

FY 1990

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 1990 budget contemplates \$13,956.9 million in budget authority and \$13,418.9 million in outlays. The following table compares 1990 program level (obligations) with those of prior years.

[In millions of dollars]

Account:	1988 actual	1989 est.	1990 est.
Federal-aid highways.....	13,101.9	13,355.0	12,365.0
Interstate construction.....	4,062.9	3,400.0	3,151.2
Interstate 4R.....	2,281.7	2,285.0	2,121.6
Primary.....	1,761.3	2,000.0	1,855.4
Interstate substitutions.....	488.1	550.0	509.6
Secondary system.....	360.0	350.0	324.5
Urban system.....	587.8	575.0	532.5
Bridge construction.....	1,314.9	1,297.0	1,203.3
Safety construction.....	256.6	300.0	278.7
Federal lands highway program.....	227.7	237.0	235.0
Sec. 149 Demo Programs.....	126.6	285.0	285.0
Administration and research.....	196.5	217.2	228.1
Other.....	1,437.8	1,858.8	1,640.1
Motor carrier safety.....	22.0	28.3	32.2
Railroad-highway crossings demonstration projects.....	2.4	7.2	7.2
Access highways to lakes.....	6.8	4.3	.....
Proposed supplemental.....	.....	-1.3	.....
Miscellaneous appropriations.....	48.5	106.5	.....
Proposed supplemental.....	.....	-39.4	.....
Highway-related safety grants.....	9.4	9.4	10.0
Baltimore-Washington Parkway.....	.....	30.4	.....
Trust fund share.....	4.7	14.2	14.2
Highway safety research and development.....	7.1	6.2	.....
Motor carrier safety grants.....	51.5	60.0	60.0
Miscellaneous trust funds.....	2.7	4.2	3.7
Miscellaneous highway trust funds.....	5.8	128.3	.....
Right-of-way revolving fund.....	45.5	.....	.....
Total program level.....	13,308.3	13,713.3	12,492.3

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), **[\$27,000,000]** \$32,190,000, of which **[\$1,920,000]** \$1,282,000 shall remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-0552-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01 Operations.....	20,754	25,280	30,908
00.02 Research and development.....	816	2,940	1,282
00.03 Demonstration program.....	401	108	.....
10.00 Total obligations.....	21,971	28,328	32,190
Financing:			
21.40 Unobligated balance available, start of year.....	-625	-1,328	.....
24.40 Unobligated balance available, end of year.....	1,328	.....	.....
25.00 Unobligated balance lapsing.....	116	.....	.....
40.00 Budget authority (appropriation).....	22,790	27,000	32,190

Relation of obligations to outlays:

71.00 Obligations incurred, net.....	21,971	28,328	32,190
72.40 Obligated balance, start of year.....	4,214	4,807	7,825
74.40 Obligated balance, end of year.....	-4,807	-7,825	-8,085
77.00 Adjustments in expired accounts.....	289	.....	.....
90.00 Outlays.....	21,666	25,310	31,930

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. In 1990, the Administration plans to add 150 field safety inspectors. This additional staff will conduct safety reviews of previously unrated carriers and compliance reviews of motor carriers known to have compliance problems. This effort will significantly improve motor carrier safety.

At the same time that the inspector staff grows, the clerical staff, which provides necessary support to the new inspectors, including those hired in 1986-1987-1988, will increase by 35 positions. Clerical support will enable the inspectors to work at maximum efficiency.

Object Classification (in thousands of dollars)

Identification code 69-0552-0-1-401	1988 actual	1989 est.	1990 est.
Personnel compensation:			
11.1 Full-time permanent.....	11,460	13,093	14,965
11.3 Other than full-time permanent.....	507	264	271
11.5 Other personnel compensation.....	376	395	490
11.9 Total personnel compensation.....	12,343	13,752	15,636
12.1 Civilian personnel benefits.....	2,905	2,909	3,941
21.0 Travel and transportation of persons.....	2,385	3,178	4,369
22.0 Transportation of things.....	277	218	226
23.3 Communications, utilities, and miscellaneous charges.....	122	126	419
24.0 Printing and reproduction.....	2	84	87
25.0 Other services.....	3,314	7,368	5,244
26.0 Supplies and materials.....	82	133	248
31.0 Equipment.....	541	560	2,020
99.9 Total obligations.....	21,971	28,328	32,190

Personnel Summary

Total number of full-time permanent positions.....	433	448	633
Total compensable workyears:			
Full-time equivalent employment.....	432	458	551
Full-time equivalent of overtime and holiday hours.....	3	3	3

[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, \$7,560,000, of which \$5,040,000 shall be derived from the Highway Trust Fund.] (Department of Transportation and Related Agencies Appropriations Act, 1989.)

General and special funds—Continued

[RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS]—
Continued

Program and Financing (in thousands of dollars)

Identification code 69-0557-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01 Direct program.....	2,353	7,172	7,173
00.02 Reimbursable program.....	4,706	14,233	14,233
10.00 Total obligations (object class 41.0).....	7,059	21,405	21,406
Financing:			
13.00 Offsetting collections from: Trust funds.....	-4,706	-14,233	-14,233
21.40 Unobligated balance available, start of year.....	-11,581	-11,825	-7,173
24.40 Unobligated balance available, end of year.....	-11,825	7,173	
40.00 Budget authority (appropriation).....	2,597	2,520	
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	2,353	7,172	7,173
72.40 Obligated balance, start of year.....	10,073	6,170	9,439
74.40 Obligated balance, end of year.....	-6,170	-9,439	-11,031
90.00 Outlays.....	6,256	3,903	5,581

This program provides for congressionally-mandated projects in 18 cities. The 1989 appropriations act provided a total of \$7.560 million (\$2.520 million general funds and \$5.040 million trust funds) for this program. It is anticipated that these funds and unobligated balances will be obligated during 1989 and 1990. 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]*

*See Part II for additional information.

[Notwithstanding any other provision of law, there is appropriated \$1,291,000 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, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-0503-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations (object class 41.0).....	6,771	4,320	
Financing:			
21.40 Unobligated balance available, start of year.....	-8,017	-3,029	
24.40 Unobligated balance available, end of year.....	3,029		
25.00 Unobligated balance lapsing.....	4		
40.00 Budget authority (appropriation).....	1,786	1,291	
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	6,771	4,320	
72.40 Obligated balance, start of year.....	14,523	13,760	11,970
74.40 Obligated balance, end of year.....	-13,760	-11,970	-6,873
90.00 Outlays.....	7,534	6,110	5,097

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

	(In thousands of dollars)		
	1988 actual	1989 est.	1990 est.
Enacted/requested:			
Budget authority.....	1,786	1,291	
Outlays.....	7,534	6,110	5,097
Supplemental under existing legislation:			
Budget authority.....		-1,291	

Outlays.....		-258	-413
Total:			
Budget authority.....	1,786		
Outlays.....	7,534	5,852	4,684

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. The 1989 budget authority for this account of \$1.291 million is proposed to be transferred to the Federal Aviation Administration in the Department of Transportation to help offset a proposed supplemental appropriation.

MISCELLANEOUS APPROPRIATIONS*

*See Part II for additional information.

[HIGHWAY WIDENING DEMONSTRATION PROJECT]

[For necessary expenses to carry out a demonstration project to improve U.S. Route 202 in the vicinity of King of Prussia, Pennsylvania, as authorized by Public Law 100-202, \$1,800,000, to remain available until expended.]

[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 intersection of Heckscher Drive and the new Blount Island Bridge, \$8,550,000, 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, \$4,100,000, to remain available until expended.]

[INTERSECTION SAFETY DEMONSTRATION PROJECT]

[For 80 percent of the expenses necessary to carry out preliminary engineering, environmental studies, and right-of-way acquisition for the reconstruction of an intersection at Aviation Boulevard and Rosecrans Avenue to include the completion of Douglas Street in the vicinity of El Segundo, California, for the purposes of demonstrating methods of improved highway and highway safety construction, \$900,000, to remain available until expended.]

[HIGHWAY CAPACITY IMPROVEMENT DEMONSTRATION PROJECT]

[For 80 percent of the expenses necessary to carry out preliminary engineering, environmental studies, and right-of-way acquisition for U.S. Route 231 between U.S. Route 90 and the City of Campbellton in Jackson County, Florida, for the purpose of demonstrating methods of expanding a two-lane segment of a U.S. highway to four lanes, \$900,000, to remain available until expended.]

[CLIMBING LANE SAFETY DEMONSTRATION PROJECT]

[For 80 percent of the expenses necessary to carry out preliminary engineering, environmental studies, and right-of-way acquisition for U.S. Route 15 in the vicinity of Tioga County, Pennsylvania, for the purpose of demonstrating methods of improving highway and highway safety construction, \$450,000, to remain available until expended.]

[INDIANA INDUSTRIAL CORRIDOR SAFETY DEMONSTRATION PROJECT]

[For 80 percent of the expenses necessary to carry out preliminary engineering, environmental studies, and right-of-way acquisition for an improved route between Wabash and Huntington, Indiana, for the purpose of demonstrating the safety and economic benefits of widening and improving rural highways, \$1,000,000, to remain available until expended.]

[UTAH PEDESTRIAN SAFETY DEMONSTRATION PROJECT]

Of the funds made available to the State of Utah by section 149 of Public Law 100-17, to remain available until expended, \$1,000,000 shall be available only to carry out preliminary engineering, environmental studies, and right-of-way acquisition to widen 8400 West in Magna, Utah, for the purpose of demonstrating methods of improved highway and highway safety construction.]

[OKLAHOMA HIGHWAY WIDENING DEMONSTRATION PROJECT]

For 80 percent of the expenses necessary to carry out preliminary engineering, environmental studies, and right-of-way acquisition to widen Oklahoma State Route 53 from Interstate Highway 35 east to the entrance of the Ardmore Regional Industrial Airpark for the purpose of demonstrating methods of improved highway and highway safety construction, \$400,000, to remain available until expended.]

[ALABAMA HIGHWAY BYPASS DEMONSTRATION PROJECT]

For 80 percent of the expenses necessary to carry out preliminary engineering, environmental studies, and right-of-way acquisition for a highway bypass project in the vicinity of Jasper, Alabama, for the purpose of demonstrating methods of improved highway and highway safety construction, \$3,600,000, to remain available until expended.]

[KENTUCKY BRIDGE DEMONSTRATION PROJECT]

For 80 percent of the expenses necessary to carry out preliminary engineering, environmental studies, and right-of-way acquisition to replace the Glover Cary Bridge in Owensboro, Kentucky, for the purpose of demonstrating methods of improved highway and highway safety construction, \$3,600,000, to remain available until expended.]

[VIRGINIA HOV SAFETY DEMONSTRATION PROJECT]

For 80 percent of the expenses necessary to carry out preliminary engineering, environmental studies, and right-of-way acquisition to construct High Occupancy Vehicle lanes on Interstate Route 66 between Interstate Route 495 and U.S. Route 50 for the purpose of demonstrating methods of increasing highway capacity and safety by the use of highway shoulders to construct HOV lanes, \$500,000, to remain available until expended.]

[URBAN HIGHWAY CORRIDOR DEMONSTRATION PROJECT]

For 80 percent of the expenses necessary to carry out preliminary engineering, environmental studies, and right-of-way acquisition to improve and upgrade the M-59 urban highway corridor in southeast Michigan, \$225,000, to remain available until expended, for the purpose of demonstrating methods of improving congested urban corridors that have been neglected during construction of the Interstate system.]

[URBAN AIRPORT ACCESS SAFETY DEMONSTRATION PROJECT]

For 80 percent of the expenses necessary to carry out preliminary engineering, environmental studies, and right-of-way acquisition to improve and upgrade access to Detroit Metropolitan Airport in southeast Michigan, \$225,000, to remain available until expended, for the purpose of demonstrating methods of improving access to major urban airports.]

[CORRIDOR H IMPROVEMENT PROJECT]

For the purpose of carrying out a demonstration of methods of eliminating traffic congestion, and to promote economic benefits for the area affected by the construction of a bypass, on the Corridor H segment of the Appalachian Highway System, there is hereby appropriated \$16,000,000, 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.]

[ROAD EXTENSION DEMONSTRATION]

For 80 percent of the expenses necessary to provide for the initial planning and design of an improved and widened roadway from Prairie City, Iowa, to Burlington, Iowa, for the purpose of demonstrating the economic benefits of an improved highway to a depressed area, \$600,000 is appropriated, to remain available until expended.]

[BRIDGE RESTORATION]

For necessary expenses to carry out an historic bridge rehabilitation demonstration project, for the purpose of demonstrating the economic and transportation benefits by restoring a previously closed historic bridge, \$2,000,000, to remain available until expended, shall

be available to the city of Chattanooga, Tennessee, for restoration of the Walnut Street Bridge.]

[RESERVATION ROAD]

For the purpose of carrying out a demonstration of economic growth and development benefits on approximately twenty-nine miles of Federal-aid secondary road connecting Interstate 10 and State Route 84, there is hereby appropriated \$3,500,000 for the acquisition of rights-of-way, construction, and other costs incurred in the reconstruction of that portion of the road on the Gila Indian Reservation and the Maricopa Ak Chin Indian Reservation: *Provided*, That no Federal assistance shall be made available to carry out the project until: (1) an agreement is reached with the Indian Communities for the purchase of the required rights-of-way on the two reservations, (2) the road is accepted on the State Highway System, (3) not less than 75 percent of the rights-of-way needed for that portion of the road outside the reservation boundaries is donated by the landowners, and (4) Maricopa County and Pinal County agree to participate financially in the reconstruction of the road.] (*Department of Transportation and Related Agencies Appropriations Act, 1989.*)

Program and Financing (in thousands of dollars)

Identification code 69-9911-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01 Highway safety separation demonstration	126	226	.....
00.02 Autopedestrian separation demonstration		1,732	.....
00.03 Alaska highway	212		.....
00.04 Highway beautification	371	225	.....
00.05 Rail line consolidation		3,620	.....
00.06 Airport-highway demonstration	3,122		.....
00.07 Territorial highways	2,224		.....
00.08 Interstate transfers grants	7,017	30,554	.....
00.09 Highway widening demonstration		2,858	.....
00.10 Waste Isolation Pilot Project	10,590	4,914	.....
00.11 Expressway gap closing	22,461		.....
00.12 Bridge improvement demonstration project		13,300	.....
00.13 Highway safety bridge relocation		2,470	.....
00.14 Highway bypass demonstration project	1,900		.....
00.15 Highway widening and improvement demonstration project		6,475	.....
00.16 Traffic improvement demonstration	475		.....
00.17 Intersection safety demonstration		900	.....
00.18 Highway capacity improvement		900	.....
00.19 Climbing lane demonstration		450	.....
00.20 Indiana industrial corridor		1,000	.....
00.21 Corridor H		16,000	.....
00.22 Oklahoma highway widening		400	.....
00.23 Alabama highway bypass		3,600	.....
00.24 Kentucky bridge demonstration		3,600	.....
00.25 Virginia HOV		500	.....
00.26 Urban highway corridor		225	.....
00.27 Urban airport access		225	.....
00.28 Bridge restoration		2,000	.....
00.29 Reservation road		3,500	.....
00.30 International Zaragosa Bridge		3,000	.....
00.31 Expressway safety improvement		2,600	.....
00.32 Alabama feasibility study		675	.....
00.33 Road extension demonstration		600	.....
10.00 Total obligations (object class 41.0)	48,499	106,549	.....
Financing:			
17.00 Recovery of prior year obligations	-1,090		.....
21.40 Unobligated balance available, start of year	-64,297	-51,924	.....
22.40 Unobligated balance transferred, net	69		.....
24.40 Unobligated balance available, end of year	51,924		.....
25.00 Unobligated balance lapsing	17		.....
39.00 Budget authority	35,122	54,625	.....
Budget authority:			
40.00 Appropriation	35,359	54,625	.....
41.00 Transferred to other accounts	-237		.....
43.00 Appropriation (adjusted)	35,122	54,625	.....
Relation of obligations to outlays:			
71.00 Obligations incurred, net	48,499	106,549	.....
72.40 Obligated balance, start of year	134,568	131,062	163,876
74.40 Obligated balance, end of year	-131,062	-163,876	-90,462
77.00 Adjustments in expired accounts	-1,450		.....

General and special funds—Continued

MISCELLANEOUS APPROPRIATIONS—Continued

Program and Financing (in thousands of dollars)—Continued

Identification code 69-9911-0-1-401	1988 actual	1989 est.	1990 est.
78.00 Adjustments in unexpired accounts	-1,090		
90.00 Outlays	49,464	73,735	73,414
Distribution of budget authority by account:			
Highway Widening Demonstration		1,800	
Waste Isolation Pilot Program	15,504		
Expressway Gap Closing	7,648		
Bridge Improvement Demonstration	4,750	8,550	
Highway Bridge Relocation	2,470		
Highway Bypass Demonstration	1,900		
Highway Widening and Improvement	2,375	4,100	
Traffic Improvement Demonstration	475		
Intersection Safety Demonstration		900	
Highway Capacity Improvement		900	
Climbing Lane Demonstration		450	
Indiana Industrial Corridor		1,000	
Corridor H		16,000	
Oklahoma Highway Widening		400	
Alabama Highway Bypass		3,600	
Kentucky Bridge Demonstration		3,600	
Virginia HOV		500	
Urban Highway Corridor		225	
Urban Airport Access		225	
Bridge Restoration		2,000	
Reservation Road		3,500	
International Zaragoza Bridge		3,000	
Expressway Safety Improvement		2,600	
Alabama Feasibility Study		675	
Road Extension Demonstration		600	
Distribution of outlays by accounts:			
1. Highway Safety Separation	5,564	362	310
2. Off-System Roads	178	169	127
3. Inter-American Highway		33	25
4. Bikeway Demonstration Program	1	29	21
5. Highway Crossing Federal Projects	19		
6. Mianus Bridge Assistance	76	88	66
7. Rail-Highway Crossing, Off System	2,062	2,470	1,852
8. Autopedestrian Separation Demonstration		346	554
9. Public Lands	13	2	2
10. Alaska Highway	28	146	110
11. Highway Beautification	-729	3,359	2,557
12. Rural Highway Transportation	-7	3	2
13. Rail-Line Consolidation	324	746	1,175
14. Airport-Highway Demonstration	1,605	618	464
15. Darien Gap		815	611
16. Highway Related Safety Grants	11		
17. Rail-Crossings Demonstration	51	99	74
18. Territorial Highway Program	1,434	2,073	1,555
19. Bicycle Program	24	43	32
20. Interstate transfer grants	25,186	29,045	26,978
21. Highway Widening Demonstration	3,093	1,179	1,370
22. Waste Isolation Pilot Project	9,774	7,627	6,555
23. Expressway Gap Closing		8,984	6,738
24. Bridge Improvement Demonstration Project		2,660	4,256
25. Highway Bridge Relocation		494	790
26. Highway Bypass Demonstration	91	724	543
27. Highway Widening and Improvement Demonstration Project		1,295	2,072
28. Traffic Improvement Demonstration	3	189	142
29. Intersection Safety Demonstration		180	288
30. Highway Capacity Improvement		180	288
31. Climbing Lane Demonstration		90	144
32. Indiana Industrial Corridor		200	320
33. Corridor H		3,200	5,120
34. Oklahoma Highway Widening		80	128
35. Alabama Highway Bypass		720	1,152
36. Kentucky Bridge Demonstration		720	1,152
37. Virginia HOV		100	160
38. Urban Highway Corridor		45	72
39. Urban Airport Access		45	72
40. Bridge Restoration		400	640
41. Reservation Road		700	1,120
42. International Zaragoza Bridge		600	960
43. Expressway Safety Improvement		520	832
44. Alabama Feasibility Study		135	216
45. Road Extension Demonstration		120	192
46. Safer Off-System Roads	665	2,100	1,575

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

	(In thousands of dollars)	1988 actual	1989 est.	1990 est.
Enacted/requested:				
Budget authority		35,122	54,625	
Outlays		49,464	73,735	73,414
Supplemental under existing legislation:				
Budget authority			39,409	
Outlays			7,882	12,611
Total:				
Budget authority		35,122	94,034	
Outlays		49,464	81,617	86,025

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

In FY 1989, the budget authority for this account of \$39.409 million is proposed to be transferred to the Federal Aviation Administration in the Department of Transportation to offset a proposed supplemental appropriation.

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 \$12,000,000, \$11,310,000 for Federal-aid highways and highway safety construction programs for fiscal year [1989] 1990.

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 Science 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, \$12,700,000, \$13,660,000, 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, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-8083-0-7-401	1988 actual	1989 est.	1990 est.
Program by activities:			
Direct program:			
00.01 Interstate construction	4,062,929	3,400,000	3,151,200
00.02 Interstate 4R	2,281,579	2,285,000	2,121,600
00.03 Primary system	1,761,331	2,000,000	1,855,360
00.04 Interstate substitutions	488,120	550,000	509,600
00.05 Secondary system	360,009	350,000	324,480
00.06 Urban system	587,767	575,000	532,480
00.07 Bridge program	1,314,900	1,297,000	1,203,285
00.08 Safety construction programs	256,555	300,000	278,720
00.09 Federal lands highways program	227,748	237,000	235,000
00.10 Section 149 demonstration programs	126,550	285,009	285,000
00.11 Administration and research	196,517	217,188	228,146
00.12 Other	1,437,757	1,858,803	1,640,120
00.91 Total direct program	13,101,862	13,355,000	12,365,000
01.01 Reimbursable program	38,880	54,389	35,000
10.00 Total obligations	13,140,742	13,409,389	12,400,000
Financing:			
Offsetting collections from:			
11.00 Federal funds	-10,388	-27,305	-27,320
13.00 Trust funds	8,208	6,295	6,180
14.00 Non-Federal sources	-20,284	-20,789	-1,500
21.49 Unobligated balance available, start of year			
21.49 Contract authority	-8,338,130	-8,936,787	-9,700,799

24.49	Unobligated balance available, end of year: Contract authority.....	8,936,787	9,700,799	11,186,758
25.00	Unobligated balance lapsing.....	5,800		
39.00	Budget authority.....	13,706,319	14,119,012	13,850,959
Budget authority:				
Current:				
40.00	Appropriation.....	13,400,000	12,700,000	13,660,000
40.49	Portion applied to liquidate contract authority	-13,400,000	-12,700,000	-13,660,000
43.00	Appropriation (adjusted).....			
Permanent:				
69.10	Contract authority (Public Law 100-17)...	13,706,319	14,119,012	13,850,959
Relation of obligations to outlays:				
71.00	Obligations incurred, net.....	13,101,862	13,355,000	12,365,000
	Obligated balance, start of year:			
72.40	Appropriation.....	2,035,338	1,606,464	946,464
72.49	Contract authority.....	19,670,883	19,372,745	20,027,745
	Obligated balance, end of year:			
74.40	Appropriation.....	-1,606,464	-946,464	-1,447,464
74.49	Contract authority.....	-19,372,745	-20,027,745	-18,732,745
90.00	Outlays.....	13,828,874	13,360,000	13,159,000

Status of Direct Loans (in thousands of dollars)

Identification code 69-8083-0-7-401	1988 actual	1989 est.	1990 est.	
Cumulative balance of direct loans outstanding:				
1210	Outstanding, start of year.....	38,361	19,396	
1231	Disbursements: Direct loan disbursements.....	218	-7	
1251	Repayments: Repayments and prepayments.....	-19,183	-19,389	
1290	Outstanding, end of year.....	19,396		

Status of Unfunded Contract Authority (in thousands of dollars)

Unfunded balance, start of year.....	28,002,241	28,302,760	29,721,772
Contract authority.....	13,706,319	14,119,012	13,850,959
Unfunded balance lapsing.....	-5,800		
Appropriation from highway trust fund to liquidate contract authority.....	-13,400,000	-12,700,000	-13,660,000
Unfunded balance, end of year.....	28,302,760	29,721,772	29,912,731

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 \$11.310 billion, covering all Federal-aid programs except emergency relief, Alaska Highway, and minimum allocation is proposed.

The 1990 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 not to exceed 80 percent of the cost of demonstration projects specified in Sec. 149 of Public Law 100-17. The 1990 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	1988 actual	1989 est.	1990 est.	
FEDERAL HIGHWAY ADMINISTRATION				
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent.....	6,398	6,179	6,440
11.3	Other than full-time permanent.....	903	893	988
11.5	Other personnel compensation.....	561	584	594
11.9	Total personnel compensation.....	7,862	7,656	8,022
12.1	Civilian personnel benefits.....	1,289	1,256	1,316
21.0	Travel and transportation of persons.....	2,483	2,496	2,575
22.0	Transportation of things.....	776	734	764
23.2	Rental payments to others.....	331	313	322
24.0	Printing and reproduction.....	134	135	140
25.0	Other services.....	8,745	6,932	5,959
26.0	Supplies and materials.....	202	208	214
31.0	Equipment.....	62	63	65
32.0	Land and structures.....	132,775	134,150	135,480
41.0	Grants, subsidies, and contributions.....	12,648,295	12,878,909	11,877,400
93.0	Limitation on general operating expenses (see separate schedule).....	196,517	217,188	228,146
99.0	Subtotal direct obligations, Federal Highway Administration.....	12,999,471	13,250,040	12,260,403
99.0	Reimbursable obligations, Federal Highway Administration.....	38,880	54,389	35,000

General and special funds—Continued

FEDERAL-AID HIGHWAYS—Continued

(LIQUIDATION OF CONTRACT AUTHORIZATION)—Continued

(HIGHWAY TRUST FUND)—Continued

Object Classification (in thousands of dollars)—Continued

Identification code	1988: actual	1989: est.	1990: est.
ALLOCATION ACCOUNTS			
Personnel compensation:			
11.1 Full-time permanent	13,906	13,750	14,282
11.3 Other than full-time permanent	4,697	4,654	4,828
11.5 Other personnel compensation	1,255	1,235	1,235
11.9 Total personnel compensation	19,858	19,639	20,345
12.1 Civilian personnel benefits	2,671	3,219	3,370
21.0 Travel and transportation of persons	2,266	2,703	2,852
22.0 Transportation of things	1,092	1,201	1,306
23.2 Rental payments to others	4,060	4,105	4,140
24.0 Printing and reproduction	88	101	113
25.0 Other services	33,758	29,593	27,310
26.0 Supplies and materials	4,415	4,405	4,580
31.0 Equipment	1,012	1,186	1,211
32.0 Land and structures	32,909	38,558	39,120
41.0 Grants, subsidies, and contributions	262	250	250
99.0 Subtotal obligations, allocation accounts	102,391	104,960	104,597
99.9 Total obligations	13,140,742	13,409,389	12,400,000
Obligations are distributed as follows:			
Federal Highway Administration	13,038,351	13,304,429	12,295,403
Urban Mass Transportation Administration	6,028	10,000	10,000
Army: Corps of Engineers	138	700	
Agriculture: Forest Service	5,253	600	600
Interior:			
Bureau of Indian Affairs	79,509	78,000	79,000
National Park Service	11,463	15,660	13,997
Bureau of Land Management			1,000

Personnel Summary

FEDERAL HIGHWAY ADMINISTRATION			
Direct:			
Total number of full-time permanent positions	236	232	239
Total compensable workyears:			
Full-time equivalent employment	253	274	285
Full-time equivalent of overtime and holiday hours	20	20	20
Reimbursable:			
Total number of full-time permanent positions	115	127	120
Total compensable workyears:			
Full-time equivalent employment	147	150	139
Full-time equivalent of overtime and holiday hours	6	7	6
ALLOCATION ACCOUNTS			
Total number of full-time permanent positions	542	541	541
Total compensable workyears:			
Full-time equivalent employment	621	614	614
Full-time equivalent of overtime and holiday hours	2	3	3

LIMITATION ON GENERAL OPERATING EXPENSES

Necessary expenses for administration, operation, and research of the Federal Highway Administration, not to exceed **[\$217,350,000,]** \$228,246,000 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 **[\$33,427,000]** \$33,794,000 of the amount provided herein shall remain available until expended: *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, 1989.*)

Program and Financing (in thousands of dollars)

	1988 actual	1989 est.	1990 est.
Program by activities:			
Program direction and coordination:			
Executive direction	1,115	1,155	1,210
Program review	289	299	313
Legal services	2,052	2,126	2,227
Public affairs	146	151	159
Civil rights	877	909	952
General program support:			
Policy	4,776	5,515	7,326
Research, development, and technology	29,981	31,545	32,627
Administrative support	44,048	49,754	51,082
National Highway Institute	2,245	1,361	1,361
Career development programs	5,073	5,256	5,505
Highway programs:			
Engineering and program development	11,776	15,900	15,441
Right-of-way and environment	3,491	3,617	3,789
Safety and traffic operations	3,708	3,842	4,024
Motor carriers	1,218	1,606	1,055
Construction, skill training and minority business enterprise	9,726	10,442	7,900
Demonstration bonding program	28	47	
Field operations	86,748	89,958	93,275
Total obligations	207,297	223,483	228,246
Financing:			
Offsetting collections from: Federal funds	-2,572		
Unobligated balance available, start of year	-4,121	6,133	
Unobligated balance available, end of year	6,133		
Limitation	206,737	217,350	228,246
Relation of obligations to outlays:			
Obligations incurred, net	207,297	223,483	228,246
Obligated balance, start of year	241,797	268,455	313,475
Obligated balance, end of year	-268,455	-313,475	-344,174
Outlays from limitations	180,639	178,463	197,456

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 research and development relating to traffic operations, including gridlock problems, 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 1990, the budget provides \$2.0 million for a demonstration highway use tax evasion project to improve collection of Federal highway use taxes, especially the diesel fuel excise tax. 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	1988 actual	1989 est.	1990 est.
Personnel compensation:			
11.1 Full-time permanent.....	106,093	106,601	109,717
11.3 Other than full-time permanent.....	1,808	2,833	2,847
11.5 Other personnel compensation.....	2,545	2,588	2,151
11.9 Total personnel compensation.....	110,446	112,022	114,715
12.1 Civilian personnel benefits.....	17,726	18,733	19,375
13.0 Benefits for former personnel.....		50	50
21.0 Travel and transportation of persons.....	5,219	6,149	6,370
22.0 Transportation of things.....	91	1,583	1,640
23.1 Rental payments to GSA.....	11,200	11,631	13,789
23.2 Rental payments to others.....	5,513	6,560	7,244
24.0 Printing and reproduction.....	1,288	1,180	1,273
25.0 Other services.....	50,074	61,712	59,788
26.0 Supplies and materials.....	1,270	1,461	1,514
31.0 Equipment.....	2,100	2,402	2,488
42.0 Insurance claims and indemnities.....	2,370		
93.0 Administrative expenses included in schedule for fund as a whole.....	-207,297	-223,483	-228,246
99.0 Total obligations.....			

