting in lieu thereof “highway projects for construction of grade separations on routes”.

(3) Section 149(a)(16) of such Act is amended by striking out “project to demonstrate” and all that follows through “the effectiveness” and inserting in lieu thereof “projects to demonstrate methods by which railroad relocation and construction of grade separations for railroad crossings of highways and streets enhances urban redevelopment”.

(4) Section 149(a)(46) of such Act is amended—

(A) by inserting “and Andover” after “in Lawrence”; and

(B) by striking out “under construction” and all that follows through the period at the end of such section and inserting in lieu thereof “by providing access between an interstate route and Merrimack Street.”

(5) Section 149(a)(81) of such Act is amended by inserting “(A)” after “carry out” and by inserting “and (B) construction of such project,” after “Florida.”

(6) Section 149(a)(102) of such Act is amended by striking out “for the design and site location”.

(7) Section 149(a)(121) of such Act is amended by striking out “Virginia” and inserting in lieu thereof “Virginia” and by striking out “Service” and inserting in lieu thereof “Service”.

(c) SECTION 149(b).—(1) Section 149(b)(57) of such Act is amended by striking out “land acquisition under”.

(2) Section 149(b)(64) of such Act is amended by striking out “preliminary engineering and design under”.

(3) Section 149(b)(70) of such Act is amended by striking out “preliminary engineering and design under”.

(d) SECTION 149(i).—

(1) AMENDMENT.—Section 149(i) of such Act is amended by adding at the end thereof the following new sentence: “50 percent of the funds allocated under subsections (b) and (d) to carry out subsection (a)(104) shall be allocated to the State of Nebraska, and the other 50 percent of such funds shall be allocated to the State of Iowa.”

(2) EFFECTIVE DATE.—The amendment made by paragraph (1) shall take effect April 2, 1987.

(e) SECTION 149(k).—Section 149(k)(2) of such Act is amended by striking out “104(b)(5)(A)” and inserting in lieu thereof “subsection (b)(5)(A)”.

(f) SECTION 167.—Section 167(b) of such Act is amended by striking out “9 months” and inserting in lieu thereof “3 years”.

(g) SECTION 202.—Section 202(c) of such Act is amended by striking out “(a)(3)” and inserting in lieu thereof “(a)(1)”.

(h) SECTION 208.—Section 208(a) of such Act is amended by striking out “not later than 30 months after the date of the enactment of this Act, the” and inserting in lieu thereof “The.”】

【CUMBERLAND GAP】

【SEC. 349. Section 104(a)(8) of the Federal-Aid Highway Act of 1978 is amended by adding at the end thereof the following new sentence: “Funds may be appropriated under an authorization contained in this paragraph in the fiscal year authorized and any fiscal year thereafter.”】

【HIGHWAY FEASIBILITY STUDIES】

【SEC. 350. (a) ILLINOIS AND MISSOURI.—The Secretary of Transportation, in cooperation with the States of Illinois and Missouri, shall study the feasibility and necessity of constructing a toll expressway between Chicago, Illinois, and Kansas City, Missouri.

(b) ALABAMA.—The Secretary of Transportation shall study the feasibility and necessity of completing a beltway around the city of Birmingham, Alabama.

(c) FEDERAL SHARE.—The Federal share of the cost of conducting each study under this section shall be 65 percent.

(d) REPORTS.—Not later than 1 year after the date of the enactment of this section, the Secretary of Transportation shall transmit to the Committee on Environment and Public Works of the Senate and the Committee on Public Works and Transportation of the House of Representatives a report on the results of the studies conducted under this section.

(e) AMENDMENTS TO NEW YORK FEASIBILITY STUDY.—Section 168 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 is amended—

(1) by inserting at the end of subsection (a) the following new sentence: “Such study shall include environmental assessment, economic analysis, economic impact, engineering, and rail rationalization studies.”; and

(2) in subsection (c) by striking out “one year” and inserting in lieu thereof “2 years”.]

【EXEMPTION FROM CERTAIN PROCEDURAL REQUIREMENTS】

【SEC. 351. Notwithstanding any other provision of law, the withdrawal of Interstate Route I-420 in the State of Georgia shall be exempt from the procedural requirements of section 103(e)(4) of title

23, United States Code, including the regulations issued under such section.]

[HIGHWAY WIDENING DEMONSTRATION PROJECT]

[SEC. 352. (a) PROJECT DESCRIPTION.—The Secretary of Transportation is authorized to carry out a demonstration project to improve United States Route 202 between I-76 and Pennsylvania State Route 252 in the vicinity of King of Prussia, Pennsylvania.

(b) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated \$19,000,000 to carry out this section. Any funds appropriated pursuant to this section shall remain available until expended and shall be exempt from any limitation on obligations for Federal-aid highways and highway safety construction programs.

(c) FEDERAL SHARE.—The Federal share of the cost of the project authorized by this section shall not exceed 80 percent.] *(Department of Transportation and Related Agencies Appropriations Act, 1988.)*