

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Federal Funds

General and special funds:

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, **[\$63,245,000]** \$69,500,000: *Provided*, [That not more than 52 percent of the funds made available under this heading shall be obligated and not more than 224 full time equivalent staff years funded through the end of the second quarter of fiscal year 2001: *Provided further*, That funds in excess of 52 percent and 224 full time equivalent staff years shall be available only if the Secretary transmits a request to the House and Senate Committees on Appropriations for these additional funds: *Provided further*], That not to exceed \$60,000 for allocation within the Department for official reception and representation expenses as the Secretary may determine[: *Provided further*, That not more than \$15,000 of the official reception and representation funds shall be available for obligation prior to January 20, 2001]. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-0102-0-1-407	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 General administration	64	64	70
09.01 Reimbursable program	4	11	12
10.00 Total new obligations	68	75	82
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	7	1	.....
22.00 New budget authority (gross)	62	74	82
22.10 Resources available from recoveries of prior year obligations	1	.....	.....
23.90 Total budgetary resources available for obligation	70	75	82
23.95 Total new obligations	-68	-75	-82
24.40 Unobligated balance carried forward, end of year	1	.....	.....
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	63	63	70
40.78 Reduction pursuant to P.L. 106-246	-2	.....	.....
40.79 Reduction pursuant to P.L. 106-69	-1	.....	.....
41.00 Transferred to other accounts	-2	.....	.....
43.00 Appropriation (total discretionary)	58	63	70
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	2	11	12
68.10 Change in uncollected customer payments from Federal sources	2	.....	.....
68.90 Spending authority from offsetting collections (total discretionary)	4	11	12
70.00 Total new budget authority (gross)	62	74	82
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	22	22	16
72.95 Uncollected customer payments from Federal sources, start of year	-8	-10	-10
72.99 Obligated balance, start of year	14	13	6
73.10 Total new obligations	68	75	82
73.20 Total outlays (gross)	-67	-82	-81
73.40 Adjustments in expired accounts (net)	2	.....	.....
73.45 Recoveries of prior year obligations	-1	.....	.....
74.00 Change in uncollected customer payments from Federal sources	-2	.....	.....
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	22	16	16

74.95 Uncollected customer payments from Federal sources, end of year	-10	-10	-10
74.99 Obligated balance, end of year	13	6	6
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	59	68	75
86.93 Outlays from discretionary balances	8	14	6
87.00 Total outlays (gross)	67	82	81
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-2	-11	-12
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources	-2	.....	.....
Net budget authority and outlays:			
89.00 Budget authority	58	63	70
90.00 Outlays	65	71	69

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

Object Classification (in millions of dollars)

Identification code 69-0102-0-1-407	2000 actual	2001 est.	2002 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	30	31	33
11.3 Other than full-time permanent	4	4	4
11.9 Total personnel compensation	34	35	37
12.1 Civilian personnel benefits	6	7	8
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	7	7	8
25.2 Other services	8	7	8
25.3 Purchases of goods and services from Government accounts	7	7	7
26.0 Supplies and materials	1	.....	.....
99.0 Subtotal, direct obligations	64	64	69
99.0 Reimbursable obligations	3	11	11
99.5 Below reporting threshold	1	.....	2
99.9 Total new obligations	68	75	82

Personnel Summary

Identification code 69-0102-0-1-407	2000 actual	2001 est.	2002 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	432	434	450
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	26	34	35

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, **[\$8,140,000]** \$8,500,000. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

General and special funds—Continued

OFFICE OF CIVIL RIGHTS—Continued

Program and Financing (in millions of dollars)

Identification code 69-0118-0-1-407	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations	7	8	9
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	7	8	9
23.95 Total new obligations	-7	-8	-9
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	7	8	9
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	1	1	2
72.99 Obligated balance, start of year	1	1	2
73.10 Total new obligations	7	8	9
73.20 Total outlays (gross)	-7	-7	-9
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	1	2	1
74.99 Obligated balance, end of year	1	2	1
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	6	7	8
86.93 Outlays from discretionary balances	1		1
87.00 Total outlays (gross)	7	7	9
Net budget authority and outlays:			
89.00 Budget authority	7	8	9
90.00 Outlays	7	7	9

This appropriation finances the costs of a Departmental Civil Rights office. This office is responsible for enforcing laws and regulations which prohibit discrimination in federally-operated and assisted transportation programs. This office also handles all civil rights cases related to Department of Transportation employees.

Object Classification (in millions of dollars)

Identification code 69-0118-0-1-407	2000 actual	2001 est.	2002 est.
11.1 Personnel compensation: Full-time permanent	4	5	5
12.1 Civilian personnel benefits	1	1	1
25.2 Other services	2	2	3
99.9 Total new obligations	7	8	9

Personnel Summary

Identification code 69-0118-0-1-407	2000 actual	2001 est.	2002 est.
1001 Total compensable workyears: Full-time equivalent employment	63	70	70

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, \$3,000,000, [of which \$2,635,000 shall] to remain available until September 30, [2002] 2003: *Provided*, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-0119-0-1-407	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations	3	3	3

Budgetary resources available for obligation:			
22.00 New budget authority (gross)	3	3	3
23.95 Total new obligations	-3	-3	-3

New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	3	3	3

Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	2	3	3
72.99 Obligated balance, start of year	2	3	3
73.10 Total new obligations	3	3	3
73.20 Total outlays (gross)	-2	-3	-4
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	3	3	
74.99 Obligated balance, end of year	3	3	

Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	1	3	3
86.93 Outlays from discretionary balances	1		1
87.00 Total outlays (gross)	2	3	4

Net budget authority and outlays:			
89.00 Budget authority	3	3	3
90.00 Outlays	3	3	4

Minority business outreach.—This activity provides contractual support to assist small, women-owned, Native American, and other disadvantaged business firms, in securing contracts and subcontracts resulting from transportation-related Federal support. It also participates in cooperative agreements with historically black and hispanic colleges.

Object Classification (in millions of dollars)

Identification code 69-0119-0-1-407	2000 actual	2001 est.	2002 est.
25.2 Other services	2	2	2
41.0 Grants, subsidies, and contributions	1	1	1
99.9 Total new obligations	3	3	3

RENTAL PAYMENTS

Program and Financing (in millions of dollars)

Identification code 69-0117-0-1-407	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Building maintenance		1	
10.00 Total new obligations (object class 25.2)		1	

Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	1	
23.95 Total new obligations		-1	
24.40 Unobligated balance carried forward, end of year	1		

Change in unpaid obligations:			
73.10 Total new obligations		1	
73.20 Total outlays (gross)		-1	

Outlays (gross), detail:			
86.93 Outlays from discretionary balances		1	

Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays		1	

Until 1997, payments to GSA for headquarters and field space rental and related services for all modes were consolidated into this account. Beginning in 1998, however, all GSA rental payments are reflected in the modal budgets.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, **[\$11,000,000] \$5,193,000.** (Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.)

Program and Financing (in millions of dollars)

Identification code 69-0142-0-1-407	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
Direct program:			
00.01 Transportation policy and planning	4	11	5
00.02 Safe skies		2	
01.00 Total direct program	4	13	5
09.00 Reimbursable program	1	3	3
10.00 Total new obligations	5	16	8
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	2	
22.00 New budget authority (gross)	6	14	8
23.90 Total budgetary resources available for obligation	7	16	8
23.95 Total new obligations	-5	-16	-8
24.40 Unobligated balance carried forward, end of year	2		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	3	11	5
42.00 Transferred from other accounts	2		
43.00 Appropriation (total discretionary)	5	11	5
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)		3	3
68.10 Change in uncollected customer payments from Federal sources	1		
68.90 Spending authority from offsetting collections (total discretionary)	1	3	3
70.00 Total new budget authority (gross)	6	14	8
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	6	3	7
72.95 Uncollected customer payments from Federal sources, start of year		-1	-1
72.99 Obligated balance, start of year	6	2	6
73.10 Total new obligations	5	16	8
73.20 Total outlays (gross)	-8	-10	-10
74.00 Change in uncollected customer payments from Federal sources	-1		
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	3	7	7
74.95 Uncollected customer payments from Federal sources, end of year	-1	-1	-1
74.99 Obligated balance, end of year	2	6	6
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	2	7	5
86.93 Outlays from discretionary balances	6	3	4
87.00 Total outlays (gross)	8	10	10
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources		-3	-3
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources	-1		
Net budget authority and outlays:			
89.00 Budget authority	5	11	5
90.00 Outlays	8	7	7

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

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

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

Object Classification (in millions of dollars)

Identification code 69-0142-0-1-407	2000 actual	2001 est.	2002 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	2	2	3
25.2 Other services	2	11	2
99.0 Subtotal, direct obligations	4	13	5
99.0 Reimbursable obligations	1	3	3
99.9 Total new obligations	5	16	8

Personnel Summary

Identification code 69-0142-0-1-407	2000 actual	2001 est.	2002 est.
1001 Total compensable workyears: Full-time equivalent employment	18	20	26

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND

Program and Financing (in millions of dollars)

Identification code 69-5423-0-2-402	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Direct program		52	40
09.00 Reimbursable program	50		10
10.00 Total new obligations	50	52	50
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	2	2	
22.00 New budget authority (gross)	50	50	50
23.90 Total budgetary resources available for obligation	52	52	50
23.95 Total new obligations	-50	-52	-50
24.40 Unobligated balance carried forward, end of year	2		
New budget authority (gross), detail:			
Mandatory:			
62.00 Transferred from other accounts		50	40
62.50 Appropriation (total mandatory)		50	40
Discretionary:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	50		10
70.00 Total new budget authority (gross)	50	50	50
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	13	18	20
72.99 Obligated balance, start of year	13	18	20
73.10 Total new obligations	50	52	50
73.20 Total outlays (gross)	-45	-50	-50
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	18	20	20
74.99 Obligated balance, end of year	18	20	20
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	30		6
86.93 Outlays from discretionary balances	15	20	
86.97 Outlays from new mandatory authority		30	24
86.98 Outlays from mandatory balances			20
87.00 Total outlays (gross)	45	50	50

General and special funds—Continued

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-5423-0-2-402	2000 actual	2001 est.	2002 est.
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	- 50		- 10
Net budget authority and outlays:			
89.00 Budget authority		50	40
90.00 Outlays	- 5	50	40

The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264) authorized the collection of user fees for services provided by the FAA to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Act permanently appropriated the first \$50 million of such fees for the Essential Air Service program and rural airport improvements. To the extent that fee collections fall below \$50 million, current law requires the difference to be covered by Federal Aviation Administration funds. The 2002 budget assumes the collection of \$40 million in overflight fees, with the balance of \$10 million to be paid from the FAA Airport improvement program. The budget proposes general provision language that will enable the Department to manage taxpayer resources dedicated to this purpose more effectively.

Object Classification (in millions of dollars)

Identification code 69-5423-0-2-402	2000 actual	2001 est.	2002 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent		1	1
41.0 Grants, subsidies, and contributions		51	39
99.0 Subtotal, direct obligations		52	40
99.0 Reimbursable obligations	50		10
99.9 Total new obligations	50	52	50

Personnel Summary

Identification code 69-5423-0-2-402	2000 actual	2001 est.	2002 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment		10	10
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	8		

Intragovernmental funds:

[TRANSPORTATION ADMINISTRATIVE SERVICE CENTER]

[Necessary expenses for operating costs and capital outlays of the Transportation Administrative Service Center, not to exceed \$126,887,000, shall be paid from appropriations made available to the Department of Transportation: *Provided*, That such services shall be provided on a competitive basis to entities within the Department of Transportation: *Provided further*, That the above limitation on operating expenses shall not apply to non-DOT entities: *Provided further*, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Transportation Administrative Service Center without the approval of the agency modal administrator: *Provided further*, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.] (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-4520-0-4-407	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
09.01 DOT service center activities	99	127	125
09.02 Non-DOT service center activities	99	347	347
10.00 Total new obligations	198	474	472
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	9	23	23
22.00 New budget authority (gross)	198	474	472
22.10 Resources available from recoveries of prior year obligations	14		
23.90 Total budgetary resources available for obligation	221	497	495
23.95 Total new obligations	- 198	- 474	- 472
24.40 Unobligated balance carried forward, end of year	23	23	23
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	161	474	472
69.10 Change in uncollected customer payments from Federal sources	37		
69.90 Spending authority from offsetting collections (total mandatory)	198	474	472
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	95	111	111
72.95 Uncollected customer payments from Federal sources, start of year	- 85	- 122	- 122
72.99 Obligated balance, start of year	10	- 11	- 11
73.10 Total new obligations	198	474	472
73.20 Total outlays (gross)	- 168	- 474	- 472
73.45 Recoveries of prior year obligations	- 14		
74.00 Change in uncollected customer payments from Federal sources	- 37		
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	111	111	111
74.95 Uncollected customer payments from Federal sources, end of year	- 122	- 122	- 122
74.99 Obligated balance, end of year	- 11	- 11	- 11
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	168	474	472
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	- 161	- 474	- 472
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources	- 37		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	7		

The Transportation Administrative Service Center (TASC) finances common administrative services that are centrally performed in the interest of economy and efficiency in the Department. The fund is financed through negotiated agreements with Departmental operating administrations, and other governmental elements requiring the center's capabilities.

Object Classification (in millions of dollars)

Identification code 69-4520-0-4-407	2000 actual	2001 est.	2002 est.
Personnel compensation:			
11.1 Full-time permanent	17	18	19
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	18	19	20
12.1 Civilian personnel benefits	4	4	4
13.0 Benefits for former personnel	1	1	1
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	4	6	5
23.3 Communications, utilities, and miscellaneous charges	12	12	12

25.2	Other services	145	423	420
26.0	Supplies and materials	3	3	4
31.0	Equipment	10	5	5
99.0	Subtotal, reimbursable obligations	198	474	472
99.9	Total new obligations	198	474	472

Personnel Summary

Identification code 69-4520-0-4-407		2000 actual	2001 est.	2002 est.
2001	Total compensable workyears: Full-time equivalent employment	281	281	281

Credit accounts:

MINORITY BUSINESS RESOURCE CENTER PROGRAM

For the cost of guaranteed loans, **[\$1,500,000] \$500,000**, as authorized by 49 U.S.C. 332: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974: *Provided further*, That these funds are available to subsidize total loan principal, any part of which is to be guaranteed, not to exceed **[\$13,775,000] \$18,367,000**. In addition, for administrative expenses to carry out the guaranteed loan program, \$400,000. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-0155-0-1-407		2000 actual	2001 est.	2002 est.
Obligations by program activity:				
00.01	Direct loan subsidy	1		
00.02	Guarantee loan subsidy		1	
10.00	Total new obligations (object class 41.0)	1	2	1
Budgetary resources available for obligation:				
22.00	New budget authority (gross)	2	2	1
23.95	Total new obligations	-1	-2	-1
23.98	Unobligated balance expiring or withdrawn	-1		

New budget authority (gross), detail:

Discretionary:				
40.00	Appropriation	2	2	1

Change in unpaid obligations:

Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year	6	5	
72.99	Obligated balance, start of year	6	5	
73.10	Total new obligations	1	2	1
73.20	Total outlays (gross)		-2	-1
73.40	Adjustments in expired accounts (net)	-2	-5	
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year	5		
74.99	Obligated balance, end of year	5		

Outlays (gross), detail:

86.90	Outlays from new discretionary authority		2	1
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Net budget authority and outlays:

89.00	Budget authority	2	2	1
90.00	Outlays		2	1

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

Identification code 69-0155-0-1-407		2000 actual	2001 est.	2002 est.
Direct loan levels supportable by subsidy budget authority:				
1150	Direct loan levels	14		
1159	Total direct loan levels	14		
Direct loan subsidy (in percent):				
1320	Subsidy rate	10.00	0.00	0.00
1329	Weighted average subsidy rate	10.00	0.00	0.00

Direct loan subsidy budget authority:				
1330	Subsidy budget authority	2		
1339	Total subsidy budget authority	2		
Direct loan subsidy outlays:				
1340	Subsidy outlays			
1349	Total subsidy outlays			

Guaranteed loan levels supportable by subsidy budget authority:

2150	Loan guarantee levels		14	18
2159	Total loan guarantee levels		14	18
Guaranteed loan subsidy (in percent):				
2320	Subsidy rate	0.00	2.69	2.70
2329	Weighted average subsidy rate	0.00	2.69	2.70
Guaranteed loan subsidy budget authority:				
2330	Subsidy budget authority		2	
2339	Total subsidy budget authority		2	
Guaranteed loan subsidy outlays:				
2340	Subsidy outlays		2	
2349	Total subsidy outlays		2	

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

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loans obligated in 2000 and guaranteed loans obligated in 2001 and beyond, as well as administrative expenses of this program.

MINORITY BUSINESS RESOURCE CENTER DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4186-0-3-407		2000 actual	2001 est.	2002 est.
Obligations by program activity:				
00.01	Direct loans	3		
00.02	Interest to Treasury	2		
10.00	Total new obligations	5		

Budgetary resources available for obligation:

21.40	Unobligated balance carried forward, start of year	3		
22.00	New financing authority (gross)	2		
23.90	Total budgetary resources available for obligation	5		
23.95	Total new obligations	-5		

New financing authority (gross), detail:

Mandatory:				
67.15	Authority to borrow (indefinite)	2		
Spending authority from offsetting collections:				
Discretionary:				
68.00	Offsetting collections (cash)	5	4	4
68.47	Portion applied to repay debt	-5	-4	-4
68.90	Spending authority from offsetting collections (total discretionary)			
70.00	Total new financing authority (gross)	2		

Change in unpaid obligations:

Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year	4	4	
72.99	Obligated balance, start of year	4	4	
73.10	Total new obligations	5		
73.20	Total financing disbursements (gross)	-5	-4	
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year	4		
74.99	Obligated balance, end of year	4		
87.00	Total financing disbursements (gross)	5	4	

Credit accounts—Continued

MINORITY BUSINESS RESOURCE CENTER DIRECT LOAN FINANCING ACCOUNT—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-4186-0-3-407	2000 actual	2001 est.	2002 est.
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Federal sources	-2		
88.40 Non-Federal sources	-3	-4	-4
88.90 Total, offsetting collections (cash)	-5	-4	-4
Net financing authority and financing disbursements:			
89.00 Financing authority	-3	-4	-4
90.00 Financing disbursements			-4

Status of Direct Loans (in millions of dollars)

Identification code 69-4186-0-3-407	2000 actual	2001 est.	2002 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	14		
1112 Unobligated direct loan limitation	-11		
1150 Total direct loan obligations	3		
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	7	7	7
1231 Disbursements: Direct loan disbursements	3	4	
1251 Repayments: Repayments and prepayments	-3	-4	-4
1290 Outstanding, end of year	7	7	3

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and beyond (including modifications of direct loans that resulted from obligations in any year). The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4186-0-3-407	1999 actual	2000 actual	2001 est.	2002 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury	7	4	3	1
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross	7	7	7	3
1405 Allowance for subsidy cost (-)		-1	-1	
1499 Net present value of assets related to direct loans	7	6	6	3
1999 Total assets	14	10	9	4
LIABILITIES:				
2103 Federal liabilities: Debt	14	10	9	4
2999 Total liabilities	14	10	9	4
NET POSITION:				
3999 Total net position				
4999 Total liabilities and net position	14	10	9	4

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

Program and Financing (in millions of dollars)

Identification code 69-4082-0-3-407	2000 actual	2001 est.	2002 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year			2

22.00 New financing authority (gross)		2	
23.90 Total budgetary resources available for obligation		2	2
23.95 Total new obligations			
24.40 Unobligated balance carried forward, end of year		2	2

New financing authority (gross), detail:

Discretionary:			
68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)		2	

Change in unpaid obligations:

73.20 Total financing disbursements (gross)			
87.00 Total financing disbursements (gross)			

Offsets:

Against gross financing authority and financing disbursements:			
88.00 Offsetting collections (cash) from: Federal sources		-2	

Net financing authority and financing disbursements:

89.00 Financing authority			
90.00 Financing disbursements		-2	-1

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4082-0-3-407	2000 actual	2001 est.	2002 est.
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders		14	18
2150 Total guaranteed loan commitments		14	18
2199 Guaranteed amount of guaranteed loan commitments		10	14
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year			14
2231 Disbursements of new guaranteed loans		14	18
2251 Repayments and prepayments			-7
2290 Outstanding, end of year		14	25
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year		10	19

This account records all the cash flows to and from the Government resulting from guaranteed loan commitments. The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4082-0-3-407	1999 actual	2000 actual	2001 est.	2002 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury			2	2
1999 Total assets			2	2
LIABILITIES:				
2204 Non-Federal liabilities: Liabilities for loan guarantees			2	2
2999 Total liabilities			2	2
NET POSITION:				
3999 Total net position				
4999 Total liabilities and net position			2	2

PAYMENTS TO AIR CARRIERS

Program and Financing (in millions of dollars)

Identification code 69-8304-0-7-402	2000 actual	2001 est.	2002 est.
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	7	6	6
72.99 Obligated balance, start of year	7	6	6

74.40	Unpaid obligations, end of year:			
	Unpaid obligations, end of year	6	6	6
74.99	Obligated balance, end of year	6	6	6

Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays			

Through 1997, this program was funded from the Airport and Airway Trust Fund. However, starting in 1998, the FAA reauthorization funded it as a mandatory program supported by overflight fees under the Essential Air Service and Rural Airport Improvement Fund.

COAST GUARD

The following table depicts funding for all Coast Guard programs for which detail is furnished in the budget schedules.

	[In millions of dollars]		
	2000 actual	2001 est.	2002 est.
Budget authority:			
Regular appropriations:			
Operating expenses ¹	2,853	3,185	3,383
Acquisition, construction and improvements ²	999	414	659
Environmental compliance and restoration	17	17	17
Alteration of bridges	15	15	15
Retired pay	730	778	876
Reserve training	72	80	83
Research, development, test and evaluation ³	19	21	22
Boat safety	64	64	64
Oil spill recovery, Coast Guard, (OSLTF)	61	61	61
Total, budget authority net ⁴	4,830	4,636	5,181
Direct Obligations:			
Operating expenses	3,038	3,185	3,383
Acquisition, construction, and improvements	482	745	645
Environmental compliance and restoration	17	17	17
Alteration of bridges	16	15	15
Retired pay	721	778	876
Reserve training	72	80	83
Research, development, test, and evaluation	20	22	22
Boat safety	61	64	64
Oil spill recovery, Coast Guard, (OSLTF)	68	61	61
Obligation total net	4,495	4,967	5,166

For comparability purposes this table includes:

¹Includes \$25 million-2002 in 2000-2002 from the Oil spill liability trust fund; includes \$300 million in 2000 and \$340 million in 2001 from Defense function.