Personnel Summary

Total number of full-time permanent positions.....	2,621	2,621	2,621
Total compensable workyears:			
Full-time equivalent employment.....	2,730	2,750	2,750
Full-time equivalent of overtime and holiday hours.....	12	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, \$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 [1989] 1990 for "Highway-related safety grants". (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-8019-0-7-401	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01 State and community grants.....	9,305	9,305	9,900
00.02 Administration of grant programs.....	100	100	100
10.00 Total obligations.....	9,405	9,405	10,000

Financing:			
21.49 Unobligated balance available, start of year: Contract authority.....		-595	-1,190
24.49 Unobligated balance available, end of year: Contract authority.....	595	1,190	1,190
39.00 Budget authority.....	10,000	10,000	10,000
Budget authority:			
Current:			
40.00 Appropriation.....	9,900	10,000	10,000
40.49 Portion applied to liquidate contract authority.....	-9,900	-10,000	-10,000
49.10 Contract authority.....			
Permanent:			
69.10 Contract authority (90 Stat. 451, 92 Stat. 2727).....	10,000	10,000	10,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	9,405	9,405	10,000
Obligated balance, start of year:			
72.40 Appropriation.....	5,393	6,069	6,438
72.49 Contract authority.....	13,802	13,307	12,712
Obligated balance, end of year:			
74.40 Appropriation.....	-6,069	-6,438	-5,616
74.49 Contract authority.....	-13,307	-12,712	-12,712
90.00 Outlays.....	9,224	9,631	10,822

Status of Unfunded Contract Authority (in thousands of dollars)

Identification code 69-8019-0-7-401	1988 actual	1989 est.	1990 est.
Unfunded balance, start of year.....	13,802	13,902	13,902
Contract authority.....	10,000	10,000	10,000
Appropriation to liquidate contract authority.....	-9,900	-10,000	-10,000
Unfunded balance, end of year.....	13,902	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	1988 actual	1989 est.	1990 est.
25.0 Other services.....	9,305	9,305	9,900
41.0 Grants, subsidies, and contributions.....	100	100	100
99.9 Total obligations.....	9,405	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, \$12,825,000, 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, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-8014-0-7-401	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations (object class 41.0).....		30,422	
Financing:			
17.00 Recovery of prior year obligations.....	-47		
21.40 Unobligated balance available, start of year.....	-3,300	-17,597	
24.40 Unobligated balance available, end of year.....	17,597		
40.00 Budget authority (appropriation).....	14,250	12,825	

General and special funds—Continued

[BALTIMORE-WASHINGTON PARKWAY]—Continued

[(HIGHWAY TRUST FUND)]—Continued

Program and Financing (in thousands of dollars)—Continued

Identification code	1988 actual	1989 est.	1990 est.
Relation of obligations to outlays:			
71.00		30,422	
72.40	9,918	5,287	27,510
74.40	-5,287	-27,510	-16,189
78.00	-47		
90.00	4,584	8,199	11,321

This appropriation provided \$12.825 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	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01	4,706	14,233	14,233
10.00	4,706	14,233	14,233
Financing:			
17.00	-9		
21.40	-23,515	-23,436	-14,233
24.40	23,436	14,233	
25.00	575	9	
40.00	5,193	5,040	
Relation of obligations to outlays:			
71.00	4,706	14,233	14,233
72.40	21,492	17,886	22,118
74.40	-17,886	-22,118	-23,584
77.00	-25		
78.00	-9		
90.00	8,277	10,001	12,767
Distribution of budget authority by account: Railroad-highway crossings demonstration projects			
	5,193	5,040	
Distribution of outlays by account:			
	8,289	9,883	12,679
	-36	75	56
	24	43	32

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 the 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, \$6,080,000.] (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00	7,079	6,195	
Financing:			
21.40	-544	-115	
24.40	115		
40.00	6,650	6,080	
Relation of obligations to outlays:			
71.00	7,079	6,195	
72.40	15,845	15,669	14,357
74.40	-15,669	-14,357	-7,674
90.00	7,255	7,507	6,683

This program is proposed for incorporation within the Research, Development, and Technology program funded within the Limitation on General Operating Expenses, beginning in 1990. 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, and would allow both programs to be financed by a drawdown from Federal-Aid Highways authority.

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] \$52,000,000, 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 \$60,000,000 for "Motor carrier safety grants". (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01	51,383	59,700	59,700
00.02	166	300	300
10.00	51,549	60,000	60,000
Financing:			
Unobligated balance available, start of year:			
21.40	-2,431		
21.49	-1,932	-2,814	-2,814
Unobligated balance available, end of year:			
24.40			
24.49	2,814	2,814	2,814
39.00	50,000	60,000	60,000
Budget authority:			
Current:			
40.00	50,000	50,000	52,000
40.49	-50,000	-50,000	-52,000
43.00			
Permanent:			
69.10	50,000	60,000	60,000
Relation of obligations to outlays:			
71.00	51,549	60,000	60,000
72.40			
72.49	20,423	25,561	18,201
	13,067	12,185	22,185
74.40	-25,561	-18,201	-8,091

74.49	Contract authority.....	-12,185	-22,185	-30,185
90.00	Outlays.....	47,293	57,360	62,110

Urban Mass Transportation Administration:			
Discretionary grants (liquidation of contract authorization).....	1,100,000	400,000	900,000
Formula transit grants (liquidation of contract authorization).....			300,000
Other agencies:			
Construction, NPS (liquidation of contract authorization).....	31,000	47,000	
Mt. St. Helens, USFS (liquidation of contract authorization).....		5,333	
Total appropriations.....	14,824,328	13,460,652	15,085,772
Adjustments in expired accounts, unexpired accounts and lapses, return to unappropriated receipts.....	610	9	
Unexpended balance, end of year.....	14,187,793	15,745,645	17,254,579
Balance in expenditure accounts.....	-225,012	-222,265	-138,915
Appropriated balance.....	-2,906,171	-1,784,713	-2,340,069
Unappropriated balance, end of year.....	11,056,610	13,738,667	14,775,595

Status of Unfunded Contract Authority (in thousands of dollars)

Identification code 69-8027-0-7-401	1988 actual	1989 est.	1988 est.
Unfunded balance, start of year.....	15,000	15,000	25,000
Contract authority.....	50,000	60,000	60,000
Appropriation to liquidate contract authority.....	-50,000	-50,000	-52,000
Unfunded balance, end of year.....	15,000	25,000	33,000

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 \$52 million in 1990 are necessary for payment of program obligations.

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)

Unexpended balance, start of year:	1988 actual	1989 est.	1990 est.
U.S. securities (par).....	12,690,931	13,449,077	15,745,645
Cash.....	922,684	738,716	
Balance of fund at start of year.....	13,613,615	14,187,793	15,745,645
Cash income during the year: Governmental receipts:			
From excise taxes:			
Gasoline tax.....	9,273,069	9,462,000	9,510,000
Truck, bus and trailer taxes.....	1,277,156	1,267,000	1,327,000
Tire, innertube, and tread rubber taxes.....	334,074	318,000	320,000
Diesel fuel taxes.....	2,754,509	3,395,000	3,154,000
Use tax on certain vehicles.....	581,293	588,000	606,000
Fines and penalties.....	3,461	4,000	4,000
Transfers to land and water fund.....	-1,000	-1,000	
Transfer to aquatic resources fund.....	-105,451	-113,000	-117,000
Repealed taxes.....	-3,254	-1,000	
Intrabudgetary transactions:			
Interest on investments.....	1,192,733	1,223,700	1,318,700
Total annual income.....	15,306,590	16,142,700	16,122,700
(Mass transit account).....	-1,661,180	-1,618,700	-1,799,500
Cash outlays during the year:			
Federal Highway Administration appropriations:			
Federal-aid highways (liquidation of contract authorization).....	13,828,874	13,360,000	13,159,000
Highway-related safety grants (liquidation of contract authorization).....	9,224	9,631	10,822
Trust fund share of other highway programs.....	8,277	10,001	12,767
Highway safety research and development.....	7,255	7,507	6,683
Miscellaneous highway trust funds.....	10,205	36,184	48,951
Motor carrier safety grants.....	47,293	57,360	62,110
Right-of-way revolving fund (liquidation of contract authorization).....	-2,947		
Baltimore-Washington Parkway.....	4,584	8,199	11,321
National Highway Traffic Safety Administration appropriations:			
Trust fund share of operations and research.....	-2,716	58,295	35,400
Highway traffic safety grants (liquidation of contract authorization).....	118,252	133,400	133,600
Urban Mass Transportation Administration:			
Formula transit grants (liquidation of contract authorization).....			170,836
Discretionary grants (liquidation of contract authorization).....	695,675	870,000	926,900

HIGHWAY TRUST FUND

(TOTAL)

Amounts Available for Appropriation (in thousands of dollars)

	1988 actual	1989 est.	1990 est.
Unexpended balance, start of year.....	13,613,615	14,187,793	15,745,645
Balance in expenditure accounts.....	-157,684	-225,012	-222,265
Appropriated balance.....	-2,882,193	-2,906,171	-1,784,713
Unappropriated balance, start of year.....	10,573,738	11,056,610	13,738,667
Receipts.....	15,306,590	16,142,700	16,122,700
Total available for appropriation.....	25,880,328	27,199,310	29,861,367
Appropriations:			
Federal Highway Administration:			
Federal-aid highways (liquidation of contract authorization).....	13,400,000	12,700,000	13,660,000
Highway-related safety grants (liquidation of contract authorization).....	9,900	10,000	10,000
Trust fund share of other highway programs:			
Appropriation.....	5,193	5,040	
Highway safety research and development.....	6,650	6,080	
Motor carrier safety grants (liquidation of contract authorization).....	50,000	50,000	52,000
Highway-railroad grade crossing.....	9,500	8,100	
Nuclear waste transportation safety demonstration.....		3,600	
Highway safety improvement demonstration.....	1,900	1,260	
Airport access demonstration.....		1,300	
Highway safety and economic development.....	9,500	8,550	
Intermodal urban demonstration project.....	9,500	8,550	
Baltimore-Washington Parkway.....	14,250	12,825	
Vehicular and Pedestrian Safety.....	6,650		
Corridor Safety Improvement Project.....	4,702	28,000	
Bridge Capacity Improvement Project.....	237	3,763	
National Highway Traffic Safety Administration:			
Trust fund share of operations and research.....	30,346	30,751	31,772
Highway traffic safety grants (liquidation of contract authorization).....	135,000	130,500	132,000

General and special funds—Continued

HIGHWAY TRUST FUND—Continued

(TOTAL)—Continued

STATUS OF HIGHWAY TRUST FUND—Continued

(In thousands of dollars)

Other agencies:			
Construction, NPS, interior.....	9,356	30,263	29,860
Mt. St. Helens, USFS, Agriculture.....	-920	4,008	5,516
Total annual outlays.....	14,732,412	14,584,848	14,613,766
Unexpended balance carried forward:			
U.S. securities (par).....	13,449,077	15,745,645	17,254,579
Cash.....	738,716		
Balance of fund at end of year.....	14,187,793	15,745,645	17,254,579
Commitment against unexpended balances:			
Appropriated but not expended:			
Appropriations.....	-225,012	-222,265	-138,915
Liquidation of contract authorization.....	-2,906,171	-1,784,713	-2,340,069
Committed to future liquidating cash appropriations:			
Outstanding obligated balance of contract authority.....	-21,196,986	-22,456,891	-22,454,161
Unobligated balance of contract authority.....	-10,291,199	-11,258,806	-11,777,495
Total commitment against unexpended balances.....	-34,619,368	-35,722,675	-36,710,640
Uncommitted balance, end of year.....	-20,431,575	-19,977,030	-19,456,061

HIGHWAY TRUST FUND

(HIGHWAY ACCOUNT ONLY)

(In thousands of dollars)

	1988 actual	1989 est.	1990 est.
Unexpended balance, start of year.....	9,411,559	9,020,233	9,829,385
Cash income during the year, governmental receipts:			
Excise taxes.....	12,836,427	13,746,000	13,500,000
Interest on investments.....	808,984	778,000	823,200
Total annual income.....	13,645,411	14,524,000	14,323,200
Cash outgo during the year (outlays):			
Federal Highway Administration.....	13,912,765	13,488,882	13,311,654
National Highway Traffic Safety Administration.....	115,536	191,695	169,000
National Park Service.....	9,356	30,263	29,860
U.S. Forest Service.....	-20	4,008	5,516
Total, outlays.....	14,036,737	13,714,848	13,516,030
Unexpended balance, end of year.....	9,020,233	9,829,385	10,636,555

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

MISCELLANEOUS TRUST FUNDS

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
69-9971-0-7-151			
Program by activities:			
00.01 Cooperative work, forest highways.....	220	752	450
00.02 Technical assistance, U.S. dollars advanced from foreign governments.....	2,447	3,061	2,892
00.03 Contributions for highway research programs.....	8	60	20
00.04 Advances from State cooperating agencies.....	56	343	375
10.00 Total obligations.....	2,731	4,216	3,737
Financing:			
Unobligated balance available, start of year:			
21.40 Appropriation.....	-379	-436	
21.49 Contract authority.....	-136	-85	
Unobligated balance available, end of year:			
24.40 Appropriation.....	436		
24.49 Contract authority.....	85		
39.00 Budget authority.....	2,737	3,695	3,737

Budget authority:

60.00 Permanent:			
60.49 Appropriation.....	2,798	4,539	3,737
Portion applied to liquidate contract authority.....	-587	-844	
63.00 Appropriation (adjusted).....	2,211	3,695	3,737
69.10 Contract authority.....	526		
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	2,731	4,216	3,737
Obligated balance, start of year:			
72.40 Appropriation.....	2,051	628	1,432
72.49 Contract authority.....	769	759	
Obligated balance, end of year:			
74.40 Appropriation.....	-628	-1,432	-969
74.49 Contract authority.....	-759		
90.00 Outlays.....	4,165	4,171	4,200
Distribution of budget authority by account:			
Cooperative work, forest highways.....	453	390	450
Technical assistance, U.S. dollars advanced from foreign governments.....	2,236	2,960	2,892
Contributions for highway research programs.....	8	15	20
Advances from State cooperating agencies.....	46	330	375
Distribution of outlays by account:			
Cooperative work, forest highways.....	1,523	719	757
Equipment, supplies, etc., for cooperating countries.....		309	232
Technical assistance, U.S. dollars advanced from foreign governments.....	2,497	2,937	2,909
Contributions for highway research programs.....	28	12	23
Advances from State cooperating agencies.....	117	194	279

Status of Unfunded Contract Authority (in thousands of dollars)

Unfunded balance, start of year.....	905	844	
Contract authority.....	526		
Appropriation to liquidate contract authority.....	-587	-844	
Unfunded balance, end of year.....	844		

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

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

Object Classification (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
69-9971-0-7-151			
Personnel compensation:			
11.1 Full-time permanent.....	381	588	533
11.5 Other personnel compensation.....	135	208	189
11.9 Total personnel compensation.....	516	796	722
12.1 Civilian personnel benefits.....	74	114	103

21.0	Travel and transportation of persons.....	36	55	50
22.0	Transportation of things.....	19	29	26
25.0	Other services.....	1,707	2,634	2,300
26.0	Supplies and materials.....	1	1	1
32.0	Land and structures.....	378	587	535
99.9	Total obligations.....	2,731	4,216	3,737

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, \$8,550,000, to be derived from the Highway Trust Fund and to remain available until expended.】

【HIGHWAY SAFETY AND ECONOMIC DEVELOPMENT DEMONSTRATION】

【(HIGHWAY TRUST FUND)】

【For necessary expenses to carry out construction projects as authorized by Public Law 99-500 and Public Law 99-591, \$8,550,000, to be derived from the Highway Trust Fund and to remain available until expended.】

【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, \$1,260,000, 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, \$8,100,000, to be derived from the Highway Trust Fund and to remain available until expended.】

【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 appropriated \$28,000,000, to be derived from the Highway Trust Fund and to remain available until expended: *Provided*, That all funds appropriated under this head shall be 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 appropriated \$3,763,000, 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.】

【AIRPORT ACCESS DEMONSTRATION PROJECT】

【(HIGHWAY TRUST FUND)】

【For necessary expenses to carry out a demonstration project in the vicinity of the Ontario International Airport in San Bernardino

County, California, for the purpose of demonstrating methods of improving highway access to an airport that is projected to incur a substantial increase in air service, \$1,300,000, to remain available until expended and to be derived from the Highway Trust Fund.】

【NUCLEAR WASTE TRANSPORTATION SAFETY DEMONSTRATION PROJECT】

【(HIGHWAY TRUST FUND)】

【For necessary expenses for a project to construct a relief route in the Los Alamos-Santa Fe, New Mexico corridor that demonstrates methods of improving the safety of transporting nuclear waste by constructing an alternate route with specific safety features, \$3,600,000, to be derived from the Highway Trust Fund and to remain available until expended.】 (*Department of Transportation and Related Agencies Appropriations Act, 1989.*)

Program and Financing (in thousands of dollars)

Identification code 69-9972-0-7-401	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01	Carpool vanpool projects.....		83
00.02	Intermodal urban demonstration project.....		18,050
00.03	Highway safety and economic development demonstration projects.....	1,200	21,850
00.04	Highway safety improvement demonstration project.....	525	7,868
00.05	Highway-railroad grade crossing safety demonstration project.....		21,600
00.06	Nuclear waste transportation safety.....		5,300
00.07	Theodore Roosevelt Bridge.....	1,240	260
00.08	Airport access highway demonstration.....		2,500
00.09	Airport access demonstration.....	2,850	2,450
00.10	Vehicular highway safety separation demonstration.....		11,650
00.11	Corridor safety demonstration.....		32,702
00.12	Bridge capacity improvement.....		4,000
10.00	Total obligations (object class 41.0).....	5,815	128,313
Financing:			
17.00	Recovery of prior year obligations.....	-2	
21.40	Unobligated balance available, start of year.....	-29,014	-65,190
24.40	Unobligated balance available, end of year.....	65,190	
40.00	Budget authority (appropriation).....	41,989	63,123
Relation of obligations to outlays:			
71.00	Obligations incurred, net.....	5,815	128,313
72.40	Obligated balance, start of year.....	30,706	26,304
74.40	Obligated balance, end of year.....	-26,304	-118,433
77.00	Adjustments in expired accounts.....	-10	
78.00	Adjustments in unexpired accounts.....	-2	
90.00	Outlays.....	10,205	36,184
			48,951
Distribution of budget authority, by account:			
	Intermodal Urban Demonstration.....	9,500	8,550
	Highway Safety and Economic Development.....	9,500	8,550
	Highway Safety Improvement Demonstration.....	1,900	1,260
	Highway Railroad Grade Crossing.....	9,500	8,100
	Nuclear Waste Transportation Safety.....		3,600
	Airport Demonstration.....		
	Airport Access Demonstration.....		1,300
	Vehicular and Pedestrian Safety Demonstration.....	6,650	
	Corridor Safety Demonstration.....	4,702	28,000
	Bridge Capacity Improvement Demonstration.....	237	3,763
Distribution of outlays by account:			
	Project Acceleration Demonstration.....	-8	201
	Traffic Control Signalization.....	434	273
	Overseas Highway.....		1,450
	Intermodal Urban Demonstration.....	626	8,703
	Carpool/Vanpool Projects.....	188	158
	Highway Safety and Economic Development.....	4,798	6,889
	Highway Safety Improvement Demonstration.....	1,211	1,844
	Highway Railroad Grade Crossing.....		4,320
	Nuclear Waste Transportation Safety.....		1,180
	Roosevelt Bridge.....	105	506
	Airport Access Highway Demonstration.....		500
	Airport Access Demonstration.....	2,851	490
	Vehicular and Pedestrian Safety Demonstration.....		2,330
	Corridor Safety Demonstration.....		6,540
	Bridge Capacity Improvement Demonstration.....		800
			1,280

For 1989, a total of \$63 million was appropriated for the following "demonstration" project accounts: Inter-

General and special funds—Continued

MISCELLANEOUS HIGHWAY TRUST FUNDS—Continued

modal Urban, Highway Safety and Economic Development, Highway Safety Improvement, Highway Railroad Grade Crossing, Corridor Safety Improvement, Bridge Capacity Improvement, Airport Access Demonstration and Nuclear Waste Transportation Safety Demonstration. No further budget authority is requested for 1990. 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)

(HIGHWAY TRUST FUND)

During fiscal year [1989] 1990 and with the resources and authority available, gross obligations for the principal amount of direct loans shall not exceed [\$46,000,000] \$47,850,000. (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code: 69-8402-0-8-401	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations (object class 33.0)	74,917	46,000	47,850
Financing:			
14.00 Offsetting collections from: Non-Federal sources	-29,460	-46,000	-47,850
17.00 Recovery of prior year obligations	-57,485		
Unobligated balance available, start of year:			
21.40 Appropriation	-83,092	-95,120	-95,120
21.49 Contract authority	-40,000	-40,000	-40,000
Unobligated balance available, end of year:			
24.40 Appropriation	95,120	95,120	95,120
24.49 Contract authority	40,000	40,000	40,000
39.00 Budget authority			
Relation of obligations to outlays:			
71.00 Obligations incurred, net	45,457		
72.98 Obligated balance, start of year: Fund balance	72,721	63,640	63,640
74.98 Obligated balance, end of year: Fund balance	-63,640	-63,640	-63,640
78.00 Adjustments in unexpired accounts	-57,485		
90.00 Outlays	-2,947		

Status of Direct Loans (in thousands of dollars)

Identification code: 69-8402-0-8-401	1988 actual	1989 est.	1990 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	45,457	46,000	47,850
1150 Total direct loan obligations	45,457	46,000	47,850
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	104,187	101,240	101,240
1231 Disbursements: Direct loan disbursements	26,513	46,000	47,850
1251 Repayments: Repayments and prepayments	-29,460	-46,000	-47,850
1290 Outstanding, end of year	101,240	101,240	101,240

Status of Unfunded Contract Authority (in thousands of dollars)

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 1990, gross obligations will be limited to \$47.85 million.

Revenue and Expense (in thousands of dollars)

	1988 actual	1989 est.	1990 est.
Advances for acquisition of right-of-way program:			
Revenue	29,460		
Expense	-26,514		
Net operating income	2,947		

Financial Condition (in thousands of dollars)

	1987 actual	1988 actual	1989 est.	1990 est.
Assets:				
Selected assets:				
Drawing account with Treasury:				
Advances (loans)	104,187	101,240	101,240	101,240
Due from Highway trust fund	155,813	158,760	158,760	158,760
Total assets	260,000	260,000	260,000	260,000
Liabilities				
Government equity:				
Selected equities:				
Non-interest-bearing capital:				
Undisbursed loan obligations	72,721	63,640	63,640	63,640
Unobligated balance	123,092	135,120	135,120	135,120
Contract authority	-40,000	-40,000	-40,000	-40,000
Invested capital	104,187	101,240	101,240	101,240
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.

	(In thousands of dollars)		
	1988 actual	1989 est.	1990 est.
Budget authority:			
Operations and research	62,534	67,899	74,933
Operations and research (Highway trust fund)	30,346	30,751	31,772
Highway traffic safety grants	126,000	126,000	126,000
Reappropriation	94,085		
Total budget authority	312,965	224,650	232,705
Program level (obligations):			
Operations and research	61,697	70,750	74,933
Operations and research (Highway trust fund)	30,346	30,751	31,772
Highway traffic safety grants	126,050	126,000	128,500
Miscellaneous safety programs	2	311	
Total program level	218,095	227,812	235,205

Outlays:			
Operations and research.....	90,346	42,290	69,723
Operations and research (Highway trust fund).....	—2,716	58,295	35,400
Highway traffic safety grants.....	118,252	133,400	133,600
Miscellaneous safety programs.....	464	1,400	1,400
Total outlays.....	206,346	235,385	240,123

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, [**\$67,899,000**] **\$74,933,000**, of which [**\$31,000,000**] **\$37,665,000** shall remain available until expended [*Provided*, That of the funds available under this head, \$2,000,000 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, 1989; additional authorizing legislation to be proposed.*)

Program and Financing (in thousands of dollars)

Identification code 69-0650-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
Direct program:			
00.01 Rulemaking programs.....	7,527	8,148	8,147
00.02 Enforcement programs.....	12,076	12,490	13,161
00.03 Highway safety programs.....	4,149	6,041	9,824
00.04 Research and analysis.....	30,195	35,810	35,665
00.05 Office of the Administrator.....	2,083	1,989	2,092
00.06 General administration.....	5,667	6,272	6,044
00.91 Total direct program.....	61,697	70,750	74,933
01.01 Reimbursable program.....	35,674	37,401	38,472
10.00 Total obligations.....	97,371	108,151	113,405
Financing:			
Offsetting collections from:			
11.00 Federal funds.....	—568	—900	—900
13.00 Trust funds.....	—35,002	—35,601	—36,672
14.00 Non-Federal sources.....	—105	—900	—900
17.00 Recovery of prior year obligations.....	—420		
21.40 Unobligated balance available, start of year.....	—1,698	—2,851	
24.40 Unobligated balance available, end of year.....	2,851		
25.00 Unobligated balance lapsing.....	105		
40.00 Budget authority (appropriation).....	62,534	67,899	74,933
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	61,697	70,750	74,933
72.40 Obligated balance, start of year.....	35,343	5,542	34,002
74.40 Obligated balance, end of year.....	—5,542	—34,002	—39,212
77.00 Adjustments in expired accounts.....	—732		
78.00 Adjustments in unexpired accounts.....	—420		
90.00 Outlays.....	90,346	42,290	69,723

Note.—General fund outlays were overstated by \$24 million in FY 1988 reports to Treasury. An offsetting decrease is reflected in FY 1989 to balance the account.

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. The budget proposes an expanded program to train police officers to detect drivers under the influence of drugs or alcohol. In addition, the budget provides funding for a new four-state demonstration program authorized in last year's Anti-Drug Abuse Act to determine the feasibility and effectiveness of random drug testing for driver license applicants.

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.

Object Classification (in thousands of dollars)

Identification code 69-0650-0-1-401	1988 actual	1989 est.	1990 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent.....	17,027	17,895	18,195
11.3 Other than full-time permanent.....	654	687	687
11.5 Other personnel compensation.....	292	307	307
11.9 Total personnel compensation.....	17,973	18,889	19,189
12.1 Civilian personnel benefits.....	2,566	2,696	2,743
21.0 Travel and transportation of persons.....	382	370	370
22.0 Transportation of things.....	93	111	107
23.1 Rental payments to GSA.....	2,221	2,445	2,759
23.3 Communications, utilities, and miscellaneous charges.....	959	1,148	1,165
24.0 Printing and reproduction.....	694	830	817
25.0 Other services.....	35,353	42,519	46,132
26.0 Supplies and materials.....	245	293	279
31.0 Equipment.....	1,211	1,449	1,372
99.0 Subtotal, direct obligations.....	61,697	70,750	74,933
99.0 Reimbursable obligations.....	35,674	37,401	38,472
99.9 Total obligations.....	97,371	108,151	113,405

Personnel Summary

Total number of full-time permanent positions.....	503	503	503
Total compensable workyears:			
Full-time equivalent employment.....	521	516	516
Full-time equivalent of overtime and holiday hours.....	2	2	2

General and special funds—Continued

MISCELLANEOUS SAFETY PROGRAMS

Program and Financing (in thousands of dollars)

Identification code 69-0651-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations (object class 41.0)	2	311	
Financing:			
17.00 Recovery of prior-year obligations	-35		
21.40 Unobligated balance available, start of year	-278	-311	
24.40 Unobligated balance available, end of year	311		
39.00 Budget authority			
Relation of obligations to outlays:			
71.00 Obligations incurred, net	2	311	
72.40 Obligated balance, start of year	7,979	7,482	6,393
74.40 Obligated balance, end of year	-7,482	-6,393	-4,993
78.00 Adjustments in unexpired accounts	-35		
90.00 Outlays	464	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, **[\$30,751,000], \$31,772,000**, to remain available until expended: *Provided*, That, of the funds available under this head, \$2,780,000 shall be available for light truck and van safety research and analysis]. (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-8016-0-7-401	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01 Highway safety programs	13,980	16,126	17,113
00.02 Research and analysis	13,818	12,024	11,879
00.03 Office of the Administrator	800	759	815
00.04 General administration	1,738	1,842	1,965
10.00 Total obligations	30,346	30,751	31,772
Financing:			
40.00 Budget authority (appropriation)	30,346	30,751	31,772
Relation of obligations to outlays:			
71.00 Obligations incurred, net	30,346	30,751	31,772
72.40 Obligated balance, start of year	20,096	53,158	25,614
74.40 Obligated balance, end of year	-53,158	-25,614	-21,986
90.00 Outlays	2,716	58,295	35,400

Note.—Highway Trust Fund outlays were understated by \$24 million in FY 1988 reports to Treasury. An offsetting increase is reflected in FY 1989 to balance the account.

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 1990 budget includes funds to continue a national accident data collection program to improve problem identification, regulatory reform, and program evaluation activities.

Object Classification (in thousands of dollars)

Identification code 69-8016-0-7-401	1988 actual	1989 est.	1990 est.
Personnel compensation:			
11.1 Full-time permanent	6,762	7,247	7,523
11.3 Other than full-time permanent	600	643	643
11.5 Other personnel compensation	152	163	163
11.9 Total personnel compensation	7,514	8,053	8,329
12.1 Civilian personnel benefits	1,002	1,073	1,117
21.0 Travel and transportation of persons	353	340	360
22.0 Transportation of things	51	52	54
23.1 Rental payments to GSA	1,103	1,030	1,194
23.3 Communications, utilities, and miscellaneous charges	407	412	431
24.0 Printing and reproduction	371	376	389
25.0 Other services	18,797	18,652	19,112
26.0 Supplies and materials	87	89	93
31.0 Equipment	661	674	693
99.9 Total obligations	30,346	30,751	31,772

Personnel Summary

Total number of full-time permanent positions	145	149	153
Total compensable workyears: Full-time equivalent employment	151	153	157

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, **[\$130,500,000], \$132,000,000**, to be derived from the Highway Trust Fund: *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which are in excess of \$115,000,000 in fiscal year [1989] 1990 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 **[\$11,000,000], \$13,500,000** for "Alcohol safety incentive grants" authorized under 23 U.S.C. 408: *Provided further*, That not to exceed **[\$4,850,000], \$4,900,000** 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 through [1989] 1990. (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-8020-0-7-401	1988 actual	1989 est.	1990 est.
Program by activities:			
Safety formula grants:			
00.01 Grants	109,926	110,150	110,100
00.02 Administration	4,656	4,850	4,900
00.03 Alcohol safety incentive grants	11,468	11,000	13,500
10.00 Total obligations	126,050	126,000	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:

Financing:				
21.49	Unobligated balance available, start of year: Contract authority.....	-89,898	-183,933	-183,933
24.49	Unobligated balance available, end of year: Contract authority.....	183,933	183,933	181,433
39.00	Budget authority	220,085	126,000	126,000
Budget authority:				
Current:				
40.00	Appropriation.....	135,000	130,500	132,000
40.49	Portion applied to liquidate contract authority.....	-135,000	-130,500	-132,000
43.00	Appropriation (adjusted)			
50.00	Reappropriation	94,085		
Permanent:				
69.10	Contract authority (96 Stat. 1749)	126,000	126,000	126,000
Relation of obligations to outlays:				
71.00	Obligations incurred, net.....	126,050	126,000	128,500
Obligated balance, start of year:				
72.40	Appropriation.....	43,711	60,459	57,559
72.49	Contract authority.....	93,726	84,776	80,276
Obligated balance, end of year:				
74.40	Appropriation.....	-60,469	-57,559	-55,959
74.49	Contract authority.....	-84,776	-80,276	-76,776
90.00	Outlays	118,252	133,400	133,600
Distribution of budget authority by account:				
	Safety formula grants.....	126,000	126,000	126,000
	Alcohol safety incentive grants.....	94,085		
Distribution of outlays by account:				
	Safety formula grants.....	113,959	121,900	119,100
	Alcohol safety incentive grants.....	4,289	10,000	12,500
	Safety education and information.....	4	1,500	2,000

Status of Unfunded Contract Authority (in thousands of dollars)

Identification code 69-8020-0-7-401	1988 actual	1989 est.	1990 est.
Unfunded balance, start of year.....	183,624	268,709	264,209
Contract authority (101 Stat. 218-219).....	126,000	126,000	126,000
Reappropriation.....	94,085		
Appropriation to liquidate contract authority.....	-135,000	-130,500	-132,000
Unfunded balance, end of year.....	268,709	264,209	258,209

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 occupant protection; 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.

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.

Object Classification (in thousands of dollars)

Identification code 69-8020-0-7-401	1988 actual	1989 est.	1990 est.
25.0 Other services.....	4,656	4,850	4,900
41.0 Grants, subsidies, and contributions.....	121,394	121,150	123,600
99.9 Total obligations.....	126,050	126,000	128,500

(In thousands of dollars)

Program level	1988 actual	1989 est.	1990 est.
Office of the Administrator.....	25,422	31,738	15,180
Proposed supplemental.....		10,000	
Railroad safety.....	28,170	28,306	30,307
Railroad research and development.....	10,365	12,222	9,277
Conrail commuter transition assistance.....	10,000	4,500	
Settlements of railroad litigation.....	-36,292		
Northeast corridor improvement.....	32,488	31,448	
Railroad rehabilitation and improvement.....	-128,677	-200,109	-15,102
Regional rail reorganization.....	6,107		6,645
Freightline rehabilitation.....		6,000	
Subtotal, FRA.....	-52,417	-75,895	46,307
National Railroad Passenger Corp. (Amtrak) grants.....	590,300	617,588	
Proposed supplemental.....		10,000	
Total program	537,883	531,693	46,307

Federal Funds

General and special funds:

OFFICE OF THE ADMINISTRATOR*

* See Part II for additional information.

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, **[\$14,975,000]** \$15,180,000, of which **[\$2,875,000]** \$2,016,000 shall 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, as part of the Washington Union Station transaction in which the Secretary [shall assume] assumed the first deed of trust on the property and, where the Union Station Redevelopment Corporation or any successor is obligated to make payments on such deed of trust on the Secretary's behalf, including payments on and after September 30, 1988, the Secretary is authorized to receive such payments directly from the Union Station Redevelopment Corporation, credit them to the appropriation charged for the first deed of trust, and make payments on the first deed of trust with those funds: *Provided further*, That an additional amount of \$10,000,000, of which \$4,000,000 shall be derived from unobligated balances of "Grants to the National Railroad Passenger Corporation", is hereby made available only for the purpose of purchasing title to Washington Union Station as authorized by the Union Station Redevelopment Act of 1981] *Provided further*, That such additional sums as may be necessary, for payment on the first deed of trust, may be advanced by the Administrator from unobligated balances available to the Federal Railroad Administration, to be reimbursed from payments received from the Union Station Redevelopment Corporation. (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-0700-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
Direct program:			
00.01 Salaries and expenses.....	11,330	12,481	13,164
00.02 Contractual support.....	1,225	2,072	980
00.03 Washington Union Station.....	1,600	11,800	
00.04 Local rail service assistance.....	11,267	5,260	
00.05 Alaska railroad workers' compensation payments.....			1,036
00.06 Asset sale technical assistance.....		125	
00.91 Total, direct program.....	25,422	31,738	15,180
01.01 Reimbursable program.....	2,736	675	700
10.00 Total obligations.....	28,158	32,413	15,880

General and special funds—Continued

OFFICE OF THE ADMINISTRATOR—Continued

Program and Financing (in thousands of dollars)—Continued

Identification code	69-0700-0-1-401	1988 actual	1989 est.	1990 est.
Financing:				
Offsetting collections from:				
11.00	Federal funds	936	675	700
13.00	Trust funds	-1,900		
17.00	Recovery of prior year obligations	-503		
21.40	Unobligated balance available, start of year	-8,830	-6,786	
22.40	Unobligated balance transferred, net		-4,000	
24.40	Unobligated balance available, end of year	6,786		
25.00	Unobligated balance lapsing	2		
39.00	Budget authority	22,877	20,952	15,180
Budget authority:				
40.00	Appropriation	22,877	20,975	15,180
40.00	Reduction pursuant to P.L. 100-457		-23	
43.00	Appropriation (adjusted)	22,877	20,952	15,180
Relation of obligations to outlays:				
71.00	Obligations incurred, net	25,422	31,738	15,180
72.40	Obligated balance, start of year	63,608	51,455	31,201
74.40	Obligated balance, end of year	-51,455	-31,201	-10,775
77.00	Adjustments in expired accounts	-352		
78.00	Adjustments in unexpired accounts	-503		
90.00	Outlays	36,721	51,992	35,606

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

(In thousands of dollars)

	1988 actual	1989 est.	1990 est.
Enacted/requested:			
Budget authority	22,877	20,952	15,180
Outlays	36,721	51,992	35,606
Supplemental under existing legislation:			
Budget authority		10,000	
Outlays		4,000	4,000
Total:			
Budget authority	22,877	30,952	15,180
Outlays	36,721	55,992	39,606

Salaries and expenses.—Provides for salaries and related expenses for the Office of the Administrator and the 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, labor-management activities and other factors that contribute to an efficient national freight railroad network.

Washington Union Station.—The Department of Transportation purchased Washington Union Station on November 1, 1988. The Budget proposes that the Administrator have authority to advance funds from other rail accounts, as needed, on a reimbursable basis until sufficient revenues from station rent and parking garage operations, designated for mortgage payments, are available.

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. A supplemental of \$10 million is proposed for 1989. No funds are requested in 1990.

Alaska Railroad workers' compensation.—This program provides reimbursement to the Department of Labor for annual and lump-sum compensation payments to former Federal employees of the Alaska Railroad. The State of Alaska purchased the railroad from the Federal Government in 1985.

Asset sale technical assistance.—This program provides contractual support for financial advisors to assist in the sale of Section 505 loan securities. No funds are requested in 1990 since FRA is authorized to use loan sale proceeds for payment of sale expenses.

Reimbursable program.—This program provides reimbursable support to the Department of Defense for the Peacekeeper Rail Garrison Program and to other Government agencies for rail network data and analyses.

Object Classification (in thousands of dollars)

Identification code	69-0700-0-1-401	1988 actual	1989 est.	1990 est.
Direct obligations				
Personnel compensation:				
11.1	Full-time permanent	7,599	8,162	8,157
11.3	Other than full-time permanent	128	129	129
11.5	Other personnel compensation	145	139	139
11.9	Total personnel compensation	7,872	8,430	8,425
12.1	Civilian personnel benefits	950	982	1,048
13.0	Benefits for former personnel	85	34	1,073
21.0	Travel and transportation of persons	130	120	117
22.0	Transportation of things	1	1	1
23.1	Rental payments to GSA	1,154	1,280	1,415
23.3	Communications, utilities, and miscellaneous charges	322	420	453
24.0	Printing and reproduction	166	134	134
25.0	Other services	2,870	14,941	2,371
26.0	Supplies and materials	79	35	59
31.0	Equipment	189	101	84
41.0	Grants, subsidies, and contributions	11,604	5,260	
99.0	Subtotal, direct obligations	25,422	31,738	15,180
99.0	Reimbursable obligations	2,736	675	700
99.9	Total obligations	28,158	32,413	15,880

Personnel Summary

Total number of full-time permanent positions	199	197	196
Total compensable workyears			
Full-time equivalent employment	177	186	185
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, **[\$27,825,000]** **\$30,307,000**, of which **[\$1,140,000]** **\$1,181,000** shall remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code	69-0702-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:				
Direct program:				
00.01	Federal enforcement	20,781	22,950	25,047
00.02	Automated track inspection program	1,133	1,524	1,181
00.03	Safety regulation and program administration	5,306	3,832	4,079
00.04	Grants-in-aid for railroad safety	950		
00.91	Total direct program	28,170	28,306	30,307
01.01	Reimbursable program	749	250	250
10.00	Total obligations	28,919	28,556	30,557

Financing:				
11.00	Offsetting collections from: Federal funds.....	-749	-250	-250
17.00	Recovery of prior year obligations.....	-233		
21.40	Unobligated balance available, start of year.....	-482	-482	
24.40	Unobligated balance available, end of year.....	482		
25.00	Unobligated balance lapsing.....	32		
40.00	Budget authority (appropriation).....	27,968	27,825	30,307
Relation of obligations to outlays:				
71.00	Obligations incurred, net.....	28,170	28,306	30,307
72.40	Obligated balance, start of year.....	5,706	4,423	6,545
74.40	Obligated balance, end of year.....	-4,423	-6,545	-6,061
77.00	Adjustments in expired accounts.....	-1,134		
78.00	Adjustments in unexpired accounts.....	-233		
90.00	Outlays.....	28,085	26,184	30,791

The 1990 budget includes funds for an additional 40 positions, including 34 field safety inspectors, to enhance the management and enforcement of new regulations mandated by the Rail Safety Improvement Act of 1988.

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 funds 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 28,000 miles of track in 1990.

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 and random testing of railroad employees, technical training and management of rail-highway grade crossings.

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

Object Classification (in thousands of dollars)

Identification code 69-0702-0-1-401				
	1988 actual	1989 est.	1990 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent.....	16,067	16,337	17,473
11.3	Other than full-time permanent.....	107	130	130
11.5	Other personnel compensation.....	370	380	380
11.9	Total personnel compensation.....	16,544	16,847	17,983
12.1	Civilian personnel benefits.....	2,546	2,584	2,788
13.0	Benefits for former personnel.....	151	184	212
21.0	Travel and transportation of persons.....	2,655	2,859	3,430
22.0	Transportation of things.....	28	27	27
23.1	Rental payments to GSA.....	1,032	1,052	1,234
23.3	Communications, utilities, and miscellaneous charges.....	801	889	889
24.0	Printing and reproduction.....	154	152	152
25.0	Other services.....	3,027	3,564	3,210
26.0	Supplies and materials.....	106	105	105
31.0	Equipment.....	176	43	277
41.0	Grants, subsidies, and contributions.....	950		
99.0	Subtotal, direct obligations.....	28,170	28,306	30,307

99.0	Reimbursable obligations.....	749	250	250
99.9	Total obligations.....	28,919	28,556	30,557

Personnel Summary

Total number of full-time permanent positions.....	444	446	486
Total compensable workyears:			
Full-time equivalent employment.....	416	418	440
Full-time equivalent of overtime and holiday hours.....	6	7	7

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, **[\$9,286,000] \$9,277,000**, to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-0745-0-1-401				
	1988 actual	1989 est.	1990 est.	
Program by activities:				
Direct program:				
00.01	Equipment, operations and hazardous materials.....	3,421	3,201	2,863
00.02	Track safety.....	2,961	5,363	5,000
00.03	Track/train safety testing.....	2,308		
00.04	Other.....		2,025	
00.05	Administration.....	1,675	1,633	1,414
00.91	Total direct program.....	10,365	12,222	9,277
01.01	Reimbursable program.....	7,088	14,000	16,000
10.00	Total obligations.....	17,453	26,222	25,277
Financing:				
11.00	Offsetting collections from: Federal funds.....	-7,088	-14,000	-16,000
17.00	Recovery of prior year obligations.....	-258		
21.40	Unobligated balance available, start of year.....	-3,757	-2,936	
24.40	Unobligated balance available, end of year.....	2,936		
40.00	Budget authority (appropriation).....	9,286	9,286	9,277
Relation of obligations to outlays:				
71.00	Obligations incurred, net.....	10,365	12,222	9,277
72.40	Obligated balance, start of year.....	11,056	10,604	9,130
74.40	Obligated balance, end of year.....	-10,604	-9,130	-8,261
78.00	Adjustments in unexpired accounts.....	-258		
90.00	Outlays.....	10,559	13,696	10,146

The 1990 budget provides funds for the conduct of railroad 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 research.—The 1990 activities will continue to emphasize research on the causes of freight car component failures, human factors implications of advanced train control systems, tank car integrity, locomotive cab design and crashworthiness improvements, training requirements and performance measures for railroad operating personnel and other critical areas affecting safety performance.

Track safety research.—The 1990 activities will continue to emphasize research intended to mitigate track buckling, rail defects, and adverse vehicle-track interactions and to develop improved inspection and detection methods.

General and special funds—Continued

RAILROAD RESEARCH AND DEVELOPMENT—Continued

Administration.—This program includes salaries and related expenses to administer the railroad 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 Peacekeeper Rail Garrison Program for the Department of Defense.

Object Classification (in thousands of dollars)

Identification code 69-0745-0-1-401	1988 actual	1989 est.	1990 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	749	840	840
11.5 Other personnel compensation	12	20	20
11.9 Total personnel compensation	761	860	860
12.1 Civilian personnel benefits	84	84	100
13.0 Benefits for former personnel	1	1	1
21.0 Travel and transportation of persons	35	54	67
22.0 Transportation of things		2	3
23.1 Rental payments to GSA	64	101	82
23.3 Communications, utilities, and miscellaneous charges	33	60	60
24.0 Printing and reproduction	13	20	20
25.0 Other services	9,277	10,982	8,020
26.0 Supplies and materials	45	53	53
31.0 Equipment	52	5	11
99.0 Subtotal, direct obligations	10,365	12,222	9,277
99.0 Reimbursable obligations	7,088	14,000	16,000
99.9 Total obligations	17,453	26,222	25,277

Personnel Summary

Total number of full-time permanent positions	15	15	15
Total compensable workyears: Full-time equivalent employment	14	15	15

FREIGHTLINE REHABILITATION

[SEC. 345. (a) WISCONSIN RAIL SERVICE.—There is hereby appropriated \$6,000,000 for a grant by the Secretary of Transportation to the Soo Line Railroad Company to be available only for construction, rehabilitation, renewal, replacement, or other improvements to maintain railroad passenger service between La Crosse and Milwaukee, Wisconsin: *Provided*, That the Soo Line Railroad Company match on a dollar-for-dollar basis the monies hereby appropriated with funds not already planned to be committed relative to the 1989 construction season: *Provided further*, That the monies hereby appropriated shall be made available within 30 days of the presentation to the Secretary by the Soo Line Railroad Company of sufficient evidence of the availability of matching funds that are beyond those planned to be spent relative to the 1989 construction season: *Provided further*, That these Federal funds shall be made available on a monthly basis that is as close to conformance to a dollar-for-dollar matching arrangement as is possible.] (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-0713-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations (object class 41.0)		6,000	
Financing:			
40.00 Budget authority (appropriation)		6,000	
Relation of obligations to outlays:			
71.00 Obligations incurred, net		6,000	
72.40 Obligated balance, start of year			2,400
74.40 Obligated balance, end of year		-2,400	-600
90.00 Outlays		3,600	1,800

In 1989, funds were provided for a grant to the Soo Line Railroad Company for track improvements to maintain Amtrak's rail passenger service in Wisconsin. No funds are requested in 1990.

CONRAIL LABOR PROTECTION

Program and Financing (in thousands of dollars)

Identification code 69-0707-0-1-603	1988 actual	1989 est.	1990 est.
Financing:			
21.40 Unobligated balance available, start of year		-129	
22.40 Unobligated balance transferred, net		129	
39.00 Budget authority			
Relation of obligations to outlays:			
71.00 Obligations incurred, net			
90.00 Outlays			

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. In 1988, the unobligated balances available from this program were transferred to the United States Coast Guard.

CONRAIL COMMUTER TRANSITION ASSISTANCE

[For necessary capital expenses of Conrail commuter transition assistance, not otherwise provided for, \$4,500,000, to remain available until expended.] (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-0747-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations (object class 41.0)		10,000	4,500,000
Financing:			
21.40 Unobligated balance available, start of year		-10,000	
40.00 Budget authority (appropriation)			4,500
Relation of obligations to outlays:			
71.00 Obligations incurred, net		10,000	4,500
72.40 Obligated balance, start of year			9,481
74.40 Obligated balance, end of year		-9,481	-10,481
90.00 Outlays		519	3,500

These funds helped to defray the one-time only start-up costs of commuter service and other transition expenses connected with the transfer of rail commuter services from Conrail to other operators. Between 1986 and 1989 funds were appropriated to fund commuter rail and bridge improvements in the Philadelphia, Pennsylvania, region. No additional funds are requested in 1990.

SETTLEMENTS OF RAILROAD LITIGATION

Program and Financing (in thousands of dollars)

Identification code 69-0708-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations (object class 43.0)	2,658		
Financing:			
14.00 Offsetting collections from: Non-Federal sources	-38,950		
31.00 Redemption of debt	38,950		
47.10 Authority to Borrow (87 Stat 1001)	2,658		
Relation of obligations to outlays:			
71.00 Obligations incurred, net	-36,292		
90.00 Outlays	-36,292		

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

[NORTHEAST CORRIDOR IMPROVEMENT PROGRAM]

[For necessary expenses related to Northeast Corridor improvements authorized by title VII of the Railroad Revitalization and Regulatory Reform Act of 1976, as amended (45 U.S.C. 851 et seq.) and the Rail Safety Improvement Act of 1988, \$19,600,000, to remain available until expended.] (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-0123-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
Direct program:			
00.01 Construction	32,675	25,665	
00.02 System engineering/program management and administration	21	418	
00.03 Public grade crossing elimination		5,365	
00.91 Total direct program	32,696	31,448	
01.01 Reimbursable program	950	325	
10.00 Total obligations	33,646	31,773	
Financing:			
Offsetting collections from:			
13.00 Trust funds	-950	-325	
14.00 Non-Federal sources	-208		
17.00 Recovery of prior year obligations	-1,568		
21.40 Unobligated balance available, start of year	-16,169	-11,848	
24.40 Unobligated balance available, end of year	11,848		
40.00 Budget authority (appropriation)	26,600	19,600	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	32,488	31,448	
72.40 Obligated balance, start of year	133,690	109,275	90,776
74.40 Obligated balance, end of year	-109,275	-90,776	-42,217
78.00 Adjustments in unexpired accounts	-1,568		
90.00 Outlays	55,335	49,947	48,559

Construction.—No funds are requested for this program in 1990. 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.

System engineering/program management and administration.—In 1990, the primary effort will be to complete and audit a number of projects being closed out. At the end of 1985, most Northeast Corridor Improvement program work scope and responsibility was transferred to Amtrak.

Public grade crossing elimination.—No funds are requested for this program in 1990; 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.

Object Classification (in thousands of dollars)

Identification code 69-0123-0-1-401	1988 actual	1989 est.	1990 est.
FEDERAL RAILROAD ADMINISTRATION			
25.0 Direct obligations: Other services	32,696	24,690	
99.0 Reimbursable obligations: Federal Railroad Administration	950	325	
ALLOCATION TO FEDERAL HIGHWAY ADMINISTRATION			
25.0 Other services		6,758	
99.0 Subtotal obligations, Federal Highway Administration		6,758	
99.9 Total obligations	33,646	31,773	

[GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION]*

*See Part II for additional information.

[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, \$584,000,000: *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 1989: *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 appropriations 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, 1989.)

General and special funds—Continued

[GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION]—
Continued

Program and Financing (in thousands of dollars)

Identification code 69-0704-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01 Operating grants	558,000	555,000	
00.02 Labor protection and capital grants	32,300	62,588	
10.00 Total obligations (object class 41.0)	590,300	617,588	
Financing:			
21.40 Unobligated balance available, start of year	-47,088	-37,588	
22.40 Unobligated balance transferred, net		4,000	
24.40 Unobligated balance available, end of year	37,588		
40.00 Budget authority (appropriation)	580,800	584,000	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	590,300	617,588	
72.40 Obligated balance, start of year	1,099	340	61,793
74.40 Obligated balance, end of year	-340	-61,793	
90.00 Outlays	591,059	556,135	61,793

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

(In thousands of dollars)

Enacted/requested:	1988 actual	1989 est.	1990 est.
Budget authority	580,800	584,000	
Outlays	591,059	556,135	61,793
Supplemental under existing legislation:			
Budget authority		-10,000	
Outlays		-9,000	1,000
Total:			
Budget authority	580,800	574,000	
Outlays	591,059	547,135	60,793

Since 1970, the Federal Government has provided the National Railroad Passenger Corporation (Amtrak) with about \$14 billion in direct and indirect subsidies. Despite a virtual monopoly on intercity rail passenger service and a subsidy averaging about \$30 per passenger, Amtrak serves less than 0.5 percent of all intercity travel. Given the deficit problem and competing demands for high priority Federal programs, the Federal Government cannot afford to continue subsidizing the railroad. Consistent with the Administration's policy over the last four years, no funds are requested in 1990.

The budget proposes to transfer \$10 million from this account for a 1989 Federal Railroad Administration Supplemental.

Public enterprise funds:

ALASKA RAILROAD REVOLVING FUND

Program and Financing (in thousands of dollars)

Identification code 69-4400-0-3-401	1988 actual	1989 est.	1990 est.
Relation of obligations to outlays:			
71.00 Obligations incurred, net			
72.98 Obligated balance, start of year: Fund balance	600	562	562
74.98 Obligated balance, end of year: Fund balance	-562	-562	-562
90.00 Outlays	38		

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.

REGIONAL RAIL REORGANIZATION PROGRAM

For the settlement of promissory notes pursuant to section 210 of the Regional Rail Reorganization Act of 1973 (Public Law 93-236), as amended, \$94,932,979, to remain available until expended, together with such sums as may be necessary for the payment of interest due to the Secretary of the Treasury under the terms and conditions of such notes.

Program and Financing (in thousands of dollars)

Identification code 69-4100-0-3-401	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations (object class 43.0)	6,107		6,645
Financing:			
39.00 Budget authority	6,107		6,645
Budget authority:			
Current:			
40.00 Appropriation			101,578
40.47 Portion applied to debt reduction			-94,933
43.00 Appropriation (adjusted)			6,645
Permanent:			
67.10 Authority to borrow (permanent, indefinite)	6,107		
Relation of obligations to outlays:			
71.00 Obligations incurred, net	6,107		6,645
90.00 Outlays	6,107		6,645

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. In 1990, an appropriation to liquidate \$95 million of principal and \$6,645 thousand in accrued interest is requested in order to close out this account.

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 [1989]. *1990: Provided further*, That, notwithstanding any other provision of law, the Secretary of Transportation [shall] *is authorized to* sell securities or promissory notes [with a principal value of at least \$99,000,000] that are 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, [by no later than] *through* September 30, [1989]. *1990: 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 [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, for fiscal year 1989 and each fiscal year thereafter all amounts realized from the sale of notes or securities sold under authority of this section shall be considered as current year 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. **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, 1989.)

Program and Financing (in thousands of dollars)

Identification code	69-4411-0-3-401	1988 actual	1989 est.	1990 est.
Program by activities:				
00.01	Loan repayments	1,050	2,655	992
00.02	Redeemable preference shares	11,350		
10.00	Total obligations (object class 33.0)	12,400	2,655	992
Financing:				
Offsetting collections from:				
11.00	Federal funds	-10	-10	-10
Non-Federal sources:				
14.00	Fees, interest, and repayments	-30,527	-2,754	-1,084
14.00	Sale of assets	-110,540	-200,000	-15,000
Unobligated balance available, start of year:				
21.47	Authority to borrow	-17,599		
21.98	U.S. securities (par)	-188	-305	-421
21.98	Fund balance	-5	-7	
Unobligated balance available, end of year:				
24.98	U.S. securities (par)	305	421	523
24.98	Fund balance	7		
25.00	Unobligated balance lapsing	24,179		
31.00	Redemption of debt	121,978	200,000	15,000
39.00	Budget authority			
Relation of obligations to outlays:				
71.00	Obligations incurred, net	-128,677	-200,109	-15,102
72.47	Obligated balance, start of year: Authority to borrow	45,790	32,439	18,969
74.47	Obligated balance, end of year: Authority to borrow	-32,439	-18,969	-7,549
77.00	Adjustments in expired accounts	30		
90.00	Outlays	-115,296	-186,639	-3,682

Status of Direct Loans (in thousands of dollars)

Identification code	69-4411-0-3-401	1988 actual	1989 est.	1990 est.
Position with respect to appropriations act limitation on obligations:				
1111	Limitation on direct loans			
1131	Direct loan obligations exempt from limitation	11,350		
1150	Total direct loan obligations	11,350		
Cumulative balance of direct loans outstanding:				
1210	Outstanding, start of year	637,702	462,462	144,344
1231	Disbursements: Direct loan disbursements	6,830	13,470	11,420
Repayments:				
1251	Repayments and prepayments	-1,050	-2,655	-992
1253	Proceeds from loan asset sales to the public or discounted prepayments without recourse	-110,540	-200,000	-15,000
1263	Adjustments: Discount on loan asset sales to the public or discounted prepayments	-70,480	-128,933	-11,773
1290	Outstanding, end of year	462,462	144,344	127,999
Estimate of direct loan subsidy:				
1320	Subsidy rate (in percent)	7.0	7.0	7.0
1330	Subsidy amount (in thousands of dollars)	795		

Redeemable preference shares.—Authority for the section 505 redeemable preference shares program expired on September 30, 1988, and no new commitments will be made in the section 511 loan guarantee program in 1989 and 1990. However, outlays will continue on section 505 projects included in prior year appropriations. This account now reflects direct loans which were previously shown under the Federal Financing Bank direct loan account. The account also reflects receipts of \$111.9 million for principal and interest in 1988, \$200 million in 1989, and \$15 million in 1990 resulting from

the sale of redeemable preference 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.

URBAN MASS TRANSPORTATION ADMINISTRATION

The underlying policy in the development of the 1990 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.

For 1990 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:

	1988 actual	1989 est.	1990 est.
Budget authority:			
Administrative expenses	31,882	31,882	
Research, training, and human resources	12,217	10,000	
Interstate transfer grants—transit	123,500	200,000	
Washington Metro	180,500	168,000	42,000
Formula grants	1,736,453	1,605,000	
Formula transit grants (trust fund)			1,523,000
Discretionary grants (trust fund)	1,203,200	1,250,000	
Total, budget authority	3,287,752	3,264,882	1,565,000
Program level:			
Administrative expenses	31,803	31,882	
Research, training, and human resources	19,404	11,406	
Interstate transfer grants—transit	139,417	251,764	
Washington Metro	119,178	229,342	42,000
Formula grants	2,178,751	1,900,000	226,183
Formula transit grants (trust fund)			1,523,000
Discretionary grants (trust fund)	984,922	1,000,000	964,770
Miscellaneous accounts		1,007	
Total, program level	3,473,475	3,425,401	2,755,953

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

General and special funds—Continued
[ADMINISTRATIVE EXPENSES]—Continued

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, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-1120-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01 Direct program	31,803	31,882	
01.01 Reimbursable program	4		
10.00 Total obligations	31,807	31,882	
Financing:			
11.00 Offsetting collections from Federal funds	4		
25.00 Unobligated balance lapsing	79		
40.00 Budget authority (appropriation)	31,882	31,882	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	31,803	31,882	
72.40 Obligated balance, start of year	3,812	4,671	3,188
74.40 Obligated balance, end of year	-4,671	-3,188	
77.00 Adjustments in expired accounts	-1,139		
90.00 Outlays	29,805	33,365	3,188

Note—Excludes \$32,300 thousand in 1990 for activities proposed to be funded within Formula Transit Grants (Trust Fund).

Through 1989, this appropriation finances, with general revenues from the Treasury, personnel and other support costs associated with managing and directing UMTA program responsibilities including executive direction, 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 1990 to fund this program. Rather in 1990, 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	1988 actual	1989 est.	1990 est.
Personnel compensation:			
11.1 Full-time permanent	18,040	19,084	
11.3 Other than full-time permanent	563	414	
11.5 Other personnel compensation	528	380	
11.9 Total personnel compensation	19,131	19,878	
12.1 Civilian personnel benefits	2,456	2,654	
13.0 Benefits for former personnel	9	30	
21.0 Travel and transportation of persons	576	577	
22.0 Transportation of things	24	33	
23.1 Rental payments to GSA	2,468	2,517	
23.2 Rental payments to others	99	102	
23.3 Communications, utilities, and miscellaneous charges	796	1,020	
24.0 Printing and reproduction	285	271	
25.0 Other services	5,410	4,462	
26.0 Supplies and materials	152	177	
31.0 Equipment	399	160	
43.0 Interest and dividends	2	1	
99.9 Total obligations	31,807	31,882	

Personnel Summary

Total number of full-time permanent positions	443	425
Total compensable workyears:		
Full-time equivalent employment	447	443
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, \$10,000,000: Provided, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for training.] (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-1121-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations	19,404	11,406	
Financing:			
17.00 Recovery of prior year obligations	-3,831		
21.40 Unobligated balance available, start of year	-6,762	1,406	
22.40 Unobligated balance transferred, net	2,000		
24.40 Unobligated balance available, end of year	1,406		
40.00 Budget authority (appropriation)	12,217	10,000	
Relation of obligations to outlays:			
71.00 Obligations incurred, net	19,404	11,406	
72.40 Obligated balance, start of year	49,311	46,054	38,795
74.40 Obligated balance, end of year	-46,054	-38,795	-22,352
78.00 Adjustments in unexpired accounts	-3,831		
90.00 Outlays	18,829	18,655	16,443

Note—Excludes \$10,000 thousand in 1990 for activities proposed to be funded within Formula Transit Grants (trust fund).

Through 1989 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 is also 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 1990, 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	1988 actual	1989 est.	1990 est.
25.0 Other services	10,287	5,703	
41.0 Grants, subsidies, and contributions	9,117	5,703	
99.9 Total obligations	19,404	11,406	

[INTERSTATE TRANSFER GRANTS—TRANSIT]
[For necessary expenses to carry out the provisions of 23 U.S.C. 103(e)(4) related to transit projects, \$2,000,000,000, to remain available until expended.] (Department of Transportation and Related Agencies Appropriations Act, 1989.) (Note.—The amount of \$2,000,000,000 shown in the appropriations language above is expected to be corrected

to \$200,000,000 when the 101st Congress convenes in January, 1989. The corrected amount is shown in the following schedules.)

Program and Financing (in thousands of dollars)

Identification code 69-1127-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01 Direct obligations.....	139,417	251,764	
01.01 Reimbursable obligations.....	419		
10.00 Total obligations (object class 41.0).....	139,836	251,764	
Financing:			
11.00 Offsetting collections from: Federal funds.....	-419		
17.00 Recovery of prior year obligations.....	-1,326		
21.40 Unobligated balance available, start of year.....	-66,355	-51,764	
24.40 Unobligated balance available, end of year.....	51,764		
40.00 Budget authority (appropriation).....	123,500	200,000	
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	139,417	251,764	
72.40 Obligated balance, start of year.....	584,874	590,616	663,591
74.40 Obligated balance, end of year.....	-590,616	-663,591	-478,891
78.00 Adjustments in unexpired accounts.....	-1,326		
90.00 Outlays.....	132,349	178,789	184,700

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 1989, 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 1990, 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, [\$168,000,000] \$42,000,000, to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-1128-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations (object class 41.0).....	119,178	229,342	42,000
Financing:			
21.40 Unobligated balance available, start of year.....	-19	-61,342	
24.40 Unobligated balance available, end of year.....	61,342		
40.00 Budget authority (appropriation).....	180,500	168,000	42,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	119,178	229,342	42,000
72.40 Obligated balance, start of year.....	800,775	734,723	779,045
74.40 Obligated balance, end of year.....	-734,723	-779,045	-602,945
90.00 Outlays.....	185,229	185,020	218,100

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 1989, \$1,507 million has been appropriated, leaving a balance of \$193 million under the original Stark-Harris authorization. An appropriation of \$42 million is requested for 1990 for test-

ing and training costs, consistent with the Federal commitment under the 1986 full funding agreement. The Government has fulfilled its commitment for funding construction of the 89.5-mile system. Through fiscal year 1990, including other appropriations as well as this one, the Federal Government will have made available a total of \$7.57 billion for the Washington Metro system, far more than for the construction of any other new mass transit system.

【FORMULA GRANTS】*

* See Part II for additional information.

【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.), \$1,600,000,000, together with \$5,000,000 to carry out the provisions of section 18(h) of the Urban Mass Transportation Act of 1964, as amended, to remain available until expended: *Provided*, 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: *Provided further*, That, notwithstanding any other provision of law, before apportionment of these funds, \$18,000,000 shall be made available for the purposes of section 18 of the Urban Mass Transportation Act of 1964, as amended.】 (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-1129-0-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01 Urban formula grants.....	2,072,150	1,812,682	226,183
00.02 Nonurban formula grants.....	102,701	81,468	
00.03 Rural transportation assistance.....	3,900	5,850	
10.00 Total obligations (object class 41.0).....	2,178,751	1,900,000	226,183
Financing:			
17.00 Recovery of prior year obligations.....	-149,437		
21.40 Unobligated balance available, start of year.....	-847,661	-521,183	-226,183
22.40 Unobligated balance transferred, net.....	22,000		
24.40 Unobligated balance available, end of year.....	521,183	226,183	
25.00 Unobligated balance lapsing.....	11,617		
40.00 Budget authority (appropriation).....	1,736,453	1,605,000	
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	2,178,751	1,900,000	226,183
72.40 Obligated balance, start of year.....	4,456,780	4,539,360	4,425,848
74.40 Obligated balance, end of year.....	-4,539,360	-4,425,848	-3,031,053
77.00 Adjustments in expired accounts.....	-10,134		
78.00 Adjustments in unexpired accounts.....	-149,437		
90.00 Outlays.....	1,936,600	2,013,512	1,620,978

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

	(In thousands of dollars)		
	1988 actual	1989 est.	1990 est.
Enacted/requested:			
Budget authority.....	1,736,453	1,605,000	
Outlays.....	1,936,600	2,013,512	1,620,978
Supplemental under existing legislation:			
Budget authority.....			
Outlays.....		-22,676	-4,123
Total:			
Budget authority.....	1,736,453	1,605,000	
Outlays.....	1,936,600	1,990,836	1,616,855

Through 1989, 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,

General and special funds—Continued

[FORMULA GRANTS]—Continued

and technical planning assistance. Operating assistance expenses included administration, maintenance and operation of transit systems.

No appropriations are requested under this heading in 1990. Rather, it is proposed that formula grants be funded from the Mass Transit Account of the Highway Trust Fund. This proposal is further explained under the account heading Formula Transit Grants (Trust Fund).