²Includes \$20 million in 2000-2002 from the Oil spill liability trust fund.

³Includes \$3.5 million in 2000-2002 from the Oil spill liability trust fund.

⁴Discretionary appropriations include the government-wide reduction pursuant to P.L. 106-554.

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 five 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, **[\$3,192,000,000] \$3,382,838,000**, of which **[\$341,000,000] \$340,250,000** shall be available for defense-related activities; and of which **[\$25,000,000] \$24,945,000** shall be derived from the Oil Spill Liability Trust Fund: *Provided*, That none of the funds appropriated in this or any other Act shall be available for pay for 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: *Provided further*, That none of the funds in this Act shall be available for the Coast Guard to plan, finalize, or implement any regulation that would promulgate new maritime user fees not specifically authorized by law after the date of the enactment of

this Act]. (Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.)

Program and Financing (in millions of dollars)

Identification code 69-0201-0-1-999	2000 actual	2001 est.	2002 est.	
Obligations by program activity:				
Direct program:				
00.01	Search and rescue	455	388	407
00.02	Aids to navigation	484	485	492
00.03	Marine safety	399	434	457
00.04	Marine environmental protection	332	358	375
00.05	Enforcement of laws and treaties	1,213	1,380	1,445
00.06	Ice operations	109	65	129
00.07	Defense readiness	46	75	78
08.00	Total direct program	3,038	3,185	3,383
09.01	Reimbursable program	87	104	105
10.00	Total new obligations	3,125	3,289	3,488
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	187	1	
22.00	New budget authority (gross)	2,939	3,289	3,488
23.90	Total budgetary resources available for obligation	3,126	3,290	3,488
23.95	Total new obligations	-3,125	-3,289	-3,488
23.98	Unobligated balance expiring or withdrawn	-1		
24.40	Unobligated balance carried forward, end of year	1		
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	2,756	3,167	3,358
40.15	Appropriation (emergency)	77		
40.35	Appropriation rescinded	-4		
40.77	Reduction pursuant to P.L. 106-554 (0.22 percent)		-7	
40.79	Reduction pursuant to P.L. 106-69	-2		
43.00	Appropriation (total discretionary)	2,827	3,160	3,358
Spending authority from offsetting collections:				
68.00	Offsetting collections (cash)	103	129	130
68.10	Change in uncollected customer payments from Federal sources	-108		
68.15	Adjustments to uncollected customer payments from Federal sources	117		
68.90	Spending authority from offsetting collections (total discretionary)	112	129	130
70.00	Total new budget authority (gross)	2,939	3,289	3,488
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year	776	659	904
72.95	Uncollected customer payments from Federal sources, start of year	-205	-97	-97
72.99	Obligated balance, start of year	571	562	807
73.10	Total new obligations	3,125	3,289	3,488
73.20	Total outlays (gross)	-3,114	-3,045	-3,370
73.40	Adjustments in expired accounts (net)	-127		
74.00	Change in uncollected customer payments from Federal sources	108		
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year	659	904	1,022
74.95	Uncollected customer payments from Federal sources, end of year	-97	-97	-97
74.99	Obligated balance, end of year	562	807	925
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	2,365	2,657	2,816
86.93	Outlays from discretionary balances	749	388	554
87.00	Total outlays (gross)	3,114	3,045	3,370
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
Federal sources:				
88.00	Department of Defense	-23	-32	-33
88.00	Other Federal sources	-71	-90	-90
88.40	Non-Federal sources	-9	-7	-7
88.90	Total, offsetting collections (cash)	-103	-129	-130

General and special funds—Continued

OPERATING EXPENSES—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0201-0-1-999	2000 actual	2001 est.	2002 est.
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources	108		
88.96 Adjustment to uncollected customer payments from Federal sources	-117		
Net budget authority and outlays:			
89.00 Budget authority	2,827	3,160	3,358
90.00 Outlays	3,012	2,916	3,240

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. The 2002 request provides for the safety of the public, and the Coast Guard's work force, with a continued emphasis on critical national security and law enforcement missions.

Object Classification (in millions of dollars)

Identification code 69-0201-0-1-999	2000 actual	2001 est.	2002 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	209	232	246
11.3 Other than full-time permanent	7	8	9
11.5 Other personnel compensation	7	8	8
11.7 Military personnel	1,184	1,242	1,338
11.8 Special personal services payments	21	22	23
11.9 Total personnel compensation	1,428	1,512	1,624
12.1 Civilian personnel benefits	53	59	63
12.2 Military personnel benefits	124	119	129
13.0 Benefits for former personnel	12	17	17
21.0 Travel and transportation of persons	91	95	100
22.0 Transportation of things	54	57	59
23.1 Rental payments to GSA	32	34	36
23.2 Rental payments to others	69	72	75
23.3 Communications, utilities, and miscellaneous charges	102	106	112
24.0 Printing and reproduction	5	6	6
25.1 Advisory and assistance services	9	9	10
25.2 Other services	163	169	178
25.3 Purchases of goods and services from Government accounts	3	3	3
25.4 Operation and maintenance of facilities	165	172	180
25.6 Medical care	128	133	139
25.7 Operation and maintenance of equipment	136	141	148
25.8 Subsistence and support of persons	11	10	9
26.0 Supplies and materials	395	411	432
31.0 Equipment	52	54	57
32.0 Land and structures	4	4	4
42.0 Insurance claims and indemnities	2	2	2
99.0 Subtotal, direct obligations	3,038	3,185	3,383
99.0 Reimbursable obligations	87	104	105
99.9 Total new obligations	3,125	3,289	3,488

Personnel Summary

Identification code 69-0201-0-1-999	2000 actual	2001 est.	2002 est.
Direct:			
Total compensable workyears:			
1001 Full-time equivalent employment	4,571	4,694	4,686
1101 Full-time equivalent employment	34,761	34,971	34,118
Reimbursable:			
Total compensable workyears:			
2001 Full-time equivalent employment	208	236	237
2101 Full-time equivalent employment	141	136	136

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

For necessary expenses of acquisition, construction, renovation, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto, **[\$415,000,000] \$659,323,000**, of which **[\$20,000,000] \$19,956,000** shall be derived from the Oil Spill Liability Trust Fund; of which **[\$156,450,000] \$79,390,000** shall be available to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, **[2005; \$37,650,000] 2006; \$500,000** shall be available to acquire new aircraft and increase aviation capability, to remain available until September 30, **[2003; \$60,113,000] 2004; \$95,471,000** shall be available for other equipment, to remain available until September 30, **[2003; \$63,336,000] 2004; \$79,262,000** shall be available for shore facilities and aids to navigation facilities, to remain available until September 30, **[2003; \$55,151,000] 2004; \$66,700,000** shall be available for personnel compensation and benefits and related costs, to remain available until September 30, **[2002] 2003; and [\$42,300,000] \$338,000,000** for the Integrated Deepwater Systems program, to remain available until September 30, **[2003] 2006: Provided**, That the Commandant of the Coast Guard is authorized to dispose of surplus real property, by sale or lease, and the proceeds shall be credited to this appropriation as offsetting collections and made available only for the National Distress and Response System Modernization program, to remain available for obligation until September 30, **[2003: Provided further**, That upon initial submission to the Congress of the fiscal year 2002 President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the United States Coast Guard which includes funding for each budget line item for fiscal years 2002 through 2006, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 per day for each day after initial submission of the President's budget that the plan has not been submitted to the Congress: *Provided further*, That the Commandant shall transfer \$5,800,000 to the City of Homer, Alaska, for the construction of a municipal pier and other harbor improvements, contingent upon the City of Homer entering into an agreement with the United States to accommodate Coast Guard vessels and to support Coast Guard operations at Homer, Alaska] **2004. (Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.)**

Program and Financing (in millions of dollars)

Identification code 69-0240-0-1-403	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
Direct program:			
00.01 Search and rescue	58	158	106
00.02 Aids to navigation	145	66	92
00.03 Marine safety	41	20	79
00.04 Marine environmental protection	63	147	66
00.05 Enforcement of laws and treaties	125	202	263
00.06 Ice operations	41	141	26
00.07 Defense readiness	9	11	13
08.00 Total direct program	482	745	645
09.01 Reimbursable program	5	28	28
10.00 Total new obligations	487	773	673
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	356	896	565
22.00 New budget authority (gross)	1,011	442	687
22.10 Resources available from recoveries of prior year obligations	18		
23.90 Total budgetary resources available for obligation	1,385	1,338	1,252
23.95 Total new obligations	-487	-773	-673
23.98 Unobligated balance expiring or withdrawn	-2		
24.40 Unobligated balance carried forward, end of year	896	565	579
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	369	395	639
40.15 Appropriation (emergency)	623		
40.76 Reduction pursuant to P.L. 106-113	-1		
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)		-1	
40.78 Reduction pursuant to P.L. 106-246	-11		

43.00	Appropriation (total discretionary)	980	394	639
	Spending authority from offsetting collections:			
68.00	Offsetting collections (cash)	32	48	48
68.10	Change in uncollected customer payments from Federal sources	-1		
68.54	Portion credited to expired accounts	-8		
68.55	Portion of change in uncollected customer payments from Federal sources in expired accounts	8		
68.90	Spending authority from offsetting collections (total discretionary)	31	48	48
70.00	Total new budget authority (gross)	1,011	442	687
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year	537	508	573
72.95	Uncollected customer payments from Federal sources, start of year	-19	-18	-18
72.99	Obligated balance, start of year	518	490	555
73.10	Total new obligations	487	773	673
73.20	Total outlays (gross)	-496	-708	-650
73.40	Adjustments in expired accounts (net)	-1		
73.45	Recoveries of prior year obligations	-18		
74.00	Change in uncollected customer payments from Federal sources	1		
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year	508	573	596
74.95	Uncollected customer payments from Federal sources, end of year	-18	-18	-18
74.99	Obligated balance, end of year	490	555	578
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	280	147	208
86.93	Outlays from discretionary balances	216	561	442
87.00	Total outlays (gross)	496	708	650
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-32	-48	-48
Against gross budget authority only:				
88.95	Change in uncollected customer payments from Federal sources	1		
Net budget authority and outlays:				
89.00	Budget authority	980	394	639
90.00	Outlays	464	660	602

The Acquisition, Construction, and Improvements (AC&I) appropriation provides for the acquisition, construction, and improvement of the vessels, aircraft, information management resources, shore facilities, and aids to navigation required to execute the Coast Guard's missions and achieve its performance goals.

Vessels.—In 2002, the Coast Guard will acquire multi-mission platforms that use advanced technology to reduce life cycle operating costs. The seagoing buoy tender acquisition will continue with a request for 2 ships.

Deepwater.—The Deepwater capability replacement project continues with full scale development. In 2002 the Coast Guard will begin to acquire and build the selected integrated deepwater system.

Aircraft.—In 2002, the Coast Guard will start the planning process to determine the follow-on acquisition and support requirements for the C130J acquisition project.

Other Equipment.—In 2002, the Coast Guard will invest in numerous management information and decision support systems that will result in increased efficiencies. The Marine Information for Safety and Law Enforcement (MISLE), National Distress System (NDS), and Commercial Satellite Communications projects will continue.

Shore Facilities.—In 2002, the Coast Guard will invest in modern structures that are more energy-efficient, comply with regulatory codes, minimize follow-on maintenance requirements and replace existing dilapidated structures.

Personnel and Related Costs.—Personnel resources will be utilized to execute the AC&I projects described above.

Object Classification (in millions of dollars)				
Identification code 69-0240-0-1-403	2000 actual	2001 est.	2002 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	16	18	20
11.3	Other than full-time permanent	1	1	1
11.7	Military personnel	24	26	35
11.9	Total personnel compensation	41	45	56
12.1	Civilian personnel benefits	4	6	5
12.2	Military personnel benefits	3	4	3
21.0	Travel and transportation of persons	8	12	12
22.0	Transportation of things	1	1	1
23.2	Rental payments to others	1		1
23.3	Communications, utilities, and miscellaneous charges	3	4	4
25.1	Advisory and assistance services	76	112	115
25.2	Other services	81	119	64
26.0	Supplies and materials	55	81	83
31.0	Equipment	147	269	208
32.0	Land and structures	62	92	93
99.0	Subtotal, direct obligations	482	745	645
99.0	Reimbursable obligations	5	28	28
99.9	Total new obligations	487	773	673

Personnel Summary

Identification code 69-0240-0-1-403	2000 actual	2001 est.	2002 est.	
Total compensable workyears:				
1001	Full-time equivalent employment	263	284	293
1101	Full-time equivalent employment	366	366	417

ENVIRONMENTAL COMPLIANCE AND RESTORATION

For necessary expenses to carry out the Coast Guard's environmental compliance and restoration functions under chapter 19 of title 14, United States Code, **[\$16,700,000] \$16,927,000**, to remain available until expended. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-0230-0-1-304	2000 actual	2001 est.	2002 est.	
Obligations by program activity:				
10.00	Total new obligations	17	17	21
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	3	4	4
22.00	New budget authority (gross)	17	17	17
23.90	Total budgetary resources available for obligation	20	21	21
23.95	Total new obligations	-17	-17	-21
24.40	Unobligated balance carried forward, end of year	4	4	
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	17	17	17
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year	12	11	14
72.99	Obligated balance, start of year	12	11	14
73.10	Total new obligations	17	17	21
73.20	Total outlays (gross)	-17	-13	-11
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year	11	14	24
74.99	Obligated balance, end of year	11	14	24
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	5	5	5
86.93	Outlays from discretionary balances	12	8	6
87.00	Total outlays (gross)	17	13	11
Net budget authority and outlays:				
89.00	Budget authority	17	17	17

General and special funds—Continued

ENVIRONMENTAL COMPLIANCE AND RESTORATION—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0230-0-1-304	2000 actual	2001 est.	2002 est.
90.00 Outlays	17	13	11

The environmental compliance and restoration account provides resources to the Coast Guard to satisfy environmental compliance and restoration related obligations arising under chapter 19 of title 14 of the United States Code.

Object Classification (in millions of dollars)

Identification code 69-0230-0-1-304	2000 actual	2001 est.	2002 est.
11.1 Personnel compensation: Full-time permanent	3	4	4
12.1 Civilian personnel benefits		1	1
25.2 Other services	14	11	15
26.0 Supplies and materials		1	1
99.9 Total new obligations	17	17	21

Personnel Summary

Identification code 69-0230-0-1-304	2000 actual	2001 est.	2002 est.
Total compensable workyears:			
1001 Full-time equivalent employment	49	52	52
1101 Full-time equivalent employment	2	2	2

ALTERATION OF BRIDGES

For necessary expenses for alteration or removal of obstructive bridges, **[\$15,500,000] \$15,466,000**, to remain available until expended. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-0244-0-1-403	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 25.2)	16	15	41
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	27	26	26
22.00 New budget authority (gross)	15	15	15
23.90 Total budgetary resources available for obligation	42	41	41
23.95 Total new obligations	-16	-15	-41
24.40 Unobligated balance carried forward, end of year	26	26	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	15	15	15
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	70	81	47
72.99 Obligated balance, start of year	70	81	47
73.10 Total new obligations	16	15	41
73.20 Total outlays (gross)	-5	-49	-31
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	81	47	57
74.99 Obligated balance, end of year	81	47	57
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	3	3	3
86.93 Outlays from discretionary balances	2	46	28
87.00 Total outlays (gross)	5	49	31
Net budget authority and outlays:			
89.00 Budget authority	15	15	15
90.00 Outlays	5	49	31

This appropriation provides the Government's share of the costs for altering or removing bridges determined to be obstructions to navigation. Alteration of obstructive highway bridges is eligible for funding from the Federal-Aid Highways program. The Coast Guard will continue to make the determinations as to whether any bridge presents an unreasonable obstruction to navigation, and to administer the program.

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, *payments for career status bonuses under the National Defense Authorization Act*, and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C. ch. 55), **[\$778,000,000] \$876,346,000**. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-0241-0-1-403	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Regular military personnel	589	633	686
00.03 Reserve personnel	37	40	44
00.04 Survivor benefit programs	18	20	21
00.05 Medical care	77	85	125
10.00 Total new obligations	721	778	876
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	730	778	876
23.95 Total new obligations	-721	-778	-876
23.98 Unobligated balance expiring or withdrawn	-9		
New budget authority (gross), detail:			
Mandatory:			
60.00 Appropriation	730	778	876
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	62	72	89
72.99 Obligated balance, start of year	62	72	89
73.10 Total new obligations	721	778	876
73.20 Total outlays (gross)	-713	-761	-861
73.40 Adjustments in expired accounts (net)	2		
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	72	89	104
74.99 Obligated balance, end of year	72	89	104
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	651	688	772
86.98 Outlays from mandatory balances	62	72	89
87.00 Total outlays (gross)	713	761	861
Net budget authority and outlays:			
89.00 Budget authority	730	778	876
90.00 Outlays	713	761	861

This program 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); payments for career status bonuses under the National Defense Authorization Act; 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 2000 compared with estimated numbers for 2001 and 2002:

AVERAGE NUMBER

Category:	2000 actual	2001 est.	2002 est.
Commissioned officers	5,502	5,632	5,750
Warrant officers	4,425	4,512	4,605
Enlisted personnel	18,985	19,415	19,801
Former Lighthouse Service personnel	8	5	3
Reserve personnel	3,764	3,934	4,152
Total	32,684	33,498	34,311

Object Classification (in millions of dollars)

Identification code 69-0241-0-1-403	2000 actual	2001 est.	2002 est.
13.0 Benefits for former personnel	644	693	751
25.6 Medical care	77	85	125
99.9 Total new obligations	721	778	876

RESERVE TRAINING

[INCLUDING TRANSFER OF FUNDS]

For all necessary expenses of the Coast Guard Reserve, as authorized by law; maintenance and operation of facilities; and supplies, equipment, and services, **[\$80,375,000: Provided, That no more than \$22,000,000 of funds made available under this heading may be transferred to Coast Guard "Operating expenses" or otherwise made available to reimburse the Coast Guard for financial support of the Coast Guard Reserve: Provided further, That none of the funds in this Act may be used by the Coast Guard to assess direct charges on the Coast Guard Reserves for items or activities which were not so charged during fiscal year 1997] \$83,194,000.** (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-0242-0-1-403	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Initial training	2	4	4
00.02 Continuing training	44	49	51
00.03 Operation and maintenance support	16	17	17
00.04 Program management and administration	10	10	11
10.00 Total new obligations	72	80	83
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	72	80	83
23.95 Total new obligations	-72	-80	-83
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	72	80	83
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	9	8	10
72.99 Obligated balance, start of year	9	8	10
73.10 Total new obligations	72	80	83
73.20 Total outlays (gross)	-72	-78	-83
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	8	10	11
74.99 Obligated balance, end of year	8	10	11
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	63	70	72
86.93 Total outlays (gross)	8	8	10
87.00 Total outlays (gross)	72	78	83
Net budget authority and outlays:			
89.00 Budget authority	72	80	83
90.00 Outlays	73	78	83

The Coast Guard Reserve Forces provide qualified personnel and trained units for active duty in event of conflict, national emergency, or natural and man-made disasters. The

reservists maintain their readiness through mobilization exercises, and duty alongside regular Coast Guard members during routine and emergency operations. Reservists will continue to serve as a cost effective surge force for response to human and natural disasters.

Object Classification (in millions of dollars)

Identification code 69-0242-0-1-403	2000 actual	2001 est.	2002 est.
Personnel compensation:			
11.1 Full-time permanent	3	4	4
11.7 Military personnel	53	62	65
11.9 Total personnel compensation	56	66	69
12.1 Civilian personnel benefits	1	1	1
12.2 Military personnel benefits	6	7	7
21.0 Travel and transportation of persons	2	1	1
22.0 Transportation of things	1	1	1
23.2 Rental payments to others	1	1	1
25.2 Other services	1		
25.8 Subsistence and support of persons	2	2	2
26.0 Supplies and materials	1		1
31.0 Equipment	1	1	
99.9 Total new obligations	72	80	83

Personnel Summary

Identification code 69-0242-0-1-403	2000 actual	2001 est.	2002 est.
Total compensable workyears:			
1001 Full-time equivalent employment	82	87	87
1101 Full-time equivalent employment	394	406	406

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, **[\$21,320,000] \$21,722,000**, to remain available until expended, of which **[\$3,500,000] \$3,492,000** shall be derived from the Oil Spill Liability Trust Fund: *Provided, That there may be credited to and used for the purposes of this appropriation funds received from State and local governments, other public authorities, private sources, and foreign countries, for expenses incurred for research, development, testing, and evaluation.* (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-0243-0-1-403	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
Direct program:			
00.01 Search and rescue	2	2	2
00.02 Aids to navigation	2	3	3
00.03 Marine safety	7	8	8
00.04 Marine environmental protection	3	3	3
00.05 Enforcement of laws and treaties	6	6	6
08.00 Total direct program	20	22	22
09.01 Reimbursable program		1	
10.00 Total new obligations	20	23	22
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	1	
22.00 New budget authority (gross)	19	22	22
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	21	23	22
23.95 Total new obligations	-20	-23	-22
24.40 Unobligated balance carried forward, end of year	1		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	15	18	18
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	5	4	4

General and special funds—Continued

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0243-0-1-403	2000 actual	2001 est.	2002 est.
68.10 Change in uncollected customer payments from Federal sources	-1		
68.90 Spending authority from offsetting collections (total discretionary)	4	4	4
70.00 Total new budget authority (gross)	19	22	22
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	15	13	14
72.95 Uncollected customer payments from Federal sources, start of year	-2	-1	-1
72.99 Obligated balance, start of year	13	12	13
73.10 Total new obligations	20	23	22
73.20 Total outlays (gross)	-20	-23	-23
73.40 Adjustments in expired accounts (net)	-1		
73.45 Recoveries of prior year obligations	-1		
74.00 Change in uncollected customer payments from Federal sources	1		
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	13	14	11
74.95 Uncollected customer payments from Federal sources, end of year	-1	-1	-1
74.99 Obligated balance, end of year	12	13	10
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	11	14	14
86.93 Outlays from discretionary balances	10	9	11
87.00 Total outlays (gross)	20	23	23
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-5	-4	-4
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources	1		
Net budget authority and outlays:			
89.00 Budget authority	15	18	18
90.00 Outlays	16	19	19

The Coast Guard's Research and Development program includes the development of techniques, methods, hardware, and systems which directly contribute to increasing the productivity and effectiveness of Coast Guard's operating missions. Priorities for 2002 include the following R&D investment areas: Detect, identify and classify marine targets; Decision support/resource allocation/Risk management; Future communications concepts; Intelligent waterways; Human error reduction/Fatigue analysis; Energy conservation and Contraband detection technologies.