MISCELLANEOUS EXPIRED ACCOUNTS

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
Program by activities			
00.01 Waterborne and discretionary		1,007	
10.00 Total obligations (object class 41.0)		1,007	
Financing			
17.00 Recovery of prior year obligations	-17,712		
21.40 Unobligated balance available, start of year		-1	-1,007
24.40 Unobligated balance available, end of year		1,007	
25.00 Unobligated balance lapsing	16,706		
39.00 Budget authority			
Relation of obligations to outlays:			
71.00 Obligations incurred, net		1,007	
72.40 Obligated balance, start of year	678,079	392,555	193,562
74.40 Obligated balance, end of year	-392,555	-193,562	-63,562
78.00 Adjustments in unexpired accounts	-17,712		
90.00 Outlays	267,812	200,000	130,000

Status of Direct Loans (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year		535	267
1262 Adjustments: Write-offs for default		-268	-267
1290 Outstanding, end of year		267	

Status of Guaranteed Loans (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 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
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These schedules display programs that no longer require appropriations and thus reflect obligations and outlays made under prior year appropriations. Among these programs is the general funded appropriation for Discretionary Grants for 1988 and earlier years. An estimated \$1 million in 1988 recoveries are planned for obligation in 1989.

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	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01 Urban formula capital grants			1,223,189
00.02 Small urban operating grants			119,511
00.03 Non-Urban formula grants			68,000
00.04 Research, training and human resources			10,000
00.05 Administrative expenses			32,300
00.06 Elderly and handicapped			35,000
00.07 Planning			35,000
10.00 Total obligations			1,523,000
Financing:			
39.00 Budget authority			1,523,000
Budget authority:			
40.00 Appropriation			300,000
40.49 Portion applied to liquidate contract authority			-300,000
43.00 Appropriation (adjusted)			
49.10 Contract authority (substantive law)			1,523,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net			1,523,000
74.40 Obligated balance, end of year			-129,164
74.49 Contract authority			-1,223,000
90.00 Outlays			170,836

Status of Unfunded Contract Authority (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
Unfunded balance, start of year			
Contract authority			1,523,000
Appropriation to liquidate contract authority			-300,000
Unfunded balance end of year			1,223,000

For 1990, 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.

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 \$1.523 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 1990. 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.

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 \$120 million.

Non-urban formula grants.—Funding is proposed to be allocated to States by a legislative formula for mass transportation capital and operating activities in non-urbanized areas with populations below 50 thousand. In addition to the amount of funds made available by the formula, non-urban areas will receive \$27.5 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 1990, funding for this program was derived from general fund revenues. Areas of emphasis in 1990 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 1990 that \$32.3 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. Prior to 1990, funding for the Administrative Expenses program was derived from general fund revenues. Cost savings in the Administrative Expenses account from 1989 to 1990 result primarily from a planned reduction of 16 workyears, 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.

Object Classification (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
69-8099-2-7-401			
Personnel compensation:			
11.1 Full-time permanent.....			18,831
11.3 Other than full-time permanent.....			402
11.5 Other personnel compensation.....			379
11.9 Total personnel compensation.....			19,612
12.1 Civilian personnel benefits.....			2,748
13.0 Benefits for former personnel.....			30
21.0 Travel and transportation of persons.....			523
22.0 Transportation of things.....			30
23.1 Rental payments to GSA.....			2,986
23.2 Rental payments to others.....			104
23.3 Communications, utilities, and miscellaneous charges.....			1,090

24.0	Printing and reproduction.....	273
25.0	Other services.....	9,550
26.0	Supplies and materials.....	197
31.0	Equipment.....	156
41.0	Grants, subsidies, and contributions.....	1,485,700
43.0	Interest and dividends.....	1
99.9	Total obligations.....	1,523,000

Personnel Summary

Total number of full-time permanent positions.....	400
Total compensable workyears:	
Full-time equivalent employment.....	427
Full-time equivalent of overtime and holiday hours.....	3

STATUS OF MASS TRANSIT ACCOUNT

[In thousands of dollars]

	1988 actual	1989 est.	1990 est.
Unexpended balance, start of year.....	4,202,057	5,167,562	5,916,262
Cash income during the year, Governmental receipts:			
Motor fuel taxes.....	1,277,430	1,173,000	1,304,000
Interest on investments.....	383,750	445,700	495,500
Total annual income.....	1,661,180	1,618,700	1,799,500
Cash outgo during the year (liquidation of contract authorization):			
Discretionary grants.....	695,675	870,000	926,900
Formula transit grants.....			170,836
Subtotal.....	695,675	870,000	1,097,736
Unexpended balance, end of year.....	5,167,562	5,916,262	6,618,026

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 **[\$1,140,000,000]** \$1,300,000,000 in fiscal year [1989] 1990 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, 1989.)

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, **[\$400,000,000]** \$900,000,000, to be derived from the Highway Trust Fund and to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
69-8191-0-7-401			
Program by activities:			
00.01 Discretionary grants.....	941,720	907,952	2,114,770
00.02 Formula grants.....	43,202	92,048	150,000
00.03 Reimbursable program.....	45		
10.00 Total obligations (object class 41.0).....	984,967	1,000,000	2,264,770
Financing:			
11.00 Offsetting collections from: Federal funds.....	45		
17.00 Recovery of prior year obligations.....	19,745		
21.49 Unobligated balance available, start of year:			
Contract authority.....	807,904	1,045,927	1,295,927
24.49 Unobligated balance available, end of year: Contract authority.....	1,045,927	1,295,927	331,157
39.00 Budget authority.....	1,203,200	1,250,000	1,300,000

MASS TRANSIT CAPITAL FUND—Continued
(LIQUIDATION OF CONTRACT AUTHORIZATION)—Continued
(HIGHWAY TRUST FUND)—Continued
Program and Financing (in thousands of dollars)—Continued

Identification code 69-8191-0-7-401	1988 actual	1989 est.	1990 est.
Budget authority:			
Current:			
40.00 Appropriation	1,100,000	400,000	900,000
40.49 Portion applied to liquidate contract authority	-1,100,000	-400,000	-900,000
43.00 Appropriation (adjusted)			
Permanent:			
69.10 Contract authority (Public Law 100-17)	1,203,200	1,250,000	1,300,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net:	984,922	1,000,000	2,264,770
Obligated balance, start of year:			
72.40 Appropriation	578,578	982,903	512,903
72.49 Contract authority	1,848,796	1,713,973	2,313,973
Obligated balance, end of year:			
74.40 Appropriation	-982,903	-512,903	-426,953
74.49 Contract authority	-1,713,973	-2,313,973	-3,678,743
78.00 Adjustments in unexpired accounts	-19,745		
90.00 Outlays	695,675	870,000	985,950

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

	1988 actual	1989 est.	1990 est.
Enacted/requested:			
Budget authority	1,203,200	1,250,000	1,300,000
Outlays	695,675	870,000	985,950
Proposed for later transmittal—under proposed legislation:			
Budget authority			-1,300,000
Outlays			-59,050
Total:			
Budget authority	1,203,200	1,250,000	
Outlays	695,675	870,000	926,900

Status of Unfunded Contract Authority (in thousands of dollars)

Identification Code 69-8191-0-7-401	1988 actual	1989 est.	1990 est.
Unfunded balance, start of year	2,656,700	2,759,900	3,609,900
Contract authority	1,203,200	1,250,000	1,300,000
Contract authority, legislative proposal			-1,300,000
Appropriation to liquidate contract authority	-1,100,000	-400,000	-900,000
Unfunded balance, end of year	2,759,900	3,609,900	2,709,900

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 1990, 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	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01 Discretionary grants			-1,150,000
00.02 Formula grants			150,000
10.00 Total obligations (object class 41.0)			-1,300,000
Financing:			
49.10 Contract authority (P.L. 100-17)			1,300,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net			1,300,000
74.40 Obligated balance, end of year, appropriation			-59,050
74.49 Obligated balance, end of year, Contract authority			1,300,000
90.00 Outlays			-59,050

In 1990, 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 motor fuels tax. Over 80 percent of these funds benefit fewer than 20 large 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 systems 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, including proposed supplementals, for which more detail is furnished in the budget schedules:

	1988 actual	1989 est.	1990 est.
Budget authority:			
Operations	3,124	3,486	3,923
Trust fund	(826)	(471)	(1,747)
Proposed supplemental		(41)	
Grants-in-aid for airports (trust)	1,688	1,600	1,700
Facilities and equipment (trust)	1,108	1,384	1,955
Research, engineering, and development (trust)	153	160	165
Aviation insurance revolving fund	10	1	
Aircraft purchase loan guarantee program			1
Proposed supplemental		(1)	
Total net	6,143	6,631	7,743
Program level:			
Operations	3,198	3,486	3,923
Trust fund	(830)	(471)	(1,747)
Proposed supplemental		(41)	
Grants-in-aid for airports (trust)	1,267	1,400	1,350
Facilities and equipment (trust)	964	1,679	1,928
Research, engineering, and development (trust)	150	166	165
Aviation insurance revolving fund	-5	4	-4
Aircraft purchase loan guarantee program	10	1	
Proposed supplemental		(1)	
Total net	5,584	6,728	7,362
Outlays:			
Operations	3,148	3,480	3,871
Trust fund	(830)	(472)	(1,747)
Proposed supplemental		(36)	(5)

Facilities, engineering, and development.....	2		
Grants-in-aid for airports (trust).....	825	1,123	1,256
Facilities and equipment (trust).....	1,043	1,001	1,345
Research, engineering, and development (trust).....	170	166	171
Aviation insurance revolving fund.....	-5	-4	-4
Aircraft purchase loan guarantee program.....	10	1	
Proposed supplemental.....		(1)	
Total net.....	5,191	5,769	6,639

Federal Funds

General and special funds:

OPERATIONS*

*See Part II for additional information.

(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, **[\$3,410,000,000] \$3,922,000,000**; of which **[\$471,320,000] \$1,746,914,000**, the estimated cost of "Operation of the Traffic Control System," 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 and for issuance of airmen and aircraft certificates, including processing of major repair and alteration forms: 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 the unexpended balances of the appropriation "Federal Aviation Administration Headquarters Administration" shall be transferred to and merged with this appropriation: Provided further, That section 5532(f)(2) of title V, United States Code, is amended by striking "December 31, [1988] 1989" and inserting "December 31, [1989] 1990" in lieu thereof: Provided further, That section 8344(h) of title V, United States Code, is amended by striking "December 31, [1986] 1987" in paragraph (2) and inserting "December 31, [1987] 1988" 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 \$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, [1989] 1990, 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, 1989.)

[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, \$36,600,000.] (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-1301-0-1-402	1988 actual	1989 est.	1990 est.
Program by activities:			
Direct program:			
00.01 Operation of traffic control system.....	1,433,179	1,554,703	1,746,914
00.02 NAS logistics support.....	193,402	191,582	220,268
00.03 Maintenance of traffic control system.....	628,168	658,008	729,305
00.04 Leased telecommunications services.....	224,609	236,784	273,414
00.05 Administration of aviation standards program.....	338,320	371,269	431,632

00.06 Development direction.....	10,058	13,900	16,323
00.07 Administration of airports program.....	31,805	32,953	36,708
00.08 Direction, staff and supporting services.....	92,151	113,250	129,383
00.09 Human resource management.....	212,534	236,525	309,092
00.10 Headquarters Administration.....	34,842	36,492	29,961
00.91 Total direct program.....	3,199,068	3,445,466	3,923,000
01.01 Reimbursable program.....	33,276	47,247	50,900
10.00 Total obligations.....	3,232,344	3,492,713	3,973,900
Financing:			
Offsetting collections from:			
11.00 Federal funds.....	-22,609	-33,655	-36,250
13.00 Trust funds.....	-830,242	-471,320	-1,746,914
14.00 Non-Federal sources.....	-11,414	-13,592	-14,650
21.40 Unobligated balance available, start of year.....	-15,543	-417	
24.40 Unobligated balance available, end of year.....	417		
25.00 Unobligated balance lapsing.....	5,132		
39.00 Budget authority.....	2,358,085	2,973,729	2,176,086

Budget authority:			
40.00 Appropriation.....	2,358,085	2,975,280	2,176,086
40.00 Reduction pursuant to P.L. 100-457.....		-1,551	
43.00 Appropriation (adjusted).....	2,358,085	2,973,729	2,176,086
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	2,368,079	2,974,146	2,176,086
72.40 Obligated balance, start of year.....	373,130	411,089	413,408
74.40 Obligated balance, end of year.....	-411,089	-413,408	-470,762
77.00 Adjustments in expired accounts.....	-11,583		
90.00 Outlays.....	2,318,539	2,971,827	2,118,732
Distribution of budget authority by account:			
Operations.....	2,322,565	2,937,237	2,176,086
Headquarters Administration.....	35,520	36,492	
Distribution of outlays by account:			
Operations.....	2,280,624	2,935,684	2,114,353
Headquarters Administration.....	37,915	36,143	4,379

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

	(In thousands of dollars)		
	1988 actual	1989 est.	1990 est.
Enacted/requested:			
Budget authority.....	2,358,085	2,973,729	2,176,086
Outlays.....	2,318,539	2,971,827	2,118,732
Supplemental under existing legislation:			
Budget authority.....		40,700	
Outlays.....		35,816	4,884
Total:			
Budget authority.....	2,358,085	3,014,429	2,176,086
Outlays.....	2,318,539	3,007,643	2,123,616

The primary purpose of this account is to operate and maintain a safe and efficient national aviation system. This account finances the personnel and support costs of operating and maintaining the air traffic control system and ensuring the safety and security of aircraft, flight procedures, navigation aids, and airports through periodic inspections. It also supports overall policy direction and guidance.

For 1990, the budget proposes continuing increases in the FAA workforce to meet increasing demands. Specifically, the budget requests workforces of 17,495 for air traffic controllers, an increase of 695 over 1989; 3,493 for aviation safety inspectors and support personnel, an increase of 400 over 1989; and 686 for civil aviation security specialists, an increase of 120 over 1989. These increases will allow the FAA to keep pace with expected increases in air traffic activity and to augment its safety enforcement and security efforts.

The budget also places great emphasis on upgrading training programs and thereby increasing the qualifications and proficiencies of the FAA workforce. Funds are requested to overhaul and modernize the air traffic

General and special funds—Continued

[HEADQUARTERS ADMINISTRATION]—Continued

training program, including applicant testing, examining, and screening, and greater use of training simulators and automation. These improvements will further increase the number of trainees who successfully complete training and will reduce the amount of time it takes for a trainee to reach the full-performance level. The training program will also be expanded to accommodate the new technology and equipment being introduced as a result of the administration's program to modernize the air traffic control system.

Finally, this budget proposes that an amount equal to the estimated cost of operating the air traffic control system be derived from the Airport and Airway Trust Fund. The Trust Fund currently provides funds to modernize air traffic control equipment, support airport safety and capacity projects, and undertake aviation research. Of at least equal importance to the national aviation system is adequate funding for the salaries and related expenses of air traffic controllers and other critical air traffic employees, upon whom the daily safety and efficiency of the air traffic system rest.

Object Classification (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
69-1301-0-1-402			
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	1,706,406	1,836,361	1,987,806
11.3 Other than full-time permanent	21,933	22,816	23,097
11.5 Other personnel compensation	187,156	194,804	211,145
11.8 Special personal services payments	3,153	2,855	2,851
11.9 Total personnel compensation	1,918,648	2,056,856	2,224,899
12.1 Civilian personnel benefits	407,295	452,328	537,411
13.0 Benefits for former personnel	1,404	1,395	1,395
21.0 Travel and transportation of persons	76,775	81,983	99,684
22.0 Transportation of things	21,041	19,490	21,412
23.1 Rental payments to GSA	28,973	32,668	38,011
23.2 Rental payments to others	33,160	28,657	35,519
23.3 Communications, utilities, and miscellaneous charges	283,779	296,770	332,773
24.0 Printing and reproduction	12,166	11,261	11,709
25.0 Other services	329,168	390,089	524,998
26.0 Supplies and materials	63,430	57,645	69,491
31.0 Equipment	22,968	16,137	25,473
32.0 Land and structures	102	86	86
42.0 Insurance claims and indemnities	159	101	139
99.0 Subtotal, direct obligations	3,199,068	3,445,466	3,923,000
99.0 Reimbursable obligations	33,276	47,247	50,900
99.9 Total obligations	3,232,344	3,492,713	3,973,900

Personnel Summary

Direct:			
Total number of full-time permanent positions	46,811	48,474	50,414
Total compensable workyears:			
Full-time equivalent employment	45,265	45,546	47,178
Full-time equivalent of overtime and holiday hours	1,270	1,347	1,347
Reimbursable:			
Total number of full-time permanent positions	427	427	500
Total compensable workyears: Full-time equivalent employment	356	405	500
Full-time equivalent of overtime and holiday hours	8	8	8

FACILITIES, ENGINEERING AND DEVELOPMENT

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
69-1303-0-1-402			
Program by activities:			
10.00 Total obligations (object class 25.0)		7	
Financing:			
17.00 Recovery of prior year obligations	-36		
21.40 Unobligated balance available, start of year	-625	7	
22.40 Unobligated balance transferred, net	654		
24.40 Unobligated balance available, end of year	7		
39.00 Budget authority			
Relation of obligations to outlays:			
71.00 Obligations incurred, net		7	
72.40 Obligated balance, start of year	2,570	2,255	
74.40 Obligated balance, end of year	2,255		
78.00 Adjustments in unexpired accounts	-36		
90.00 Outlays	279	2,262	

This program has expired.

METROPOLITAN WASHINGTON AIRPORTS

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
69-1333-0-1-402			
Financing:			
21.40 Unobligated balance available, start of year	-99		
25.00 Unobligated balance lapsing	99		
39.00 Budget authority			
Relation of obligations to outlays:			
71.00 Obligations incurred, net			
77.00 Adjustments in expired accounts	-13		
90.00 Outlays	13		

This program has expired.

AIRCRAFT PURCHASE LOAN GUARANTEE PROGRAM*

* See Part II for additional information.

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 \$50,000,000, \$57,000,000 during fiscal year [1989], 1990. 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 purpose 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, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-1399-0-1-402	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations.....	9,693	255	150
Financing:			
47.00 Authority to borrow (97 Stat. 339).....	9,693	255	150
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	9,693	255	150
72.47 Obligated balance, start of year: Authority to borrow.....	6	4	4
74.47 Obligated balance, end of year: Authority to borrow.....	-4	-4	-4
90.00 Outlays.....	9,695	255	150

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

[In thousands of dollars]

Enacted/requested:	1988 actual	1989 est.	1990 est.
Budget authority.....	9,693	255	150
Outlays.....	9,695	255	150
Supplemental under existing legislation:			
Budget authority.....		1,135	
Outlays.....		1,135	
Total:			
Budget authority.....	9,693	1,390	150
Outlays.....	9,695	1,390	150

Status of Direct Loans (in thousands of dollars)

Identification code 69-1399-0-1-402	1988 actual	1989 est.	1990 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year.....	41,003	49,193	40,193
1232 Disbursements: Disbursements for guaranteed loan claims.....	8,644		
Adjustments:			
1262 Write-off for default.....		-5,000	
1264 Other adjustments, net.....	-454	-4,000	
1290 Outstanding, end of year.....	49,193	40,193	40,193

Status of Guaranteed Loans (in thousands of dollars)

Identification code 69-1399-0-1-402	1988 actual	1989 est.	1990 est.
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year.....	198,924	115,107	99,418
2251 Repayments and prepayments.....	-75,173	-15,689	-17,564
2261 Adjustments: Termination for default that result in direct loans.....	-8,644		
2290 Outstanding, end of year.....	115,107	99,418	81,854

MEMORANDUM

2299 U.S. contingent liability for guaranteed loans outstanding, end of year.....	103,596	89,476	73,669
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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 loan guarantees are being made.

Object Classification (in thousands of dollars)

Identification code 69-1399-0-1-402	1988 actual	1989 est.	1990 est.
21.0 Travel and transportation of persons.....	6	100	10
25.0 Other services.....	11	55	30
33.0 Investments and loans.....	8,644		
43.0 Interest and dividends.....	1,032	100	110
99.9 Total obligations.....	9,693	255	150

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, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-4120-0-3-402	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations.....	85	163	163
Financing:			
Offsetting collections from:			
11.00 Federal funds.....	-4,639	-3,753	-3,753
14.00 Non-Federal sources.....	-5	-10	-10
Unobligated balance available, start of year:			
21.98 Fund balance.....	-507	-84	-84
21.98 U.S. securities (par).....	-36,778	-41,760	-45,360
Unobligated balance available, end of year:			
24.98 Fund balance.....	84	84	84
24.98 U.S. securities (par).....	41,760	45,360	48,960
39.00 Budget authority.....			

Relation of obligations to outlays:

71.00 Obligations incurred, net.....	-4,559	-3,600	-3,600
72.98 Obligated balance, start of year: Fund balance.....	11	11	11
74.98 Obligated balance, end of year: Fund balance.....	-11	-11	-11
90.00 Outlays.....	-4,558	-3,600	-3,600

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).

Revenue and Expense (in thousands of dollars)

	1988 actual	1989 est.	1990 est.
Administrative expenses:			
Revenue.....	4,644	3,763	3,763
Expense.....	85	163	163
Net operating income.....	4,558	3,600	3,600

Financial Condition (in thousands of dollars)

	1987 actual	1988 actual	1989 est.	1990 est.
Assets:				
Fund balance with Treasury.....	518	95	95	95
U.S. securities (par).....	36,778	41,760	45,360	48,960
Total.....	37,296	41,855	45,455	49,055
Liabilities:				
Accounts payable.....	11	11	11	11
Government equity:				
Retained earnings.....	37,285	41,844	45,444	49,044

Public enterprise funds—Continued

AVIATION INSURANCE REVOLVING FUND—Continued

Object Classification (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
69-4120-0-3-402			
11.1 Personnel compensation: Full-time permanent	73	94	95
12.1 Civilian personnel benefits	4	11	11
21.0 Travel and transportation of persons	8	2	2
25.0 Other services		2	1
26.0 Supplies and materials		4	4
42.0 Insurance claims and indemnities		50	50
99.9 Total obligations	85	163	163

Personnel Summary

Total number of full-time permanent positions	2	2	2
Total compensable workyears: Full-time equivalent employment	1	2	2

Trust Funds

AIRPORT AND AIRWAY TRUST FUND

Amounts Available for Appropriation (in thousands of dollars)

	1988 actual	1989 est.	1990 est.
Unappropriated balance, start of year	7,209,485	8,116,120	9,611,854
Revenue	4,081,257	4,690,000	3,884,500
Proposed revenue			1,189,500
Total available for appropriation	11,290,742	12,806,120	14,685,854
Appropriations:			
Facilities and equipment	1,108,056	1,384,184	1,955,000
Research, engineering and development	153,425	159,945	165,000
Grants-in-aid for airports:			
Appropriation to liquidate contract authority	1,063,000	1,150,000	1,166,000
Emergency relief		100	
Trust fund share of FAA operations (interest refund to carriers)	826,024 (69)	471,320	1,746,914
Department of Commerce: NOAA operations, research and facilities	28,291	28,717	30,000
Total appropriations	3,178,796	3,194,266	5,062,914
Adjustments in expired accounts: return to unappropriated receipts		4,174	
Unappropriated balance, end of year	8,116,120	9,611,854	9,622,940

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. In turn, appropriations are authorized from this fund to meet obligations for airport improvement grants, facilities and equipment, research, and a portion of operations.

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

	1988 actual	1989 est.	1990 est.
Unexpended balance, start of year:			
U.S. securities (par)	9,937,272	11,131,666	13,009,998
Cash	-2,345	-11,493	10,000
Balance of fund, start of year	9,934,927	11,120,173	13,019,998
Cash income during the year:			
Government receipts:			
From excise taxes:			
Passenger ticket tax	2,815,009	3,300,000	2,432,300
Waybill tax	167,692	180,300	133,700
Fuel tax	117,256	107,000	73,900
International departure tax	94,779	106,700	111,400

Proposed legislation:			
Passenger ticket tax			1,093,200
Waybill tax			60,100
Fuel tax			36,200
Refund of taxes	-6,105	-6,300	-6,300
Intrabudgetary transaction: Interest on investments	892,626	1,002,300	1,139,500
Total annual income	4,081,257	4,690,000	5,074,000

Cash outlays during the year:			
Federal Aviation Administration:			
Grants-in-aid for airports	825,223	1,123,000	1,256,000
Facilities and equipment	1,043,040	1,000,656	1,345,000
Research, engineering and development	169,683	165,945	171,000
Operations	829,774	471,857	1,746,914
Department of Commerce: NOAA	28,291	28,717	30,000
Total annual outlays	2,896,011	2,790,175	4,548,914

Unexpended balance, end of year:			
U.S. securities (par)	11,131,666	13,009,998	13,535,084
Treasury balance	-11,493	10,000	10,000
Balance of fund, end of year	11,120,173	13,019,998	13,545,084

Commitments against unexpended balances:			
Appropriated but not expended	-3,004,053	3,408,144	3,922,144
Committed to future appropriations to liquidate outstanding obligations (contract authority)	-1,785,557	-2,015,557	-2,199,557
Unobligated balance of contract authority	-509,605	-709,605	-1,059,605

Uncommitted cash balance, end of year	5,840,958	6,886,692	6,363,778
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At the end of 1989, the uncommitted Trust Fund balance is estimated to be \$6.9 billion. This balance has accumulated because a penalty provision in the 1982 and 1989 authorization acts caused the share of FAA operations appropriations financed from the Trust Fund to be \$5.4 billion lower than authorized. This shortfall was subsidized by the general taxpayer through the use of general appropriations. Interest has accrued to the Trust Fund based on the \$5.4 billion unused for operations, and the total of the unused funds and the interest exceeds the uncommitted balance at the end of 1989.

The proposed 1990 appropriation language provides that \$1,746,914,000, an amount equal to the estimated cost of operating the Air Traffic Control System, will be derived from the Trust Fund. In addition, proposed legislation will repeal a tax trigger which would reduce most revenues by 50 percent on January 1, 1990.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING RESCISSION)

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, \$1,150,000,000 \$1,166,000,000, 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 \$1,400,000,000 \$1,350,000,000 in fiscal year [1989] 1990 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, as amended. *Provided further*, That \$100,000,000 of unobligated contract authority available for airport development and planning pursuant to section 505(a) of the Airport and Airway Improvement Act of 1982, as amended, is rescinded. *Provided further*, That no grants-in-aid in this paragraph shall be made to the Massachusetts Port Authority subsequent to a determination by the Department of Transportation that the landing fee structure adopted by the Massachusetts Port Authority on March 16,

1988, for Logan International Airport, is inconsistent with the Federal Aviation Act of 1958 (49 U.S.C. app. 1301 et seq.), or the Airport and Airway Improvement Act of 1982, as amended (49 U.S.C. app. 2201 et seq.), or with national transportation policy, if such fee structure remains in effect more than seven days after such determination is made: *Provided further*, That the Department of Transportation shall make a determination on the consistency of the landing fee structure prior to December 17, 1988] to the extent \$250,000,000 is not available under section 507(c)(2) of said Act, the Secretary shall reduce the apportionment to each sponsor of an airport under section 507(a) (1) and (2) of the Act proportionately so that a total of \$250,000,000 is available for purposes of section 507(c)(2). (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-8106-0-7-402	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations (object class 41.0)	1,266,629	1,400,100	1,350,000
Financing:			
17.00 Recovery of prior year obligations	-21,377		
21.49 Unobligated balance available, start of year:			
Contract authority	-67,598	-509,605	-709,605
24.49 Unobligated balance available, end of year: Contract authority	509,605	709,605	1,059,605
25.00 Unobligated balance lapsing	740		
39.00 Budget authority	1,688,000	1,600,100	1,700,000
Budget authority:			
Current:			
40.00 Appropriation	1,063,000	1,150,100	1,166,000
40.49 Portion applied to liquidate contract authority	-1,063,000	-1,150,000	-1,166,000
43.00 Appropriation (adjusted)		100	
49.10 Contract authority (96 Stat. 671 and 101 Stat. 1486)	1,700,000		
49.10 Contract authority rescinded (unobligated balance) (P.L. 100-457)	-12,000	-100,000	
Permanent:			
69.10 Contract authority (96 Stat. 671 and 101 Stat. 1486)		1,700,000	1,700,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net	1,266,629	1,400,100	1,350,000
Obligated balance, start of year:			
72.40 Appropriation	89,316	327,094	354,194
72.49 Contract authority	1,583,306	1,765,557	2,015,557
Obligated balance, end of year:			
74.40 Appropriation	-327,094	-354,194	-264,194
74.49 Contract authority	-1,765,557	-2,015,557	-2,199,557
78.00 Adjustments in unexpired accounts	-21,377		
90.00 Outlays	825,223	1,123,000	1,256,000

Status of Unfunded Contract Authority (in thousands of dollars)

Identification code 69-8106-0-7-402	1988 actual	1989 est.	1990 est.
Unfunded balance, start of year	1,650,903	2,275,163	2,725,163
Contract authority	1,700,000	1,700,000	1,700,000
Contract authority rescinded	12,000	100,000	
Unobligated balance lapsing	-740		
Appropriation to liquidate contract authority	1,063,000	1,150,000	1,166,000
Unfunded balance, end of year	2,275,163	2,725,163	3,259,163

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 \$1,350,000,000 program level is proposed for fiscal year 1990. Furthermore, the budget proposes to increase discretionary grant funding for airport safety and capacity improvements.

The \$100,000 appropriation included in the 1989 General Provisions section 340 for airport emergency relief is not proposed to be continued in 1990.

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; to be derived from the Airport and Airway Trust Fund and to remain available until September 30, [1993, \$1,384,528,000] 1994, \$1,955,000,000: *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, \$1,000,000 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 in no event shall the total Federal share provided for any airway science construction project exceed 50 per centum of the total cost of such project: *Provided further*, That upon FAA determination that a new permanent auxiliary air traffic control tower at the Orlando International Airport is needed, and upon approval by FAA of the design and location of such tower, up to \$5,800,000 shall be set aside from funds made available for Facilities and Equipment for construction of the tower]. (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-8107-0-7-402	1988 actual	1989 est.	1990 est.
Program by activities:			
Direct program:			
00.01 Air route traffic control centers	390,898	515,857	623,605
00.02 Airport traffic control towers	190,084	447,235	662,137
00.03 Flight service facilities	75,048	135,905	41,637
00.04 Air navigation facilities	110,949	167,276	138,693
00.05 Housing, utilities, and miscellaneous facilities	170,249	363,602	348,517
00.06 Aircraft and related equipment	13,380	37,100	13,350
00.07 Development, test, and evaluation facilities	13,237	11,681	26,465
00.08 Personnel compensation, benefits, and travel			73,596
00.91 Total direct program	963,845	1,678,656	1,928,000
01.01 Reimbursable program	21,100	65,469	71,488
10.00 Total obligations	984,945	1,744,125	1,999,488
Financing:			
Offsetting collections from:			
11.00 Federal funds	-7,732	-23,962	-26,161
14.00 Non-Federal sources	-13,368	-41,507	-45,327
17.00 Recovery of prior year obligations	-552		
21.40 Unobligated balance available, start of year	-1,183,687	-1,320,609	-1,026,137
22.40 Unobligated balance transferred, net	4,287		
24.40 Unobligated balance available, end of year	1,320,609	1,026,137	1,053,137
25.00 Unobligated balance lapsing	3,554		
39.00 Budget authority	1,108,056	1,384,184	1,955,000
Budget authority:			
40.00 Appropriation	1,108,056	1,384,528	1,955,000
40.00 Reduction pursuant to P.L. 100-457		-344	
43.00 Appropriation (adjusted)	1,108,056	1,384,184	1,955,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net	963,845	1,678,656	1,928,000
72.40 Obligated balance, start of year	1,319,707	1,239,340	1,917,340
74.40 Obligated balance, end of year	-1,239,340	-1,917,340	-2,500,340
77.00 Adjustments in expired accounts	-620		

FACILITIES AND EQUIPMENT—Continued
(AIRPORT AND AIRWAY TRUST FUND)—Continued

Program and Financing (in thousands of dollars)—Continued

Identification code	1988 actual	1989 est.	1990 est.
78.00 Adjustments in unexpired accounts.....	-552		
90.00 Outlays.....	1,043,040	1,000,656	1,345,000

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 expanding 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 research, engineering, and development program. The operating costs of facilities and equipment procured under this appropriation are financed under the Operations appropriation.

The funding requested for 1990 is in accordance with the Federal Aviation Administration's comprehensive plan for modernizing and improving air traffic control and airway facilities services. The funds requested will support these on-going efforts at a time when nearly 100 percent of all modernization projects are under contract. In addition, funds are requested for improvements to facilities and equipment supporting operations at the Dallas/Ft. Worth, Los Angeles, and new Denver airports.

Beginning with the 1990 budget request, the cost of personnel compensation, benefits, and travel is broken out separately. Past budgeting procedures did not provide for a detailed estimate of federal personnel and related costs. Instead, these costs were included in each project for the life of the project.

(Note: There is an estimated contingent liability of \$55 million (present value) associated with the FAA's long-term lease of facilities at the Mike Monroney Aeronautical Center, Oklahoma City, Oklahoma. This contingent liability will be funded through this account.)

Object Classification (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent.....	39,271	40,713	43,197
11.3 Other than full-time permanent.....	333	343	347
11.5 Other personnel compensation.....	3,126	3,563	3,747
11.8 Special personal services payments.....	3,550	45	44
11.9 Total personnel compensation.....	46,280	44,664	47,335
12.1 Civilian personnel benefits.....	7,362	8,598	9,298
21.0 Travel and transportation of persons.....	15,744	16,810	16,963
22.0 Transportation of things.....	990	1,646	2,753
23.2 Rental payments to others.....	5,533	11,669	15,026
23.3 Communications, utilities, and miscellaneous charges.....	991	652	720
24.0 Printing and reproduction.....	383	168	193
25.0 Other services.....	475,995	716,195	704,768
26.0 Supplies and materials.....	25,443	26,036	26,900
31.0 Equipment.....	319,329	751,827	978,695
32.0 Land and structures.....	62,265	100,383	125,341
41.0 Grants, subsidies, and contributions.....	3,535		
42.0 Insurance claims and indemnities.....	5	8	8
99.0 Subtotal, direct obligations.....	963,845	1,678,656	1,928,000
99.0 Reimbursable obligations.....	21,100	65,469	71,488
99.9 Total obligations.....	984,945	1,744,125	1,999,488

Personnel Summary

Category	1988 actual	1989 est.	1990 est.
Direct:			
Total number of full-time permanent positions.....	1,162	1,162	1,368
Total compensable workyears.....	1,257	1,263	1,326
Full-time equivalent employment.....	82	91	93
Full-time equivalent of overtime and holiday hours.....			
Reimbursable:			
Total number of full-time permanent positions.....	53	55	53
Total compensable workyears.....	47	60	53
Full-time equivalent employment.....	3	4	5
Full-time equivalent of overtime and holiday hours.....			

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, [\$160,000,000] \$165,000,000, 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 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, 1989.)

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
Program by activities:			
Direct program:			
00.01 Air traffic control.....	104,388	93,435	95,725
00.02 Advanced computer.....	11,665	23,267	18,683
00.03 Navigation.....	1,715	3,250	2,920
00.04 Aviation weather.....	8,844	12,802	13,287
00.05 Aviation medicine.....	3,766	6,962	6,513
00.06 Aircraft safety.....	18,599	23,701	25,872
00.07 Environment.....	1,500	2,242	2,000
00.91 Total direct program.....	150,477	165,659	165,000
01.01 Reimbursable program.....	464	7,900	1,900
10.00 Total obligations.....	150,941	173,559	166,900
Financing:			
Offsetting collections from:			
11.00 Federal funds.....	-348	-7,000	-1,400
14.00 Non-Federal sources.....	-116	900	-500
21.40 Unobligated balance available, start of year.....	-2,765	-5,714	
24.40 Unobligated balance available, end of year.....	5,714		
39.00 Budget authority.....	153,425	159,945	165,000
Budget authority:			
40.00 Appropriation.....	153,425	160,000	165,000
40.00 Reduction pursuant to P.L. 100-457.....		55	
43.00 Appropriation (adjusted).....	153,425	159,945	165,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	150,477	165,659	165,000
72.40 Obligated balance, start of year.....	129,892	110,786	110,500
74.40 Obligated balance, end of year.....	-110,786	-110,500	-104,500
90.00 Outlays.....	169,683	165,945	171,000

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. The 1990 request will support a variety of essential aviation-related research efforts, including research into human factors, aging aircraft, and capacity improvements.

Object Classification (in thousands of dollars)

Identification code 69-8108-0-7-402	1988 actual	1989 est.	1990 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	26,243	27,787	28,896
11.3 Other than full-time permanent	1,085	1,137	1,191
11.5 Other personnel compensation	528	540	555
11.8 Special personal services payments	232	273	286
11.9 Total personnel compensation	28,088	29,737	30,928
12.1 Civilian personnel benefits	3,458	5,200	5,800
21.0 Travel and transportation of persons	2,261	3,422	3,900
22.0 Transportation of things	148	183	205
23.3 Communications, utilities, and miscellaneous charges	369	1,000	1,500
24.0 Printing and reproduction		5	6
25.0 Other services	111,831	121,212	117,261
26.0 Supplies and materials	1,464	1,500	1,600
31.0 Equipment	2,858	3,400	3,800
99.0 Subtotal, direct obligations	150,477	165,659	165,000
99.0 Reimbursable obligations	464	7,900	1,900
99.9 Total obligations	150,941	173,559	166,900

Personnel Summary

	1988 actual	1989 est.	1990 est.
Direct:			
Total number of full-time permanent positions	645	645	645
Total compensable workyears:			
Full-time equivalent employment	653	640	640
Full-time equivalent of overtime and holiday hours	7	8	8
Reimbursable:			
Total number of full-time permanent positions	8	6	6
Total compensable workyears:			
Full-time equivalent employment	6	6	6
Full-time equivalent of overtime and holiday hours			

TRUST FUND SHARE OF FAA OPERATIONS

Program and Financing (in thousands of dollars)

Identification code 69-8104-0-7-402	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations	830,311	471,320	1,746,914
Financing:			
22.40 Unobligated balance transferred, net	-4,287		
39.00 Budget authority	826,024	471,320	1,746,914
Budget authority:			
Current:			
40.00 Appropriation	825,955	471,320	1,746,914
Permanent:			
60.00 Appropriation (permanent)	69		
Relation of obligations to outlays:			
71.00 Obligations incurred, net	830,311	471,320	1,746,914
72.40 Obligated balance, start of year		537	
74.40 Obligated balance, end of year	-537		
90.00 Outlays	829,774	471,857	1,746,914

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. In 1990, \$1,747 million

of the Operations appropriation, an amount equal to the estimated cost of operating the Air Traffic Control System, is proposed to be financed from the Trust Fund.

Object Classification (in thousands of dollars)

Identification code 69-8104-0-7-402	1988 actual	1989 est.	1990 est.
25.0 Other services	830,242	471,320	1,746,914
43.0 Interest and dividends	69		
99.9 Total obligations	830,311	471,320	1,746,914

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 supplements, and proposed legislation:

	(In thousands of dollars)			
	1988 actual	1989 est.	1990 est. ¹	1991 est.
Budget authority:				
Operating expenses ³	1,804,106	1,982,383	2,242,200	2,328,500
Acquisition, construction and improvements ²	247,000	435,800	682,300	437,800
Alteration of bridges ¹	940	13,500		
Retired pay	386,700	410,800	420,800	451,200
Reserve training	62,880	67,000	73,800	78,400
Research, development, test and evaluation	19,000	18,800	19,000	19,000
Boat safety	20,291	30,000	15,000	15,000
Pollution fund	5,208	5,700	5,700	5,700
Offshore oil pollution compensation fund				350
Deepwater port liability fund				
Trust funds	14	80	80	80
Total net	2,546,139	2,964,063	3,458,880	3,336,030
Program level:				
Operating expenses ³	1,848,991	2,122,383	2,242,200	2,328,500
Acquisition, construction, and improvements ²	369,727	432,476	645,600	543,800
Alteration of bridges ¹	53	13,500		
Retired pay	369,499	410,800	420,800	451,200
Reserve training	62,848	67,000	73,800	78,400
Research, development, test, and evaluation	21,424	18,800	19,000	19,000
Boat safety	20,375	30,000	15,000	15,000
Pollution fund	1,429	5,700	5,700	5,700
Offshore oil pollution compensation fund	95	150	200	250
Deepwater port liability fund	1			
Supply fund	-74	92	92	92
Coast Guard yard fund	22,282	12,850	9,600	4,250
Trust funds	-83	132	132	132
Total net	2,716,567	3,113,883	3,432,124	3,446,324

¹ Includes proposed legislation.

² Includes \$50,300,000 appropriated in the 1989 Military Construction Appropriation Act for Coast Guard shore facilities.
³ For comparability purposes this table includes \$105,000,000 in 1988 and \$140,000,000 in 1989 funded by the Department of Defense. Includes \$21,600,000 in 1988, and \$30,000,000 in 1989, 1990, and 1991 from the Boat Safety Account.

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, [\$2,200,616,000 as authorized to be appropriated, derived by transfer, or otherwise provided in "in kind" commodities and services for Coast Guard operating expenses in fiscal year 1989; of which \$1,896,116,000 is hereby appropriated] \$2,242,200,000, of which \$80,000,000 shall be expended from the Boat Safety Account, notwithstanding any other provision of law: Provided, [That of the funds provided for operating expenses for fiscal year 1989, in this or any other Act, not less than \$492,000,000 shall be available for drug enforcement activities and not less than \$147,000,000 shall be available for environmental protection activities:

General and special funds—Continued

OPERATING EXPENSES—Continued

Provided further, That, of the funds provided in this Act for "Acquisition, Construction, and Improvements", \$4,500,000 shall be transferred to this head to reopen and maintain the Coast Guard search and rescue stations located at Shark River, New Jersey; East Port, Maine; Block Island, Rhode Island; Ashtabula, Ohio; North Superior, Minnesota; Lake Tahoe, California; Kennewick, Washington; Kauai, Hawaii; and Mare Island, California; and to reactivate the Coquille and Rogue River Patrols in Oregon: *Provided further,* That within available funds, the Coast Guard shall maintain the Coast Guard search and rescue station located at Bayfield, Wisconsin on a year-round basis: *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.

Further, for the foregoing purposes, and subject to the same terms and conditions, \$2,328,500,000, to become available for obligation on October 1, 1990, of which \$30,000,000 shall be expended from the Boat Safety Account, notwithstanding any other provision of law. (Department of Transportation and Related Agencies Appropriations Act, 1989; additional authorizing legislation to be proposed.)

For an additional amount for "Operating expenses", \$16,000,000 to be available only to increase drug interdiction patrols and other special drug interdiction operations above the level otherwise programmed to be performed in fiscal year 1989 with funds made available by the Department of Transportation and Related Agencies Appropriations Acts 1989, and the Department of Defense Appropriations Act, 1989: *Provided,* That such funds shall be available only for fuel, maintenance, spare parts, supplies and materials, and related logistics expenses: *Provided further,* That the Secretary of Transportation shall submit a confidential report to Congress no later than 30 days after enactment describing the Coast Guard's planned fiscal year 1989 drug interdiction level of effort using funds made available in regular appropriations acts compared to the level of effort to be achieved with the additional funds made available by this Act. (Urgent Supplemental Appropriations Act of 1989 to Meet the Dire Emergency Created by the Crisis of Drug Abuse.)

Program and Financing (in thousands of dollars)

Identification code: 69-0201-0-1-403	1988 actual	1989 est.	1990 est.	1991 est.
Program by activities:				
Direct program:				
00.01 Search and rescue	381,441	392,549	461,477	479,746
00.02 Aids to navigation	366,301	378,199	437,571	456,830
00.03 Marine safety	108,788	108,523	129,935	135,839
00.04 Marine environmental protection	122,530	139,318	158,199	162,385
00.05 Enforcement of laws and treaties	565,977	661,103	730,050	759,533
00.06 Ice operations	82,933	71,647	81,318	84,613
00.07 Defense readiness	91,950	99,002	108,837	112,180
00.08 Headquarters administration	129,073	132,041	134,813	137,374
00.91 Total direct program	1,848,991	1,982,383	2,242,200	2,328,500
01.01 Reimbursable program	50,165	52,079	53,011	53,631
10.00 Total obligations	1,899,156	2,034,462	2,295,211	2,382,131
Financing:				
Offsetting collections from:				
11.00 Federal funds	45,456	45,500	47,000	47,500
11.00 Federal funds: Drug enforcement	766	798	830	850
13.00 Trust funds	22,027	30,600	30,000	30,000
14.00 Non-Federal sources	3,516	5,181	5,181	5,281
22.40 Unobligated balance transferred, net	45,540			
25.00 Unobligated balance lapsing	655			
39.00 Budget authority	1,782,506	1,952,383	2,212,200	2,298,500
Budget authority:				
40.00 Appropriation	1,779,506	1,882,116	2,212,200	2,298,500
40.00 Reduction pursuant to P.L. 100-457		233		

42.00 Transferred from other accounts	3,000	70,500		
43.00 Appropriation (adjusted)	1,782,506	1,952,383	2,212,200	2,298,500
Relation of obligations to outlays				
71.00 Obligations incurred, net	1,827,391	1,952,383	2,212,200	2,298,500
72.40 Obligated balance, start of year	436,009	463,127	398,510	439,480
74.40 Obligated balance, end of year	463,127	398,510	439,480	450,680
77.00 Adjustments in expired accounts	2,083			
90.00 Outlays	1,798,190	2,017,000	2,171,230	2,287,300

Funds for operating expenses represent almost 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 1990 and 1991 the search and rescue and enforcement of laws and treaties programs will continue to account for the major portion of the budget. Funding to expand Coast Guard's contribution to the Government's efforts to reduce the flow of illegal substances into the United States continues to be the fastest growing segment of its operating budget. Nearly \$557 million of the 1990 request supports drug enforcement.

The request provides \$140 million in direct funding to the Coast Guard for services and supplies funded on a one-time basis in 1989 by the Department of Defense. The balance of the request will be used to operate, maintain and enhance the effectiveness of new and existing facilities in support of Coast Guard's search and rescue, aids to navigation, marine safety, enforcement of laws and treaties, marine environmental protection, ice operations, and defense readiness missions.

Object Classification (in thousands of dollars)

Identification code: 69-0201-0-1-403	1988 actual	1989 est.	1990 est.	1991 est.
Direct obligations:				
Personnel compensation:				
11.1 Full-time permanent	126,489	130,848	132,301	134,473
11.3 Other than full-time permanent	5,733	5,783	5,819	5,982
11.5 Other civilian personnel compensation	4,551	4,674	4,749	4,848
11.7 Military personnel	792,340	817,998	826,550	832,895
11.8 Special personal services payments	1,876	1,924	1,937	1,957
11.9 Total personnel compensation	930,989	961,228	971,356	980,156
12.1 Civilian personnel benefits	22,826	23,826	23,922	24,244
12.2 Military personnel benefits	72,082	74,416	75,194	75,771
13.0 Benefits for former personnel	3,020	3,227	3,656	3,799
21.0 Travel and transportation of persons	60,484	64,621	73,221	76,077
22.0 Transportation of things	38,635	41,278	46,771	48,595
23.1 Rental payments to GSA	22,756	23,211	28,928	28,623
23.2 Rental payments to others	29,020	31,005	35,131	36,501
23.3 Communications, utilities, and miscellaneous charges	77,186	82,465	93,440	97,085
24.0 Printing and reproduction	4,768	5,094	5,772	5,997
25.0 Other services	264,263	300,788	407,696	416,637
26.0 Supplies and materials	217,260	247,467	345,302	399,231
31.0 Equipment	81,569	91,050	98,746	102,598
32.0 Land and structures	726	776	879	913
42.0 Insurance claims and indemnities	1,366	1,459	1,654	1,718
43.0 Interest and dividends	441	471	534	555
99.0 Subtotal, direct obligations	1,827,391	1,952,383	2,212,200	2,298,500
99.0 Reimbursable obligations	71,765	82,079	83,011	83,631
99.9 Total obligations	1,899,156	2,034,462	2,295,211	2,382,131

Personnel Summary

	1988 actual	1989 est.	1990 est.	1991 est.
Direct:				
Military:				
Total number of full-time permanent positions	37,052	37,085	37,048	37,039
Total compensable workyears: Full-time equivalent employment	37,182	37,131	37,048	37,039
Civilian:				
Total number of full-time permanent positions	4,582	4,576	4,632	4,631
Total compensable workyears: Full-time equivalent of overtime and holiday hours	110	75	75	75
Reimbursable:				
Military:				
Total number of full-time permanent positions	99	99	99	99
Total compensable workyears: Full-time equivalent employment	99	99	99	99
Civilian:				
Total number of full-time permanent positions	29	29	29	29
Total compensable workyears: Full-time equivalent employment	27	27	27	27

	1988 actual	1989 est.	1990 est.	1991 est.
Financing:				
11.00 Offsetting collections from: Federal funds	-45,044	-43,400	-43,400	-43,400
17.00 Recovery of prior year obligations	-6,000			
21.40 Unobligated balance available, start of year	-203,293	-80,083	-80,002	-120,107
22.40 Unobligated balance transferred, net	6,000		-3,405	
24.40 Unobligated balance available, end of year	80,083	80,002	120,107	14,107
25.00 Unobligated balance lapsing	483			
39.00 Budget authority	247,000	385,500	682,300	437,800
Budget authority:				
40.00 Appropriation	247,000	395,000	682,300	437,800
41.00 Transferred to other accounts		-9,500		
43.00 Appropriation (adjusted)	247,000	385,500	682,300	437,800
Relation of obligations to outlays:				
71.00 Obligations incurred, net	369,727	385,581	645,600	543,800
72.40 Obligated balance, start of year	560,441	511,292	561,868	898,833
73.40 Obligated balance transferred, net			41,365	
74.40 Obligated balance, end of year	-511,292	-561,868	-898,833	-945,233
77.00 Adjustments in expired accounts	860			
78.00 Adjustments in unexpired accounts	-6,000			
90.00 Outlays	413,736	335,005	350,000	447,400

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, **[\$295,000,000]** \$682,300,000, to remain available until September 30, **[1993] 1994**. *Provided*, That the Secretary of Transportation shall issue regulations requiring the 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.

Further, for the foregoing purposes and subject to the same terms and conditions, \$437,800,000, to become available for obligation on October 1, 1990 and to remain available until September 30, 1995. (Department of Transportation and Related Agencies Appropriations Act, 1989; additional authorizing legislation to be proposed.)

[Notwithstanding any other provision of law or this Act, for an additional amount for "Acquisition, construction, and improvements", \$100,000,000, to remain available until expended, of which \$52,000,000 shall be available to accelerate phase IV of the ongoing program for the acquisition of 32 HH-60 medium range recovery helicopters, \$31,000,000 shall be available for the cutter fleet renovation and modernization program, and \$17,000,000 shall be available for the installation of an APS-125 or APS-138 radar system on an existing Coast Guard long range surveillance aircraft.] (Urgent Supplemental Appropriations Act of 1989 to Meet the Dire Emergency Created by the Crisis of Drug Abuse.)

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.	1991 est.
Program by activities:				
Direct program:				
00.01 Search and rescue	36,205	38,380	64,262	54,129
00.02 Aids to navigation	31,745	33,652	56,346	47,461
00.03 Marine safety	4,671	4,952	8,291	6,984
00.04 Marine environmental protection	10,315	10,935	18,309	15,422
00.05 Enforcement of laws and treaties	238,511	252,842	423,347	356,592
00.06 Ice operations	5,068	5,373	8,995	7,577
00.07 Defense readiness	37,212	39,448	66,050	55,636
00.91 Total direct program	363,727	385,581	645,600	543,800
01.01 Reimbursable program	51,044	43,400	43,400	43,400
10.00 Total obligations	414,771	428,981	689,000	587,200

The Acquisition, Construction, and Improvements (AC&I) appropriation provides for the major acquisition, construction, and improvement of vessels, aircraft, information management resources, shore units, and aids-to-navigation. AC&I projects are those where estimated costs are \$200 thousand or more and where the project involves either new construction or renewal of at least 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. About \$119 million of the AC&I budget supports drug enforcement activity.

Vessels.—During fiscal year 1990, major funding is requested to acquire a replacement polar icebreaker. Between 1987 and 1989 Coast Guard's Polar icebreaking fleet dropped from five to two vessels, as the result of age and rising maintenance costs. The funding requested will initiate restoration of sorely needed U.S. ice-breaking capacity to carry out important national objectives. The budget will also continue the major renovation of the 378-foot high endurance cutters, the 210-foot medium endurance cutters, and the 180-foot oceangoing buoy tenders. These programs enhance Coast Guard's critical multimission capabilities by improving overall readiness and maintenance posture.

Aircraft.—During 1990 and 1991, continuing progress will be made in acquiring replacement aircraft, and aircraft sensors to enhance search and rescue and law enforcement missions. Funds to continue the procurement of HH-60J helicopters and HC-130 Forward Looking Airborne Radars (FLAR) are requested. Improvements to the HH-65 helicopter will continue. The TALON System for helicopters landing aboard ship will be initiated.

Shore Facilities.—In 1990 and 1991, procurement of shore facility projects will include new construction, renovations, improvements, and replacements of existing facilities. These projects range from Search and Rescue station rehabilitations and moorings improvements to a service-wide program to remove and replace unused and leaking underground tanks.

General and special funds—Continued

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS—Continued

Object Classification (in thousands of dollars)				
Identification code	1988 actual	1989 est.	1990 est.	1991 est.
Direct obligations				
Personnel compensation:				
11.1 Full-time permanent	6,493	6,476	7,543	7,935
11.3 Other than full-time permanent	10	9	11	13
11.5 Other civilian personnel compensation	76	66	76	80
11.7 Military personnel	9,716	9,829	11,450	12,042
11.9 Total personnel compensation	16,295	16,380	19,080	20,070
12.1 Civilian personnel benefits	940	928	1,081	1,137
12.2 Military personnel benefits	887	892	1,039	1,093
21.0 Travel and transportation of persons	2,624	2,729	2,827	2,921
22.0 Transportation of things	451	469	486	502
23.3 Communications, utilities, and miscellaneous charges	174	177	250	250
24.0 Printing and reproduction	105	109	187	156
25.0 Other services	20,275	21,863	37,464	30,930
26.0 Supplies and materials	37,816	40,082	68,684	57,355
31.0 Equipment	232,054	248,283	459,384	372,935
32.0 Land and structures	52,106	53,669	55,118	56,441
99.0 Subtotal direct obligations	363,727	385,581	645,600	543,800
99.0 Reimbursable obligations	51,044	43,400	43,400	43,400
99.9 Total obligations	414,771	428,981	689,000	587,200

Personnel Summary

Military:				
Total number of full-time permanent positions	331	330	387	387
Total compensable workyears: Full-time equivalent employment	330	330	359	359
Civilian:				
Total number of full-time permanent positions	238	224	230	230
Total compensable workyears: Full-time equivalent employment	227	224	227	227
Full-time equivalent of overtime and holiday hours	4	5	5	5

COAST GUARD SHORE FACILITIES

For construction, rebuilding and improvement of shore facilities of the United States Coast Guard, \$50,300,000 to remain available until September 30, 1993. (Military Construction Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.	1991 est.
Program by activities:				
00.01 Search and rescue	4,668			
00.02 Aide to navigation	4,093			
00.03 Marine safety	602			
00.04 Marine environmental protection	1,330			
00.05 Enforcement of laws and treaties	30,751			
00.06 Ice operations	653			
00.07 Defense readiness	4,798			
10.00 Total obligations	46,895			
Financing:				
21.40 Unobligated balance available, start of year			3,405	
22.40 Unobligated balance transferred, net			3,405	
24.40 Unobligated balance available, end of year		3,405		
40.00 Budget authority (appropriation)		50,300		
Relation of obligations to outlays:				
71.00 Obligations incurred, net	46,895			
72.40 Obligated balance, start of year			41,365	
73.40 Obligated balance transferred, net			41,365	
74.40 Obligated balance, end of year		41,365		
90.00 Outlays		5,530		

Object Classification (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.	1991 est.
25.0 Other services		2,814		
26.0 Supplies and materials		4,690		
31.0 Equipment		32,827		
32.0 Land and structures		6,565		
99.9 Total obligations		46,895		

ALTERATION OF BRIDGES

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses for alteration or removal of obstructive bridges, \$8,500,000, together with \$5,000,000 to be derived for "Acquisition, construction, and improvements" \$2,330,000, to remain available until expended.

Further, for the foregoing purposes and subject to the same terms and conditions, \$7,500,000, to become available for obligation on October 1, 1990 and to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1989; additional authorizing legislation to be proposed.)

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.	1991 est.
Program by activities:				
10.00 Total obligations (object class 25.0)	53	13,500	2,330	7,500
Financing:				
17.00 Recovery of prior year obligations	588			
21.40 Unobligated balance available, start of year			4,607	6,082
24.40 Unobligated balance available, end of year		6,082	6,082	6,082
39.00 Budget authority	940	13,500	2,330	7,500
Budget authority:				
40.00 Appropriation	940	8,500	2,330	
42.00 Transferred from other accounts		5,000		
43.00 Appropriation (adjusted)	940	13,500	2,330	7,500
Relation of obligations to outlays:				
71.00 Obligations incurred, net	53	13,500	2,330	7,500
72.40 Obligated balance, start of year		24,128	16,690	23,120
74.40 Obligated balance, end of year		16,690	26,690	23,120
78.00 Adjustments in unexpired accounts	588			
90.00 Outlays	6,903	3,500	5,900	6,200

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

(in thousands of dollars)				
Enacted/requested	1988 actual	1989 est.	1990 est.	1991 est.
Budget authority	940	13,500	2,300	7,500
Outlays	6,903	3,500	5,900	6,200
Proposed for later transmittal under proposed legislation:				
Budget authority			2,300	7,500
Outlays			5,900	6,200
Total:				
Budget authority	940	13,500	4,600	15,000
Outlays	6,903	3,500	11,800	12,400

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. \$2.3 million is requested in 1990 to complete alteration of the Burlington Northern RR bridge over the Willamette River, Portland, OR and to continue alteration of the Norfolk Southern Railroad bridge over the Mississippi River, Hannibal, Missouri. The request for 1991 also

includes funds for the CSX Railroad bridge in Pascagoula, Mississippi.

ALTERATION OF BRIDGES

(Proposed for later transmittal, proposed legislation)

Program and Financing (in thousands of dollars)				
Identification code	1988 actual	1989 est.	1990 est.	1991 est.
69-0244-2-1-403				
Program by activities:				
10.00	Total obligations		-2,330	-7,500
Financing:				
24.40	Unobligated balance available, end of year		-6,082	
25.00	Unobligated balance lapsing		6,082	
40.00	Budget authority (appropriation)		-2,330	-7,500
Relation of obligations to outlays:				
71.00	Obligations incurred, net		-2,330	-7,500
73.40	Obligated balance transferred, net		-20,790	-1,300
74.40	Obligated balance, end of year		20,790	
90.00	Outlays		-2,330	-6,200

Legislation will be proposed to transfer this program to the U.S. Army Corps of Engineers.

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), **[\$410,800,000] \$420,800,000.**

Further, for the foregoing purposes, **\$451,200,000**, to become available for obligation on October 1, 1990. (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)					
Identification code	1988 actual	1989 est.	1990 est.	1991 est.	
69-0241-0-1-403					
Program by activities:					
00.01	Regular military personnel	316,670	354,800	360,550	383,900
00.02	Former Lighthouse Service personnel	1,178	1,000	950	900
00.03	Reserve personnel	13,519	15,000	15,400	16,500
00.04	Survivor benefit programs	5,532	6,200	6,300	6,800
00.05	Medical care	32,600	33,800	37,600	43,100
10.00	Total obligations	369,499	410,800	420,800	451,200
Financing:					
25.00	Unobligated balance lapsing	17,201			
40.00	Budget authority (appropriation)	386,700	410,800	420,800	451,200
Relation of obligations to outlays:					
71.00	Obligations incurred, net	369,499	410,800	420,800	451,200
72.40	Obligated balance, start of year	40,882	45,053	45,053	45,053
74.40	Obligated balance, end of year	-45,053	-45,053	-45,053	-45,053
77.00	Adjustments in expired accounts	-5,698			
90.00	Outlays	359,630	410,800	420,800	451,200

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 1988 compared with estimated numbers for 1989, 1990 and 1991:

Category:	AVERAGE NUMBER			
	1988 actual	1989 est.	1990 est.	1991 est.
Commissioned officers	4,085	4,260	4,322	4,398
Warrant officers	3,536	3,676	3,537	3,609
Enlisted personnel	14,998	15,215	15,489	15,724
Former Lighthouse Service personnel	90	78	45	40
Reserve personnel	1,819	1,901	2,213	2,296
Total	24,528	25,130	25,606	26,067

Object Classification (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.	1991 est.	
69-0241-0-1-403					
13.0	Benefits for former personnel	336,899	376,990	383,190	408,090
25.0	Other services	32,598	33,800	37,600	43,100
26.0	Supplies and materials	2	10	10	10
99.9	Total obligations	369,499	410,800	420,800	451,200

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; **[\$67,000,000] \$73,800,000.**

Further, for the foregoing purposes, **\$78,400,000**, to become available for obligation on October 1, 1990. (Department of Transportation and Related Agencies Appropriations Act, 1989; additional authorizing legislation to be proposed.)

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.	1991 est.	
69-0242-0-1-403					
Program by activities:					
Direct program:					
00.01	Initial training	3,332	3,940	6,010	7,510
00.02	Continuing training	37,255	39,120	43,500	45,610
00.03	Operation and maintenance of training facilities	9,240	10,150	10,310	10,710
00.04	Administration	13,021	13,790	13,980	14,570
00.91	Total direct program	62,848	67,000	73,800	78,400
01.01	Reimbursable program	36	80	80	80
10.00	Total obligations	62,884	67,080	73,880	78,480
Financing:					
11.00	Offsetting collections from: Federal funds...	-36	-80	-80	-80
21.40	Unobligated balance available, start of year	-79	-74		
24.40	Unobligated balance available, end of year	74			
25.00	Unobligated balance lapsing	37	74		
40.00	Budget authority (appropriation)	62,880	67,000	73,800	78,400
Relation of obligations to outlays:					
71.00	Obligations incurred, net	62,848	67,000	73,800	78,400
72.40	Obligated balance, start of year	6,551	6,454	7,754	9,154
74.40	Obligated balance, end of year	-6,454	-7,754	-9,154	-10,194
77.00	Adjustments in expired accounts	-899			
90.00	Outlays	62,046	65,700	72,400	77,360

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 1990 and 1991 programs will be expanded from a 1989 Selected Reserve level of 12,100 to a Selected Reserve of 12,950 and 13,500, respectively.

General and special funds—Continued

RESERVE TRAINING—Continued

DAYS OF TRAINING

	1988 actual	1989 est.	1990 est.	1991 est.
Initial training: Initial active duty for training	83,683	93,200	144,000	128,000
Continuing training: Selected Reserve (with pay):				
Active duty training	105,713	150,000	156,200	163,000
Drill training	265,042	262,900	273,800	285,700
Other Ready Reserve (without pay):				
Active duty for training	769	800	800	800
Drill training	5,887	7,500	7,500	7,500

Object Classification (in thousands of dollars)

Identification code: 69-0242-0-1-403	1988 actual	1989 est.	1990 est.	1991 est.
Direct obligations:				
Personnel compensation:				
11.1 Full-time permanent	1,524	1,890	1,900	1,950
11.3 Other than full-time permanent	25	30	30	30
11.5 Other personnel compensation	40	50	50	50
11.7 Military personnel	46,872	50,340	53,760	56,865
11.9 Total personnel compensation	48,461	52,310	55,740	58,895
12.1 Civilian personnel benefits	252	310	320	330
12.2 Military personnel benefits	3,446	2,270	4,700	5,000
21.0 Travel and transportation of persons	3,185	4,170	4,400	4,700
22.0 Transportation of things	545	560	590	610
23.1 Rental payments to GSA	606	630	650	680
23.3 Communications, utilities, and miscellaneous charges	522	550	570	600
24.0 Printing and reproduction	52	60	60	65
25.0 Other services	2,083	2,210	2,300	2,900
26.0 Supplies and materials	3,184	3,380	3,900	4,000
31.0 Equipment	512	530	550	600
42.0 Insurance claims and indemnities	20	20	20	20
99.0 Subtotal, direct obligations	62,848	67,000	73,800	78,400
99.0 Reimbursable obligations	36	80	80	80
99.9 Total obligations	62,884	67,080	73,880	78,480

Personnel Summary

	1988 actual	1989 est.	1990 est.	1991 est.
Military:				
Total number of full-time permanent positions	599	599	599	608
Total compensable workyears: Full-time equivalent employment	599	599	599	608
Civilian:				
Total number of full-time permanent positions	112	112	112	113
Total compensable workyears: Full-time equivalent employment	104	106	106	106
Full-time equivalent of overtime and holiday hours	3	2	2	2

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

For necessary expenses, not otherwise provided for, for applied scientific research, development, test, and evaluation; maintenance, rehabilitation, lease and operation of facilities and equipment, as authorized by law, **[\$18,800,000]** **\$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.