Object Classification (in millions of dollars)

Identification code 69-0243-0-1-403	2000 actual	2001 est.	2002 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	5	5	5
11.7 Military personnel	2	2	3
11.9 Total personnel compensation	7	7	8
12.1 Civilian personnel benefits	2	1	1
21.0 Travel and transportation of persons	1	1	1
23.2 Rental payments to others			1
25.2 Other services	1	1	1
25.5 Research and development contracts	5	9	8
26.0 Supplies and materials	1	2	2
99.0 Subtotal, direct obligations	17	21	22
99.5 Below reporting threshold	3	2	

99.9 Total new obligations	20	23	22
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Personnel Summary

Identification code 69-0243-0-1-403	2000 actual	2001 est.	2002 est.
Total compensable workyears:			
1001 Full-time equivalent employment	70	74	74
1101 Full-time equivalent employment	31	31	31

Intragovernmental funds:

COAST GUARD SUPPLY FUND

Program and Financing (in millions of dollars)

Identification code 69-4535-0-4-403	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 26.0)	63	65	64
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year		2	
22.00 New budget authority (gross)	65	62	64
23.90 Total budgetary resources available for obligation	65	64	64
23.95 Total new obligations	-63	-65	-64
24.40 Unobligated balance carried forward, end of year	2		
New budget authority (gross), detail:			
Discretionary:			
68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)	65	62	64
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	7	7	9
72.99 Obligated balance, start of year	7	7	9
73.10 Total new obligations	63	65	64
73.20 Total outlays (gross)	-65	-62	-64
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	7	9	9
74.99 Obligated balance, end of year	7	9	9
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	65	62	64
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-55	-53	-53
88.40 Non-Federal sources	-10	-9	-11
88.90 Total, offsetting collections (cash)	-65	-62	-64
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-1		

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 millions of dollars)

Identification code 69-4743-0-4-403	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
09.01 Costs of goods sold	23	23	23
09.02 Other	48	48	49
09.03 Capital investment: Purchase of equipment	1	2	2
10.00 Total new obligations	72	73	74

Budgetary resources available for obligation:

21.40	Unobligated balance carried forward, start of year	3	7	
22.00	New budget authority (gross)	76	66	74
23.90	Total budgetary resources available for obligation	79	73	74
23.95	Total new obligations	-72	-73	-74
24.40	Unobligated balance carried forward, end of year	7		

New budget authority (gross), detail:

Discretionary:

68.00	Spending authority from offsetting collections (gross): Offsetting collections (cash)	76	66	74
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Change in unpaid obligations:

Unpaid obligations, start of year:

72.40	Unpaid obligations, start of year	-2	-1	6
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Obligated balance, start of year

72.99	Obligated balance, start of year	-2	-1	6
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Total new obligations

73.10	Total new obligations	72	73	74
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Total outlays (gross)

73.20	Total outlays (gross)	-70	-66	-74
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Unpaid obligations, end of year:

74.40	Unpaid obligations, end of year	-1	6	6
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Obligated balance, end of year

74.99	Obligated balance, end of year	-1	6	6
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Outlays (gross), detail:

86.90	Outlays from new discretionary authority	76	66	74
86.93	Outlays from discretionary balances	-6		
87.00	Total outlays (gross)	70	66	74

Offsets:

Against gross budget authority and outlays:

88.00	Offsetting collections (cash) from: Federal sources	-76	-66	-74
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Net budget authority and outlays:

89.00	Budget authority			
90.00	Outlays	-6		

This fund finances the 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)

	2000 actual	2001 est.	2002 est.
Vessel repairs and alterations	15	21	15
Boat repairs and construction	16	5	1
Buoy fabrication	1	1	1
Fabrication of special and miscellaneous items	68	73	83
Total	100	100	100

Object Classification (in millions of dollars)

Identification code 69-4743-0-4-403	2000 actual	2001 est.	2002 est.
Personnel compensation:			
11.1 Full-time permanent	21	22	22
11.3 Other than full-time permanent	2	3	3
11.5 Other personnel compensation	5	5	5
11.7 Military personnel	1	1	1
11.9 Total personnel compensation	29	31	31
12.1 Civilian personnel benefits	6	6	6
23.3 Communications, utilities, and miscellaneous charges	2	2	3
25.2 Other services	5	4	4
26.0 Supplies and materials	30	30	30
99.9 Total new obligations	72	73	74

Personnel Summary

Identification code 69-4743-0-4-403	2000 actual	2001 est.	2002 est.
Total compensable workyears:			
2001 Full-time equivalent employment	572	572	572
2101 Full-time equivalent employment	21	22	22

Trust Funds

BOAT SAFETY

(AQUATIC RESOURCES TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8149-0-7-403	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 State recreational boating safety programs	56	72	59
00.02 Compliance and boating programs	5	5	5
10.00 Total new obligations	61	77	64

Budgetary resources available for obligation:

21.40	Unobligated balance carried forward, start of year	9	13	
22.00	New budget authority (gross)	64	64	64
23.90	Total budgetary resources available for obligation	73	77	64
23.95	Total new obligations	-61	-77	-64
24.40	Unobligated balance carried forward, end of year	13		

New budget authority (gross), detail:

Mandatory:

62.00	Transferred from other accounts	64	64	64
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Change in unpaid obligations:

Unpaid obligations, start of year:

72.40	Unpaid obligations, start of year	37	46	61
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Obligated balance, start of year

72.99	Obligated balance, start of year	37	46	61
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Total new obligations

73.10	Total new obligations	61	77	64
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Total outlays (gross)

73.20	Total outlays (gross)	-52	-61	-63
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Unpaid obligations, end of year:

74.40	Unpaid obligations, end of year	46	61	62
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Obligated balance, end of year

74.99	Obligated balance, end of year	46	61	62
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Outlays (gross), detail:

86.93	Outlays from discretionary balances	10	1	1
86.97	Outlays from new mandatory authority	29	29	29
86.98	Outlays from mandatory balances	15	31	34
87.00	Total outlays (gross)	52	61	63

Net budget authority and outlays:

89.00	Budget authority	64	64	64
90.00	Outlays	52	61	63

This account provides grants for the development and implementation of a coordinated national recreational boating safety program. Boating safety statistics reflect the success in meeting the program's objectives. No discretionary appropriation is requested for 2002 from the Boat safety account of the Aquatic resources trust fund. The Transportation Equity Act for the 21st Century (TEA-21) provides funding from the Aquatic resources trust fund of \$64 million annually beginning in 1999. Of this total, \$59 million is provided for grants to States and \$5 million is available for Coast Guard coordination of the national boating safety program.

Object Classification (in millions of dollars)

Identification code 69-8149-0-7-403	2000 actual	2001 est.	2002 est.
25.2 Other services			5
25.3 Purchases of goods and services from Government accounts	2	1	1
41.0 Grants, subsidies, and contributions	59	76	58
99.9 Total new obligations	61	77	64

AQUATIC RESOURCES TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8147-0-7-403	2000 actual	2001 est.	2002 est.
01.99 Balance, start of year	843	845	898

AQUATIC RESOURCES TRUST FUND—Continued

Unavailable Collections (in millions of dollars)—Continued

Identification code 20-8147-0-7-403	2000 actual	2001 est.	2002 est.
Receipts:			
02.01 Excise Taxes, Sport Fish Restoration	342	352	392
02.02 Customs duties, Sport Fish Restoration	34	36	39
02.40 Interest on investments	46	83	72
02.99 Total receipts and collections	422	471	503
04.00 Total: Balances and collections	1,265	1,316	1,401
Appropriations:			
05.00 Sport fish restoration	-420	-418	-476
07.99 Balance, end of year	845	898	925

Program and Financing (in millions of dollars)

Identification code 20-8147-0-7-403	2000 actual	2001 est.	2002 est.
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities: Par value	1,148	1,192	1,184
92.02 Total investments, end of year: Federal securities: Par value	1,192	1,184	1,280

The Internal Revenue Code of 1986, as amended by TEA-21, provides 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. Appropriations are authorized from this fund to meet expenditures for programs specified by law, including sport fish restoration and boating safety. Excise tax receipts for the trust fund include motorboat fuel tax receipts, plus receipts from excise taxes on sport fishing equipment, sonar and fish finders, small engine fuels, and import duties on fishing equipment and recreational vessels.

OIL SPILL LIABILITY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8185-0-7-304	2000 actual	2001 est.	2002 est.
01.99 Balance, start of year	839	973	894
Receipts:			
02.00 Fines and penalties	33	6	6
02.01 Transfers from the trans-Alaska pipeline liability fund	182	.....	.....
02.02 Recoveries	7	7	7
02.40 Interest on investments	59	56	42
02.80 Minerals Management Service, offsetting collections	35	34	26
02.99 Total receipts and collections	316	103	81
04.00 Total: Balances and collections	1,155	1,076	975
Appropriations:			
05.00 Minerals Management Service	-6	-6	-6
05.01 Environmental Protection Agency	-50	-49	-41
05.02 Oil spill recovery, Coast Guard	-62	-61	-61
05.03 Trust fund share of expenses	-49	-48	-48
05.04 Research and special programs administration	-5	-7	-7
05.05 Denali Commission trust fund	-5	-11	-11
05.07 North Pacific marine reasearch institute fund	-5	.....	.....
05.99 Total appropriations	-182	-182	-174
07.99 Balance, end of year	973	894	801

Program and Financing (in millions of dollars)

Identification code 20-8185-0-7-304	2000 actual	2001 est.	2002 est.
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities: Par value	1,199	1,107	1,107
92.02 Total investments, end of year: Federal securities: Par value	1,199	1,107	965

The Oil spill liability trust fund is used to finance oil pollution prevention and cleanup activities by various Federal agencies. In accordance with the provisions of the Act, the Fund may finance annually up to \$50 million of emergency resources and all valid claims from injured parties resulting from oil spills. For Coast Guard, this funds the following accounts: Trust fund share of expenses, Oil spill recovery, and Payment of claims. The Omnibus Budget Reconciliation Act of 1989, Public Law 101-239, triggered collection of a 5 cent tax on each barrel of oil produced domestically or imported to be deposited into the Oil spill liability trust fund. The authority to collect the oil barrel tax expired on December 31, 1994.

Status of Funds (in millions of dollars)

Identification code 20-8185-0-7-304	2000 actual	2001 est.	2002 est.
Unexpended balance, start of year:			
0100 Uninvested balance	2	10	5
U.S. Securities:			
0101 Par value	1,062	1,199	1,107
0102 Unrealized discounts	-48	-51	-46
0199 Total balance, start of year	1,017	1,156	1,066
Cash income during the year:			
Current law:			
Receipts:			
1200 Fines and penalties	33	6	6
1201 Transfers from the trans-Alaska pipeline liability fund	182	.....	.....
1202 Recoveries	7	7	7
Offsetting receipts (intragovernmental):			
1240 Earnings on investments, oil spill liability trust fund	59	56	42
Offsetting collections:			
1280 Offsetting collections	35	34	26
1299 Income under present law	316	103	81
Cash outgo during year:			
Current law:			
4500 Oil spill research	-6	-6	-6
4501 Oil spill response	-38	-59	-49
4502 Oil Spill Recovery, Coast Guard	-68	-61	-61
4503 Trust fund share of expenses	-49	-48	-48
4504 Trust fund share of pipeline safety	-9	-4	-7
4505 Denali Commission trust fund	-5	-11	-11
4507 North Pacific marine research institute fund .....	.....	-5	.....
4599 Outgo under current law (-)	-175	-194	-182
Unexpended balance, end of year:			
8700 Uninvested balance	10	5	.....
Federal securities:			
8701 Par value	1,199	1,107	965
8702 Unrealized discounts	-51	-46	.....
8799 Total balance, end of year	1,156	1,066	965

OIL SPILL RECOVERY, COAST GUARD

(OIL SPILL LIABILITY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8349-0-7-304	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Emergency fund	57	50	50
00.02 Payment of claims	11	10	10
00.03 Prince William Sound Oil Spill Recovery Institute .....	.....	1	1
10.00 Total new obligations (object class 25.2)	68	61	61
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	81	76	76
22.00 New budget authority (gross)	62	61	61
22.10 Resources available from recoveries of prior year obligations	2	.....	.....
23.90 Total budgetary resources available for obligation	145	137	137
23.95 Total new obligations	-68	-61	-61
24.40 Unobligated balance carried forward, end of year	76	76	76

New budget authority (gross), detail:			
Mandatory:			
60.26	Appropriation (trust fund, definite)	50	50
60.27	Appropriation (trust fund, indefinite)	12	11
62.50	Appropriation (total mandatory)	62	61
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40	Unpaid obligations, start of year	94	92
72.99	Obligated balance, start of year	94	92
73.10	Total new obligations	68	61
73.20	Total outlays (gross)	-68	-61
73.45	Recoveries of prior year obligations	-2	
Unpaid obligations, end of year:			
74.40	Unpaid obligations, end of year	92	92
74.99	Obligated balance, end of year	92	92
Outlays (gross), detail:			
86.97	Outlays from new mandatory authority	62	61
86.98	Outlays from mandatory balances	6	
87.00	Total outlays (gross)	68	61
Net budget authority and outlays:			
89.00	Budget authority	62	61
90.00	Outlays	68	61
Distribution of budget authority by account:			
	Emergency fund	50	50
	Oil spill recovery institute	1	1
	Payment of claims	11	10
Distribution of outlays by account:			
	Emergency fund	54	50
	Oil spill recovery institute	1	1
	Payment of claims	13	10

This account provides resources from the Oil Spill Liability Trust Fund for costs associated with the cleanup of oil spills. These include emergency costs associated with oil spill clean-up, the Prince William Sound Oil Spill Recovery Institute, and the payment of claims to those who suffer harm from oil spills where the responsible party is not identifiable or is without resources. The program activities in this account will continue to be funded under separate permanent appropriations, and are being displayed in a consolidated format to enhance presentation.

TRUST FUND SHARE OF EXPENSES
(OIL SPILL LIABILITY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8314-0-7-304	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01	Operating expenses	25	25
00.02	Acquisition, construction and improvements	20	20
00.03	Research, development, test and evaluation	4	3
10.00	Total new obligations (object class 92.0)	49	48
Budgetary resources available for obligation:			
22.00	New budget authority (gross)	49	48
23.95	Total new obligations	-49	-48
New budget authority (gross), detail:			
Discretionary:			
40.26	Appropriation (trust fund, definite)	49	48
Change in unpaid obligations:			
73.10	Total new obligations	49	48
73.20	Total outlays (gross)	-49	-48
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	49	48
Net budget authority and outlays:			
89.00	Budget authority	49	48

90.00	Outlays	48	48
Distribution of budget authority by account:			
	Operating expenses	25	25
	Acquisition, construction and improvement	20	20
	Research, development, test, and evaluation	4	4
Distribution of outlays by account:			
	Operating expenses	25	25
	Acquisition, construction and improvements	20	20
	Research, development, test, and evaluation	4	4

This account provides resources from the Oil spill liability trust fund for activities authorized under the Operating expenses; Acquisition, construction, and improvements; and Research, development, test and evaluation accounts.

COAST GUARD GENERAL GIFT FUND

Program and Financing (in millions of dollars)

Identification code 69-8533-0-7-403	2000 actual	2001 est.	2002 est.
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	2	2
23.95	Total new obligations		
24.40	Unobligated balance carried forward, end of year	2	2
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays		
Memorandum (non-add) entries:			
92.01	Total investments, start of year: Federal securities:		
	Par value	2	2
92.02	Total investments, end of year: Federal securities:		
	Par value	2	2

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).

MISCELLANEOUS TRUST REVOLVING FUNDS

Unavailable Collections (in millions of dollars)

Identification code 69-9981-0-8-403	2000 actual	2001 est.	2002 est.
01.99	Balance, start of year		
Receipts:			
02.80	Right-of-way revolving fund liquidating account, off-setting collections	8	8
Appropriations:			
05.00	Right-of-way revolving fund liquidating account	-8	-8
07.99	Balance, end of year		

Program and Financing (in millions of dollars)

Identification code 69-9981-0-8-403	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00	Total new obligations (object class 25.2)	8	8
Budgetary resources available for obligation:			
22.00	New budget authority (gross)	8	8
23.95	Total new obligations	-8	-8
New budget authority (gross), detail:			
Mandatory:			
69.00	Offsetting collections (cash)	8	8
Change in unpaid obligations:			
73.10	Total new obligations	8	8
73.20	Total outlays (gross)	-8	-8
Outlays (gross), detail:			
86.97	Outlays from new mandatory authority	8	8

MISCELLANEOUS TRUST REVOLVING FUNDS—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-9981-0-8-403	2000 actual	2001 est.	2002 est.
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-8	-8	-8
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

The Coast Guard cadet fund is used 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 store in Kodiak, Alaska. Revenue is derived from a surcharge placed on sales (14 U.S.C. 487).

FEDERAL AVIATION ADMINISTRATION

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

	(In millions of dollars)		
	2000 actual	2001 est.	2002 est.
Budget authority:			
Operations	5,958	1,2 6,530	6,886
General fund (memorandum entry)	(-11)	1,2 (2,125)	(1,128)
Grants-in-aid for airports (trust)	3 2,799	1,4 2,623	5 2,969
Facilities and equipment (trust)	2,034	2,651	2,914
Research, engineering, and development (trust)	156	187	188
Total net	10,948	11,990	12,957
Obligations:			
Operations	5,948	6,560	6,906
General fund (memorandum entry)	(7)	(2,136)	(1,128)
Grants-in-aid for airports (trust)	1,959	3,202	3,300
Facilities and equipment (trust)	2,187	2,581	2,851
Research, engineering, and development (trust)	164	200	188
Total net	10,258	12,543	13,245
Outlays:			
Operations	5,746	6,581	6,842
General fund (memorandum entry)	(524)	(1,435)	(1,083)
Grants-in-aid for airports (trust)	1,578	2,172	2,764
Facilities and equipment (trust)	2,077	2,066	2,376
Research, engineering, and development (trust)	166	200	211
Aviation insurance revolving fund	-4	-4	-4
Administrative services franchise fund	-2	5	-2
Total net	9,561	11,021	12,188

Note.—The amount shown as Operations includes the general fund share of operations.

¹ Reflects a reduction of 0.22 percent in 2001 as required by P.L. 106-554.

² Reflects gross budget authority prior to a transfer of \$14 million to the Office of the Secretary's Essential air service program.

³ Includes 1999 contract authority reappropriated in 2000 by P.L. 106-181.

⁴ Reflects a rescission of \$579 million as required by P.L. 106-346.

⁵ Reflects a proposed rescission of \$331 million of unobligated, prior year contract authority.

Federal Funds

General and special funds:

OPERATIONS

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to

the public, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 104-264, [\$6,544,235,000] \$6,886,000,000, of which [\$4,414,869,000] \$5,758,382,000 shall be derived from the Airport and Airway Trust Fund [, of which \$5,200,274,000 shall be available for air traffic services program activities; \$694,979,000 shall be available for aviation regulation and certification program activities; \$139,301,400 shall be available for civil aviation security program activities; \$189,988,000 shall be available for research and acquisition program activities; \$12,000,000 shall be available for commercial space transportation program activities; \$48,443,600 shall be available for Financial Services program activities; \$54,864,000 shall be available for Human Resources program activities; \$99,347,000 shall be available for Regional Coordination program activities; and \$105,038,000 shall be available for Staff Offices program activities: *Provided*, That none of the funds in this Act shall be available for the Federal Aviation Administration to plan, finalize, or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of the enactment of this Act]: *Provided [further]*, That there may be credited to this appropriation funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms: [*Provided further*, That of the funds appropriated under this heading, not less than \$5,000,000 shall be for the contract tower cost-sharing program and not less than \$750,000 shall be for the Centennial of Flight Commission:] *Provided further*, That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: *Provided further*, That none of the funds in this Act shall be available for new applicants for the second career training program: *Provided further*, That none of the funds in this Act shall be available for paying premium pay under 5 U.S.C. 5546(a) to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay: *Provided further*, That none of the funds in this Act may be obligated or expended to operate a manned auxiliary flight service station in the contiguous United States [: *Provided further*, That none of the funds in this Act may be used for the Federal Aviation Administration to enter into a multiyear lease greater than 5 years in length or greater than \$100,000,000 in value unless such lease is specifically authorized by the Congress and appropriations have been provided to fully cover the Federal Government's contingent liabilities: *Provided further*, That none of the funds in this Act for aeronautical charting and cartography are available for activities conducted by, or coordinated through, the Transportation Administrative Service Center]. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-1301-0-1-402	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
Direct program:			
00.01 Air traffic services	4	5,195	5,465
00.02 Regulation and certification	1	693	745
00.03 Civil aviation security		139	149
00.04 Research and acquisitions	1	190	197
00.05 Commercial space transportation		12	15
00.06 Regional coordination		99	91
00.07 Human resources		55	75
00.08 Financial services		48	53
00.09 Staff offices	1	105	116
00.01 Reimbursable program		85	88
10.00 Total new obligations	7	6,622	6,994

Budgetary resources available for obligation:

21.40 Unobligated balance carried forward, start of year	17		
22.00 New budget authority (gross)	-11	6,621	6,994
23.90 Total budgetary resources available for obligation	6	6,621	6,994
23.95 Total new obligations	-7	-6,622	-6,994

New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation	2,129	1,128
40.76	Reduction pursuant to P.L. 106-113	- 11	
40.77	Reduction pursuant to P.L. 106-554 (0.22 percent)	- 5	
43.00	Appropriation (total discretionary)	- 11	2,124
Mandatory:			
61.00	Transferred to other accounts	- 14	
Discretionary:			
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	4,511	5,866
70.00	Total new budget authority (gross)	- 11	6,621
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40	Unpaid obligations, start of year	641	110
72.99	Obligated balance, start of year	641	110
73.10	Total new obligations	7	6,622
73.20	Total outlays (gross)	- 524	- 5,946
73.40	Adjustments in expired accounts (net)	- 14	
Unpaid obligations, end of year:			
74.40	Unpaid obligations, end of year	110	785
74.99	Obligated balance, end of year	110	785
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	5,839	6,168
86.93	Outlays from discretionary balances	524	107
87.00	Total outlays (gross)	524	5,946
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00	Federal sources	- 4,470	- 5,823
88.40	Non-Federal sources	- 41	- 43
88.90	Total, offsetting collections (cash)	- 4,511	- 5,866
Net budget authority and outlays:			
89.00	Budget authority	- 11	2,110
90.00	Outlays	524	1,435

For 2002, the Budget requests \$6,886 million, a \$356 million increase over 2001. These funds will be used to continue existing safety oversight to hire additional controllers to keep pace with increasing aviation activity, and to increase funding for runway safety programs to ensure that steps are taken to increase our margin of safety in this critical area. Additional funds will be used to address aircraft operations and noise at our national parks.

Object Classification (in millions of dollars)			
Identification code 69-1301-0-1-402	2000 actual	2001 est.	2002 est.
Direct obligations:			
Personnel compensation:			
11.1	Full-time permanent	3,507	3,723
11.3	Other than full-time permanent	27	29
11.5	Other personnel compensation	2	291
11.8	Special personal services payments	1	1
11.9	Total personnel compensation	2	3,826
12.1	Civilian personnel benefits	1,017	1,081
13.0	Benefits for former personnel	1	1
21.0	Travel and transportation of persons	1	100
22.0	Transportation of things	19	19
23.1	Rental payments to GSA	90	96
23.2	Rental payments to others	36	37
23.3	Communications, utilities, and miscellaneous charges	335	340
24.0	Printing and reproduction	12	13
25.1	Advisory and assistance services	12	12
25.2	Other services	3	880
26.0	Supplies and materials	180	183
31.0	Equipment	1	27
32.0	Land and structures	1	1
42.0	Insurance claims and indemnities	1	1
99.0	Subtotal, direct obligations	7	6,537
99.0	Reimbursable obligations	85	88

99.9	Total new obligations	7	6,622	6,994
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Personnel Summary

Identification code 69-1301-0-1-402	2000 actual	2001 est.	2002 est.
Direct:			
1001	Total compensable workyears: Full-time equivalent employment	44,546	45,065
Reimbursable:			
2001	Total compensable workyears: Full-time equivalent employment	283	283

AVIATION USER FEES

Unavailable Collections (in millions of dollars)

Identification code 69-5422-0-2-402	2000 actual	2001 est.	2002 est.
01.99	Balance, start of year		
Receipts:			
02.00	Overflight user fees	36	40
02.80	FAA activities, offsetting collections	50	10
02.99	Total receipts and collections	50	36
Appropriations:			
05.00	FAA activities	- 36	- 40
05.01	Essential air service and rural improvement fund	- 50	- 10
05.99	Total appropriations	- 50	- 36
07.99	Balance, end of year		

Program and Financing (in millions of dollars)

Identification code 69-5422-0-2-402	2000 actual	2001 est.	2002 est.
New budget authority (gross), detail:			
Mandatory:			
60.25	Appropriation (special fund, indefinite)	36	40
61.00	Transferred to other accounts	- 36	- 40
62.50	Appropriation (total mandatory)		
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays		

The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264) authorized the collection of user fees for services provided by the FAA to aircraft that neither takeoff nor land in the United States, commonly known as overflight fees. In addition, the Act permanently appropriated the first \$50 million of such fees, or other FAA resources in the event fees are lower than \$50 million, to be used for the Essential Air Service (EAS) program and rural airport improvements. Amounts collected in excess of \$50 million are permanently appropriated for authorized expenses of the FAA. The Budget estimates that \$40 million in overflight fees will be collected in 2002, and transferred to the Essential Air Service and Rural Airport Improvement Fund. As collections are estimated to be below required EAS funding, the Budget proposes \$10 million in EAS financing will be provided from the Airport Improvement Program (AIP).

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 49 U.S.C. 44307, 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 for aviation insurance activities under chapter 443 of title 49, United States Code. (Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.)

Public enterprise funds—Continued

AVIATION INSURANCE REVOLVING FUND—Continued

Program and Financing (in millions of dollars)

Identification code 69-4120-0-3-402	2000 actual	2001 est.	2002 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	75	79	83
22.00 New budget authority (gross)	4	4	4
23.90 Total budgetary resources available for obligation	79	83	87
23.95 Total new obligations			
24.40 Unobligated balance carried forward, end of year	79	83	87
New budget authority (gross), detail:			
Discretionary:			
68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)	4	4	4
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-4	-4	-4
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-4	-4	-4
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities:			
Par value	76	79	83
92.02 Total investments, end of year: Federal securities:			
Par value	79	83	87

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

Personnel Summary

Identification code 69-4120-0-3-402	2000 actual	2001 est.	2002 est.
1001 Total compensable workyears: Full-time equivalent employment	2	3	3

Intragovernmental accounts:

ADMINISTRATIVE SERVICES FRANCHISE FUND

Program and Financing (in millions of dollars)

Identification code 69-4562-0-4-402	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
09.01 Accounting	15	17	9
09.02 Payroll	3	3	4
09.03 Travel	1	1	2
09.04 Duplicating services	5	6	6
09.05 Multi-media	2	1	1
09.06 Training	4	4	5
09.07 Logistics		157	162
09.08 Aircraft maintenance		26	27
09.10 Information technology		11	40
10.00 Total new obligations	30	226	256
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	3	3
22.00 New budget authority (gross)	31	226	256
23.90 Total budgetary resources available for obligation	32	229	259
23.95 Total new obligations	-30	-226	-256
24.40 Unobligated balance carried forward, end of year	3	3	3

New budget authority (gross), detail:			
Discretionary:			
68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)	31	226	256
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	5	5	
72.99 Obligated balance, start of year	5	5	
73.10 Total new obligations	30	226	256
73.20 Total outlays (gross)	-29	-231	-254
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	5		2
74.99 Obligated balance, end of year	5		2
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	25	223	253
86.93 Outlays from discretionary balances	5	8	1
87.00 Total outlays (gross)	29	231	254
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-31	-226	-256
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-2	5	-2

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

Object Classification (in millions of dollars)

Identification code 69-4562-0-4-402	2000 actual	2001 est.	2002 est.
11.1 Personnel compensation: Full-time permanent	7	56	68
12.1 Civilian personnel benefits	2	14	17
21.0 Travel and transportation of persons		1	1
22.0 Transportation of things		3	3
24.0 Printing and reproduction	2	2	3
25.2 Other services	18	105	115
26.0 Supplies and materials		42	44
31.0 Equipment	1	3	5
99.9 Total new obligations	30	226	256

Personnel Summary

Identification code 69-4562-0-4-402	2000 actual	2001 est.	2002 est.
2001 Total compensable workyears: Full-time equivalent employment	154	1,067	1,067

Trust Funds

AIRPORT AND AIRWAY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8103-0-7-402	2000 actual	2001 est.	2002 est.
01.99 Balance, start of year	7,310	6,991	7,831
Receipts:			
02.00 Excise taxes	9,739	10,414	11,183
02.40 Interest	805	871	996
02.80 Trust fund share of FAA operations, offsetting collections	77		
02.81 Facilities and equipment, offsetting collections	64	80	80
02.82 Research, engineering and development, offsetting collections	3	16	16

02.99	Total receipts and collections	10,688	11,381	12,275
04.00	Total: Balances and collections	17,998	18,372	20,106
Appropriations:				
05.00	Trust fund share of FAA operations	-6,045	-4,405	-5,758
05.01	Grants-in-aid for airports liquidating cash	-2,799	-3,202	-3,300
05.02	Facilities and equipment	-2,139	-2,731	-2,994
05.03	Research, engineering and development	-159	-203	-204
05.05	Office of airline information			-4
05.99	Total appropriations	-11,142	-10,541	-12,260
06.10	Unobligated balance returned to receipts	135		
07.99	Balance, end of year	6,991	7,831	7,846

Program and Financing (in millions of dollars)

Identification code 20-8103-0-7-402	2000 actual	2001 est.	2002 est.	
Memorandum (non-add) entries:				
92.01	Total investments, start of year: Federal securities:			
	Par value	12,414	13,097	15,633
92.02	Total investments, end of year: Federal securities:			
	Par value	13,097	15,633	16,699

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

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

Status of Funds (in millions of dollars)

Identification code 20-8103-0-7-402	2000 actual	2001 est.	2002 est.	
Unexpended balance, start of year:				
0100	Uninvested balance	32	837	
0101	U.S. Securities: Par value	12,414	13,097	15,633
0199	Total balance, start of year	12,446	13,934	15,633
Cash income during the year:				
Current law:				
Receipts:				
Receipts:				
1200	Passenger ticket tax	5,103	5,273	5,603
1200	Passenger flight segment tax	1,655	1,830	2,057
1200	Waybill tax	500	640	683
1200	Fuel tax	887	1,000	1,044
1200	International departure/arrival tax	1,349	1,412	1,528
1200	Rural airports tax	86	91	97
1200	Frequent flyer tax	159	168	172
Offsetting receipts (intragovernmental):				
1240	Interest, Airport and airway trust fund	805	871	996
Offsetting collections:				
1280	Trust fund share of FAA operations	77		
1281	Facilities and equipment	64	80	80
1282	Research, engineering, and development	3	16	16
1299	Income under present law	10,688	11,381	12,275
Cash outgo during year:				
Current law:				
Cash outgo during the year (-):				
4500	Trust fund share of FAA operations	-5,222	-5,145	-5,758
4500	Trust fund share of FAA operations, offsetting collections	-77		
4501	Grants-in-aid for airports	-1,578	-2,174	-2,764
Cash outgo during the year (-):				
4502	Facilities and equipment	-2,077	-2,066	-2,376
4502	Facilities and equipment offsetting collections	-64	-80	-80
Cash outgo during the year (-):				
4503	Research, engineering and development	-166	-200	-211
4503	Research, engineering and development offsetting collections	-3	-16	-16
4505	Office of airline information			-4
4599	Outgo under current law (-)	-9,187	-9,682	-11,209
7625	Permanently cancelled balances	-11		
Unexpended balance, end of year:				
8700	Uninvested balance	837		
8701	Federal securities: Par value	13,097	15,633	16,699
8799	Total balance, end of year	13,934	15,633	16,699

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

GRANTS-IN-AID FOR AIRPORTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(AIRPORT AND AIRWAY TRUST FUND)

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations; for administration of such programs; for administration] and of programs under section 40117; for procurement, installation, and commissioning of runway incursion prevention devices and systems at airports] of such title; and for inspection activities and administration of airport safety programs, including those related to airport operating certificates under section 44706 of title 49, United States Code, [\$3,200,000,000] \$1,800,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That none of the funds under this heading shall be available for the planning or execution of programs the obligations for which are in excess of [\$3,200,000,000] \$3,300,000,000 in fiscal year [2001] 2002, notwithstanding section 47117(h) of title 49, United States Code: *Provided further*, That notwithstanding any other provision of law, not more than [\$53,000,000] \$64,597,000 of funds limited under this heading shall be obligated for administration: *Provided further*, That funds under this heading shall be available to carry out the *Essential Air Service program under subchapter II of chapter 417 of title 49, United States Code, pursuant to section 41742(a) of such title.*

(RESCISSION OF CONTRACT AUTHORIZATION)

Of the unobligated balances authorized under 49 U.S.C. 48103, as amended, [\$579,000,000] \$331,000,000 are rescinded. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-8106-0-7-402	2000 actual	2001 est.	2002 est.	
Obligations by program activity:				
00.01	Grants-in-aid for airports	1,914	3,142	3,225
00.02	Personnel and related expenses	45	53	58
00.03	Essential air services			10
00.04	Airport technology			7
10.00	Total new obligations	1,959	3,195	3,300
Budgetary resources available for obligation:				
21.49	Unobligated balance carried forward, start of year:			
	Contract authority	136	903	331
22.00	New budget authority (gross)	2,799	2,623	2,969
22.10	Resources available from recoveries of prior year obligations	63		
23.90	Total budgetary resources available for obligation	2,998	3,526	3,300
23.95	Total new obligations	-1,959	-3,195	-3,300
23.98	Unobligated balance expiring or withdrawn	-136		
24.49	Unobligated balance carried forward, end of year:			
	Contract authority	903	331	
New budget authority (gross), detail:				
Discretionary:				
40.26	Appropriation (trust fund, definite)	1,750	3,202	3,300
40.49	Portion applied to liquidate contract authority	-1,750	-3,200	-3,300
43.00	Appropriation (total discretionary)		2	
49.35	Contract authority rescission proposal			-331
Mandatory:				
Contract authority:				
66.10	Contract authority (AIR-21)	2,475	3,200	3,300
66.10	Contract authority (reappropriation)	324		
66.35	Contract authority rescinded		-579	
66.90	Contract authority (total mandatory)	2,799	2,621	3,300
70.00	Total new budget authority (gross)	2,799	2,623	2,969
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year	2,882	3,200	4,221

GRANTS-IN-AID FOR AIRPORTS—Continued

(RESCISSION OF CONTRACT AUTHORIZATION)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8106-0-7-402	2000 actual	2001 est.	2002 est.
72.99 Obligated balance, start of year	2,882	3,200	4,221
73.10 Total new obligations	1,959	3,195	3,300
73.20 Total outlays (gross)	-1,578	-2,174	-2,764
73.45 Recoveries of prior year obligations	-63		
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	3,200	4,221	4,757
74.99 Obligated balance, end of year	3,200	4,221	4,757
75.01 Obligated balance, start of year: Contract authority	2,358	2,504	2,497
75.02 Obligated balance, end of year: Contract authority	2,504	2,497	2,498
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	373	612	648
86.93 Outlays from discretionary balances	1,205	1,560	2,117
87.00 Total outlays (gross)	1,578	2,174	2,764
Net budget authority and outlays:			
89.00 Budget authority	2,799	2,623	2,969
90.00 Outlays	1,578	2,174	2,764

Status of Contract Authority (in millions of dollars)

Identification code 69-8106-0-7-402	2000 actual	2001 est.	2002 est.
0100 Balance, start of year	2,494	3,407	2,828
Contract authority:			
0200 Contract authority	2,799	2,621	2,969
0350 Unfunded balance expiring	-136		
0400 Appropriation to liquidate contract authority	-1,750	-3,200	-3,300
0700 Balance, end of year	3,407	2,828	2,498

Subchapter I of chapter 471, title 49, U.S. Code (formerly the Airport and Airway Improvement Act of 1982, as amended) provides for airport improvement grants, including those emphasizing capacity development, safety and security needs, and chapter 475 provides for grants for aircraft noise mitigation and planning.

The 2001 appropriations act provides funding under this heading for administrative costs related to this program. For 2002, the Administration proposes that funds under this heading also be provided for the FAA's airport-related research and to make up for shortfalls in overflight fee collections to fund the Essential Air Service program, consistent with section 41742, title 49, U.S. Code.

Object Classification (in millions of dollars)

Identification code 69-8106-0-7-402	2000 actual	2001 est.	2002 est.
Personnel compensation:			
11.1 Full-time permanent	34	36	40
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	35	37	41
12.1 Civilian personnel benefits	7	8	9
21.0 Travel and transportation of persons	1	2	2
23.2 Communications, utilities, and miscellaneous charges	1	1	1
25.2 Other services	1	5	22
41.0 Grants, subsidies, and contributions	1,914	3,142	3,225
99.9 Total new obligations	1,959	3,195	3,300

Personnel Summary

Identification code 69-8106-0-7-402	2000 actual	2001 est.	2002 est.
1001 Total compensable workyears: Full-time equivalent employment	474	501	519

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 and equipment as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; [and] construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this [head] heading; to be derived from the Airport and Airway Trust Fund, [\$2,656,765,000] \$2,914,000,000, of which [\$2,334,112,400] \$2,536,900,000 shall remain available until September 30, [2003] 2004, and of which [\$322,652,600] \$377,100,000 shall remain available until September 30, [2001] 2002: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment and modernization of air navigation facilities[: *Provided further*, That upon initial submission to the Congress of the fiscal year 2002 President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the Federal Aviation Administration which includes funding for each budget line item for fiscal years 2002 through 2006, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 per day for each day after initial submission of the President's budget that the plan has not been submitted to the Congress: *Provided further*, That none of the funds in this Act may be used for the Federal Aviation Administration to enter into a capital lease agreement unless appropriations have been provided to fully cover the Federal Government's contingent liabilities at the time the lease agreement is signed]. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-8107-0-7-402	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
Direct program:			
00.01 Engineering, development, test and evaluation	579	657	685
00.02 Procurement and modernization of air traffic control (ATC) facilities and equipment	898	1,139	1,316
00.03 Procurement and modernization of non-ATC facilities and equipment	182	203	212
00.04 Mission support	235	260	261
00.05 Personnel and related expenses	293	322	377
09.01 Reimbursable program	64	80	80
10.00 Total new obligations	2,251	2,661	2,931
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	355	234	305
22.00 New budget authority (gross)	2,098	2,731	2,994
22.10 Resources available from recoveries of prior year obligations	37		
23.90 Total budgetary resources available for obligation	2,490	2,965	3,299
23.95 Total new obligations	-2,251	-2,661	-2,931
23.98 Unobligated balance expiring or withdrawn	-6		
24.40 Unobligated balance carried forward, end of year	234	305	368
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund, definite)	2,075	2,657	2,914
Unobligated balance rescinded:			
40.36 Unobligated balance rescinded	-30		
40.36 Unobligated balance rescinded (Y2K)	-11		
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)		-6	
43.00 Appropriation (total discretionary)	2,034	2,651	2,914
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	64	80	80
70.00 Total new budget authority (gross)	2,098	2,731	2,994

Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year	1,531	1,620	2,135
72.99	Obligated balance, start of year	1,531	1,620	2,135
73.10	Total new obligations	2,251	2,661	2,931
73.20	Total outlays (gross)	-2,141	-2,146	-2,456
73.40	Adjustments in expired accounts (net)	16		
73.45	Recoveries of prior year obligations	-37		
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year	1,620	2,135	2,610
74.99	Obligated balance, end of year	1,620	2,135	2,610
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	961	878	957
86.93	Outlays from discretionary balances	1,180	1,268	1,499
87.00	Total outlays (gross)	2,141	2,146	2,456
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00	Federal sources	-56	-70	-70
88.40	Non-Federal sources	-8	-10	-10
88.90	Total, offsetting collections (cash)	-64	-80	-80
Net budget authority and outlays:				
89.00	Budget authority	2,034	2,651	2,914
90.00	Outlays	2,077	2,066	2,376

Note.—Mission Support has an estimated contingent liability of \$74 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.

The proposed funding sustains the current infrastructure and advances modernization and improvement of the National airspace system. In particular, funds would provide for significant progress in developing the enroute and terminal automation programs, designed to upgrade air traffic control technology, and in implementing free flight programs.

Object Classification (in millions of dollars)				
Identification code 69-8107-0-7-402				
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	194	198	238
11.3	Other than full-time permanent	1	1	1
11.5	Other personnel compensation	6	9	9
11.9	Total personnel compensation	201	208	248
12.1	Civilian personnel benefits	43	58	66
21.0	Travel and transportation of persons	37	45	51
22.0	Transportation of things	2	5	5
23.2	Rental payments to others	42	49	54
23.3	Communications, utilities, and miscellaneous charges	23	15	16
24.0	Printing and reproduction		1	1
25.2	Other services	1,367	1,673	1,834
26.0	Supplies and materials	38	44	48
31.0	Equipment	274	319	349
32.0	Land and structures	148	158	173
41.0	Grants, subsidies, and contributions	12	6	6
99.0	Subtotal, direct obligations	2,187	2,581	2,851
99.0	Reimbursable obligations	64	80	80
99.9	Total new obligations	2,251	2,661	2,931

Personnel Summary

Identification code 69-8107-0-7-402				
Direct:				
1001	Total compensable workyears: Full-time equivalent employment	2,668	2,884	3,049
Reimbursable:				
2001	Total compensable workyears: Full-time equivalent employment	17	55	55

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

For necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, **[\$187,000,000] \$187,781,000**, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, **[2003] 2004: 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, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)				
Identification code 69-8108-0-7-402		2000 actual	2001 est.	2002 est.
Obligations by program activity:				
Direct program:				
00.01	System development and infrastructure	16	18	22
00.02	Capacity and air traffic management technology	1		
00.04	Weather	19	26	28
00.06	Aircraft safety technology	47	66	53
00.07	System security technology	53	58	50
00.08	Human factors and aviation medicine	25	28	26
00.09	Environment and energy	3	4	8
00.10	Innovative/cooperative research			1
09.01	Reimbursable program	3	16	16
10.00	Total new obligations	167	216	204
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	13	13	
22.00	New budget authority (gross)	159	203	204
22.10	Resources available from recoveries of prior year obligations	8		
23.90	Total budgetary resources available for obligation	180	216	204
23.95	Total new obligations	-167	-216	-204
24.40	Unobligated balance carried forward, end of year	13		
New budget authority (gross), detail:				
Discretionary:				
40.26	Appropriation (trust fund, definite)	156	187	188
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	3	16	16
70.00	Total new budget authority (gross)	159	203	204
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year	154	144	143
72.99	Obligated balance, start of year	154	144	143
73.10	Total new obligations	167	216	204
73.20	Total outlays (gross)	-169	-216	-227
73.45	Recoveries of prior year obligations	-8		
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year	144	143	120
74.99	Obligated balance, end of year	144	143	120
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	72	128	129
86.93	Outlays from discretionary balances	97	88	98
87.00	Total outlays (gross)	169	216	227
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-3	-16	-16
Net budget authority and outlays:				
89.00	Budget authority	156	187	188
90.00	Outlays	166	200	211

The 2002 budget proposes funding to conduct research, engineering and development programs to improve the national air traffic control system by increasing its safety, security, capacity, and productivity to meet the expected air traffic

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

demands of the future. The agency also administers human factors research aimed at increasing the effectiveness of air traffic controller operations and airway facilities maintenance; aviation medical research aimed at increasing the safety of aircrew members; and environmental research aimed at mitigating aircraft noise and engine emissions.