Further, for the foregoing purposes and subject to the same terms and conditions, **\$19,000,000**, to become available for obligation on October 1, 1990 and to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1989; additional authorizing legislation to be proposed.)

Program and Financing (in thousands of dollars)

Identification code: 69-0243-0-1-403	1988 actual	1989 est.	1990 est.	1991 est.
Program by activities:				
Direct program:				
00.01 Search and rescue	4,162	3,555	3,796	3,800
00.02 Aids to navigation	4,206	3,527	4,480	4,480

00.03 Marine safety	2,160	1,803	2,544	2,540
00.04 Marine environmental protection	1,866	1,929	1,499	1,500
00.05 Enforcement of laws and treaties	7,050	6,458	3,681	3,680
00.06 Ice operations	520	432	456	460
00.07 Defense readiness	1,460	1,096	2,544	2,540
00.91 Total direct program	21,424	18,800	19,000	19,000
01.01 Reimbursable program	536	650	1,000	1,000

10.00 Total obligations	21,960	19,450	20,000	20,000
Financing:				
11.00 Offsetting collections from: Federal funds	536	650	1,000	1,000
21.40 Unobligated balance available, start of year	8,390	966	966	966
22.40 Unobligated balance transferred, net	5,000			
24.40 Unobligated balance available, end of year	966	966	966	966
40.00 Budget authority (appropriation)	19,000	18,800	19,000	19,000

Relation of obligations to outlays:				
71.00 Obligations incurred, net	21,424	18,800	19,000	19,000
72.40 Obligated balance, start of year	7,548	14,089	13,789	15,989
74.40 Obligated balance, end of year	14,089	13,789	15,989	14,389
90.00 Outlays	14,884	19,100	16,800	20,600

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 1990 and 1991 requests will provide for increases in support of Coast Guard's overall mission.

Object Classification (in thousands of dollars)

Identification code: 69-0243-0-1-403	1988 actual	1989 est.	1990 est.	1991 est.
Direct obligations:				
Personnel compensation:				
11.1 Full-time permanent	2,428	2,226	2,270	2,316
11.3 Other than full-time permanent	86	53	47	71
11.5 Other personnel compensation	62	41	49	67
11.7 Military personnel	1,899	1,780	1,816	1,811
11.9 Total personnel compensation	4,475	4,100	4,182	4,265
12.1 Civilian personnel benefits	373	334	347	360
12.2 Military personnel benefits	165	160	163	163
21.0 Travel and transportation of persons	241	233	570	500
22.0 Transportation of things	59	32	120	120
23.1 Rental payments to GSA	254	252	278	280
23.3 Communications, utilities, and miscellaneous charges	370	372	413	415
24.0 Printing and reproduction	15	23	26	25
25.0 Other services	11,835	9,724	8,952	8,962
26.0 Supplies and materials	2,170	1,933	2,139	2,100
31.0 Equipment	1,467	1,637	1,810	1,810
99.0 Subtotal, direct obligations	21,424	18,800	19,000	19,000
99.0 Reimbursable obligations	536	650	1,000	1,000
99.9 Total obligations	21,960	19,450	20,000	20,000

Personnel Summary

	1988 actual	1989 est.	1990 est.	1991 est.
Military:				
Total number of full-time permanent positions	52	42	42	42
Total compensable workyears: Full-time equivalent employment	52	42	42	42
Civilian:				
Total number of full-time permanent positions	80	71	71	71
Total compensable workyears: Full-time equivalent employment	79	70	70	70
Full-time equivalent of overtime and holiday hours	1	1	1	1

POLLUTION FUND

Program and Financing (in thousands of dollars)

Identification code 69-5168-0-2-304	1988 actual	1989 est.	1990 est.	1991 est.
Program by activities:				
10.00 Total obligations	1,429	5,700	5,700	5,700
Financing:				
21.40 Unobligated balance available, start of year	-10,208	-7,299	-7,299	-7,299
22.40 Unobligated balance transferred, net	6,688			
24.40 Unobligated balance available, end of year	7,299	7,299	7,299	7,299
60.00 Budget authority (appropriation) (permanent, indefinite)	5,208	5,700	5,700	5,700
Relation of obligations to outlays:				
71.00 Obligations incurred, net	1,429	5,700	5,700	5,700
72.40 Obligated balance, start of year	3,991	2,924	2,324	1,524
74.40 Obligated balance, end of year	-2,924	-2,324	-1,524	-1,524
90.00 Outlays	2,497	6,300	6,500	5,700

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	1988 actual	1989 est.	1990 est.	1991 est.
21.0 Travel and transportation of persons	7	28	28	28
25.0 Other services	1,388	5,558	5,558	5,558
26.0 Supplies and materials	34	114	114	114
99.9 Total obligations	1,429	5,700	5,700	5,700

OFFSHORE OIL POLLUTION COMPENSATION FUND

[The] For necessary expenses to carry out the provisions of title III of the Outer Continental Shelf Lands Act Amendments of 1978 (Public Law 95-372), \$350,000, to be derived from the Offshore Oil Pollution Compensation Fund, to become available for obligation on October 1, 1990 and to remain available until expended. In addition, 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 \$60,000,000 in either fiscal year [1989] 1990 or 1991 for the "Offshore Oil Pollution Compensation Fund". (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Amounts Available for Appropriation (in thousands of dollars)

	1988 actual	1989 est.	1990 est.	1991 est.
Unappropriated balance, start of year: U.S. securities (par)	102,610	127,300	144,372	158,087
Receipts:				
Collections	9,957	4,979		
Interest on investments	14,733	12,094	13,715	15,018
Totals:				
Available for appropriation	127,300	144,372	158,087	173,105
Appropriation				350
Unappropriated balance, end of year: U.S. securities (par)	127,300	144,372	158,087	173,455

Program and Financing (in thousands of dollars)

Identification code 69-5167-0-2-304	1988 actual	1989 est.	1990 est.	1991 est.
Program by activities:				
10.00 Total obligations	95	150	200	250
Financing:				
21.40 Treasury balance	-1,027	-1,246	-98	-8
21.40 U.S. securities (par)	-1,116	798	-200	-90
22.40 Unobligated balance transferred, net	1,600			
24.40 Treasury balance	1,246	98	8	108
24.40 U.S. securities (par)	-798	200	90	90
40.00 Budget authority (appropriation)				350
Relation of obligations to outlays:				
71.00 Obligations incurred, net	95	150	200	250
72.40 Obligated balance, start of year	78	48	48	48
74.40 Obligated balance, end of year	-48	-48	-48	-48
90.00 Outlays	126	150	200	250

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.

The Offshore Oil Compensation Fund pays compensation for damages, including cleanup, resulting from oil spills. Collection of fees is not necessary in 1990 and 1991 because of available balances. An appropriation to administer the funds requested in 1991.

Object Classification (in thousands of dollars)

Identification code 69-5167-0-2-304	1988 actual	1989 est.	1990 est.	1991 est.
21.0 Travel and transportation of persons	7	18	18	20
25.0 Other services	71	112	162	210
26.0 Supplies and materials	17	20	20	20
99.9 Total obligations	95	150	200	250

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 \$50,000,000 in fiscal year [1989] 1990 or 1991 for the "Deepwater Port Liability Fund". (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Amounts Available for Appropriation (in thousands of dollars)

	1988 actual	1989 est.	1990 est.	1991 est.
Unappropriated balance, start of year: U.S. securities (par)	3,709	4,627	5,067	5,548
Receipts	918	440	481	527
Total:				
Available for appropriation	4,627	5,067	5,548	6,075
Unappropriated balance, end of year: U.S. securities (par)	4,627	5,067	5,548	6,075

Program and Financing (in thousands of dollars)

Identification code 69-5170-0-2-304	1988 actual	1989 est.	1990 est.	1991 est.
Program by activities:				
10.00 Total obligations (object class 25.0)	1			

General and special funds—Continued
DEEPWATER PORT LIABILITY FUND—Continued
Program and Financing (in thousands of dollars)—Continued

Identification code 69-5170-0-2-304	1988 actual	1989 est.	1990 est.	1991 est.
Financing:				
Unobligated balance available, start of year:				
21.40 Treasury balance	-82	-31	-31	-31
21.40 U.S. securities (par)	-1,380	-30	-30	-30
22.40 Unobligated balance transferred, net	1,400			
Unobligated balance available, end of year:				
24.40 Treasury balance	31	31	31	31
24.40 U.S. securities (par)	30	30	30	30
39.00 Budget authority				
Relation of obligations to outlays:				
71.00 Obligations incurred, net	1			
72.40 Obligated balance, start of year	1			
74.40 Obligated balance, end of year				
90.00 Outlays	2			

The Deepwater Port Act of 1974 provided a system for determination and settlement of claims for all clean-up costs and damages incurred as a result of discharges of oil into the marine environment from deepwater port activities. The Deepwater Port Act Amendments of 1984 suspended 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 years 1990 or 1991.

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

Identification code 69-4535-0-4-403	1988 actual	1989 est.	1990 est.	1991 est.
Program by activities:				
10.00 Total obligations (object class 26.0)	56,017	69,960	72,758	75,669
Financing:				
Offsetting collections from:				
11.00 Federal funds	-49,743	-63,145	-65,671	-68,298
14.00 Non-Federal sources	-6,349	-6,723	-6,995	-7,279
21.98 Unobligated balance available, start of year: Fund balance	-239	-314	-222	-130
24.98 Unobligated balance available, end of year: Fund balance	314	222	130	38
39.00 Budget authority				
Relation of obligations to outlays:				
71.00 Obligations incurred, net	-74	92	92	92
72.98 Obligated balance, start of year: Fund balance	14,435	8,032	7,724	7,416
74.98 Obligated balance, end of year: Fund balance	-8,032	-7,724	-7,416	-7,108
90.00 Outlays	6,328	400	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	1988 actual	1989 est.	1990 est.	1991 est.
Program by activities:				
Operating expenses:				
00.01 Cost of goods sold	15,968	10,865	15,049	12,786
00.02 Other	29,942	26,698	25,597	24,893
00.91 Total operating expenses	45,910	37,563	40,646	37,679
01.01 Capital investment: Purchase of equipment	818	825	850	875
10.00 Total obligations	46,728	38,388	41,496	38,554
Financing:				
Offsetting collections from:				
11.00 Federal funds	-24,399	-25,488	-31,846	-34,254
14.00 Non-Federal sources	-47	-50	-50	-50
21.98 Unobligated balance available, start of year: Fund balance	-50,205	-27,923	-15,073	-5,473
24.98 Unobligated balance available, end of year: Fund balance	27,923	15,073	5,473	1,223
39.00 Budget authority				
Relation of obligations to outlays:				
71.00 Obligations incurred, net	22,282	12,850	9,600	4,250
72.98 Obligated balance, start of year: Fund balance	10,687	25,600	33,450	38,050
74.98 Obligated balance, end of year: Fund balance	-25,600	-33,450	-38,050	-37,300
90.00 Outlays	7,369	5,000	5,000	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]			
	1988 actual	1989 est.	1990 est.	1991 est.
Vessel repairs and alterations	79	72	74	76
Vessel construction	7	6	4	5
Boat repairs and construction	1	1	1	1
Fabrication of special and miscellaneous items	13	20	21	19
Total	100	100	100	100

Object Classification (in thousands of dollars)

Identification code 69-4743-0-4-403	1988 actual	1989 est.	1990 est.	1991 est.
Personnel compensation:				
11.1 Full-time permanent	15,614	16,094	16,335	16,580
11.3 Other than full-time permanent	324	334	339	344
11.5 Other personnel compensation	2,826	2,915	2,959	3,003
11.7 Military personnel	433	445	452	459
11.9 Total personnel compensation	19,197	19,788	20,085	20,386
12.1 Civilian personnel benefits	2,769	2,780	2,795	2,810
12.2 Military personnel benefits	24	30	35	40
21.0 Travel and transportation of persons	96	45	55	45
22.0 Transportation of things	87	59	62	50
23.3 Communications, utilities, and miscellaneous charges	1,432	869	1,042	849
24.0 Printing and reproduction	23	15	19	16
25.0 Other services	2,268	1,118	1,454	1,184
26.0 Supplies and materials	20,073	12,859	15,099	12,299
31.0 Equipment	752	825	850	875
43.0 Interest and dividends	6			
99.9 Total obligations	46,728	38,388	41,496	38,554

Personnel Summary

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

Civilian:				
Total number of full-time permanent positions	654	654	654	654
Total compensable workyears:				
Full-time equivalent employment	632	632	632	632
Full-time equivalent of overtime and holiday hours	82	51	51	51

Trust Funds

AQUATIC RESOURCES TRUST FUND

Amounts Available for Appropriation (in thousands of dollars)

	1988 actual	1989 est.	1990 est.	1991 est.
Unappropriated balance, start of year	175,039	206,173	247,663	240,760
Collections (receipts):				
Motorboat fuels tax	105,451	113,000	117,000	121,000
Excise taxes on sport fishing equipment	79,600	88,356	96,308	104,976
Import duties on tackle and yachts	22,464	22,891	24,432	25,968
Interest on investments	27,458	30,000	32,700	35,643
Total available for appropriation	410,012	460,420	518,103	528,347
Appropriation:				
National Park Service (Department of the Interior):				
Land and Water Conservation Fund (Motorboat fuels tax)	1,000	1,000	1,000	1,000
U.S. Coast Guard (Department of Transportation):				
Boat safety (motorboat fuels tax)	22,500	30,000	15,000	15,000
Operating expenses (motorboat fuels tax)	21,600	30,000	30,000	30,000
United States Fish and Wildlife Service (Department of the Interior):				
Sport fish restoration account	161,073	186,663	194,760	203,826
Not available for appropriation			-94,760	-103,826
Total, Sport Fish Restoration available for appropriation	161,073	186,663	100,000	100,000
(Motorboat fuels tax)	-50,775	-60,451	-63,900	-67,226
(Excise taxes on sport fishing equipment)	-79,600	-82,267	-85,788	-89,110
(Import duties on tackle and yachts)	-18,688	-22,464	-21,443	-22,525
(Interest)	-14,578	-24,148	-19,000	-19,967
Unappropriated balance, end of year	206,173	247,663	240,760	249,826

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. The 1990 Budget would cap budget authority at \$100 million for the Sport Fish Restoration program which has grown substantially in recent years.

BOAT SAFETY

(LIQUIDATION OF CONTRACT AUTHORIZATION)

For payment of obligations incurred for recreational boating safety assistance under Public Law 92-75, as amended, **[\$30,000,000]** \$15,000,000, to be derived from the Boat Safety Account and to remain available until expended: **[.]** Further, for the foregoing purpose, \$15,000,000, to become available for obligation on October 1, 1990 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 **[\$30,000,000 in fiscal year 1989]** \$15,000,000 in fiscal year 1990 or 1991 for recreational boating safety assistance. (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.	1991 est.
69-8149-0-7-403				
Program by activities:				
00.01 State recreational boating safety programs	20,375	30,000	15,000	15,000
00.02 Operating expenses: Coast Guard	21,600	30,000	30,000	30,000
10.00 Total obligations	41,975	60,000	45,000	45,000
Financing:				
21.40 Unobligated balance available, start of year	-1,084	-1,000	-1,000	-1,000
24.40 Unobligated balance available, end of year	1,000	1,000	1,000	1,000
39.00 Budget authority	41,891	60,000	45,000	45,000
Budget authority:				
Current:				
40.00 Appropriation	44,100	60,000	45,000	45,000
40.50 Balance of appropriation to liquidate contract authority withdrawn	-2,209			
43.00 Appropriation (adjusted)	41,891	60,000	45,000	45,000
Relation of obligations to outlays:				
71.00 Obligations incurred, net	41,975	60,000	45,000	45,000
72.40 Obligated balance, start of year	26,027	19,061	19,061	19,061
74.40 Obligated balance, end of year	-19,061	-19,061	-19,061	-19,061
90.00 Outlays	48,941	60,000	45,000	45,000

This account provides financial assistance for the development and implementation of a coordinated national recreational boating safety program. In addition, \$30 million will be transferred in 1990 and 1991 to Operating Expenses. The amount provided as financial assistance is proposed to be limited to \$15 million in 1990 and 1991.

Object Classification (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.	1991 est.
69-8149-0-7-403				
25.0 Other services	22,027	30,000	30,000	30,000
41.0 Grants, subsidies, and contributions	19,948	30,000	15,000	15,000
99.9 Total obligations	41,975	60,000	45,000	45,000

COAST GUARD GENERAL GIFT FUND

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.	1991 est.
69-8533-0-7-403				
Program by activities:				
10.00 Total obligations	-10	80	80	80
Financing:				
Unobligated balance available, start of year:				
21.40 Treasury balance	-14	-15	-15	-15
21.40 U.S. securities (par)	-130	-152	-152	-152
Unobligated balance available, end of year:				
24.40 Treasury balance	15	15	15	15
24.40 U.S. securities (par)	152	152	152	152
60.00 Budget authority (appropriation) (permanent, indefinite)	14	80	80	80
Relation of obligations to outlays:				
71.00 Obligations incurred, net	-10	80	80	80
90.00 Outlays	-10	80	80	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).

COAST GUARD GENERAL GIFT FUND—Continued

Object Classification (in thousands of dollars)				
Identification code	1988 actual	1989 est.	1990 est.	1991 est.
69-8533-0-7-403				
25.0 Other services	62	62	62	62
26.0 Supplies and materials	10	10	10	10
31.0 Equipment	8	8	8	8
99.9 Total obligations	10	80	80	80

MISCELLANEOUS TRUST REVOLVING FUNDS

Program and Financing (in thousands of dollars)				
Identification code	1988 actual	1989 est.	1990 est.	1991 est.
69-9981-0-8-403				
Program by activities:				
00.01 Cadet activities	5,081	5,487	5,926	6,401
00.02 Surcharge collections, sales of commissary stores	74	197	197	197
10.00 Total obligations	5,155	5,684	6,123	6,598
Financing:				
Offsetting collections from:				
11.00 Federal funds	5,081	5,487	5,926	6,401
14.00 Non-Federal sources	147	145	145	145
21.98 Unobligated balance available, start of year: Fund balance	336	409	357	305
24.98 Unobligated balance available, end of year: Fund balance	409	357	305	253
39.00 Budget authority				
Relation of obligations to outlays:				
71.00 Obligations incurred, net	73	52	52	52
72.10 Receivables in excess of obligations, start of year		398	371	344
72.98 Obligated balance, start of year: Fund balance	184			
74.10 Receivables in excess of obligations, end of year	398	371	344	317
90.00 Outlays	510	25	25	25
Distribution of outlays by account:				
Cadet activities	583			
Surcharge collections, sales of commissary stores	73	25	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	1988 actual	1989 est.	1990 est.	1991 est.
69-9981-0-8-403				
23.3 Communications, utilities, and miscellaneous charges	18	19	20	21
25.0 Other services	3,783	4,173	4,497	4,848
26.0 Supplies and materials	1,329	1,466	1,580	1,703
31.0 Equipment	25	26	26	26
99.9 Total obligations	5,155	5,684	6,123	6,598

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 merchant ships; and trains individuals 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]			
Budget authority	1988 actual	1989 est.	1990 est.
Operating differential subsidies			482,050
(Appropriation to liquidate contract authority)	(222,918)	(218,100)	(178,240)
Ocean freight differential	40,605	49,740	42,975
Operations and training	75,521	66,250	66,300
Ready reserve force		110,751	239,030
Federal ship financing fund	95,000		
Interest subsidy			95
Special studies, services, and projects		100	100
Gifts and bequests	2	10	10
Total budget authority	211,131	226,851	830,560
Program level (obligations):			
Ship construction	1,252	464	
Operating differential subsidies			482,050
Ocean freight differential	40,605	49,740	42,975
Research and development	467	293	
Operations and training	69,006	88,465	68,650
Ready reserve force		110,751	239,030
Federal ship financing fund:			
Revolving fund	23,132	1,750	1,321
Interest subsidy			95
New loan guarantee commitments	26,500		
Vessel operations revolving fund	45,101	64,355	
War risk insurance revolving fund	111	1,135	1,135
Special studies, services, and projects		100	100
Gifts and bequests	16	10	10
Total program level	69,502	311,293	830,454
Outlays:			
Ship construction	1,237	1,403	
Operating differential subsidies	230,188	218,100	236,000
Ocean freight differential	40,714	49,740	42,975
Research and development	2,595	6,894	
Operations and training	72,577	76,589	68,325
Ready reserve force		69,838	148,119
Federal ship financing fund:			
Interest subsidy	6,637	1,511	1,321
Vessel operations revolving fund	1,979		
War risk insurance revolving fund	916	900	900
Special studies, services, and projects	7	100	100
Gifts and bequests	12	10	10
Total outlays	337,798	420,263	493,403

Federal Funds

General and special funds:

SHIP CONSTRUCTION

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
69-1708-0-1-403			
Program by activities:			
10.00 Total obligations (object class 41.0)	1,252	464	

Financing:			
17.00	Recovery of prior year obligations	-1,841	
21.40	Unobligated balance available, start of year	-2,125	-2,250
22.40	Unobligated balance transferred, net		2,250
24.40	Unobligated balance available, end of year	2,714	2,250
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39.00	Budget authority		
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Relation of obligations to outlays:			
71.00	Obligations incurred, net	1,252	464
72.40	Obligated balance, start of year	2,765	939
74.40	Obligated balance, end of year	-939	
78.00	Adjustments in unexpired accounts	-1,841	
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90.00	Outlays	1,237	1,403

Appropriations language is requested in the Operations and Training account which will transfer unobligated balances which are in excess of amounts required to settle outstanding claims in this account.

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 amended, [\$248,900,000] \$225,870,000, to remain available until expended. (46 U.S.C. 1173; Departments of Commerce, Justice, and State, the Judiciary, and Related Appropriation Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-1709-0-1-403		1988 actual	1989 est.	1990 est.
Financing:				
39.00	Budget authority			
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Budget authority:				
40.00	Appropriation	250,300	248,900	225,870
40.49	Portion applied to liquidate contract authority	-222,918	-218,100	-225,870
40.50	Balance of appropriation to liquidate contract authority withdrawn	-27,382	-30,800	
43.00	Appropriation (adjusted)			
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Relation of obligations to outlays:				
71.00	Obligations incurred, net			482,050
72.40	Obligated balance, start of year:			
	Appropriation	33,772	24,953	24,953
72.49	Contract authority	2,257,662	2,044,362	1,767,070
74.40	Obligated balance, end of year:			
	Appropriation	-24,953	-24,953	-24,953
74.49	Contract authority	-2,044,362	-1,767,070	-1,526,360
77.00	Adjustments in expired accounts	8,069	-59,192	-14,840
90.00	Outlays	230,188	218,100	225,870

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

(In thousands of dollars)

Enacted/requested:		1988 actual	1989 est.	1990 est.
	Budget authority			
	Outlays	230,188	218,100	225,870
Proposed for later transmittal under proposed legislation:				
	Budget authority			482,050
	Outlays			10,130
Total:				
	Budget authority			482,050
	Outlays	230,188	218,100	236,000

Status of Unfunded Contract Authority (in thousands of dollars)

Unfunded balance, start of year	2,257,662	2,044,362	1,767,070
Adjustment in expired accounts	9,618	-59,192	-14,840
Contract authority (permanent, indefinite)			
Appropriation to liquidate contract authority	-222,918	-218,100	-225,870
Unfunded balance, end of year	2,044,362	1,767,070	1,526,360

The Merchant Marine Act of 1936, as amended, provides that operating subsidies shall be paid to qualified

operators of U.S.-flag vessels. The 1990 request provides funds for current operations under 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 will propose a reform of the Operating-Differential Subsidy program which results in \$482,050,000 of budget authority in fiscal year 1990. This proposal follows this presentation.

OPERATING-DIFFERENTIAL SUBSIDIES

(Proposed for later transmittal, proposed legislation)

Program and Financing (in thousands of dollars)

Identification code 69-1709-2-1-403		1988 actual	1989 est.	1990 est.
Program by activities:				
10.00	Total obligations (object class 41.0)			482,050
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Financing:				
39.00	Budget authority			482,050
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Budget authority:				
40.00	Appropriation			57,760
40.00	Appropriation			-47,630
40.49	Portion applied to liquidate contract authority			47,630
43.00	Appropriation (adjusted)			57,760
49.10	Contract authority (substantive law)			424,290
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Relation of obligations to outlays:				
71.00	Obligations incurred, net			482,050
74.49	Obligated balance, end of year: Contract authority			-45,940
77.00	Adjustments in expired accounts			-425,980
90.00	Outlays			10,130

This legislative proposal reflects the Operating-Differential Subsidy reform measures to be proposed to Congress. Implementation is assumed on October 1, 1989.

Status of Unfunded Contract Authority (in thousands of dollars)

Unfunded balance, start of year			
Adjustment in expired accounts			-425,980
Contract authority (permanent, indefinite)			424,290
Appropriation to liquidate contract authority			47,630
Unfunded balance, end of year			45,940

OCEAN FREIGHT DIFFERENTIAL

Program and Financing (in thousands of dollars)

Identification code 69-1751-0-1-403		1988 actual	1989 est.	1990 est.
Program by activities:				
10.00	Total obligations	40,605	49,740	47,750
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Financing:				
39.00	Budget authority	40,605	49,740	47,750
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Budget authority:				
Current:				
40.00	Appropriation		64,943	
40.47	Portion applied to debt reduction		-64,343	
43.00	Appropriation (adjusted)		600	
Permanent:				
60.00	Appropriation		49,740	47,750
60.47	Portion applied to debt reduction		-49,740	-47,750
63.00	Appropriation (adjusted)			
67.10	Authority to borrow (P.L. 99-198) (46 U.S.C. 1241h)	40,005	49,740	47,750

General and special funds—Continued

OCEAN FREIGHT DIFFERENTIAL—Continued

Program and Financing (in thousands of dollars)—Continued

Identification code	69-1751-0-1-403	1988 actual	1989 est.	1990 est.
Relation of obligations to outlays:				
71.00	Obligations incurred, net	40,605	49,740	47,750
72.47	Obligated balance, start of year	2,525	2,416	2,416
74.47	Obligated balance, end of year	2,416	2,416	2,416
90.00	Outlays	40,714	49,740	47,750

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

		(in thousands of dollars)		
		1988 actual	1989 est.	1990 est.
Enacted/requested:				
	Budget authority	40,605	49,740	47,750
	Outlays	40,714	49,740	47,750
Proposed for later transmittal under proposed legislation:				
	Budget authority			-4,775
	Outlays			-4,775
Total:				
	Budget authority	40,605	49,740	42,975
	Outlays	40,714	49,740	42,975

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 1989 and 1990 budget estimates do not anticipate payments for the excess 20-percent rule. This account has a permanent, indefinite appropriation to liquidate debt provided in Public Law 100-202. The Administration will propose 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	69-1751-0-1-403	1988 actual	1989 est.	1990 est.
22.0	Transportation of things	40,005	49,740	47,750
43.0	Interest and dividends	600		
99.9	Total obligations	40,605	49,740	47,750

OCEAN FREIGHT DIFFERENTIAL

(Proposed for later transmittal, proposed legislation)

Program and Financing (in thousands of dollars)

Identification code	69-1751-2-1-403	1988 actual	1989 est.	1990 est.
Program by activities:				
10.00	Total obligations (object class 22.0)			-4,775

Financing:

39.00	Budget authority	-4,775
Budget authority:		
40.00	Appropriation	4,775
40.47	Portion applied to debt reduction	4,775
43.00	Appropriation (adjusted)	
47.10	Authority to borrow (substantive law)	4,775
Relation of obligations to outlays:		
71.00	Obligations incurred, net	-4,775
90.00	Outlays	-4,775

The Administration will propose Operating-Differential Subsidy reform legislation that 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)

Identification code	69-1716-0-1-403	1988 actual	1989 est.	1990 est.
Program by activities:				
Direct program:				
00.01	Advanced ship development			
00.02	Advanced ship operations	238	190	
00.03	Research facilities	109	30	
00.04	Advanced maritime technology	120	73	
00.91	Total direct program	467	293	
10.00	Total obligations	467	293	
Financing:				
17.00	Recovery of prior-year obligations	-356		
21.40	Unobligated balance available, start of year	-403	293	
24.40	Unobligated balance available, end of year	293		
39.00	Budget authority			
Relation of obligations to outlays:				
71.00	Obligations incurred, net	467	293	
72.40	Obligated balance, start of year	9,085	6,601	
74.40	Obligated balance, end of year	-6,601		
78.00	Adjustments in unexpired accounts	-356		
90.00	Outlays	2,595	6,894	

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

Object Classification (in thousands of dollars)

Identification code	69-1716-0-1-403	1988 actual	1989 est.	1990 est.
25.0	Other services	367	243	
41.0	Grants, subsidies, and contributions	100	50	
99.9	Total obligations	467	293	

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	1988 actual	1989 est.	1990 est.
Program by activities:				
10.00	Total obligations (object class 41.0)			95

Financing:	
40.00 Budget authority (appropriation)	95
Relation of obligations to outlays:	
71.00 Obligations incurred, net	95
90.00 Outlays	95

Status of Direct Loans (in thousands of dollars)

Identification code 69-1752-6-1-403	1988 actual	1989 est.	1990 est.
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			-1,000
1290 Outstanding, end of year			4,000
Estimate of direct loan subsidy:			
1320 Subsidy rate (in percent)			1.9
1330 Subsidy amount (in thousands of dollars)			95

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 6 of the Budget. A discussion of how Federal credit subsidies are calculated is included in Special Analysis F.

OPERATIONS AND TRAINING

For necessary expenses of operations and training activities authorized by law, **[\$66,250,000] \$68,550,000**, to remain available until expended, of which **\$2,250,000** shall be derived from unobligated balances of "Ship Construction". 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 in addition to any amount heretofore appropriated. (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 Appropriations Act, 1989; additional authorizing legislation to be proposed.)

Program and Financing (in thousands of dollars)

Identification code 69-1750-0-1-403	1988 actual	1989 est.	1990 est.
Program by activities:			
Direct program:			
Maritime education and training:			
00.01 Merchant Marine Academy	20,579	20,587	23,157
00.02 State marine schools	7,961	27,576	8,770
00.03 Additional training	1,517	1,197	1,378
00.10 National security support capability	9,441	8,970	7,879
Operating programs:			
00.20 Development of waterborne transportation systems	894	933	957
00.21 Use of waterborne transportation systems	7,749	8,299	8,656
00.22 General administration	20,865	20,903	17,853
00.91 Total direct program	69,006	88,465	68,650
01.01 Reimbursable program	19,931	24,000	24,000
10.00 Total obligations	88,937	112,465	92,650
Financing:			
11.00 Offsetting collections from: Federal funds	-19,931	-24,000	-24,000
17.00 Recovery of prior year obligations	-2,617		
21.40 Unobligated balance available, start of year	-13,183	-22,315	-100
22.40 Unobligated balance transferred, net			-2,250

24.40 Unobligated balance available, end of year	22,315	100	
40.00 Budget authority (appropriation)	75,521	66,250	66,300
Relation of obligations to outlays:			
71.00 Obligations incurred, net	69,006	88,465	68,650
72.40 Obligated balance, start of year	7,497	1,309	13,185
74.40 Obligated balance, end of year	-1,309	-13,185	-13,510
78.00 Adjustments in unexpired accounts	-2,617		
90.00 Outlays	72,577	76,589	68,325

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 202 officers will graduate in 1990. Additional funds are provided in 1990 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 1990 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 459 merchant marine officers will graduate from the State marine schools in 1990.

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.

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.