Object Classification (in millions of dollars)

Identification code 69-8108-0-7-402	2000 actual	2001 est.	2002 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	30	31	33
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	32	33	35
12.1 Civilian personnel benefits	7	7	8
21.0 Travel and transportation of persons	3	2	3
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.5 Research and development contracts	79	115	98
26.0 Supplies and materials	4	4	4
31.0 Equipment	3	3	4
41.0 Grants, subsidies, and contributions	35	35	35
99.0 Subtotal, direct obligations	164	200	188
99.0 Reimbursable obligations	3	16	16
99.9 Total new obligations	167	216	204

Personnel Summary

Identification code 69-8108-0-7-402	2000 actual	2001 est.	2002 est.
1001 Total compensable workyears: Full-time equivalent employment	437	455	455

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

Program and Financing (in millions of dollars)

Identification code 69-8104-0-7-402	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Air traffic services	4,666	18	
00.02 Regulation and certification	644	5	
00.03 Civil aviation security	136		
00.04 Research and acquisitions	173		
00.05 Commercial space transportation	6		
00.06 Regional coordination	85		
00.07 Human resources	66		
00.08 Financial services	40		
00.09 Staff offices	76		
00.10 Essential air service	50		
00.11 Payment to Operations		4,405	5,758
09.01 Reimbursable program	72		
10.00 Total new obligations	6,013	4,428	5,758
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year		23	
22.00 New budget authority (gross)	6,045	4,405	5,758
23.90 Total budgetary resources available for obligation	6,045	4,428	5,758
23.95 Total new obligations	-6,013	-4,428	-5,758
23.98 Unobligated balance expiring or withdrawn	-9		
24.40 Unobligated balance carried forward, end of year	23		

New budget authority (gross), detail:

Discretionary:			
40.26 Appropriation (trust fund, definite)	5,975	4,415	5,758
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)		-10	
40.79 Reduction pursuant to P.L. 106-69	-7		
43.00 Appropriation (total discretionary)	5,968	4,405	5,758

68.00 Spending authority from offsetting collections: Offsetting collections (cash)	77		
70.00 Total new budget authority (gross)	6,045	4,405	5,758
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	3	717	
72.99 Obligated balance, start of year	3	717	
73.10 Total new obligations	6,013	4,428	5,758
73.20 Total outlays (gross)	-5,299	-5,146	-5,758
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	717		
74.99 Obligated balance, end of year	717		

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	5,298	4,405	5,758
86.93 Outlays from discretionary balances	1	740	
87.00 Total outlays (gross)	5,299	5,146	5,758

Offsets:

Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-57		
88.40 Non-Federal sources	-20		
88.90 Total, offsetting collections (cash)	-77		

Net budget authority and outlays:

89.00 Budget authority	5,968	4,405	5,758
90.00 Outlays	5,222	5,146	5,758

For 2002, the budget proposes \$6,886 million for FAA Operations, of which \$5,758 million would be provided from the Airport and Airway Trust Fund.

Object Classification (in millions of dollars)

Identification code 69-8104-0-7-402	2000 actual	2001 est.	2002 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	3,269	3	
11.3 Other than full-time permanent	29		
11.5 Other personnel compensation	285		
11.8 Special personal services payments	1		
11.9 Total personnel compensation	3,584	3	
12.1 Civilian personnel benefits	957		
13.0 Benefits for former personnel	1		
21.0 Travel and transportation of persons	93	1	
22.0 Transportation of things	22		
23.1 Rental payments to GSA	82		
23.2 Rental payments to others	37		
23.3 Communications, utilities, and miscellaneous charges	335		
24.0 Printing and reproduction	11		
25.2 Other services	660	14	
26.0 Supplies and materials	84	5	
31.0 Equipment	29		
32.0 Land and structures	1		
92.0 Grants (2000), Undistributed (2001-2002)	45	4,405	5,758
99.0 Subtotal, direct obligations	5,941	4,428	5,758
99.0 Reimbursable obligations	72		
99.9 Total new obligations	6,013	4,428	5,758

Personnel Summary

Identification code 69-8104-0-7-402	2000 actual	2001 est.	2002 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	44,671	30	
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	217		

FEDERAL HIGHWAY ADMINISTRATION

The Transportation Equity Act for the 21st Century (TEA-21) reauthorized surface transportation programs through 2003. TEA-21 provides for increased transportation infrastructure investment, strengthens transportation safety programs and environmental programs, and continues core research activities. TEA-21, along with title 23, U.S.C. ("Highways") and other supporting legislation, provides authority for the various programs of the Federal Highway Administration designed to improve highways throughout the Nation.

In 2002, the Federal Highway Administration continues major programs, including the Surface Transportation Program, the National Highway System, Interstate Maintenance, the Highway Bridge Replacement and Rehabilitation Program, and the Congestion Mitigation and Air Quality Improvement Program, Transportation Infrastructure Finance and Innovation, and the National Corridor Planning and Border Infrastructure Programs.

In summary, the 2002 budget consists of \$35,425 million in new budget authority and \$29,945 million in outlays. The following table reflects program levels (obligations). Because project selection is determined by the States, the 2001 and 2002 program levels are estimates.

FEDERAL HIGHWAY ADMINISTRATION

(In millions of dollars)

Obligations:	2000 actual ^{1,2}	2001 est. ³	2002 est.
Total Federal-aid highways	25,935	30,652	31,987
Federal-aid subject to limitation	24,794	28,836	31,032
Direct loan subsidy (TIFIA)	35	136	101
Guarantee loan subsidy (TIFIA)		10	10
Line of credit (TIFIA)	2	10	10
Administrative expenses (TIFIA)	2	2	2
Surface transportation program	6,360	6,722	7,129
National highway system	5,009	5,752	6,146
Interstate maintenance	3,853	4,775	5,162
Bridge program	2,643	4,092	4,425
Congestion mitigation and air quality improvement	860	1,635	1,721
Minimum guarantee	2,431	1,504	1,802
ITS standards, research and development	75	112	118
ITS deployment	143	145	135
Transportation research	204	249	250
Federal lands highways	646	726	711
National corridor planning and coordinated border infrastructure	98	153	144
Administration	304	294	318
Other programs	658	522	641
High priority projects	969	1,311	1,491
Woodrow Wilson memorial bridge	43	194	203
Appalachian development highway system	373	390	398
Safety incentive grants for use of seat belts	86	102	115
Emergency relief supplemental	8	729	
Emergency relief program	98	113	100
Minimum allocation/guarantee	711	659	648
Demonstration projects	324	296	207
Loan reestimates (TIFIA)		19	
Miscellaneous highways trust funds	9	1,190	7
State infrastructure banks (GF)		4	
Appalachian development highway system (GF)	67	23	
Appalachian development highway system (TF)		254	
Miscellaneous appropriations (GF)	53	651	47
Miscellaneous trust funds	14	22	12
Ellsworth Housing settlement	3		
Total program level	26,081	32,796	32,053
Total discretionary	24,934	31,687	31,086
Total mandatory	1,147	1,109	967

¹ Reflects a reduction of \$105 million in 2000 as required by P.L. 106-113.

² 2000 funds reflect the transfer of \$1,647 million from FHWA to FTA. The budget assumes that flex-funding transfer between FHWA and FTA will continue.

³ Reflects a .22% across-the-board reduction in 2001 as required by P.L. 106-554.

Federal Funds

MISCELLANEOUS APPROPRIATIONS

Note.—2001 appropriations were provided by sections 375, 376, and 379 of the Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.

Program and Financing (in millions of dollars)

Identification code 69-9911-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.10 Feasibility, design, environmental and engineering		1	1
00.14 Climbing lane demonstration	1	1	1
00.24 Highway demonstration projects		1	1
00.26 Corridor D improvement project	1	2	2
00.30 Highway demonstration projects—preliminary engineering	1	2	2
00.45 Highway bypass demonstration		1	1
00.46 Railroad highway crossing demonstration	1	1	1
00.79 Surface transportation projects	48	35	35
00.81 Miscellaneous Massachusetts projects	1	2	2
00.82 Woodrow Wilson bridge		599	1
00.83 Miscellaneous highway projects/muscle shoals		6	
10.00 Total new obligations (object class 41.0)	53	651	47
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	254	203	156
22.00 New budget authority (gross)		605	
23.90 Total budgetary resources available for obligation	254	808	156
23.95 Total new obligations	-53	-651	-47
24.40 Unobligated balance carried forward, end of year	203	156	109
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation		606	
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)		-1	
43.00 Appropriation (total discretionary)		605	
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	252	170	567
72.99 Obligated balance, start of year	252	170	567
73.10 Total new obligations	53	651	47
73.20 Total outlays (gross)	-133	-254	-320
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	170	567	294
74.99 Obligated balance, end of year	170	567	294
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		163	
86.93 Outlays from discretionary balances	133	91	320
87.00 Total outlays (gross)	133	254	320
Net budget authority and outlays:			
89.00 Budget authority		605	
90.00 Outlays	133	254	320

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

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

Program and Financing (in millions of dollars)

Identification code 69-0640-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Appalachian Highway Development System FY 1998	15	6	
00.02 Appalachian Highway Development System FY 1999	52	17	
10.00 Total new obligations (object class 25.2)	67	23	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	90	23	
23.95 Total new obligations	-67	-23	
24.40 Unobligated balance carried forward, end of year	23		
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	196	161	105
72.99 Obligated balance, start of year	196	161	105

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0640-0-1-401	2000 actual	2001 est.	2002 est.
73.10 Total new obligations	67	23	
73.20 Total outlays (gross)	-101	-79	-44
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	161	105	61
74.99 Obligated balance, end of year	161	105	61
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	101	79	44
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	101	79	44

Funding for this program will be used for the necessary expenses relating to construction of, and improvements to, corridor X of the Appalachian Development Highway System (ADHS) in the State of Alabama, and to the ADHS in the State of West Virginia. No further appropriation is requested as the ADHS is funded as part of the Federal-aid highway program.

STATE INFRASTRUCTURE BANKS

Program and Financing (in millions of dollars)

Identification code 69-0549-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)		4	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	4	4	
23.95 Total new obligations		-4	
24.40 Unobligated balance carried forward, end of year	4		
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	44	25	21
72.99 Obligated balance, start of year	44	25	21
73.10 Total new obligations		4	
73.20 Total outlays (gross)	-19	-8	-8
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	25	21	13
74.99 Obligated balance, end of year	25	21	13
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	19	8	8
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	19	8	8

This schedule shows the obligation and outlay of amounts made available in prior years.

ELLSWORTH HOUSING SETTLEMENT

Unavailable Collections (in millions of dollars)

Identification code 69-5460-0-2-401	2000 actual	2001 est.	2002 est.
01.99 Balance, start of year			
Receipts:			
02.80 Offsetting collections, Ellsworth housing settlement	3		
Appropriations:			
05.00 Ellsworth housing settlement	-3		
07.99 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-5460-0-2-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 25.2)	3		
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	3		
23.95 Total new obligations	-3		
New budget authority (gross), detail:			
Discretionary:			
68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)	3		
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year		3	
72.99 Obligated balance, start of year		3	
73.10 Total new obligations	3		
73.20 Total outlays (gross)		-3	
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	3		
74.99 Obligated balance, end of year	3		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances		3	
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-3		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-3	3	

The account reflects a portion of the funds received by the United States in settlement of the claims against the Hunt Building Corporation and Ellsworth Housing Limited Partnership. The funds that are available to the Secretary of Transportation are for construction of an access road on Interstate Route 90 at Box Elder, South Dakota.

Credit accounts:

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4123-0-3-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Loan obligations	1,496	1,800	2,000
00.02 Interest paid to Treasury	19	21	43
10.00 Total new obligations	1,515	1,821	2,043
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	1,515	1,821	2,043
23.95 Total new obligations	-1,515	-1,821	-2,043
New financing authority (gross), detail:			
Mandatory:			
67.15 Authority to borrow (indefinite)	1,429	1,641	1,933
69.00 Offsetting collections (cash)	25	46	57
69.10 Change in uncollected customer payments from Federal sources	61	134	53
69.90 Spending authority from offsetting collections (total mandatory)	86	180	110
70.00 Total new financing authority (gross)	1,515	1,821	2,043
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year		1,196	2,757
72.95 Uncollected customer payments from program account, start of year		-61	-195

72.99	Obligated balance, start of year	1,135	2,562	
73.10	Total new obligations	1,515	1,821	2,043
73.20	Total financing disbursements (gross)	-319	-260	-642
74.00	Change in uncollected customer payments from Federal sources	-61	-134	-53
	Unpaid obligations, end of year:			
74.40	Unpaid obligations, end of year	1,196	2,757	4,157
74.95	Uncollected customer payments from program account, end of year	-61	-195	-248
74.99	Obligated balance, end of year	1,135	2,562	3,909
87.00	Total financing disbursements (gross)	319	260	642

Offsets:

	Against gross financing authority and financing disbursements:			
	Offsetting collections (cash) from:			
	Federal sources:			
88.00	Federal sources: subsidy from program account	-8	-12	-40
88.00	Federal sources: upward reestimate		-19	
88.25	Interest on uninvested funds	-17		
88.40	Non-Federal sources: interest payments		-15	-17
88.90	Total, offsetting collections (cash)	-25	-46	-57
	Against gross financing authority only:			
88.95	Change in receivables from program accounts	-61	-134	-53

Net financing authority and financing disbursements:

89.00	Financing authority	1,429	1,641	1,933
90.00	Financing disbursements	295	214	585

Status of Direct Loans (in millions of dollars)

Identification code 69-4123-0-3-401	2000 actual	2001 est.	2002 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	1,600	1,800	2,000
1112 Unobligated direct loan limitation	-104		
1150 Total direct loan obligations	1,496	1,800	2,000
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year		300	539
1231 Disbursements: Direct loan disbursements	300	239	599
1251 Repayments: Repayments and prepayments			
1290 Outstanding, end of year	300	539	1,138

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

Balance Sheet (in millions of dollars)

Identification code 69-4123-0-3-401	1999 actual	2000 actual	2001 est.	2002 est.
ASSETS:				
Investments in US securities:				
1106 Federal assets: Receivables, net		61	195	248
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross		300	539	1,138
1402 Interest receivable			15	17
1405 Allowance for subsidy cost (-)		-8	-20	-60
1499 Net present value of assets related to direct loans		292	534	1,095
1999 Total assets		353	729	1,343
LIABILITIES:				
Federal liabilities:				
2103 Debt		292	485	1,027
2105 Other		61	195	235
2999 Total liabilities		353	680	1,262
4999 Total liabilities and net position		353	680	1,262

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM GUARANTEED LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4145-0-3-401	2000 actual	2001 est.	2002 est.
Budgetary resources available for obligation:			
22.00 New financing authority (gross)			11
23.95 Total new obligations			
24.40 Unobligated balance carried forward, end of year			11

New financing authority (gross), detail:

Mandatory:			
69.00 Offsetting collections (cash)			11

Offsets:

	Against gross financing authority and financing disbursements:			
	Offsetting collections (cash) from:			
88.00	Federal sources: loan guarantee subsidy			-10
88.25	Interest on uninvested funds			-1
88.90	Total, offsetting collections (cash)			-11

Net financing authority and financing disbursements:

89.00	Financing authority			
90.00	Financing disbursements			-11

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4145-0-3-401	2000 actual	2001 est.	2002 est.
LOAN GUARANTEES			
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders		200	200
2150 Total guaranteed loan commitments		200	200
2199 Guaranteed amount of guaranteed loan commitments		200	200
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year			
2231 Disbursements of new guaranteed loans			200
2290 Outstanding, end of year			200
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year			200

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

Balance Sheet (in millions of dollars)

Identification code 69-4145-0-3-401	1999 actual	2000 actual	2001 est.	2002 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury				14
1999 Total assets				14
LIABILITIES:				
2204 Non-Federal liabilities: Liabilities for loan guarantees				200
2999 Total liabilities				200
4999 Total liabilities and net position				200

Credit accounts—Continued

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION
PROGRAM LINE OF CREDIT FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4173-0-3-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Lines of credit	30	200	200
10.00 Total new obligations	30	200	200
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	30	200	200
23.95 Total new obligations	-30	-200	-200
New financing authority (gross), detail:			
Mandatory:			
67.15 Authority to borrow (indefinite)	24	196	190
69.00 Offsetting collections (cash)		2	10
69.10 Change in uncollected customer payments from Federal sources	6	2	
69.90 Spending authority from offsetting collections (total mandatory)	6	4	10
70.00 Total new financing authority (gross)	30	200	200
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	20	50	250
72.95 Uncollected customer payments from program account, start of year	-2	-8	-10
72.99 Obligated balance, start of year	18	42	240
73.10 Total new obligations	30	200	200
74.00 Change in uncollected customer payments from Federal sources	-6	-2	
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	50	250	450
74.95 Uncollected customer payments from program account, end of year	-8	-10	-10
74.99 Obligated balance, end of year	42	240	440
Offsets:			
Against gross financing authority and financing disbursements:			
88.00 Offsetting collections (cash) from: Federal sources		-2	-10
Against gross financing authority only:			
88.95 Change in receivables from program accounts	-6	-2	
Net financing authority and financing disbursements:			
89.00 Financing authority	24	196	190
90.00 Financing disbursements		-2	-10

Status of Direct Loans (in millions of dollars)

Identification code 69-4173-0-3-401	2000 actual	2001 est.	2002 est.
LINES OF CREDIT			
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	200	200	200
1112 Unobligated direct loan limitation	-170		
1150 Total direct loan obligations	30	200	200

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

Balance Sheet (in millions of dollars)

Identification code 69-4173-0-3-401	1999 actual	2000 actual	2001 est.	2002 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury	20			

1999 Total assets	20		
LIABILITIES:			
2204 Non-Federal liabilities: Liabilities for loan guarantees	20		
2999 Total liabilities	20		
4999 Total liabilities and net position	20		

ORANGE COUNTY (CA) TOLL ROAD DEMONSTRATION PROJECT
PROGRAM ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-0543-0-1-401	2000 actual	2001 est.	2002 est.
Budgetary resources available for obligation:			
22.10 Resources available from recoveries of prior year obligations		2	
23.95 Total new obligations			
23.98 Unobligated balance expiring or withdrawn		-2	
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	18	18	16
72.99 Obligated balance, start of year	18	18	16
73.45 Recoveries of prior year obligations		-2	
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	18	16	16
74.99 Obligated balance, end of year	18	16	16
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

As required by the Federal Credit Reform Act of 1990, this account records for this program, the subsidy costs associated with the direct loans obligated in 1992 and later years (including modifications of direct loans, loan guarantees, or lines of credit that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The subsidy amounts are estimated on a present value basis; the administrative expenses are estimated on a cash basis.

Future Federal credit enhancements for transportation infrastructure will be made under the Transportation Infrastructure Finance and Innovation Act Program.

ORANGE COUNTY (CA) TOLL ROAD DEMONSTRATION PROJECT
DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4200-0-3-401	2000 actual	2001 est.	2002 est.
Budgetary resources available for obligation:			
22.10 Resources available from recoveries of prior year obligations		26	
23.95 Total new obligations			
23.98 Unobligated balance expiring or withdrawn		-26	
New financing authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.10 Change in uncollected customer payments from Federal sources		-2	
68.15 Adjustments to uncollected customer payments from Federal sources		2	
68.90 Spending authority from offsetting collections (total discretionary)			
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	265	265	237
72.95 Uncollected customer payments from program account, start of year	-18	-18	-16

72.99	Obligated balance, start of year	247	247	221
73.45	Recoveries of prior year obligations		-26	
74.00	Change in uncollected customer payments from Federal sources		2	
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year	265	237	237
74.95	Uncollected customer payments from program account, end of year		-16	-16
74.99	Obligated balance, end of year	247	221	221
Offsets:				
Against gross financing authority only:				
88.95	Change in receivables from program accounts		2	
88.96	Adjustment to uncollected customer payments from Federal sources		-2	
Net financing authority and financing disbursements:				
89.00	Financing authority			
90.00	Financing disbursements			

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and later years (including modifications of direct loans that resulted from obligations in any year). The amounts in this account are a means of financing and are not included in the budget totals.

Trust Funds

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-8402-0-8-401	2000 actual	2001 est.	2002 est.	
New budget authority (gross), detail:				
Mandatory:				
69.00	Offsetting collections (cash)	46	24	24
69.45	Portion precluded from obligation (limitation on obligations)	-46	-24	-24
69.90	Spending authority from offsetting collections (total mandatory)			
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year	30	33	23
72.99	Obligated balance, start of year	30	33	23
73.20	Total outlays (gross)	3	-10	-10
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year	33	23	13
74.99	Obligated balance, end of year	33	23	13
Outlays (gross), detail:				
86.93	Outlays from discretionary balances	-3	10	10
Offsets:				
Against gross budget authority and outlays:				
88.40	Offsetting collections (cash) from: Non-Federal sources	-46	-24	-24
Net budget authority and outlays:				
89.00	Budget authority	-46	-24	-24
90.00	Outlays	-49	-14	-14

Status of Direct Loans (in millions of dollars)

Identification code 69-8402-0-8-401	2000 actual	2001 est.	2002 est.	
Cumulative balance of direct loans outstanding:				
1210	Outstanding, start of year	155	129	115
1231	Disbursements: Direct loan disbursements	20	10	10
1251	Repayments: Repayments and prepayments	-46	-24	-24
1290	Outstanding, end of year	129	115	101

The Federal-Aid Highway Act of 1968 authorized the establishment of a right-of-way revolving fund. This fund was used to make cash advances to States for the purpose of purchasing right-of-way parcels in advance of highway construction and thereby preventing the inflation of land prices from significantly increasing construction costs.