General and special funds—Continued

OPERATIONS AND TRAINING—Continued

Object Classification (in thousands of dollars)			
Identification code 69-1750-0-1-403	1988 actual	1989 est.	1990 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	25,264	24,457	25,961
11.3 Other than full-time permanent	1,808	2,537	2,468
11.5 Other personnel compensation	797	700	685
11.8 Special personal services payments	663	589	573
11.9 Total personnel compensation	28,532	28,283	29,687
12.1 Civilian personnel benefits	5,082	5,653	5,984
13.0 Benefits for former personnel	88	70	70
21.0 Travel and transportation of persons	900	1,000	1,000
22.0 Transportation of things	91	45	45
23.1 Rental payments to GSA	2,549	3,017	3,017
23.3 Communications, utilities, and miscellaneous charges	3,535	4,315	4,315
24.0 Printing and reproduction	257	349	349
25.0 Other services	17,963	37,271	16,620
26.0 Supplies and materials	4,793	3,662	3,787
31.0 Equipment	2,608	1,556	1,556
32.0 Land and structures	244	1,024	
41.0 Grants, subsidies, and contributions	2,134	2,200	2,200
42.0 Insurance, claims, and indemnities	230	20	20
99.0 Subtotal, direct obligations	69,006	88,465	68,650
99.0 Reimbursable obligations	19,931	24,000	24,000
99.9 Total obligations	88,937	112,465	92,650

Personnel Summary

Direct:			
Total number of full-time permanent positions	675	665	645
Total compensable workyears			
Full-time equivalent employment	738	705	696
Full-time equivalent of overtime and holiday hours	7	7	7
Reimbursable:			
Total number of full-time permanent positions	323	404	404
Total compensable workyears			
Full-time equivalent employment	302	382	399
Full-time equivalent of overtime and holiday hours	12	12	12

READY RESERVE FLEET

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] \$239,030,000, to remain available until expended, of which \$3,000,000 shall be available for maintenance and related expenses of the National Defense Reserve Fleet. *Provided*, That reimbursement may be made to the Operations and Training appropriation for expenses related to this program. (Departments of Commerce, Justice, and State, the Judiciary, and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-1710-0-1-403	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01 Fleet additions		32,400	86,865
00.02 Maintenance and operations		75,351	118,615
00.03 Facilities		3,000	4,000
00.04 T-ACS			29,550
00.91 Total direct program		110,751	239,030
10.00 Total obligations (object class 25.0)		110,751	239,030
Financing:			
40.00 Budget authority (appropriation)		110,751	239,030
Relation of obligations to outlays:			
71.00 Obligations incurred, net		110,751	239,030
72.40 Obligated balance, start of year			40,913
74.40 Obligated balance, end of year		40,913	131,824
90.00 Outlays		69,838	148,119

Note.—Estimates for 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 69-1710-0-1-403	1988 actual	1989 est.	1990 est.
21.0 Travel and transportation of persons		1,100	1,100
23.3 Communications, utilities, and miscellaneous charges		8,755	8,755
25.0 Other services		68,496	112,760
31.0 Equipment		32,400	116,415
99.9 Total obligations		110,751	239,030

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. Funding for this program was transferred from Navy appropriations beginning in 1989.

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.

Facilities.—This activity provides for long-term capital improvements at the fleet sites.

T-ACS.—This activity provides for the completion of a program to convert 12 vessels into RRF crane ships (T-ACS). The final two vessels will be converted in 1990 and 1991.

Public enterprise funds:

FEDERAL SHIP FINANCING FUND*

*See Part II for additional information.

During fiscal year 1990, no new commitments for guaranteed loans will be made.

Program and Financing (in thousands of dollars)

Identification code 69-4301-0-3-403	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01 Operating expenses	35,003	52,000	43,000
00.02 Payments to Treasury: Interest	29,513	36,600	33,700
01.01 Capital investment	183,331	205,000	155,000
10.00 Total obligations	247,847	293,600	231,700
Financing:			
Offsetting collections from: Non-Federal sources:			
14.00 Insurance premiums and fees	23,712	25,000	25,000
14.00 Repayment of loans	2,998	15,000	15,000
14.00 Sale of assets	211,313	200,000	100,000
14.00 Interest and other income	32,956	48,000	43,500

21.98	Unobligated balance available, start of year: Fund balance: U.S. securities (par)	-49,549	-167,681	-162,081
24.98	Unobligated balance available, end of year: Fund balance: U.S. securities (par)	167,681	162,081	113,881
67.10	Authority to borrow (substantive law)	95,000		
Relation of obligations to outlays:				
71.00	Obligations incurred, net	-23,132	5,600	48,200
72.98	Obligated balance, start of year: Fund balance	18,081	1,586	1,347
74.98	Obligated balance, end of year: Fund balance	-1,586	-1,347	-1,347
90.00	Outlays	-6,637	5,839	48,200

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

(in thousands of dollars)				
Enacted/requested:	1988 actual	1989 est.	1990 est.	
Budget authority	95,000			
Outlays	-6,637	5,839	48,200	
Supplemental under existing legislation:				
Budget authority				
Outlays		-7,350	-45,521	
Credit reform:				
Budget authority				
Outlays			-4,000	
Total:				
Budget authority	95,000			
Outlays	-6,637	-1,511	-1,321	

Status of Direct Loans (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.	
Position with respect to appropriations act limitation on obligations:				
1111	Limitation on direct loans			
1131	Direct loan obligations exempt from limitation	5,000	5,000	
1150	Total direct loan obligations	5,000	5,000	
Cumulative balance of direct loans outstanding:				
1210	Outstanding, start of year	1,611,621	1,294,447	1,478,447
Disbursements:				
1231	Direct loan disbursements		5,000	5,000
1232	Disbursements for guarantee loan claims	183,331	200,000	150,000
Repayments:				
1251	Repayments and prepayments	-2,998	-15,000	-15,000
1252	Repayments of defaulted guaranteed loans	-4,829	-6,000	-6,000
Adjustments:				
1262	Write-offs for defaults	-358,680		
1264	Other adjustments, net	-133,998		
1290	Outstanding, end of year	1,294,447	1,478,447	1,612,447
Estimate of direct loan subsidy:				
1320	Subsidy rate (in percent)			1.9
1330	Subsidy amount (in thousands of dollars)			95

Status of Guaranteed Loans (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.	
Position with respect to appropriations act limitation on commitments:				
2111	Limitation on guaranteed loans by private lenders			
2131	Guaranteed loan commitments exempt from limitation	26,500		
2150	Total guaranteed loan commitments	26,500		
Cumulative balance of guaranteed loans outstanding:				
2210	Outstanding, start of year	4,278,971	3,863,993	3,516,493
2231	Disbursements: Disbursements of new guaranteed loans	26,500		
2251	Repayments and prepayments	-260,439	-150,000	-150,000
2261	Adjustments: Terminations for default that result in direct loans	-181,039	-197,500	-148,125
2290	Outstanding, end of year	3,863,993	3,516,493	3,218,368

MEMORANDUM

2299	U.S. contingent liability for guaranteed loans outstanding, end of year	3,863,993	3,516,493	3,218,368
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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 1990. Legislation will also be proposed to terminate permanently the Secretary's authority to guarantee loans beginning in 1990.

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 1990. In 1990 the estimate includes \$150 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)

	1988 actual	1989 est.	1990 est.	
Operating income or loss (-):				
Revenue	357,176	288,000	183,500	
Expense	-552,246	-321,667	-239,575	
Net operating income or loss (-)	-195,070	-33,667	-56,075	

Financial Condition (in thousands of dollars)

	1988 actual	1989 actual	1990 est.	1991 est.
Assets:				
Selected assets:				
Fund balance with Treasury	169,268	170,778	168,130	208,460
Accounts receivable (net)	41,041	55,441	41,641	26,441
Loans receivable (net)	489,504	421,504	389,804	352,904
Vessels	160,530	112,530	103,230	86,630
Other assets (net)		22,000	18,000	19,000
Total assets	860,343	782,253	720,805	693,435
Liabilities:				
Selected liabilities: Accounts payable including funded accrued liabilities				
	15,035	27,538	42,988	27,788
Debt issued under borrowing authority: Borrowing from Treasury				
	16,084	29,250		
Other liabilities				
	515,000			
Total liabilities	546,119	56,788	42,988	27,788
Government equity:				
Selected equities:				
Unexpended budget authority:				
Unobligated balance	167,681	169,431	166,783	207,113
Undelivered orders	11,509			
Invested capital	135,034	556,034	511,034	458,534
Total Government equity	314,224	725,465	677,817	665,647

Object Classification (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.	
25.0	Other services	35,003	52,000	43,000
33.0	Investments and loans	183,331	205,000	155,000
43.0	Interest and dividends	29,513	36,600	33,700
99.9	Total obligations	247,847	293,600	231,700

Public enterprise funds—Continued

FEDERAL SHIP FINANCING FUND

(Proposed for later transmission, proposed legislation)

Program and Financing (in thousands of dollars)

Identification code	69-4301-6-3-403	1988 actual	1989 est.	1990 est.
Program by activities:				
10.00	Total obligations (object class 33)			-5,000
Financing:				
14.00	Offsetting collections from: Non-Federal sources			1,000
24.98	Unobligated balance available, end of year			4,000
39.00	Budget authority			
Relation of obligations to outlays:				
71.00	Obligations incurred, net			-4,000
90.00	Outlays			-4,000
Status of Direct Loans (in thousands of dollars)				
Identification code	69-4301-6-3-403	1988 actual	1989 est.	1990 est.
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			1,000
1290	Outstanding, end of year			-4,000
Estimate of direct loan subsidy:				
1320	Subsidy rate (in percent)			-1.9
1330	Subsidy amount (in thousands of dollars)			-95

This schedule shows the effects of the Administration's credit reform proposal on the existing revolving fund. All new activity in this program in 1990 and beyond is recorded in a corresponding proposed general fund subsidy account. An explanation of the proposal is included in Part 6 of the Budget. A discussion of how Federal credit subsidies are calculated is included in Special Analysis F.

VESSEL OPERATIONS REVOLVING FUND

Program and Financing (in thousands of dollars)

Identification code	69-4303-0-3-403	1988 actual	1989 est.	1990 est.
Program by activities:				
10.00	Total obligations (object class 25.0)	149,506	105,355	59,000
Financing:				
11.00	Offsetting collections from: Federal funds	-194,607	-41,000	-59,000
17.00	Recovery of prior year obligations	-411		
21.98	Unobligated balance available, start of year: Fund balance	-29,843	-75,355	-11,000
24.98	Unobligated balance available, end of year: Fund balance	75,355	11,000	11,000
39.00	Budget authority			
Relation of obligations to outlays:				
71.00	Obligations incurred, net	-45,101	64,355	
72.10	Receivables in excess of obligations, start of year	-24,801	-68,334	-3,979
74.10	Receivables in excess of obligations, end of year	68,334	3,979	3,979
78.00	Adjustments in unexpired accounts	-411		
90.00	Outlays	-1,979		

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 and 1990 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, installation of sealift enhancement features and other special projects.

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

Revenue and Expense (in thousands of dollars)

	1988 actual	1989 est.	1990 est.
Operating income: Vessel operations:			
Revenue	122,085	116,355	59,000
Expense	210,802	116,355	-59,000
Net income or loss (-)	-88,717		

Financial Condition (in thousands of dollars)

	1987 actual	1988 actual	1989 est.	1990 est.
Assets:				
Selected assets:				
Fund balance with Treasury	5,042	7,020	7,020	7,020
Accounts receivable (net)	145,206	51,209	51,209	51,209
Other assets (net)	138,166	162,479	162,479	162,479
Total assets	288,414	220,708	220,708	220,708
Liabilities:				
Total liabilities: Accounts payable including funded accrued liabilities	7,427	28,438	28,438	28,438
Government equity:				
Selected equities:				
Unexpended budget authority:				
Unobligated balance	29,843	78,355		
Undelivered orders	148,830	62,992	29,791	29,791
Unfinanced budget authority:				
Unfilled customer orders	-36,033	-108,556		
Invested capital	138,347	159,479	162,479	162,479
Total Government equity	280,987	192,270	192,270	192,270

WAR RISK INSURANCE REVOLVING FUND

Program and Financing (in thousands of dollars)

Identification code	69-4302-0-3-403	1988 actual	1989 est.	1990 est.
Program by activities:				
00.01	Underwriting agents' fees	30	40	40
00.02	Appraisal contractors' fees	175	225	225
10.00	Total obligations (object class 25.0)	205	265	265
Financing:				
11.00	Offsetting collections from: Federal funds	-317	-1,400	-1,400
21.98	Unobligated balance available, start of year: Fund balance	-16,496	-16,607	-17,742
24.98	Unobligated balance available, end of year: Fund balance	16,607	17,742	18,877
39.00	Budget authority			
Relation of obligations to outlays:				
71.00	Obligations incurred, net	-111	-1,135	-1,135
72.10	Receivables in excess of obligations, start of year	-1,741	-936	-1,171

74.10	Receivables in excess of obligations, end of year.....	936	1,171	1,406
90.00	Outlays.....	-916	-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. Legislation to reauthorize this program will be proposed.

Revenue and Expense (in thousands of dollars)

	1988 actual	1989 est.	1990 est.
Operating income or loss:			
Revenue.....			
Expense.....	205	265	265
Net operating loss.....	-205	-265	-265
Nonoperating income: Interest from U.S. securities.....	317	1,400	1,400
Net income for the year.....	112	1,135	1,135

Financial Condition (in thousands of dollars)

	1987 actual	1988 actual	1989 est.	1990 est.
Assets:				
Selected assets:				
Fund balance with Treasury.....	35	241	241	241
U.S. securities (par).....	14,720	15,429	16,564	17,699
Accounts receivable (net).....	2,151	975	975	975
Total assets.....	16,906	16,645	17,780	18,915
Liabilities:				
Selected liabilities: Accounts payable including funded accrued liabilities.....	411	38	38	38
Government equity:				
Selected equities:				
Unexpended budget authority:				
Unobligated balance.....	16,495	16,607	17,742	18,877
Total Government equity.....	16,495	16,607	17,742	18,877

Trust Funds

SPECIAL STUDIES, SERVICES AND PROJECTS

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
69-8547-0-7-403			
Program by activities:			
10.00 Total obligations (object class 25.0).....		100	100
Financing:			
17.00 Recovery of prior year obligations.....	-57		
21.40 Unobligated balance available, start of year.....	-44	-47	-47
24.40 Unobligated balance available, end of year.....	47	47	47
25.00 Unobligated balance lapsing.....	57		
Budget authority (appropriation) (permanent, indefinite).....	3	100	100
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....		100	100
72.40 Obligated balance, start of year.....	629	565	565
74.40 Obligated balance, end of year.....	-565	-565	-565
78.00 Adjustments in unexpired accounts.....	-57		
90.00 Outlays.....	7	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	1988 actual	1989 est.	1990 est.
69-8503-0-7-403			
Program by activities:			
10.00 Total obligations (object class 25.0).....	16	10	10
Financing:			
Unobligated balance available, start of year:			
21.40 Treasury balance.....	-15	-10	-10
21.40 U.S. securities (par).....	-34	-25	-25
Unobligated balance available, end of year.....			
24.40 Treasury balance.....	10	10	10
24.40 U.S. securities (par).....	25	25	25
Budget authority (appropriation) (permanent, indefinite).....	2	10	10
Relation of obligations to outlays:			
71.00 Obligation incurred, net.....	16	10	10
72.40 Obligated balance, start of year.....	1	6	6
74.40 Obligated balance, end of year.....	-6	-6	-6
90.00 Outlays.....	12	10	10

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, 1989.*)

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. (*Department of Transportation and Related Agencies Appropriations Act, 1989.*)

Public enterprise funds—Continued
SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION—Continued
Program and Financing (in thousands of dollars)

Identification code 69-4089-0-3-403	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01 Administrative expenses	1,700	2,020	2,020
00.02 Other operations and maintenance	9,328	9,880	10,668
10.00 Total obligations	11,028	11,900	12,688
Financing:			
Offsetting collections from:			
13.00 Trust funds	-10,806	-11,100	-11,788
14.00 Non-Federal sources: Revenue	-1,149	-1,000	-1,000
Unobligated balance available, start of year:			
21.47 Authority to borrow	-3,200	-3,200	-3,200
21.98 Fund balance	-9,134	-10,061	-10,261
Unobligated balance available, end of year:			
24.47 Authority to borrow	3,200	3,200	3,200
24.98 Fund balance	10,061	10,261	10,361
39.00 Budget authority			
Relation of obligations to outlays:			
71.00 Obligations incurred, net	-927	-200	-100
72.98 Obligated balance, start of year: Fund balance	1,936	851	851
74.98 Obligated balance, end of year: Fund balance	-851	-851	-851
90.00 Outlays	157	-200	-100

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS
(In thousands of dollars)

Enacted/requested:	1988 actual	1989 est.	1990 est.
Budget authority			
Outlays	157	-200	-100
Proposed for later transmittal under proposed legislation:			
Budget authority			1,988
Outlays			
Total:			
Budget authority			
Outlays	157	-200	-100

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.

For fiscal year 1990, the Corporation estimates it will collect income of \$12.8 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)

	1988 actual	1989 est.	1990 est.
Operating income or loss:			
Operating program:			
Revenue:			
Shipping tolls			
Other	11,955	12,100	12,788
Total revenue	11,955	12,100	12,788
Expense:			
Administrative	1,700	2,020	2,020
Operations	9,328	9,880	10,668
Total expense	11,028	11,900	12,688

Net operating income	927	200	100
Nonoperating income or loss:			
Provision for depreciation and losses	2,060	2,080	2,100
Net nonoperating loss	-2,060	-2,080	-2,100
Net income or loss (=) for the year	-1,133	-1,880	-2,000

Financial Condition (in thousands of dollars)

	1987 actual	1988 actual	1989 est.	1990 est.
Assets:				
Selected assets:				
Fund balance with Treasury	11,070	10,996	10,996	11,096
Accounts receivable, net	814	2,466	2,466	2,466
Accrued tolls, receivable unbilled	470	339	339	339
Selected assets, supplies	698	780	780	780
Fixed assets, net	96,411	95,064	94,164	93,064
Total assets	109,463	109,645	108,745	107,745

Liabilities:

Selected liabilities:				
Accounts payable including funded accrued liabilities	2,483	2,354	2,354	2,354

Government equity:

Selected equities:				
Unexpended budget authority:				
Unobligated balance:				
Regular	12,334	11,884	11,884	11,884
Reserve				
Undelivered orders	737	1,377	1,377	1,377
Unfinanced budget authority:				
Borrowing authority	-3,200	-3,200	-3,200	-3,200
Invested capital	-97,109	97,230	96,330	95,330
Total Government equity	106,980	107,291	106,391	105,391

Object Classification (in thousands of dollars)

Identification code 69-4089-0-3-403	1988 actual	1989 est.	1990 est.
Personnel compensation:			
11.1 Full-time permanent	3,771	5,360	5,307
11.3 Other than full-time permanent	128	175	185
11.5 Other personnel compensation	269	285	299
11.9 Total personnel compensation	4,168	5,820	5,791
12.1 Civilian personnel benefits	981	1,290	1,481
21.0 Travel and transportation of persons	138	270	283
23.1 Rental payments to GSA	68	156	160
23.3 Communications, utilities, and miscellaneous charges	160	227	238
24.0 Printing and reproduction	32	38	40
25.0 Other services	493	610	641
26.0 Supplies and materials	1,146	1,289	1,354
31.0 Equipment	314	595	2,260
32.0 Land and structures	1,828	1,605	440
93.0 Administrative expenses (see separate schedule)	1,700		
99.0 Subtotal obligations, revolving accounts	11,028	11,900	12,688
11.1 Full-time permanent	1,089		
11.3 Other than full-time permanent	42		
11.9 Total personnel compensation	1,131		
12.1 Personnel benefits: Civilian	170		
21.0 Travel and transportation of persons	110		
23.1 Rental payments to GSA	59		
23.3 Communications, utilities, and miscellaneous charges	56		
24.0 Printing and reproduction	4		
25.0 Other services	88		
26.0 Supplies and materials	82		
93.0 Limitation on expenses	-1,700		
99.0 Subtotal obligations, limitation account, reimbursable			
99.9 Total obligations	11,028	11,900	12,688

Personnel Summary

Total number of full-time permanent positions.....	192	184	179
Total compensable workyears:			
Full-time equivalent employment.....	169	186	181
Full-time equivalent of overtime and holiday hours.....	4	6	6

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	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations.....			
Financing:			
Offsetting collections from:			
13.00 Trust funds.....			11,788
14.00 Non-Federal sources.....			-9,800
24.98 Unobligated balance available, end of year.....			-1,988
39.00 Budget authority.....			
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....			1,988
90.00 Outlays.....			1,988

Legislation will be proposed to return the Corporation to direct toll financing in 1990.

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, **[\$11,100,000]** \$11,788,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662. (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-8003-0-7-403	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations (object class 25.0).....	10,806	11,100	11,788
Financing:			
40.00 Budget authority (appropriation).....	10,806	11,100	11,788
Relation obligations to outlays:			
71.00 Obligations incurred, net.....	10,806	11,100	11,788
72.40 Obligated balance, start of year.....		1,471	
74.40 Obligated balance, end of year.....	-1,471		
90.00 Outlays.....	9,335	12,571	11,788

SUMMARY OF BUDGET AUTHORITY AND OUTLAYS

(in thousands of dollars)

	1988 actual	1989 est.	1990 est.
Enacted/requested:			
Budget authority.....	10,806	11,100	11,788
Outlays.....	9,335	12,571	11,788
Proposed for later transmittal under proposed legislation:			
Budget authority.....			-11,788
Outlays.....			-11,788
Total:			
Budget authority.....	10,806	11,100	
Outlays.....	9,335	12,571	

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	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations (object class 25.0).....			-11,788
Financing:			
40.00 Budget authority (appropriation).....			-11,788
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....			-11,788
90.00 Outlays.....			-11,788

Legislation will be proposed to replace Harbor Maintenance Trust Fund financing of the Corporation's activities with direct financing from toll and other revenues for 1990.

OFFICE OF THE INSPECTOR GENERAL

Federal Funds

General and special funds:

SALARIES AND EXPENSES

For necessary expenses of the Office of Inspector General in carrying out the provisions of the Inspector General Act of 1978, as amended, **[\$29,000,000]** \$32,475,000. (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-0130-0-1-407	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01 Total direct program.....	27,711	29,000	32,475
01.01 Reimbursable program.....	62	565	67
10.00 Total obligations.....	27,773	29,565	32,542
Financing:			
11.00 Offsetting collections from: Federal funds.....	-62	-565	-67
25.00 Unobligated balance lapsing.....	187		
40.00 Budget authority (appropriation).....	27,898	29,000	32,475
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	27,711	29,000	32,475
72.40 Obligated balance, start of year.....	4,161	2,455	3,944
74.40 Obligated balance, end of year.....	-2,455	-3,944	-4,417
77.00 Adjustments in expired accounts.....	-1,117		
90.00 Outlays.....	28,299	27,511	32,002

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	1988 actual	1989 est.	1990 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent.....	17,387	18,676	19,303
11.3 Other than full-time permanent.....	236	238	241
11.5 Other personnel compensation.....	331	340	340
11.9 Total personnel compensation.....	17,954	19,254	19,884
12.1 Civilian personnel benefits.....	2,712	2,853	3,025
13.0 Benefits for former personnel.....	1	15	15

General and special funds—Continued
SALARIES AND EXPENSES—Continued

Object Classification (in thousands of dollars)—Continued

Identification code	69-0130-0-1-407	1988 actual	1989 est.	1990 est.
21.0	Travel and transportation of persons	1,491	1,700	1,849
22.0	Transportation of things.....	14	26	36
23.1	Rental payments to GSA.....	1,603	1,621	1,926
23.2	Rental payments to others.....	62	65	68
23.3	Communications, utilities, and miscellaneous charges...	565	620	650
24.0	Printing and reproduction	100	99	103
25.0	Other services.....	2,703	2,498	4,143
26.0	Supplies and materials.....	186	196	253
31.0	Equipment.....	318	50	520
42.0	Insurance claims and indemnities.....	4	3	3
99.0	Subtotal, direct obligations	27,711	29,000	32,475
99.0	Reimbursable obligations.....	62	565	67
99.9	Total obligations	27,773	29,565	32,542

Personnel Summary

Total number of full-time permanent positions.....	460	467	470
Total compensable workyears:			
Full-time equivalent employment.....	446	467	470
Full-time equivalent of overtime and holiday hours	1	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, **[\$14,800,000] \$17,541,000**, of which **[\$1,650,000] \$1,645,000** 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 for aviation information management. (*Department of Transportation and Related Agencies Appropriations Act, 1989; additional authorizing legislation to be proposed for \$10,681,000.*)

Program and Financing (in thousands of dollars)

Identification code	69-0104-0-1-407	1988 actual	1989 est.	1990 est.
Program by activities:				
Direct program:				
00.01	Operations.....	10,824	13,150	15,896
00.02	Research and development	2,078	1,694	1,645
00.03	Grants.....	511		
00.91	Total direct program	13,413	14,844	17,541
01.01	Reimbursable program.....	2,538	1,500	1,500
10.00	Total obligations.....	15,951	16,344	19,041
Financing:				
Offsetting collections from:				
11.00	Federal funds.....	-2,410	-1,400	-1,400
14.00	Non-Federal sources.....	-128	-100	-100
17.00	Recovery of prior year obligations	-157		
21.40	Unobligated balance available, start of year.....	-537	-44	
24.40	Unobligated balance available, end of year.....	44		
25.00	Unobligated balance lapsing	69		
40.00	Budget authority (appropriation).....	12,832	14,800	17,541
Relation of obligations to outlays:				
71.00	Obligations incurred, net	13,413	14,844	17,541
72.40	Obligated balance, start of year	6,141	3,909	5,032
74.40	Obligated balance, end of year.....	-3,909	-5,032	-8,037
77.00	Adjustments in expired accounts	-67		
78.00	Adjustments in unexpired accounts	-157		
90.00	Outlays.....	15,422	13,721	14,536

The Research and Special Programs Administration serves as a research, analytical, and technical development arm of the Department for multimodal research and development, as well as special programs. Particular emphasis is given to transportation of hazardous cargo by all modes of transportation. In addition, funding is provided for the management and execution of the Office of Aviation Information Management, Office of Emergency Transportation, the Transportation Safety Institute and the Transportation System Center.

In 1990, the budget proposes the addition of four inspectors to strengthen the hazardous materials regulatory and enforcement programs. In addition, the budget proposes to consolidate most departmental funding for the aviation information management program in this account.

Object Classification (in thousands of dollars)

Identification code	69-0104-0-1-407	1988 actual	1989 est.	1990 est.
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	5,154	6,217	6,477
11.3	Other than full-time permanent.....	572	600	60
11.5	Other personnel compensation	13	20	2
11.9	Total personnel compensation	5,739	6,837	7,099
12.1	Civilian personnel benefits	801	894	92
21.0	Travel and transportation of persons	325	238	26
22.0	Transportation of things.....	4	6	
23.1	Rental payments to GSA.....	739	799	1,12
23.3	Communications, utilities, and miscellaneous charges...	291	168	18
24.0	Printing and reproduction	181	183	17
25.0	Other services.....	4,793	5,641	7,68
26.0	Supplies and materials.....	22	47	3
31.0	Equipment.....	5	31	3
41.0	Grants, subsidies, and contributions	513		
99.0	Subtotal, direct obligations.....	13,413	14,844	17,54
99.0	Reimbursable obligations	2,538	1,500	1,50
99.9	Total obligations	15,951	16,344	19,04

Personnel Summary

Total number of full-time permanent positions.....	139	156	16
Total compensable workyears:			
Full-time equivalent employment.....	154	169	17
Full-time equivalent of overtime and holiday hours	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, **[\$9,300,000] \$9,848,000**, to be derived from the Pipeline Safety Fund, of which **[\$5,125,000] \$5,225,000** shall remain available until expended. (*Department of Transportation and Related Agencies Appropriations Act, 1989.*)

Amounts Available for Appropriation (in thousands of dollars)

	1988 actual	1989 est.	1990 est.
Unappropriated balance, start of year.....	17,060	17,060	17,06
Receipts	8,550	9,300	9,84
Total:			
Available for appropriation.....	25,610	26,360	26,90
Appropriation	-8,550	-9,300	-9,84
Unappropriated balance, end of year.....	17,060	17,060	17,06

Program and Financing (in thousands of dollars)

Identification code 69-5172-0-2-407	1988 actual	1989 est.	1990 est.
Program by activities:			
00.01 Operations.....	3,632	4,175	4,623
00.02 Research and development.....	618	725	725
00.03 Grants.....	4,261	4,403	4,500
10.00 Total obligations.....	8,511	9,303	9,848
Financing:			
21.40 Unobligated balance available, start of year.....		-3	
24.40 Unobligated balance available, end of year.....	3		
25.00 Unobligated balance lapsing.....	36		
40.00 Budget authority (appropriation).....	8,550	9,300	9,848
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	8,511	9,303	9,848
72.40 Obligated balance, start of year.....		3,916	465
74.40 Obligated balance, end of year.....	-3,916	-465	-492
90.00 Outlays.....	4,595	12,754	9,821

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	1988 actual	1989 est.	1990 est.
Personnel compensation:			
11.1 Full-time permanent.....	1,924	1,955	2,041
11.3 Other than full-time permanent.....	11	12	12
11.5 Other personnel compensation.....	1	2	2
11.9 Total personnel compensation.....	1,936	1,969	2,055
12.1 Civilian personnel benefits.....	298	261	272
21.0 Travel and transportation.....	278	322	329
22.0 Transportation of things.....	8	2	3
23.1 Rental payments to GSA.....	329	296	423
23.3 Communications, utilities, and miscellaneous charges.....	94	78	82
24.0 Printing and reproduction.....	23	30	32
25.0 Other services.....	1,259	1,920	2,132
26.0 Supplies and materials.....	12	14	13
31.0 Equipment.....	3	8	7
41.0 Grants, subsidies, and contributions.....	4,271	4,403	4,500
99.9 Total obligations.....	8,511	9,303	9,848

Personnel Summary

Total number of full-time permanent positions.....	47	48	51
Total compensable workyears: Full-time equivalent employment.....	47	48	50

Intragovernmental funds:

WORKING CAPITAL FUND, TRANSPORTATION SYSTEMS CENTER

Program and Financing (in thousands of dollars)

Identification code 69-4522-0-4-407	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations.....	113,279	110,000	110,000
Financing:			
Offsetting collections from:			
11.00 Federal funds.....	-82,753	-89,229	-87,638
13.00 Trust funds.....	-21,115	-22,767	-22,362
14.00 Non-Federal sources.....	-245	-50	

17.00 Recovery of prior year obligations.....	-808		
21.98 Unobligated balance available, start of year: Fund balance.....	-19,609	-11,251	-13,297
24.98 Unobligated balance available, end of year: Fund balance.....	11,251	13,297	13,297
39.00 Budget authority.....			
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	9,166	-2,047	
72.98 Obligated balance, start of year: Fund balance.....	32,079	39,124	37,077
74.98 Obligated balance, end of year: Fund balance.....	-39,124	-37,077	-37,077
78.00 Adjustments in unexpired accounts.....	-808		
90.00 Outlays.....	1,314		

The Working Capital Fund finances multidisciplinary research, evaluation, analytical and related 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 will propose legislation to authorize evaluation of options for defederalization of TSC.