This program was terminated by TEA-21 but will continue to be shown for reporting purposes as loan balances remain outstanding. The purchase of right-of-way is an eligible expense of the Federal-aid program and therefore a separate program is unnecessary. No further obligations are proposed in 2002.

Statement of Operations (in millions of dollars)

Identification code 69-8402-0-8-401	1999 actual	2000 actual	2001 est.	2002 est.	
0101	Revenue	4	3	24	24
0102	Expense	-40	-49	-14	-14
0105	Net income or loss (-)	-36	-46	10	10

HIGHWAY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8102-0-7-401	2000 actual	2001 est.	2002 est.	
01.99	Balance, start of year	-11,831	-13,520	-17,899
Receipts:				
02.00	Highway trust fund, deposits (highway account)	30,347	30,735	31,732
02.01	Highway trust fund, deposits (mass transit account)	4,625	4,696	4,807
02.80	Right-of-way revolving fund liquidating account, offsetting collections		92	92
02.81	Operations and research (trust fund share), offsetting collections		11	12
02.82	Right-of-way revolving fund liquidating account, offsetting collections		46	24
02.83	Motor carrier safety, offsetting collections		8	10
02.99	Total receipts and collections	35,129	35,569	36,677
04.00	Total: Balances and collections	23,298	22,049	18,778
Appropriations:				
05.00	Federal-aid highways	-31,703	-34,354	-35,425
05.01	Motor carrier safety	-84	-101	-195
05.02	Motor carrier safety grants	-105	-177	-205
05.05	Miscellaneous highway trust funds		3	
05.06	Operations and research (trust fund share)	-85	-86	-86
05.07	Highway traffic safety grants	-207	-213	-223
05.10	Trust fund share of expenses	-4,649	-5,021	-5,398
05.14	Appalachian development highway system		1	
05.99	Total appropriations	-36,833	-39,948	-41,532
06.10	Unobligated balance returned to receipts		15	
07.99	Balance, end of year	-13,520	-17,899	-22,754

Program and Financing (in millions of dollars)

Identification code 20-8102-0-7-401	2000 actual	2001 est.	2002 est.	
Memorandum (non-add) entries:				
92.01	Total investments, start of year: Federal securities: Par value	28,083	31,023	32,624
92.02	Total investments, end of year: Federal securities: Par value	31,023	32,624	32,727

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

This table shows the status of the resources of the Highway Trust Fund relative to the obligational authority that has been made available for programs financed by the trust fund. The encumbered balance indicates the degree to which the

HIGHWAY TRUST FUND—Continued

outstanding obligational authority exceeds the estimated cash balances of the fund each year. Under the laws governing the Highway Trust Fund, the amount of obligational authority available at any time cannot exceed the actual cash balances plus the amount of receipts estimated to be collected during the following two years; for most other trust funds obligational authority is limited to the actual receipts of the fund.

The status of the fund is as follows:

Status of Funds (in millions of dollars)

Identification code 20-8102-0-7-401	2000 actual	2001 est.	2002 est.
Unexpended balance, start of year:			
0100 Uninvested balance	879	77	269
0101 U.S. Securities: Par value	28,083	31,023	32,624
0199 Total balance, start of year	28,962	31,100	32,893
Cash income during the year:			
Current law:			
Receipts:			
1200 Highway trust fund, deposits (Highway account)	30,347	30,735	31,732
1201 Highway Trust Fund deposits (Transit account)	4,625	4,696	4,807
Offsetting collections:			
1280 Federal-aid highways	92	92	92
1281 NHTSA Grants	11	12	12
1282 Right-of-way revolving fund liquidating account	46	24	24
1283 Motor carrier safety	8	10	10
1299 Income under present law	35,129	35,569	36,677
Cash outgo during year:			
Current law:			
4500 Federal-aid highways	-25,028	-26,767	-29,043
4501 Motor carrier safety	-64	-113	-145
4502 National motor carrier safety program	-99	-134	-185
4503 Highway-related safety grants	-1	-1	-
4504 Right-of-way revolving fund (trust revolving fund)	3	-10	-10
4505 Miscellaneous highway trust funds	-42	-354	-510
4506 Operations and research (trust fund share)	-84	-109	-98
4507 Highway traffic safety grants	-191	-221	-228
4508 Trust fund share of next generation high speed rail program	-3	-2	-
4509 Discretionary grants (trust fund)	-1,200	-983	-614
4510 Trust fund share of expenses	-6,278	-5,010	-5,398
4511 Construction, National Park Service, Interior	-1	-3	-4
4514 Appalachian development highway system	-	-69	-104
4599 Outgo under current law (-)	-32,988	-33,776	-36,339
Unexpended balance, end of year:			
8700 Uninvested balance	77	269	504
8701 Federal securities: Par value	31,023	32,624	32,727
8799 Total balance, end of year	31,100	32,893	33,231

The following table shows the annual income and outlays of programs funded by the highway account of the trust fund.

HIGHWAY TRUST FUND
(HIGHWAY ACCOUNT ONLY)

(In millions of dollars)

	2000 actual	2001 est.	2002 est.
Unexpended balance, start of year	19,206	22,553	25,643
Cash income during the year:			
Total cash income	30,504	30,873	31,870
Cash outgo during the year (outlays)			
Unexpended balance, end of year	27,157	27,783	30,327
	22,553	25,643	27,186

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

FEDERAL-AID HIGHWAYS
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the implementation or execution of programs, the obligations for which are in excess of **[\$29,661,806,000]** *\$31,563,157,000* for Federal-aid highways and highway safety construction programs for fiscal year **[2001: *Provided,***

That within the \$29,661,806,000 obligation limitation on Federal-aid highways and highway safety construction programs, not more than \$437,250,000 shall be available for the implementation or execution of programs for transportation research (sections 502, 503, 504, 506, 507, and 508 of title 23, United States Code, as amended; section 5505 of title 49, United States Code, as amended; and sections 5112 and 5204-5209 of Public Law 105-178) for fiscal year 2001; not more than \$25,000,000 shall be available for the implementation or execution of programs for the Magnetic Levitation Transportation Technology Deployment Program (section 1218 of Public Law 105-178) for fiscal year 2001, of which not to exceed \$1,000,000 shall be available to the Federal Railroad Administration for administrative expenses and technical assistance in connection with such program, of which not to exceed \$1,500,000 shall be available to the Federal Railroad Administration for "Safety and operations", and, notwithstanding section 1218(c)(4) of Public Law 105-178, of which \$1,000,000 shall be available for low speed magnetic levitation research and development; not more than \$31,000,000 shall be available for the implementation or execution of programs for the Bureau of Transportation Statistics (section 111 of title 49, United States Code) for fiscal year 2001: *Provided further,* That within the \$218,000,000 obligation limitation on Intelligent Transportation Systems, the following sums shall be made available for Intelligent Transportation System projects in the following specified areas:

- State of Alaska, \$2,350,000;
- Alameda-Contra Costa, California, \$500,000;
- Aquidneck Island, Rhode Island, \$500,000;
- Austin, Texas, \$250,000;
- Automated crash notification system, UAB, \$1,000,000;
- Baton Rouge, Louisiana, \$1,000,000;
- Bay County, Florida, \$1,500,000;
- Beaumont, Texas, \$150,000;
- Bellingham, Washington, \$350,000;
- Bloomington Township, Illinois, \$400,000;
- Calhoun County, Michigan, \$750,000;
- Carbondale, Pennsylvania, \$2,000,000;
- Cargo Mate, New Jersey, \$750,000;
- Charlotte, North Carolina, \$625,000;
- College Station, Texas, \$1,800,000;
- Commonwealth of Virginia, \$5,500,000;
- Corpus Christi, Texas (vehicle dispatching), \$1,000,000;
- Delaware River Port Authority, \$1,250,000;
- DuPage County, Illinois, \$500,000;
- Fargo, North Dakota, \$1,000,000;
- Fort Collins, Colorado, \$1,250,000;
- Hattiesburg, Mississippi, \$500,000;
- Huntington Beach, California, \$1,250,000;
- Huntsville, Alabama, \$3,000,000;
- I-70 West project, Colorado, \$750,000;
- Inglewood, California, \$600,000;
- Jackson, Mississippi, \$1,000,000;
- Jefferson County, Colorado, \$4,250,000;
- Johnsonburg, Pennsylvania, \$1,500,000;
- Kansas City, Missouri, \$1,250,000;
- Lake County, Illinois, \$450,000;
- Lewis & Clark Trail, Montana, \$625,000;
- Montgomery County, Pennsylvania, \$2,000,000;
- Moscow, Idaho, \$875,000;
- Muscle Shoals, Alabama, \$1,000,000;
- Nashville, Tennessee, \$500,000;
- New Jersey regional integration/TRANSCOM, \$3,000,000;
- North Central Pennsylvania, \$750,000;
- North Las Vegas, Nevada, \$1,800,000;
- Norwalk and Santa Fe Springs, California, \$500,000;
- Oakland and Wayne Counties, Michigan, \$1,500,000;
- Pennsylvania Turnpike Commission, \$1,500,000;
- Philadelphia, Pennsylvania, \$500,000;
- Puget Sound regional fare collection, Washington, \$2,500,000;
- Rensselaer County, New York, \$500,000;
- Rochester, New York, \$1,500,000;
- Sacramento County, California, \$875,000;
- Sacramento to Reno, I-80 corridor, \$100,000;
- Sacramento, California, \$500,000;
- Salt Lake City (Olympic Games), Utah, \$1,000,000;
- San Antonio, Texas, \$100,000;
- Santa Teresa, New Mexico, \$500,000;
- Schuylkill County, Pennsylvania, \$400,000;
- Seabrook, Texas, \$1,200,000;

- Shreveport, Louisiana, \$1,000,000;
- South Dakota commercial vehicle, ITS, \$1,250,000;
- Southeast Michigan, \$500,000;
- Southaven, Mississippi, \$150,000;
- Spokane County, Washington, \$1,000,000;
- Springfield-Branson, Missouri, \$750,000;
- St. Louis, Missouri, \$500,000;
- State of Arizona, \$1,000,000;
- State of Connecticut, \$3,000,000;
- State of Delaware, \$1,000,000;
- State of Illinois, \$1,000,000;
- State of Indiana (SAFE-T), \$1,000,000;
- State of Iowa (traffic enforcement and transit), \$2,750,000;
- State of Kentucky, \$1,500,000;
- State of Maryland, \$3,000,000;
- State of Minnesota, \$6,500,000;
- State of Missouri (rural), \$750,000;
- State of Montana, \$750,000;
- State of Nebraska, \$2,600,000;
- State of New Mexico, \$750,000;
- State of North Carolina, \$1,500,000;
- State of North Dakota, \$500,000;
- State of Ohio, \$2,000,000;
- State of Oklahoma, \$1,000,000;
- State of Oregon, \$750,000;
- State of South Carolina statewide, \$2,000,000;
- State of Tennessee, \$1,850,000;
- State of Utah, \$1,500,000;
- State of Vermont, \$500,000;
- State of Wisconsin, \$1,000,000;
- Texas border phase I, Houston, Texas, \$500,000;
- Tuscaloosa, Alabama, \$2,000,000;
- Tuscon, Arizona, \$1,250,000;
- Vermont rural ITS, \$1,500,000;
- Washington, DC area, \$1,250,000;
- Washoe County, Nevada, \$200,000;
- Wayne County, Michigan, \$5,000,000;
- Williamson County/Round Rock, Texas, \$250,000;

Provided further, That, notwithstanding Public Law 105-178, as amended, funds authorized under section 110 of title 23, United States Code, for fiscal year 2001 shall be apportioned based on each State's percentage share of funding provided for under section 105 of title 23, United States Code, for fiscal year 2001, except that before such apportionments are made, \$156,486,491 shall be set aside for projects authorized under section 1602 of Public Law 105-178, as amended; \$25,000,000 shall be set aside for the Indian Reservation Roads Program under section 204 of title 23, United States Code; \$18,467,857 shall be set aside for the Woodrow Wilson Memorial Bridge project authorized by section 404 of the Woodrow Wilson Memorial Bridge Authority Act of 1995, as amended; \$10,000,000 shall be set aside for the commercial driver's license program under motor carrier safety grants authorized by section 31102 of title 49, United States Code; and \$1,735,039 shall be set aside for the Alaska Highway authorized by section 218 of title 23, United States Code. Of the funds to be apportioned under section 110 for fiscal year 2001, the Secretary shall ensure that such funds are apportioned for the Interstate Maintenance program, the National Highway system program, the bridge program, the surface transportation program, and the congestion mitigation and air quality program in the same ratio that each State is apportioned funds for such program in fiscal year 2001 but for this section: *Provided*, That, notwithstanding any other provision of law, of the funds apportioned to the State of Oklahoma under section 110 of title 23, United States Code, for fiscal year 2001, \$8,000,000 shall be available only for the widening of US 177 from SH-33 to 32nd Street in Stillwater, Oklahoma; \$4,300,000 shall be available only for the reconstruction of US 177 in the vicinity of Cimarron River, Oklahoma; \$1,500,000 shall be available only for the reconstruction of US 70 from Broken Bow, Oklahoma to the Arkansas state line; \$1,000,000 shall be available only to improve Battiest-Pickens Road between Battiest and Pickens, Oklahoma; \$140,000 shall be available only to conduct a feasibility study of increasing lanes or adding passing lanes on SH 3 in McCurtain, Pushmataha and Atoka Counties, Oklahoma; and \$100,000 shall be available only for the reconstruction of US 70 in Marshall and Bryan Counties, Oklahoma: *Provided further*, That, notwithstanding any other provision of law, of the funds apportioned to the State of Mississippi under section 110 of title 23, United States Code, for fiscal year 2001, \$24,600,000 may be available for construction of an inter-

change for a connector road from the interchange to U.S. Highway 51, between mile markers 115 and 120 on I-55 in Mississippi: *Provided further*, That, notwithstanding any other provision of law, of the funds apportioned to the State of New York under section 110 of title 23, United States Code, for fiscal year 2001, \$4,000,000 shall be available only to upgrade and improve the Albany to North Creek intermodal transportation corridor: *Provided further*, That, notwithstanding any other provision of law, of the funds apportioned to the State of Nebraska under section 110 of title 23, United States Code, for fiscal year 2001, \$3,500,000 shall be available only for the construction of a pedestrian overpass in Lincoln: *Provided further*, That, notwithstanding any other provision of law, of the funds apportioned to the State of Alabama under section 110 of title 23, United States Code, for fiscal year 2001, \$8,000,000 shall be available only for construction of the Patton Island bridge in Lauderdale County, Alabama: *Provided further*, That, notwithstanding any other provision of law, of the funds apportioned to the State of California under section 110 of title 23, United States Code, for fiscal year 2001, \$46,000,000 shall be available only for traffic mitigation and other improvements to existing SR710 in South Pasadena, Pasadena and El Serano: *Provided further*, That, notwithstanding any other provision of law, the obligation limitation distributed for specific projects described herein shall remain available until expended and shall be in addition to the amount of any obligation limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years] 2002: *Provided*, That the limitation on credit amounts provided in section 188(c) of title 23, United States Code, shall remain available until expended.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for carrying out the provisions of title 23, United States Code, that are attributable to Federal-aid highways, including the National Scenic and Recreational Highway as authorized by 23 U.S.C. 148, not otherwise provided, including reimbursement for sums expended pursuant to the provisions of 23 U.S.C. 308, **[\$28,000,000,000] \$30,000,000,000** or so much thereof as may be available in and derived from the Highway Trust Fund, to remain available until expended.

[EMERGENCY RELIEF PROGRAM]

[(HIGHWAY TRUST FUND)]

[For an additional amount for the Emergency Relief Program for emergency expenses resulting from floods and other natural disasters, as authorized by section 125 of title 23, United States Code, \$720,000,000, to be derived from the Highway Trust Fund and to remain available until expended: *Provided*, That the entire amount is designated by the Congress as an emergency requirement pursuant to section 251(b)(2)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended: *Provided further*, That the entire amount shall be available only to the extent that an official budget request for \$720,000,000 that includes designation of the entire amount of the request as an emergency requirement as defined in the Balanced Budget and Deficit Control Act of 1985, as amended, is transmitted by the President to the Congress.] (Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.)

Program and Financing (in millions of dollars)

Identification code	69-8083-0-7-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:				
Direct program:				
Programs subject to obligation limitation:				
00.01	Direct loan subsidy—[TIFIA]	35	136	101
00.02	Guaranteed loan subsidy [TIFIA]		10	10
00.03	Line of credit [TIFIA]	2	10	10
00.09	Administrative expenses [TIFIA]	2	2	2
00.11	Surface transportation program	6,360	6,722	7,129
00.12	National highway program	5,009	5,752	6,146
00.13	Interstate maintenance	3,853	4,775	5,162
00.14	Bridge program	2,643	4,092	4,425
00.15	Congestion mitigation and air quality improvement	860	1,635	1,721
00.16	Minimum guarantee	2,431	1,504	1,802
00.21	Intelligent transportation systems (ITS) standards, research and development	75	112	118
00.22	ITS deployment	143	145	135
00.23	Transportation research	204	249	250

FEDERAL-AID HIGHWAYS—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8083-0-7-401	2000 actual	2001 est.	2002 est.
00.24 Federal lands highways	646	726	711
00.26 National corridor planning and coordinated border infrastructure	98	153	144
00.27 Administration [Federal-aid highways]	304	294	318
00.28 Other programs	658	522	641
00.29 High priority projects	969	1,311	1,491
00.30 Woodrow Wilson memorial bridge	43	194	203
00.31 Appalachian development highway system	373	390	398
00.32 Safety incentive grants for use of seat belts	86	102	115
00.91 Programs subject to obligation limitation	24,794	28,836	31,032
Programs exempt from obligation limitation:			
Programs exempt from obligation limitation:			
Emergency relief program	98	113	100
Minimum allocation/guarantee	711	659	648
Demonstration projects	324	296	207
Reestimates on direct loan subsidy	18		
Interest on reestimates of direct loan subsidy	1		
Programs exempt from obligation limitation	1,133	1,087	955
03.01 Emergency supplementals	8	729	
06.00 Total direct program	25,935	30,652	31,987
09.01 Reimbursable program	92	92	92
10.00 Total new obligations	26,027	30,744	32,079
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	19	11	
21.49 Unobligated balance carried forward, start of year: Contract authority	20,081	24,103	27,735
21.99 Total unobligated balance carried forward, start of year	20,100	24,114	27,735
22.00 New budget authority (gross)	30,056	34,373	35,425
22.21 Unobligated balance transferred to other accounts		-8	
23.90 Total budgetary resources available for obligation	50,156	58,479	63,160
23.95 Total new obligations	-26,027	-30,744	-32,079
23.98 Unobligated balance expiring or withdrawn	-15		
24.40 Unobligated balance carried forward, end of year	11		
24.49 Unobligated balance carried forward, end of year: Contract authority	24,103	27,735	31,081
24.99 Total unobligated balance carried forward, end of year	24,114	27,735	31,081
New budget authority (gross), detail:			
Discretionary:			
Appropriation (trust fund, definite):			
40.26 Appropriation (trust fund, definite)	26,000	28,000	30,000
40.26 Appropriation (trust fund, definite) (Emergency relief)		720	
40.49 Portion applied to liquidate contract authority	-24,353	-28,000	-30,000
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)		-2	
41.00 Transferred to other accounts	-1,647		
43.00 Appropriation (total discretionary)		718	
Mandatory:			
60.05 Appropriation (indefinite)		19	
66.10 Contract authority	30,231	30,358	30,813
Contract authority (indefinite):			
66.15 Contract authority (indefinite)	1,456	3,186	4,520
66.15 Contract authority transfer to National motor carrier safety program, Federal Motor Carrier Safety Administration	-76		
66.15 Contract authority transfer to Federal Transit Administration	-1,647		
66.90 Contract authority (total mandatory)	29,964	33,544	35,333
Discretionary:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	92	92	92
70.00 Total new budget authority (gross)	30,056	34,373	35,425
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	35,565	36,564	40,541
72.99 Obligated balance, start of year	35,565	36,564	40,541

73.10 Total new obligations	26,027	30,744	32,079
73.20 Total outlays (gross)	-25,028	-26,767	-29,043
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	36,564	40,541	43,577
74.99 Obligated balance, end of year	36,564	40,541	43,577
75.01 Obligated balance, start of year: Contract authority	35,040	36,629	38,541
75.02 Obligated balance, end of year: Contract authority	36,629	38,541	40,528

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	7,115	8,277	8,614
86.93 Outlays from discretionary balances	16,696	17,091	19,181
86.97 Outlays from new mandatory authority	304	219	200
86.98 Outlays from mandatory balances	913	1,180	1,048
87.00 Total outlays (gross)	25,028	26,767	29,043

Offsets:

Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.40 Non-Federal sources	-10	-10	-10
88.45 Offsetting governmental collections from the public	-82	-82	-82
88.90 Total, offsetting collections (cash)	-92	-92	-92

Net budget authority and outlays:

89.00 Budget authority	29,964	34,281	35,333
90.00 Outlays	24,936	26,675	28,951

Status of Contract Authority (in millions of dollars)

Identification code 69-8083-0-7-401	2000 actual	2001 est.	2002 est.
0100 Balance, start of year	55,121	60,732	66,276
Contract authority:			
0200 Contract authority	29,964	33,544	35,333
0400 Appropriation to liquidate contract authority	-24,353	-28,000	-30,000
0700 Balance, end of year	60,732	66,276	71,609

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

Identification code 69-8083-0-7-401	2000 actual	2001 est.	2002 est.
Direct loan levels supportable by subsidy budget authority:			
1150 Direct loan levels	702	1,370	2,000
1150 Line of credit	63	105	200
1159 Total direct loan levels	765	1,475	2,200
Direct loan subsidy (in percent):			
1320 Subsidy rate—direct loan	6.49	5.40	4.96
1320 Subsidy rate—line of credit	8.93	9.50	5.11
1329 Weighted average subsidy rate	5.74	5.69	4.97
Direct loan subsidy budget authority:			
1330 Subsidy budget authority—direct loan	46	74	99
1330 Subsidy budget authority—line of credit	6	10	10
1330 Subsidy reestimate		19	
1339 Total subsidy budget authority	52	103	109
Direct loan subsidy outlays:			
1340 Subsidy outlays—direct loan	8	12	40
1340 Subsidy outlays—line of credit		2	10
1340 reestimate of subsidy		19	
1349 Total subsidy outlays	8	33	50
Guaranteed loan levels supportable by subsidy budget authority:			
2150 Loan guarantee levels		200	200
2159 Total loan guarantee levels		200	200
Guaranteed loan subsidy (in percent):			
2320 Subsidy rate	0.00	3.78	3.76
2329 Weighted average subsidy rate	0.00	3.78	3.76
Guaranteed loan subsidy budget authority:			
2330 Subsidy budget authority		8	8
2339 Total subsidy budget authority		8	8
Guaranteed loan subsidy outlays:			
2340 Subsidy outlays			10
2349 Total subsidy outlays			10

Administrative expense data:			
3510	Budget authority	2	2 2
3580	Outlays from balances	1	.....
3590	Outlays from new authority	2	2 2

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

All programs included within FAH are financed from the Highway Trust Fund and most are distributed via apportionments and allocations to States. Liquidating cash appropriations are subsequently requested to fund outlays resulting from obligations incurred under contract authority. The budget proposes to fund most programs from within the Federal-Aid Highway obligation limitation. Emergency Relief and a portion of the Minimum Guarantee program (\$639 million) will be exempt from the limitation. The budget also proposes to provide transportation research programs 100 percent obligation authority under the Federal-aid limitation.