Object Classification (in thousands of dollars)

Identification code 69-4522-0-4-407	1988 actual	1989 est.	1990 est.
Personnel compensation:			
11.1 Full-time permanent.....	21,344	22,921	23,283
11.3 Other than full-time permanent.....	706	733	733
11.5 Other personnel compensation.....	567	609	619
11.9 Total personnel compensation.....	22,617	24,263	24,635
12.1 Civilian personnel benefits.....	3,296	3,536	3,590
13.0 Benefits for former personnel.....	6	6	6
21.0 Travel and transportation of persons.....	1,339	1,590	1,750
22.0 Transportation of things.....	154	160	165
23.3 Communications, utilities, and miscellaneous charges.....	2,831	2,936	3,038
24.0 Printing and reproduction.....	320	311	311
25.0 Other services.....	67,295	61,335	59,112
26.0 Supplies and materials.....	2,838	2,756	2,756
31.0 Equipment.....	11,771	11,430	11,430
32.0 Land and structures.....	811	1,677	3,207
42.0 Insurance claims and indemnities.....	1		
99.9 Total obligations.....	113,279	110,000	110,000

Personnel Summary

Total number of full-time permanent positions.....	527	520	518
Total compensable workyears:			
Full-time equivalent employment.....	541	522	520
Full-time equivalent of overtime and holiday hours.....	3	3	3

OFFICE OF THE SECRETARY

Federal Funds

General and special funds:

SALARIES AND EXPENSES

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; \$1,071,000 for the Immediate Office of the Secretary; \$464,000 for the Immediate Office of the Deputy Secretary; \$6,000,000 for the Office of the General Counsel; \$7,950,000 for the Office of the Assistant Secretary for Policy and International Affairs; \$2,241,000 for the Office of the Assistant Secretary for Budget and Programs; \$2,265,000 for the Office of the Assistant Secretary for Governmental Affairs; \$24,300,000 for the Office of the Assistant Secretary for Administration; \$1,455,000 for the Office of the Assistant Secretary for Public Affairs; \$824,000 for the Executive Secretariat; \$440,000 for the Contract Appeals Board; \$1,305,000 for the Office of

General and special funds—Continued

SALARIES AND EXPENSES—Continued

Civil Rights; \$585,000 for the Office of Commercial Space Transportation; \$1,727,000 for the Office of Essential Air Service; and \$3,915,000 for the Office of Small and Disadvantaged Business Utilization], \$56,481,000, of which [\$3,000,000] \$2,600,000 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. (*Department of Transportation and Related Agencies Appropriations Act, 1989.*)

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
Program by activities:			
Direct program:			
00.01	50,973	51,542	53,881
00.02	1,657	3,444	2,600
00.91	52,630	54,986	56,481
01.01	4,680	9,446	9,600
10.00	57,310	64,432	66,081
Financing:			
11.00	-4,680	-9,446	-9,600
17.00	-1,561		
21.40	-540	-444	
22.40	-15,360		
24.40	444		
25.00	379		
40.00	35,992	54,542	56,481
Relation of obligations to outlays:			
71.00	52,630	54,986	56,481
72.40	14,999	8,035	6,121
74.40	-8,035	-6,121	-6,310
77.00	66		
78.00	-1,561		
90.00	58,099	56,900	56,292

Status of Direct Loans (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
Cumulative balance of direct loans outstanding:			
1210	11,002	15,342	16,342
1231	4,340	1,000	1,000
1290	15,342	16,342	17,342

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. The budget reflects proposed reductions associated with the proposed termination of the Essential Air Service program by October 1, 1989.

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	1988 actual	1989 est.	1990 est.
Direct obligations:			
Personnel compensation:			
11.1	29,225	29,740	30,741
11.3	962	1,107	1,987
11.5	717	641	65
11.8	112	138	131
11.9	31,016	31,626	32,511
12.1	3,844	4,518	4,601
13.0	17	77	71
21.0	435	476	501
22.0	13	50	51
23.1	5,324	5,430	6,401
23.3	1,253	1,557	1,671
24.0	1,096	978	1,121
25.0	6,277	8,934	8,141
26.0	208	240	271
31.0	96	100	101
33.0	2,740	1,000	1,001
41.0	311		
99.0	52,630	54,986	56,481
99.0	4,680	9,446	9,601
99.9	57,310	64,432	66,081

Personnel Summary

Direct:			
Total number of full-time permanent positions	698	663	662
Total compensable workyears:			
Full-time equivalent employment	660	652	655
Full-time equivalent of overtime and holiday hours	5	5	5
Reimbursable:			
Total number of full-time permanent positions	17	19	14
Total compensable workyears: Full-time equivalent employment	24	52	47

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

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, [\$5,600,000] \$8,126,000. (*Department of Transportation and Related Agencies Appropriations Act, 1989.*)

Program and Financing (in thousands of dollars)

Identification code	1988 actual	1989 est.	1990 est.
Program by activities:			
Direct program:			
00.01	4,213	2,800	4,274
00.02	155	110	265
00.03	1,346	2,810	3,587
00.91	5,715	5,720	8,126
01.01	225	5,985	500
10.00	5,940	11,705	8,626
Financing:			
11.00	-225	-5,985	-500
17.00	35		
21.40	-813	-120	
24.40	120		
39.00	4,987	5,600	8,126
Budget authority:			
40.00		5,600	8,126
42.00	4,987		
43.00	4,987	5,600	8,126
Relation of obligations to outlays:			
71.00	5,715	5,720	8,126
72.40	2,884	3,346	3,871
74.40	-3,346	-3,871	-5,385

78.00	Adjustments in unexpired accounts.....	-35		
90.00	Outlays.....	5,227	5,195	6,612

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 responsibilities defined in Executive Order 12465 to encourage, facilitate, and promote commercial space launches by the United States private sector and to license and regulate commercial launches, launch site operations and certain payloads under the Commercial Space Launch Act (Public Law 98-575).

Object Classification (in thousands of dollars)

Identification code 69-0142-0-1-407	1988 actual	1989 est.	1990 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent.....	1,695	1,777	1,811
11.3 Other than full-time permanent.....	314	175	178
11.5 Other personnel compensation.....	18	43	43
11.9 Total personnel compensation.....	2,027	1,995	2,032
12.1 Civilian personnel benefits.....	215	279	290
21.0 Travel and transportation of persons.....	27	44	44
23.3 Communications, utilities, and miscellaneous charges.....		35	40
24.0 Printing and reproduction.....	43	35	40
25.0 Other services.....	3,368	3,315	5,658
26.0 Supplies and materials.....	12	10	10
31.0 Equipment.....	23	7	12
99.0 Subtotal, direct obligations.....	5,715	5,720	8,126
99.0 Reimbursable obligations.....	225	5,985	500
99.9 Total obligations.....	5,940	11,705	8,626

Personnel Summary

Direct:			
Total number of full-time permanent positions.....	34	33	33
Total compensable workyears: Full-time equivalent employment.....	38	36	36

ACTIVITIES TRANSFERRED FROM SALARIES AND EXPENSES, INTERSTATE COMMERCE COMMISSION

(Proposed for later transmittal, proposed legislation)

Program and Financing (in thousands of dollars)

Identification code 69-0110-2-1-401	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations.....			16,289
Financing:			
40.00 Budget authority (appropriation).....			16,289
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....			16,289
74.40 Obligated balance, end of year.....			-1,629
90.00 Outlays.....			14,660

Legislation will be proposed to sunset the Interstate Commerce Commission at the end of 1989 and transfer residual rail functions to the Department of Transportation. 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 69-0110-2-1-401	1988 actual	1989 est.	1990 est.
Personnel compensation:			
11.1 Full-time permanent.....			12,496
11.3 Other than full-time permanent.....			210
11.5 Other personnel compensation.....			180
11.9 Total personnel compensation.....			12,886
12.1 Civilian personnel benefits.....			1,381
13.0 Benefits for former personnel.....			230
21.0 Travel and transportation of persons.....			255
23.1 Rental payments to GSA.....			725
23.3 Communications, utilities, and miscellaneous charges.....			275
24.0 Printing and reproduction.....			85
25.0 Other services.....			315
26.0 Supplies and materials.....			65
31.0 Equipment.....			72
99.9 Total obligations.....			16,289

Personnel Summary

Total number of full-time permanent positions.....	241
Total compensable workyears: Full-time equivalent employment.....	241

[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. 1389), as is payable by the Department of Transportation, \$25,000,000, to remain available until expended.] (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code 69-0150-0-1-402	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Section 419 subsidy (total obligations) (object class 41.0).....	28,393	25,140	
Financing:			
17.00 Recovery of prior year obligations.....	-145		
21.40 Unobligated balance available, start of year.....	-19,998	-140	
22.40 Unobligated balance transferred, net.....	15,360		
24.40 Unobligated balance available, end of year.....	140		
39.00 Budget authority.....	23,750	25,000	

General and special funds—Continued

[PAYMENTS TO AIR CARRIERS]—Continued

Program and Financing (in thousands of dollars)—Continued

Identification code	69-0150-0-1-402	1988 actual	1989 est.	1990 est.
Budget authority:				
40.00	Appropriation	28,500	25,000	
41.00	Transferred to other accounts	-4,750		
43.00	Appropriation (adjusted)	23,750	25,000	
Relation of obligations to outlays:				
71.00	Obligations incurred, net	28,393	25,140	
72.10	Receivables in excess of obligations, start of year	-152		
72.40	Obligated balance, start of year		1,855	2,245
74.10	Receivables in excess of obligations, end of year			
74.40	Obligated balance, end of year	-1,855	-2,245	
78.00	Adjustments in unexpired accounts	-145		
90.00	Outlays	26,241	24,750	2,245

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 1990 and legislation will be proposed to effect termination by October 1, 1989.

Intragovernmental funds:

WORKING CAPITAL FUND

Necessary expenses for operating costs and capital outlays of the Department of Transportation Working Capital Fund not to exceed \$130,350,000. \$144,400,000 shall be paid in accordance with law, from appropriations made available by this Act and prior appropriations Acts to the Department of Transportation, together with advances and reimbursements received by the Department of Transportation; and including, for necessary expenses associated with the development of the Departmental Accounting and Financial Information System and automation equipment, \$3,200,000; \$6,150,000, to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1989.)

Program and Financing (in thousands of dollars)

Identification code	69-4520-0-4-407	1988 actual	1989 est.	1990 est.
Program by activities:				
Operating expenses:				
Publishing and graphics activities:				
00.01	Direct operating expenses	14,789	13,965	14,357
00.02	Overhead expenses	463	391	262
Support services activities:				
00.10	Direct operating expenses	61,748	67,690	76,617
00.11	Overhead expenses	1,933	1,896	1,397
Library services:				
00.20	Direct operating expenses	2,786	2,857	3,186
00.21	Overhead expenses	87	80	58
Transportation computer activities:				
00.30	Direct operating expenses	24,610	36,737	42,640
00.31	Overhead expenses	770	1,029	778
00.91	Total operating expenses	107,186	124,645	139,295
Capital investment: Purchase of equipment:				
01.01	Publishing and graphics activities		686	760
01.02	Support services activities	289	474	146
01.03	Library services			6
01.04	Transportation computer activities	1,182	4,545	4,193
01.91	Total capital investment	1,471	5,705	5,105
10.00	Total obligations	108,657	130,350	144,400

Financing:

11.00	Offsetting collections from: Federal funds	-111,693	-123,688	-136,942
17.00	Recovery of prior year obligations	4,321		
21.98	Unobligated balance available, start of year	-3,460	-12,595	-9,133
24.98	Unobligated balance available, end of year	12,595	9,133	7,825
25.00	Unobligated balance lapsing	26		
40.00	Budget authority (appropriation)	1,895	3,200	6,150
Relation of obligations to outlays:				
71.00	Obligations incurred, net	9,036	6,662	7,458
72.40	Obligated balance, start of year	2,307	8,087	10,049
74.40	Obligated balance, end of year	8,087	10,049	11,357
78.00	Adjustments in unexpired accounts	-4,321		
90.00	Outlays	-13,137	4,700	6,150

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 (DAFIS). Funds requested for 1990 will accelerate completion of DAFIS and provide for additional office automation.

Object Classification (in thousands of dollars)

Identification code	69-4520-0-4-407	1988 actual	1989 est.	1990 est.
Personnel compensation:				
11.1	Full-time permanent	9,053	10,532	10,770
11.3	Other than full-time permanent	605	322	326
11.5	Other personnel compensation	268	297	295
11.9	Total personnel compensation	9,926	11,151	11,391
12.1	Civilian personnel benefits	1,385	1,550	1,583
13.0	Benefits for former personnel	1,297	1,200	1,200
21.0	Travel and transportation of persons	207	393	315
22.0	Transportation of things		81	93
23.1	Rental payments to GSA	49,628	50,762	59,014
23.3	Communications, utilities, and miscellaneous charges	3,270	9,433	10,737
24.0	Printing and reproduction	45		
25.0	Other services	38,955	49,071	53,006
26.0	Supplies and materials	1,285	2,584	2,742
31.0	Equipment	2,659	4,125	4,319
99.9	Total obligations	108,657	130,350	144,400

Personnel Summary

Total number of full-time permanent positions.....	309	311	311
Total compensable workyears:			
Full-time equivalent employment.....	312	327	327
Full-time equivalent of overtime and holiday hours.....	3	2	2

Trust Funds

GIFTS AND BEQUESTS

Program and Financing (in thousands of dollars)

Identification code 69-8548-0-7-407	1988 actual	1989 est.	1990 est.
Program by activities:			
10.00 Total obligations (object class 25.0).....			
Financing:			
21.40 Unobligated balance available, start of year: Treasury balance.....	-29	-29	-29
24.40 Unobligated balance available, end of year: Treasury balance.....	29	29	29
39.00 Budget authority.....			
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....			
72.40 Obligated balance, start of year: U.S. securities (par).....	383		
80.00 Outlays.....	383		

Donations received are available for transportation activities.

TITLE III—GENERAL PROVISIONS

(INCLUDING TRANSFER OF FUNDS AND RESCISSION)

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 for the Panama Canal Commission may be appropriated 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 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. 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. 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. (a) For fiscal year 1989 1990 the Secretary of Transportation shall distribute the obligation limitation for Federal-aid highways by allocation in the ratio which sums 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, 1988 1989, 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. Provided, That this subsection shall not apply to funds obligated for the Dan Ryan Expressway.

(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, 1989 1990, 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 1989 1990 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 1968, section 320 of title 23, United States Code; projects authorized by Public Law 99-500, public Law 99-591 and Public Law 100-202; or projects covered under subsections 149 (b) and (c) of Public Law 100-17.

(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 1989 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, 1989, 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 103(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, 1989, 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 103(e)(4) of such title,

which would not be obligated in fiscal year 1989 if the total amount of the obligation limitation provided for such fiscal year in this Act were utilized.]

[(g) Paragraph (e) shall not apply to any State which on or after August 1, 1989, has the amount distributed to such State under paragraph (a) for fiscal year 1989 reduced under paragraph (c)(2).]

(e) 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 1990 and in each fiscal year thereafter.

(f) 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. 310. *Notwithstanding any other provision of law, with the exception of section 125 of Title 23, U.S.C., effective October 1, 1989 and thereafter, the Federal share of the cost of any highway or bridge project authorized or funded under this or any other Act, that is not federally owned, shall not exceed 80 percent of the cost of such project for those projects where, prior to October 1, 1989, the Federal share of such project would have been 100 percent.*

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

[SEC. 312. Not to exceed \$276,000 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 followup;

(7) the status of the 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. 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. 321. 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. 322. (a) 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 102 percent of the rates paid during fiscal year 1988; 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 1988 or prohibit an expansion of rental space or services with the use of funds otherwise appropriated in this Act.]

[(b) Notwithstanding any other provision of law, fiscal year 1989 obligations and outlays of "General Services Administration, Federal Buildings Fund" are reduced by an amount equal to the revenue reduction to such Fund pursuant to subsection (a).]

[SEC. 323. 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. [324] 315. 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. 325. (a) The waters described in subsection (b) are declared to be nonnavigable waters of the United States for purposes of the General Bridge Act of 1946 (33 U.S.C. 525 et seq.).]

[(b) The waters referred to in subsection (a) are a drainage canal which—

(1) is an unnamed tributary of the creek known as Newton Creek, located at block 641 (formerly designated as block 860) in the city of Camden, New Jersey;

(2) Originates at the north bank of Newton Creek approximately 1,200 feet east of the confluence of Newton Creek and the Delaware River; and

(3) terminates at drainage culverts on the west side of Interstate Highway 676.]

[SEC. 326. TEXAS TOLL ROAD PILOT PROGRAM.—Section 129(j) of title 23, United States Code, is amended—

(1) in paragraph (6) by inserting "(and, in the case of the State of Texas, the Texas Turnpike Authority)" after State highway department"; and

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

"(10) **SPECIAL RULE FOR FUNDING OF TEXAS PROJECT.—**Upon request of the Texas Department of Highways and Public Transportation and subject to such terms and conditions as such Department and the Texas Turnpike Authority may agree, the Secretary shall reimburse the Texas Turnpike Authority for the Federal share of the costs of construction of the project carried out in the State of Texas under this subsection in the same manner and to the same extent as such Department would be reimbursed if such project was being carried out by such Department. The reimbursement of funds under this paragraph shall be from sums apportioned to the State of Texas under this chapter and available for obligation on projects on the Federal-aid primary system in such State.".]

[SEC. 327. (a) INTERNATIONAL ZARAGOSA BRIDGE.—For 50 percent of the total expenses necessary to construct the International Zaragosa Bridge in El Paso, Texas, \$3,000,000 is hereby appropriated to remain available until expended: *Provided*, That notwithstanding any other provision of law, the Secretary shall make these funds available to the City of El Paso to pay for 100 percent of the cost of the United States portion of the bridge, the construction of which shall be carried out in the same manner as other similar Federal-aid highway projects; *Provided further*, That funds appropriated under this section shall not be available until an agreement has been reached between all involved entities to repay the United States Treasury over a 30-year time period for the amount appropriated herein, plus interest, out of any tolls collected.]

[(b) RESCISSION.—Notwithstanding any other provision of law, there is hereby rescinded, effective October 1, 1988, \$3,000,000 of the funds apportioned to the State of Texas pursuant to section 157 of title 23, United States Code: *Provided*, That this rescission shall have no effect on any takedowns or limitations already made from these funds.]

[SEC. 329. This section shall expire on December 31, 1990. Notwithstanding any other provision of law, none of the funds provided by this Act or any previous or subsequent Act shall be used to plan, design, construct, or approve an interchange or any other highway facility providing access to or from I-66 between the existing United States Route 29 interchange at Gainesville (I-66 exit numbered 10) and the existing Route 234 interchange (I-66 exit numbered 11); nor shall any funds provided by this Act or any previous or subsequent Act be used to plan, design, construct, or approve an interchange or any other highway facility providing access to or from United States Route 29 between the existing I-66 interchange at Gainesville (I-66 exit numbered 10) and the existing Route 234 intersection; nor shall any funds provided by this Act or any previous or subsequent Act be used to plan, design, construct, or approve an interchange or any other highway facility that provides access to or from adjacent properties and the proposed Route 234 Bypass between I-66 and United States Route 29: *Provided*, That this section shall not apply to the use of Federal funds necessary to make safety-related improvements to existing roads.]

SEC. [330] 316. [(a) UMTA CHARTER SERVICE RULE.—Notwithstanding any other provision of law or regulation, the Urban Mass Transportation Administration charter service rule (49 CFR Part 604—charter service) and any subsequent Federal regulations governing charter service shall not apply to the Long Beach Public Transportation Company.]

[(b) ALABAMA FEASIBILITY STUDY.—For expenses necessary to carry out the Alabama Feasibility Study as authorized by section 350 of the Department of Transportation and Related Agencies Appropriations Act, 1988, Public Law 100-202, as amended, \$675,000, to remain available until expended: *Provided*, That section 350(b) of such Act is amended by adding the following new sentence: "Such study shall include environmental assessment, economic analysis, and engineering."; *Provided further*, That section 350(d) of such Act is amended by striking out "1 year" and inserting in lieu thereof "2 years".]

[(c) EXPRESSWAY SAFETY IMPROVEMENT DEMONSTRATION PROJECT.—For 80 percent of the expenses necessary to carry out preliminary engineering, environmental studies, and right-of-way acquisition to improve an interstate highway between Lake Success and Medford, New York, that demonstrates methods of enhancing safety and reducing motor vehicle congestion through widening, \$2,600,000, to remain available until expended.]

[(d) MASS TRANSIT CAPITAL FUND (LIQUIDATION OF CONTRACT AUTHORIZATION) (HIGHWAY TRUST FUND).—Funds appropriated under this heading in the Department of Transportation and Related Agencies Appropriations Act, 1988, shall be available for payment of obligations incurred in carrying out section 317(b) of the Surface Transportation and Uniform Relocation Assistance Act of 1987.

[SEC. 331. (a) Of the funds made available under "Discretionary Grants" for fiscal year 1989 the Secretary of Transportation shall, on or before January 1, 1989, transfer \$7,000,000 from the Urban Mass Transportation Administration to the Federal Highway Administration to cover the cost of the Federal share of the transit element of the Acosta Bridge replacement project in Jacksonville, Florida: *Provided*, That none of these funds shall be obligated until the Jacksonville Transportation Authority commits to the Secretary in writing that it will repay to the Urban Mass Transportation Administration the amount of Federal funds transferred by this section if the Automated Skyway Express project is not extended across the Acosta Bridge for reasons other than the availability of sufficient Federal discretionary grants: *Provided further*, That the Jacksonville Transportation Authority's obligation to repay these funds shall not require any compensatory adjustment to previous or future apportionments made available to Jacksonville under "Formula Grants".]

[(b) The Secretary of Transportation shall enter into negotiations with the Jacksonville Transportation Authority to revise the existing full funding contract to provide for the expeditious release of \$1,800,000 made available from "Discretionary Grants" for the Automated Skyway Express project in fiscal year 1985 (House Report 98-1159) and \$4,000,000 made available from "Discretionary Grants" for such project in fiscal year 1988 (House Report 100-498) with no compensatory adjustment to previous or future apportionments made available to Jacksonville under "Formula Grants": *Provided*, That the revised contract will provide for the completion of the 2.5 mile Automated Skyway Express project and will cover full project costs for completion of the project including Federal financial participation consisting of "Discretionary Grants" as made available by Congress: *Provided further*, That the Secretary shall commence negotiations

with the Jacksonville Transportation Authority to enter into such revised contract no later than 30 days after enactment and shall conclude such negotiations no later than 90 days after the enactment of this section.]

[Sec. 332. (a) The Federal Aviation Administration shall satisfy the following air traffic controller work force staffing requirements by September 30, 1989:

(1) total air traffic controller work force level of not less than 16,800;

(2) total full performance level air traffic controllers of not less than 10,832; and

(3) at least 70 percent of the air traffic controller work force, 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 Committee 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. [333] 317. Notwithstanding any other provision of law, the Secretary of Transportation shall make payment of compensation under subsection 419 of the Federal Aviation Act of 1958, as amended, only to the extent and in the manner provided in appropriations Acts, at times and in a manner determined by the Secretary to be appropriate, and claim for such compensation shall not arise except in accordance with this provision.

[Sec. 334. The authority conferred by section 513(d) of the Airport and Airway Improvement Act of 1982, as amended, to issue letters of intent shall remain in effect subsequent to September 30, 1992. Letters of intent may be issued under such subsection to applicants determined to be qualified under such Act. *Provided*, That, notwithstanding any other provision of law, all such letters of intent in excess of \$10,000,000 shall be submitted for approval to the Committees on Appropriations of the Senate and House of Representatives; the Committee on Commerce, Science, and Transportation of the Senate; and the Committee on Public Works and Transportation of the House of Representatives.]

[Sec. 335. Section 347(d) of Public Law 100-202 is amended by striking out "(8)" each place it appears and inserting in lieu thereof "(9)" and by striking out "State of Georgia" and inserting in lieu thereof "States of Georgia and West Virginia".]

[Sec. 336. Section 501(c) of the Rail Passenger Service Act (45 U.S.C. 581(c)) is amended by adding at the end thereof the following new paragraph:

"(5) Notwithstanding any other provision of law, any commuter authority that could have contracted with Amtrak Commuter for the provision of commuter service but which elected to operate directly its own commuter service as of January 1, 1983, shall be exempt from the payment of any taxes or other fees to the same extent as the Corporation is exempt. Such exemption shall be effective as of October 1, 1981."

[Sec. 337. Notwithstanding any other provision of law, when a commuter rail service has been suspended for safety reasons, and when a statewide or regional agency or instrumentality commits to restoring such service by the end of 1989, and when the improvements needed to restore such service are funded without Urban Mass Transportation Administration funding, the directional route miles of such service shall be included in the 1988 Section 15 Report as well as subsequent years. If such service is not restored by the end of 1989, the money received as a result of the inclusion of the directional route miles shall be returned to the disbursing agency, the Urban Mass Transportation Administration.]

[Sec. 338. Notwithstanding any other provision of law, discretionary bridge funds allocated by the Secretary of Transportation for the Main Avenue Bridge in Cleveland, Ohio for fiscal year 1989 and each fiscal year thereafter shall not be included in any calculations made under section 157 of title 23, United States Code.]

[Sec. 339. Notwithstanding any other provision of law, the Secretary of Transportation shall grant a request by respective local officials to redesignate funds authorized by section 149(a)(105) of Public Law 100-17 to carry out a project in the City of Las Vegas to construct interchanges at Craig Road and U.S. 95 and, Lake Mead Boulevard and U.S. 95, the Oran Gragson Expressway, and Cheyenne

Avenue and U.S. 95; as well as grade separations at Vegas Drive and U.S. 95 and Smoke Ranch Road and U.S. 95.]

[Sec. 340. For the purpose of carrying out emergency repairs to airports sustaining storm-related damage, \$100,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended, to be disbursed by the Secretary of Transportation pursuant to the Federal Grant and Cooperative Agreement Act of 1977. *Provided*, That in no event shall the total Federal share provided for such repairs exceed 50 per centum of the total cost of such repairs.]

Sec. [341] 318. 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 [2] 5 per centum by all such transfers. *Provided further*, That any such transfer shall be [submitted for approval] reported to the House and Senate Committees on Appropriations.

[Sec. 342. Such sums as may be necessary for fiscal year 1989 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act.]

[Sec. 343. Notwithstanding any other provision of law, the Secretary of the department in which the Coast Guard is operating is authorized to transfer without consideration all rights, title, and interest of the United States in six and one-half acres of land, as determined by survey to be paid for by transferees, and improvements thereon, which comprise what is known as Station Gloucester City to City of Gloucester City, New Jersey.]

[Sec. 344. For the purpose of making grants under section 3 of the Urban Mass Transportation Act of 1964, as amended, the requirements of section 3(a)(2)(A)(ii) shall not apply to the Caltrain project specified in House Report 100-691, and the Urban Mass Transportation Administration shall release the amounts for that project.]

[Sec. 345: (a) WISCONSIN RAIL SERVICE.—There is hereby appropriated \$6,000,000 for a grant by the Secretary of Transportation to the Soo Line Railroad Company to be available only for construction rehabilitation, renewal, replacement, or other improvements to maintain railroad passenger service between La Crosse and Milwaukee Wisconsin. *Provided*, That the Soo Line Railroad Company match or a dollar-for-dollar basis the monies hereby appropriated with funds not already planned to be committed relative to the 1989 construction season. *Provided further*, That the monies hereby appropriated shall be made available within 30 days of the presentation to the Secretary by the Soo Line Railroad Company of sufficient evidence of the availability of matching funds that are beyond those planned to be spent relative to the 1989 construction season. *Provided further*, That these Federal funds shall be made available on a monthly basis that is a close to conformance to a dollar-for-dollar matching arrangement as is possible.]

[(b) SAN JOAQUIN VALLEY RAIL SERVICE.—(1) Within 15 days of receiving adequate assurance that all necessary capital funding will be provided from a non-Amtrak source, the National Railroad Passenger Corporation shall submit an application to the Secretary of Transportation under the authority of section 402(g) of the Rail Passenger Service Act (45 U.S.C. 562) to order the operation of rail passenger service between Fresno and Stockton, California, over the rail lines of the Southern Pacific Railroad or its successors. Such application shall provide for rail service that is operated at the maximum legally permissible passenger train speeds in accordance with Federal Railroad Administration track safety standards based on the existing physical condition of the rail line.

(2) Notwithstanding any other provision of law, the Secretary of Transportation shall approve such application within 30 days of its receipt, and is authorized to amend the terms and conditions proposed in such application only for reasons of public safety.

(3) Notwithstanding any other provision of law, in the event the Interstate Commerce Commission receives an application to affix appropriate terms and conditions for the provision of this rail service under the authority of section 402(a) of the Rail Passenger Service Act, the Commission shall make a final determination on such application within 30 days of its receipt.]

[Sec. 346. Sections 1601 (a)(8) and (b)(3) of the Federal Aviation Act of 1958 (49 U.S.C. 1551 (a)(8) and (b)(3)) and section 4(c) of the Civil Aeronautics Board Sunset Act of 1984 (Public Law 98-443), are each amended by striking out "January 1, 1989" wherever it appears and inserting in lieu thereof "January 1, 1999".]

[Sec. 347. (a) Notwithstanding any other provision of this Act, no department, agency, or instrumentality of the United States Govern

ment receiving appropriated funds under this Act for fiscal year 1989, shall, during fiscal year 1989, obligate and expend funds for non-safety-related consulting services involving management and professional services; special studies and analyses; technical assistance; and management review of program funded organizations; in excess of an amount equal to 85 percent of the amount obligated and expended by such department, agency, or instrumentality for such services during fiscal year 1987.】

【(b) The Director of the Office of Management and Budget shall take such action as may be necessary, through budget instructions or otherwise, to direct each department, agency, and instrumentality of the United States Government receiving funds under this Act to comply with the provisions of section 1114 of title 31, United States Code.】

【(c) Notwithstanding any other provision of this Act, the aggregate amount of funds appropriated by this Act to any such department, agency, or instrumentality for fiscal year 1989 is reduced by an amount equal to 15 percent of the amount expended by such department, agency, or instrumentality during fiscal year 1987 for purposes described under subsection (a).】

【(d) As used in this section, the term "consulting services" includes any service within the definition of "Advisory and Assistance Services" in Office of Management and Budget Circular A-120, dated January 4, 1988.】

【Sec. 348. Section 139 of the Highway Improvement Act of 1982 (23 U.S.C. 1010 note) is amended by adding at the end thereof the following new subsection:

"(c) Notwithstanding any other provision of this section or of any other provision of law, any project involving the relocation of any Interstate route or segment that is approved by the Secretary of Transportation under subsection (a) shall be eligible for discretionary funds made available under section 118(b)(2)(B) of title 23, United States Code."】

【Sec. 349. Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall institute a rulemaking proceeding to consider the need for changes to the existing regulation concerning the allocation and transfer of "slots" held by air carriers and commuter operators at each of the four airports covered by the final rule regarding Slot Allocations and Transfer Methods at High Density Traffic Airports, published in the Federal Register on December 20, 1985. Included among the issues that shall be considered in this proceeding are (1) the overall effect of the existing buy-sell regulation upon new entry or limited incumbents at these four airports, (2) the effects of the recently-approved mergers and acquisitions upon the operation of the buy/sell program at these airports, (3) the competitive and fare implications of the utilization of slots for providing services to and from hub airports and on monopoly routes, (4) the effect of short-term leases of slots upon the ability of new entrants or limited incumbents to purchase slots at these airports, (5) the effect of the use of air

carrier slots by commuter operators upon entry by air carriers at these airports, and (6) the variation in prices paid for slots since adoption of the buy/sell program. The Administrator shall take final action in this proceeding, including the promulgation of any resulting final regulations, not later than 270 days after the date of enactment of this Act.】

【Sec. 350. Notwithstanding any other provision of this Act, no funds appropriated to the Department of Transportation or the United States Coast Guard by this Act shall be used to carry out the closing of any search and rescue operation of the United States Coast Guard until after the expiration of the 90-day period following the date on which the Comptroller General of the United States reports to the Congress the results of his evaluation of the criteria used by the United States Coast Guard in determining whether or not to close out or curtail such operations, and his recommendations with respect thereto.】

【Sec. 351. Notwithstanding sections 141(a) and 154 of title 23, United States Code, none of the funds in this or any previous or subsequent Act shall be used for the purposes of reducing or reserving any portion of a State's apportionment of Federal-aid highway funds as required by section 154(f) of title 23, United States Code, for reason of non-compliance with the criteria of that subsection during fiscal years 1986, 1987, and 1988. The Secretary shall promptly restore any apportionments which, prior to enactment of this Act, were reduced or reserved from obligation for reason of non-compliance under section 154(f) during said fiscal years.】

【Sec. 352. Section 149(k)(1) of the Federal-Aid Highway Act of 1987 is amended by adding paragraph (U) as follows:

"(U) EASTPORT TO HOMEDALE, IDAHO.—The Secretary is authorized to carry out work on the United States Route 95 highway in the State of Idaho from Eastport, Idaho, to Homedale, Idaho."】

【Sec. 353. Paragraph (1) of section 149(l) of section 149(k) of the Federal-Aid Highway Act of 1987 is amended by adding at the end thereof the following new subparagraph:

"(V) SECRETARY ROUTE 23 AND THE CHARLOTTE OUTER LOOP IN NORTH CAROLINA.—The Secretary is authorized to carry out highway projects in the State of North Carolina—

"(i) from the interchange of Interstate Routes 26, 40, and 240 in Asheville, North Carolina to the border of the State of Tennessee, and

"(ii) from Interstate Route 77S east to Interstate Route 85N of the Charlotte Outer Loop."】

【Sec. 354. From funds appropriated to the Department of Transportation by this Act, the Secretary of Transportation is authorized, notwithstanding any other provision of this Act, to make available, not to exceed \$500,000, to assist local interests in developing planning studies for the relocation of railroad tracks on college campuses to eliminate hazardous, unsafe, and adverse environmental conditions.】

(Department of Transportation and Related Agencies Appropriations Act, 1989.)