The FAH program is funded by contract authority found in the Transportation Equity Act for the 21st Century (TEA-21), which authorizes surface transportation programs through 2003, as described below.

Surface Transportation Program (STP).—STP funds may be used by States and localities for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of the funds reserved for rural areas may be used on rural minor collectors. TEA-21 set aside 10% of STP funds for transportation enhancements and 10% for safety and also provides State sub-allocations including the special rule for areas less than 5,000 population. Prior to apportionment, funds are set aside for Railway-Highway Crossing Hazard Elimination in High Speed Rail Corridors and for Operation Lifesaver.

National highway system (NHS).—The NHS program provides funding for a designated National Highway System consisting of roads that are of primary Federal interest. The NHS consists of the current Interstate, other rural principal arterials, urban freeways and connecting urban principal arterials, and facilities on the Defense Department's designated Strategic Highway Network, and roads connecting the NHS to intermodal facilities. Legislation designating the 161,000 mile system was enacted in 1995 and TEA-21 added to the system the highways and connections to transportation facilities identified in the May 24, 1996 report to Congress.

Interstate maintenance (IM).—The IM program finances projects to rehabilitate, restore, resurface and reconstruct the Interstate system. Reconstruction that increases capacity, other than HOV lanes, is not eligible for IM funds.

Emergency relief.—The Emergency Relief (ER) program provides funds for the repair or reconstruction of Federal-aid highways and bridges and Federally-owned roads and bridges which have suffered serious damage as the result of natural disasters or catastrophic failures. The ER program supplements the commitment of resources by States, their political subdivisions, or Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions. Title 23, U.S.C., contains an annual authorization of \$100 million for the ER program.

Bridge replacement and rehabilitation.—The bridge program enables States to respond to the problem of unsafe and inadequate bridges. The funds are available for use on all bridges, including those on roads functionally classified as rural minor collectors and as local. Highway bridges designated as a hazard to navigation by the U.S. Coast Guard are eligible for funding under the bridge program.

Congestion mitigation and air quality improvement program (CMAQ).—The CMAQ program directs funds toward transportation projects and programs to help meet and maintain national ambient air quality standards for ozone, carbon monoxide, and particulate matter. A minimum ½ percent of the apportionment is guaranteed to each State.

Federal lands.—This category includes Public Lands Highways, including Forest Highways; Park Roads and Parkways; Indian Reservation Roads; and Refuge Roads. Roads funded under this program are open to public travel. State and local roads (29,500 miles) that provide important access within the National Forest System are designated Forest Highways. These roads should not be confused with the Forest Development Roads, which are under the jurisdiction of the Forest Service. Park roads and Parkways (8,000 miles) are owned by the National Park Service and provide access within the National Park System. Indian Reservation Roads program consists of the Bureau of Indian Affairs (25,000 miles) and State and local roads (25,000 miles) that provide access within Indian lands. There are approximately 4,250 miles which are under the jurisdiction of the Fish and Wildlife Service. The new category of Refuge Roads consists of public roads that provide access to or within the National Wildlife Refuge System.

Border planning and infrastructure program.—The border planning and infrastructure program provides funds to make grants to State and local governments and Federal inspection agencies to facilitate planning and construction of facilities to improve the flow of people and goods in corridors of national significance and at our Nation's borders.

Transportation infrastructure finance and innovation act (TIFIA) program.—The TIFIA program will provide funds to assist in the development of nationally-significant transportation projects. The goal is to encourage the development of large, capital-intensive infrastructure facilities through public-private partnerships consisting of State or local government and one or more private sector firms. It will encourage more private sector and non-Federal participation, and build on the public's willingness to pay user fees to receive the benefits and services of transportation infrastructure sooner than would be possible under traditional funding techniques. Loans, loan guarantees, and stand-by lines of credit may be used to secure junior lien debt or other obligations requiring credit enhancement. The Administration proposes to make the TIFIA credit levels in TEA-21 available until expended.

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loans obligated in 1992 and beyond (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The subsidy amounts are estimated on a present value basis; the administrative expenses are estimated on a cash basis.

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

Intelligent Transportation Systems (ITS).—The ITS program is a cooperative, public/private initiative to research, develop, test and evaluate advanced electronic and information systems that can improve the safety, operational efficiency, and productivity of the existing surface transportation infrastructure. It includes the ITS research and development program and the ITS deployment incentives program. The ITS research and development program supports the development of the next generation of ITS technologies, including the Intelligent Vehicle Initiative; the development and maintenance of the

FEDERAL-AID HIGHWAYS—Continued

National ITS architecture and standards; and the deployment of integrated ITS systems through guidance documents, training, and technical assistance. The ITS deployment incentive program supports the integration of existing ITS systems in metropolitan areas, integration and infrastructure deployment in rural areas; and the deployment of the commercial vehicle information systems and networks (CVISN).

Revenue Aligned Budget Authority (RABA).—The budget authority and obligation limitation for Federal-aid highway programs funded from the Highway Account (HA) of the Highway Trust Fund (HTF) is adjusted to reflect changes in tax receipt estimates of the HA of the HTF. The budget includes \$4,543 million in RABA funds in 2002. Of these funds, \$56 million is proposed to be set aside to support State border infrastructure construction and \$145 million is proposed to be set aside for the New Freedom Initiative to help Americans with disabilities by increasing access to assistive technologies, expanding educational opportunities, increasing the ability of Americans with disabilities to integrate into the workforce, and promoting increased access into daily community life. The remaining RABA funds totaling \$4,319 million will be distributed among Federal-aid highway and highway safety construction programs in accordance with section 110 of title 23 U.S.C., including \$23 million transferred to the Federal Motor Carrier Safety Administration for safety grants.

Miscellaneous.—This category includes Scenic Byways, Highway Use Tax Evasion Projects, National Recreational Trails, Value Pricing, Ferry Boats, and Transportation and Community and System Preservation.

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401	2000 actual	2001 est.	2002 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	14	16	14
11.3 Other than full-time permanent		1	1
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	15	18	16
12.1 Civilian personnel benefits	3	4	4
21.0 Travel and transportation of persons	3	4	3
25.2 Other services	64	61	51
26.0 Supplies and materials	1	1	1
32.0 Land and structures	213	230	244
41.0 Grants, subsidies, and contributions	24,903	29,446	30,866
93.0 Limitation on general operating expenses (see separate schedule)	304	294	318
99.0 Subtotal, direct obligations	25,506	30,058	31,503
Reimbursable obligations			
99.0	92	92	92
Allocation Account:			
Personnel compensation:			
11.1 Full-time permanent	36	49	40
11.3 Other than full-time permanent	7	8	5
11.5 Other personnel compensation	2	2	2
11.9 Total personnel compensation	45	59	47
12.1 Civilian personnel benefits	10	14	11
21.0 Travel and transportation of persons	4	6	4
22.0 Transportation of things	2	2	2
23.1 Rental payments to GSA	1	1	2
23.3 Communications, utilities, and miscellaneous charges	6	6	6
24.0 Printing and reproduction	1	1	1
25.2 Other services	225	330	219
25.3 Purchases of goods and services from Government accounts	11	18	12
25.4 Operation and maintenance of facilities	1	1	
25.7 Operation and maintenance of equipment	1	1	
26.0 Supplies and materials	7	8	6
31.0 Equipment	2	5	2
32.0 Land and structures	25	26	23
41.0 Grants, subsidies, and contributions	88	116	149
99.0 Subtotal, allocation account	429	594	484

99.9 Total new obligations	26,027	30,744	32,079
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Obligations are distributed as follows:

Transportation:			
Federal Highway Administration	25,483	30,055	31,504
Bureau of Transportation Statistics	26	31	35
Federal Railroad Administration	12	26	22
National Highway Traffic Safety Administration	86	102	115
Agriculture:			
Forest Service	14	83	12
Interior:			
Bureau of Indian Affairs	274	291	277
National Park Service	28	42	2
Bureau of Land Management	1	6	3
U.S. Fish and Wildlife Service	9	14	11
Defense:			
Corps of Engineers	1	1	5
Military Traffic Management Command:			
Transportation Engineering Agency	1	1	1

Personnel Summary

Identification code 69-8083-0-7-401	2000 actual	2001 est.	2002 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	376	433	412
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	7	7	5
Allocation account:			
3001 Total compensable workyears: Full-time equivalent employment	80	135	162

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON ADMINISTRATIVE EXPENSES

Necessary expenses for administration and operation of the Federal Highway Administration not to exceed **[\$295,119,000]** *\$317,693,000* 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 of the funds available under section 104(a)(1)(A) of title 23, United States Code: **[\$4,000,000]** shall be available for Commercial Remote Sensing Products and Spatial Information Technologies under section 5113 of Public Law 105-178, as amended; **\$10,000,000** shall be available for the National Historic Covered Bridge Preservation Program under section 1224 of Public Law 105-178, as amended; **\$5,000,000** shall be available for the construction and improvement of the Alabama State Docks, and shall remain available until expended; **\$10,000,000** shall be available to Auburn University for research activities at the Center for Transportation Technology and to construct a building to house the center, and shall remain available until expended; **\$7,500,000** shall be available for "Child Passenger Protection Education Grants" under section 2003(b) of Public Law 105-178, as amended; and **\$25,000,000** shall be available for the Transportation and Community and System Preservation Program under section 1221 of Public Law 105-178, as amended **\$25,000,000 shall be available for planning, and technology research and deployment programs and initiatives critical to safety and infrastructure improvement; an additional \$30,000,000 shall be for the implementation of the National Corridor Planning and Development and the Coordinated Border Infrastructure Programs. (Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.)**

Program and Financing (in millions of dollars)

	2000 actual	2001 est.	2002 est.
Program by activities:			
Program direction and coordination:			
Executive direction	2	2	2
Corporate management	1	1	1
Legal services	6	7	8
Public affairs	1	1	1
Civil rights	2	2	2
General program support:			
Policy	8	9	10
Research and development	9	13	13
Administrative support	111	99	101

Professional development	2	2	2
Career development programs	2	1	1
Highway programs:			
Infrastructure	10	11	12
Planning and environment	10	10	12
Operations	7	7	8
Federal lands highway office	15	8	8
Field operations and resource centers	106	115	126
Total obligations	303	300	322
Financing:			
Reimbursable programs	-1	-4	-4
Unobligated balance available, start of year	-4	-2	
Unobligated balance available, end of year	6		
Limitation	304	294	318
Relation of obligations to outlays:			
Total obligations	303	300	322
Obligated balance, start of year	403	402	408
Obligated balance, end of year	-402	-408	-412
Outlays from limitation	304	294	318

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

Program direction and coordination.—Provides overall management of the highway transportation program, including formulation of multi-year and long-range policy plans and goals for highway programs; safety programs that focus on high risk areas through technical assistance, research, training, analysis, and public information; development of data and analysis for current and long-range programming; administrative support services for all elements of the FHWA; and training opportunities for highway related personnel.

Highway programs.—Provides engineering guidance to Federal and State agencies and to foreign governments, and conducts a program to encourage use of modern traffic engineering procedures to increase the vehicle-carrying capacity of existing highways and urban streets; and finances construction skill training programs for disadvantaged workers hired by contractors on federally aided highway projects.

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

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401	2000 actual	2001 est.	2002 est.
Personnel compensation:			
11.1 Full-time permanent	142	163	174
11.3 Other than full-time permanent	2	2	3
11.5 Other personnel compensation	2	2	2
11.9 Total personnel compensation	146	167	179
12.1 Civilian personnel benefits	38	43	46
21.0 Travel and transportation of persons	11	9	9
22.0 Transportation of things	2		
23.1 Rental payments to GSA	20	17	21
23.3 Communications, utilities, and miscellaneous charges	9	10	10
24.0 Printing and reproduction	3	2	2
25.2 Other services	55	39	42
26.0 Supplies and materials	4	2	2
31.0 Equipment	11	5	7
33.0 Investments and loans	5		
93.0 Limitation on expenses	-304	-294	-318
99.0 Subtotal, limitation acct—direct obligations			

Personnel Summary

Identification code 69-8083-0-7-401	2000 actual	2001 est.	2002 est.
6001 Total compensable workyears: Full-time equivalent employment	2,222	2,422	2,427

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM
(HIGHWAY TRUST FUND)

Note.—2001 appropriations were provided by sections 326 and 378 of the Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.

Program and Financing (in millions of dollars)

Identification code 69-8072-0-7-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Section 326 of P.L. 106-346		55	
00.02 Section 378 of P.L. 106-346		199	
10.00 Total new obligations (object class 25.2)		254	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)		254	
23.95 Total new obligations		-254	
24.40 Unobligated balance carried forward, end of year			
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation		255	
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)		-1	
43.00 Appropriation (total discretionary)		254	
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year			185
72.99 Obligated balance, start of year			185
73.10 Total new obligations		254	
73.20 Total outlays (gross)		-69	-104
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year		185	81
74.99 Obligated balance, end of year		185	81
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		69	
86.93 Outlays from discretionary balances			104
87.00 Total outlays (gross)		69	104
Net budget authority and outlays:			
89.00 Budget authority		254	
90.00 Outlays		69	104

Funding for this program will be used for the necessary expenses for the Appalachian Development Highway System (ADHS) as distributed to the following states: Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia. Funding also has been included for construction of and improvements to Corridor D in the State of West Virginia and Corridor X in the State of Alabama. No further appropriation is requested.

HIGHWAY-RELATED SAFETY GRANTS
(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8019-0-7-401	2000 actual	2001 est.	2002 est.
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year		1	1
72.99 Obligated balance, start of year		1	1
73.20 Total outlays (gross)		-1	-1
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year		1	
74.99 Obligated balance, end of year		1	
Outlays (gross), detail:			
86.93 Outlays from discretionary balances		1	1

HIGHWAY-RELATED SAFETY GRANTS—Continued
(HIGHWAY TRUST FUND)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8019-0-7-401	2000 actual	2001 est.	2002 est.
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	1	1	

The Highway Safety Act of 1970 authorized grants to States and communities for implementing and maintaining highway-related safety standards. TEA-21 authorizes a consolidated state and community highway safety formula grant program, and therefore this schedule reflects spending of prior year balances.

MISCELLANEOUS TRUST FUNDS

Unavailable Collections (in millions of dollars)

Identification code 69-9971-0-7-999	2000 actual	2001 est.	2002 est.
01.99 Balance, start of year			17
Receipts:			
02.20 Advances from State cooperating agencies and Foreign governments	27	25	25
02.21 Advances for highway research program	5	5	5
02.22 Contributions from States, etc., cooperative work, forest highways, FHA, M	2	3	3
02.40 Advances from other Federal agencies, FHA miscellaneous trust, DOT	4	5	5
02.99 Total receipts and collections	38	38	38
04.00 Total: Balances and collections	38	38	55
Appropriations:			
05.00 Miscellaneous trust funds	-38	-21	-21
07.99 Balance, end of year		17	34

Program and Financing (in millions of dollars)

Identification code 69-9971-0-7-999	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Cooperative work, forest highways	1	3	3
00.02 Technical assistance, U.S. dollars advanced from foreign governments		1	
00.03 Contributions for highway research programs	4	8	
00.04 Advances from State cooperating agencies	9	10	9
10.00 Total new obligations	14	22	12
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	27	51	50
22.00 New budget authority (gross)	38	21	21
23.90 Total budgetary resources available for obligation	65	72	71
23.95 Total new obligations	-14	-22	-12
24.40 Unobligated balance carried forward, end of year	51	50	59

New budget authority (gross), detail:

Mandatory:			
60.27 Appropriation (trust fund, indefinite)	38	21	21

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	46	33	26
72.99 Obligated balance, start of year	46	33	26
73.10 Total new obligations	14	22	12
73.20 Total outlays (gross)	-27	-29	-21
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	33	26	17
74.99 Obligated balance, end of year	33	26	17

Outlays (gross), detail:

86.97 Outlays from new mandatory authority	27	17	21
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86.98 Outlays from mandatory balances		12	
87.00 Total outlays (gross)	27	29	21
Net budget authority and outlays:			
89.00 Budget authority	38	21	21
90.00 Outlays	27	29	21

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.

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.

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

Object Classification (in millions of dollars)

Identification code 69-9971-0-7-999	2000 actual	2001 est.	2002 est.
11.1 Personnel compensation: Full-time permanent	2	2	2
25.2 Other services	12	20	10
99.9 Total new obligations	14	22	12

Personnel Summary

Identification code 69-9971-0-7-999	2000 actual	2001 est.	2002 est.
1001 Total compensable workyears: Full-time equivalent employment	67	48	66

MISCELLANEOUS HIGHWAY TRUST FUNDS

Note.—2001 appropriations were provided by section 378 of the Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346 and by sections 1109, 1121, and 1128 of Division A of H.R. 5666, Miscellaneous Appropriations Act, 2001, as enacted by section 1(a)(4) of P.L. 106-554.

Program and Financing (in millions of dollars)

Identification code 69-9972-0-7-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)	9	1,190	7
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	31	23	15
22.00 New budget authority (gross)	2	1,182	
23.90 Total budgetary resources available for obligation	33	1,205	15
23.95 Total new obligations	-9	-1,190	-7
24.40 Unobligated balance carried forward, end of year	23	15	8

New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation	2	1,185
40.77	Reduction pursuant to P.L. 106-554 (0.22 percent)		-3
43.00	Appropriation (total discretionary)	2	1,182
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40	Unpaid obligations, start of year	117	83
72.99	Obligated balance, start of year	117	83
73.10	Total new obligations	9	1,190
73.20	Total outlays (gross)	-42	-354
Unpaid obligations, end of year:			
74.40	Unpaid obligations, end of year	83	919
74.99	Obligated balance, end of year	83	919
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority		320
86.93	Outlays from discretionary balances	42	35
87.00	Total outlays (gross)	42	354
Net budget authority and outlays:			
89.00	Budget authority	2	1,182
90.00	Outlays	42	354

No further budget authority is requested for 2002. Accounts in this consolidated schedule show the obligation and outlay amounts made available in prior years.

**FEDERAL MOTOR CARRIER SAFETY
ADMINISTRATION**

Trust Funds

MOTOR CARRIER SAFETY

LIMITATION ON OBLIGATIONS ADMINISTRATIVE EXPENSES

For necessary expenses for administration of motor carrier safety programs and motor carrier safety research, pursuant to section 104(a)(1)(B) of title 23, United States Code, not to exceed **[\$92,194,000]** \$139,007,000 shall be paid in accordance with law from appropriations made available by this Act and from any available take-down balances to the Federal Motor Carrier Safety Administration, together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, of which: \$14,128,000 is for the research and technology program and shall remain available for obligation until September 30, 2005; \$5,000,000 is for the motor carrier safety operations program; \$5,000,000 is for the collection and analysis of data on commercial motor vehicle crashes, including crash causation, as authorized under section 225(e) of Public Law 106-159; \$375,000 is for a toll-free telephone hotline for reporting safety violations, as authorized under section 4017 of Public Law 105-178, as amended by Public Law 106-159, section 213; \$5,163,000 is for the commercial driver's license improvement program; and \$9,000,000 is for the Bureau of Transportation Statistics' safety data quality improvement program: Provided, That such amounts shall be available to carry out the functions and operations of the Federal Motor Carrier Safety Administration. (Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.)

Program and Financing (in millions of dollars)

Identification code 69-8055-0-7-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01	Administration	70	79
00.02	Research and development	4	12
00.03	Motor carrier safety programs		3
01.00	Subtotal, Direct program	74	94
09.01	Reimbursable program	8	10
10.00	Total new obligations	82	104
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year		2

21.49	Unobligated balance carried forward, start of year:		
	Contract authority		7
21.99	Total unobligated balance carried forward, start of year	2	7
22.00	New budget authority (gross)	84	101
22.22	Unobligated balance transferred from other accounts		8
23.90	Total budgetary resources available for obligation	84	111
23.95	Total new obligations	-82	-104
24.40	Unobligated balance carried forward, end of year	2	
24.49	Unobligated balance carried forward, end of year:		
	Contract authority		7
24.99	Total unobligated balance carried forward, end of year	2	7

New budget authority (gross), detail:			
Discretionary:			
40.26	Appropriation (trust fund, definite)	76	92
40.49	Portion applied to liquidate contract authority	-76	-92
43.00	Appropriation (total discretionary)		
Mandatory:			
66.10	Contract authority	76	91
Discretionary:			
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	8	10
70.00	Total new budget authority (gross)	84	101

Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40	Unpaid obligations, start of year		18
72.99	Obligated balance, start of year		18
73.10	Total new obligations	82	104
73.20	Total outlays (gross)	-64	-113
Unpaid obligations, end of year:			
74.40	Unpaid obligations, end of year	18	9
74.99	Obligated balance, end of year	18	9

Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	64	93
86.93	Outlays from discretionary balances		20
87.00	Total outlays (gross)	64	113

Offsets:			
Against gross budget authority and outlays:			
88.40	Offsetting collections (cash) from: Non-Federal sources	-8	-10

Net budget authority and outlays:			
89.00	Budget authority	76	91
90.00	Outlays	56	103

Status of Contract Authority (in millions of dollars)

Identification code 69-8055-0-7-401	2000 actual	2001 est.	2002 est.
0100	Balance, start of year		7
Contract authority:			
0200	Contract authority	76	91
0340	Unobligated balance transferred		8
0400	Appropriation to liquidate contract authority	-76	-92
0700	Balance, end of year		7

This limitation provides resources to expand the nationwide motor carrier safety program. Safety program enhancements include enforcement and oversight expansion, outreach, border initiatives and technology development.

Object Classification (in millions of dollars)

Identification code 69-8055-0-7-401	2000 actual	2001 est.	2002 est.
Direct obligations:			
Personnel compensation:			
11.1	Full-time permanent	34	44
11.3	Other than full-time permanent	1	1
11.9	Total personnel compensation	35	45
12.1	Civilian personnel benefits	9	11

MOTOR CARRIER SAFETY—Continued

LIMITATION ON OBLIGATIONS ADMINISTRATIVE EXPENSES—Continued

Object Classification (in millions of dollars)—Continued

Identification code 69-8055-0-7-401	2000 actual	2001 est.	2002 est.
21.0 Travel and transportation of persons	5	6	7
23.1 Rental payments to GSA	4	4	5
25.2 Other services	18	14	42
25.5 Research and development contracts	4	12	14
26.0 Supplies and materials	1	1	1
31.0 Equipment	1	2	3
99.0 Subtotal, direct obligations	73	94	139
99.0 Reimbursable obligations	8	10	10
99.5 Below reporting threshold	1		
99.9 Total new obligations	82	104	149

Personnel Summary

Identification code 69-8055-0-7-401	2000 actual	2001 est.	2002 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	613	710	834
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	60	60	65

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

For payment of obligations incurred in carrying out 49 U.S.C. 31102, **[\$177,000,000]** 31106 and 31309, \$204,837,000, 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 **[\$177,000,000]** \$204,837,000 for "Motor Carrier Safety Grants", and "Information Systems": *Provided further*, That notwithstanding any other provision of law, of the \$22,837,000 provided under 23 U.S.C. 110, \$18,000,000 shall be for border—state grants and \$4,837,000 shall be for state commercial driver's license program improvements. (Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.)

Program and Financing (in millions of dollars)

Identification code 69-8048-0-7-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Motor carrier grants	94	153	181
00.02 Administration, studies and research	1	7	7
00.03 Information systems	10	17	17
10.00 Total new obligations	105	177	205
Budgetary resources available for obligation:			
21.49 Unobligated balance carried forward, start of year:			
Contract authority	2	2	2
22.00 New budget authority (gross)	105	177	205
23.90 Total budgetary resources available for obligation	107	179	207
23.95 Total new obligations	-105	-177	-205
24.49 Unobligated balance carried forward, end of year:			
Contract authority	2	2	2
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund, definite)	105	177	205
40.49 Portion applied to liquidate contract authority	-105	-177	-205
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority	105	177	205
70.00 Total new budget authority (gross)	105	177	205

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	79	85	127
72.99 Obligated balance, start of year	79	85	127
73.10 Total new obligations	105	177	205
73.20 Total outlays (gross)	-99	-134	-185
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	85	127	147
74.99 Obligated balance, end of year	85	127	147

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	29	50	57
86.93 Outlays from discretionary balances	70	84	127
87.00 Total outlays (gross)	99	134	185

Net budget authority and outlays:

89.00 Budget authority	105	177	205
90.00 Outlays	99	134	185

Status of Contract Authority (in millions of dollars)

Identification code 69-8048-0-7-401	2000 actual	2001 est.	2002 est.
0100 Balance, start of year	2	2	2
Contract authority:			
0200 Contract authority	105	177	205
0400 Appropriation to liquidate contract authority	-105	-177	-205
0700 Balance, end of year	2	2	2

In 2002, \$205 million is requested for the National motor carrier safety program (NMCSAP). This includes \$23 million made available from revenue aligned budget authority, as authorized by section 110 of title 23 U.S. Code, as amended by Public Law 106-159, section 102. The \$23 million will be made available to states to enhance their commercial driver's license programs and for border enforcement activities. NMCSAP will support a broad range of comprehensive commercial vehicle programs in each State and provide for improving information systems and analysis. Programs will integrate Federal and State activities through a performance-based approach to commercial vehicle safety nationwide, improve driver and vehicle inspections, traffic enforcement, safety performance data collection, analysis and reporting. NMCSAP also will continue to support State-conducted compliance reviews, hazardous materials training and enforcement (including border programs), drug interdiction efforts, public education campaigns and a fully implemented SAFETYNET data collection and reporting system. Training of MCSAP officers will also continue.

Object Classification (in millions of dollars)

Identification code 69-8048-0-7-401	2000 actual	2001 est.	2002 est.
25.2 Other services	11	24	24
41.0 Grants, subsidies, and contributions	94	153	181
99.9 Total new obligations	105	177	205

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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

[In millions of dollars]

	2000 actual	2001 est.	2002 est.
Budget authority:			
Operations and research	86	117	122
Operations and research (Highway trust fund)	74	74	74
Highway traffic safety grants	207	213	223
Total budget authority	367	404	419
Program level (obligations):			
Operations and research	70	131	122
Operations and research (Highway trust fund)	89	75	74

Highway traffic safety grants	207	213	223
Total program level	366	419	419
Outlays:			
Operations and research	64	117	122
Operations and research (Highway trust fund)	73	97	86
Highway traffic safety grants	191	221	228
Total outlays	328	435	436

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 chapter 301 of title 49, United States Code, and part C of subtitle VI of title 49, United States Code, **[\$116,876,000] \$122,000,000** of which **[\$85,321,000] \$90,430,000** shall remain available until September 30, **[2003: Provided, That none of the funds appropriated by this Act may be obligated or expended to plan, finalize, or implement any rulemaking to add to section 575.104 of title 49 of the Code of Federal Regulations any requirement pertaining to a grading standard that is different from the three grading standards (treadwear, traction, and temperature resistance) already in effect: *Provided further,* That none of the funds appropriated in this Act may be obligated or expended to purchase a vehicle to conduct New Car Assessment Program crash testing at a price that exceeds the manufacturer's suggested retail price, unless the Secretary submits a request for a waiver that is approved by the House and Senate Committees on Appropriations: *Provided further,* That the Department of Transportation shall fund a study with the National Academy of Sciences on whether the static stability factor is a scientifically valid measurement that presents practical, useful information to the public including a comparison of the static stability factor test versus a test with rollover metrics based on dynamic driving conditions that may induce rollover events: *Provided further,* That nothing in this provision prohibits NHTSA from completing action on its proposal to provide rollover rating information to the public while the National Academy of Sciences conducts this study: *Provided further,* That to the extent NHTSA continues action on its rollover ratings proposal during the study, the agency shall consider any available preliminary deliberations or conclusions available from the National Academy of Sciences before completing action on its proposal, and shall consider coordinating any final action on its proposal with the completion of the National Academy of Sciences study: *Provided further,* That the National Academy of Sciences shall complete this study and issue a report to the House and Senate Committees on Appropriations not later than nine months after the date of enactment of this Act: *Provided further,* That after the National Academy of Sciences submits its findings to the Congress and the National Highway Traffic Safety Administration, the National Highway Traffic Safety Administration shall formally review and respond within thirty days to the study findings and propose any appropriate revisions to the consumer information program based on that review] 2004. (Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.)**

Program and Financing (in millions of dollars)

Identification code 69-0650-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
Direct program:			
00.01 Safety performance standards	12	18	19
00.02 Safety assurance	22	31	31
00.04 Research and analysis	32	73	63
00.05 Office of the Administrator	4	3	3
00.06 General administration	8	6	6
09.01 Reimbursable program	24	25	25
10.00 Total new obligations	102	156	147
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	2	14	.....
22.00 New budget authority (gross)	110	142	147
22.10 Resources available from recoveries of prior year obligations	3	.....	.....

23.90 Total budgetary resources available for obligation	115	156	147
23.95 Total new obligations	-102	-156	-147
24.40 Unobligated balance carried forward, end of year	14	.....	.....
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	87	117	122
40.79 Reduction pursuant to P.L. 106-69	-1	.....	.....
43.00 Appropriation (total discretionary)	86	117	122
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	24	25	25
70.00 Total new budget authority (gross)	110	142	147

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	62	64	79
72.99 Obligated balance, start of year	62	64	79
73.10 Total new obligations	102	156	147
73.20 Total outlays (gross)	-89	-142	-147
73.40 Adjustments in expired accounts (net)	-7	.....	.....
73.45 Recoveries of prior year obligations	-3	.....	.....
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	64	79	79
74.99 Obligated balance, end of year	64	79	79

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	75	93	96
86.93 Outlays from discretionary balances	14	49	51
87.00 Total outlays (gross)	89	142	147

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-24	-25	-25

Net budget authority and outlays:

89.00 Budget authority	86	117	122
90.00 Outlays	64	117	122

In 2001, \$196 million is proposed for Operations and Research. This includes \$74 million from the Highway Trust Fund and \$122 million from the general fund.

Object Classification (in millions of dollars)

Identification code 69-0650-0-1-401	2000 actual	2001 est.	2002 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	25	25	27
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	27	27	29
12.1 Civilian personnel benefits	6	6	6
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	1	1	1
23.3 Communications, utilities, and miscellaneous charges	4	4	4
24.0 Printing and reproduction	3	3	3
25.2 Other services	5	29	17
25.5 Research and development contracts	20	48	49
26.0 Supplies and materials	9	9	9
31.0 Equipment	3	3	3
99.0 Subtotal, direct obligations	78	131	122
99.0 Reimbursable obligations	24	25	25
99.9 Total new obligations	102	156	147

Personnel Summary

Identification code 69-0650-0-1-401	2000 actual	2001 est.	2002 est.
1001 Total compensable workyears: Full-time equivalent employment	255	266	281

Trust Funds

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, to remain available until expended, \$72,000,000, 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, in fiscal year [2001] 2002, are in excess of \$72,000,000 for programs authorized under 23 U.S.C. 403. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

NATIONAL DRIVER REGISTER

(HIGHWAY TRUST FUND)

For expenses necessary to discharge the functions of the Secretary with respect to the National Driver Register under chapter 303 of title 49, United States Code, \$2,000,000 to be derived from the Highway Trust Fund, and to remain available until expended. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-8016-0-7-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
Direct program:			
00.03 Highway safety programs	52	66	68
00.04 Research and analysis	30	13	10
00.05 Office of the Administrator	2	2	2
00.06 General administration	5	5	5
09.00 Reimbursable program	1	1	1
10.00 Total new obligations	90	87	86
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	6	1	
21.49 Unobligated balance carried forward, start of year: Contract authority	1	1	1
21.99 Total unobligated balance carried forward, start of year	7	2	1
22.00 New budget authority (gross)	85	86	86
23.90 Total budgetary resources available for obligation	92	88	87
23.95 Total new obligations	-90	-87	-86
24.40 Unobligated balance carried forward, end of year	1		
24.49 Unobligated balance carried forward, end of year: Contract authority	1	1	1
24.99 Total unobligated balance carried forward, end of year	2	1	1
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund, definite)	74	74	74
40.49 Portion applied to liquidate contract authority	-72	-72	-72
43.00 Appropriation (total discretionary)	2	2	2
Mandatory:			
66.10 Contract authority	72	72	72
Discretionary:			
68.00 Spending authority from offsetting collections: Off- setting collections (cash)	11	12	12
70.00 Total new budget authority (gross)	85	86	86
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	78	84	62
72.99 Obligated balance, start of year	78	84	62
73.10 Total new obligations	90	87	86
73.20 Total outlays (gross)	-84	-109	-98
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	84	62	50
74.99 Obligated balance, end of year	84	62	50

Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	54	55	55
86.93	Outlays from discretionary balances	30	54	43
87.00	Total outlays (gross)	84	109	98

Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-11	-12	-12

Net budget authority and outlays:				
89.00	Budget authority	74	74	74
90.00	Outlays	73	97	86

Status of Contract Authority (in millions of dollars)

Identification code 69-8016-0-7-401	2000 actual	2001 est.	2002 est.	
0100	Balance, start of year	1	1	1
Contract authority:				
0200	Contract authority	72	72	72
0400	Appropriation to liquidate contract authority	-72	-72	-72
0700	Balance, end of year	1	1	1

A total of \$196 million is proposed for Operations and Research.

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

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

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

Research and Analysis.—Provides motor vehicle safety research and development in support of all NHTSA programs, including the collection and analysis of crash data to identify safety problems, develop alternative solutions, and assess costs, benefits, and effectiveness. Research will continue to concentrate on improving vehicle crash worthiness and crash avoidance, with emphasis on smart air bag technology and on the National Transportation Biomechanics Research Center, which includes the Crash Injury Research and Engineering Network (CIREN).

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

General Administration.—Provides program evaluation, strategic planning, and economic analysis for agency programs. Objective quantitative information about NHTSA's regulatory and highway safety programs is gathered to measure their effectiveness in achieving objectives. This activity also funds development of methods to estimate economic consequences of motor vehicle injuries in forms suitable for agency use in problem identification, regulatory analysis, priority setting, and policy analysis.

National Driver Register.—Provides funding to implement and operate the Problem Driver Pointer System (PDPS) and

improve traffic safety by assisting state motor vehicle administrators in communicating effectively and efficiently with other states to identify drivers whose licenses have been suspended or revoked for serious traffic offenses, such as driving under the influence of alcohol or other drugs.

Object Classification (in millions of dollars)

Identification code 69-8016-0-7-401	2000 actual	2001 est.	2002 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	17	19	21
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	18	20	22
12.1 Civilian personnel benefits	3	4	4
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	2	4	6
23.3 Communications, utilities, and miscellaneous charges	1	1	1
24.0 Printing and reproduction	3	3	3
25.2 Other services	36	34	31
25.5 Research and development contracts	23	17	15
26.0 Supplies and materials	1	1	1
31.0 Equipment	1	1	1
99.0 Subtotal, direct obligations	89	86	85
99.0 Reimbursable obligations	1	1	1
99.9 Total new obligations	90	87	86

Personnel Summary

Identification code 69-8016-0-7-401	2000 actual	2001 est.	2002 est.
1001 Total compensable workyears: Full-time equivalent employment	357	370	370

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

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, 410, and 411 to remain available until expended, **[\$213,000,000] \$223,000,000**, 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, in fiscal year **[2001] 2002**, are in excess of **[\$213,000,000] \$223,000,000** for programs authorized under 23 U.S.C. 402, 405, 410, and 411 of which **[\$155,000,000] \$160,000,000** shall be for "Highway Safety Programs" under 23 U.S.C. 402, **[\$13,000,000] \$15,000,000** shall be for "Occupant Protection Incentive Grants" under 23 U.S.C. 405, **[\$36,000,000] \$38,000,000** shall be for "Alcohol-Impaired Driving Countermeasures Grants" under 23 U.S.C. 410, and **[\$9,000,000] \$10,000,000** shall be for the "State Highway Safety Data Grants" under 23 U.S.C. 411: *Provided further*, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures: *Provided further*, That not to exceed **[\$7,750,000] \$8,000,000** of the funds made available for section 402, not to exceed **[\$650,000] \$750,000** of the funds made available for section 405, not to exceed **[\$1,800,000] \$1,900,000** of the funds made available for section 410, and not to exceed **[\$450,000] \$500,000** of the funds made available for section 411 shall be available to NHTSA for administering highway safety grants under chapter 4 of title 23, United States Code: *Provided further*, That not to exceed \$500,000 of the funds made available for section 410 "Alcohol-Impaired Driving Countermeasures Grants" shall be available for technical assistance to the States. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-8020-0-7-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Section 402 formula grants	153	155	160

00.02 Section 405 occupant protection incentive grants	10	13	15
00.03 Section 410 alcohol incentive grants	36	36	38
00.04 Section 411 safety data grants	8	9	10
10.00 Total new obligations	207	213	223

Budgetary resources available for obligation:

22.00 New budget authority (gross)	207	213	223
23.95 Total new obligations	-207	-213	-223

New budget authority (gross), detail:

Discretionary:			
40.26 Appropriation (trust fund, definite)	207	213	223
40.49 Portion applied to liquidate contract authority	-207	-213	-223
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority	207	213	223
70.00 Total new budget authority (gross)	207	213	223

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	210	225	217
72.99 Obligated balance, start of year	210	225	217
73.10 Total new obligations	207	213	223
73.20 Total outlays (gross)	-191	-221	-228
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	225	217	212
74.99 Obligated balance, end of year	225	217	212

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	85	87	91
86.93 Outlays from discretionary balances	106	134	137
87.00 Total outlays (gross)	191	221	228

Net budget authority and outlays:

89.00 Budget authority	207	213	223
90.00 Outlays	191	221	228

Status of Contract Authority (in millions of dollars)

Identification code 69-8020-0-7-401	2000 actual	2001 est.	2002 est.
Contract authority:			
0200 Contract authority	207	213	223
0400 Appropriation to liquidate contract authority	-207	-213	-223

Section 402.—The Section 402 State and Community Grant Program is a performance-based program administered by NHTSA. Grant allocations are determined on the basis of a statutory formula. States use this funding to reduce traffic crashes, fatalities, and injuries. The grants are used to support State highway safety programs, within national priorities, implemented jointly with all members of the highway safety community. States develop safety goals, performance measures, and strategic plans to manage use of grants for programs to reduce deaths and injuries on the Nation's highways, such as programs associated with excessive speeds, failure to use occupant restraints, alcohol/drug impaired driving, and roadway safety.

Alcohol-Impaired Driving Incentive Grants.—A two-tiered basic and supplemental grant program to reward states that pass new laws and start more effective programs to attack drunk driving. This continues the Department's strong emphasis on impaired drivers that has been addressed by the Section 410 incentive grant program. States may qualify for basic grants by implementing criteria that include: administrative license revocation, stepped-up police enforcement coupled with publicity, and graduated licensing laws with nighttime driving restrictions and Zero Tolerance. States are also awarded basic grants for demonstrating consistently high performance in reducing alcohol-related fatalities. There are six supplemental grant criteria including self-sustaining drunk driving prevention programs, effective DWI tracking systems, and use of passive alcohol sensors by police.

HIGHWAY TRAFFIC SAFETY GRANTS—Continued

(LIQUIDATION OF CONTRACT AUTHORIZATION)—Continued

Section 405 Occupant Protection Incentive Grants.—Targets specific laws and programs to help states increase seat belt and child safety seat use. States may qualify for grants by adopting or demonstrating specific laws and programs, such as primary safety belt use laws, minimum fines or penalty points, and special traffic enforcement programs. Grant funds may be used only to implement and enforce occupant protection programs.

Section 411 State Highway Safety Data Improvement Incentive Grants.—Encourages states to take effective actions to improve the timeliness, accuracy, completeness, uniformity, and accessibility of their highway safety data. States may qualify for grants based on the status of development of a multi-year highway safety data and traffic records strategic plan and establishment of a multi-disciplinary data coordinating committee. Grant funds may be used only to implement data improvement programs.

Object Classification (in millions of dollars)			
Identification code 69-8020-0-7-401	2000 actual	2001 est.	2002 est.
25.2 Other services	10	11	12
41.0 Grants, subsidies, and contributions	197	202	211
99.9 Total new obligations	207	213	223

FEDERAL RAILROAD ADMINISTRATION

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

[In millions of dollars]			
Budget authority:	2000 actual	2001 est.	2002 est.
Safety and operations	94	101	111
Rail safety user fees			-41
Railroad research and development	22	25	28
Rail safety user fees			-14
Grants to the National Railroad Passenger Corporation	571	520	521
Amtrak Reform Council	1	1	1
Rhode Island rail development	10	17	
Pennsylvania Station redevelopment project		20	20
Next generation high-speed rail	27	25	25
Alaska Railroad rehabilitation	15	30	
West Virginia rail development		15	
Amtrak corridor improvement loans		-1	-1
Railroad rehabilitation and improvement program liquidating account	-4	-5	-5
Total budget authority	736	749	645
Safety and Operations	93	113	113
Rail safety user fees			-41
Local rail freight assistance	1	2	
Railroad research and development	23	36	29
Rail safety user fees			-14
Conrail commuter transition assistance	3	3	
Grants to the National Railroad Passenger Corporation	594	554	833
Amtrak Reform Council	1	1	1
Northeast corridor improvement program		18	
Rhode Island rail development	8	24	11
Pennsylvania Station redevelopment project		2	10
Trust fund share of next generation high-speed rail	3	2	
Next generation high-speed rail	23	24	23
Alaska Railroad rehabilitation	11	52	18
West Virginia rail development		3	8
Emergency railroad rehabilitation and repair	3	4	
Amtrak corridor improvement loans		-1	-1
Railroad rehabilitation and improvement program liquidating account	-4	-4	-4
Total outlays	759	833	978

Federal Funds

General and special funds:

SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, **[\$101,717,000]** \$111,357,000, of which **[\$5,899,000]** \$6,554,000 shall remain available until expended: *Provided*, That, as part of the Washington Union Station transaction in which the Secretary 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 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, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Unavailable Collections (in millions of dollars)			
Identification code 69-0700-0-1-401	2000 actual	2001 est.	2002 est.
01.99 Balance, start of year			
Receipts:			
02.60 Railroad safety user fees, legislative proposal not subject to PAYGO			55
Appropriations:			
05.00 Safety and operations, legislative proposal not subject to PAYGO			-55
07.99 Balance, end of year			

Program and Financing (in millions of dollars)			
Identification code 69-0700-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
Direct program:			
00.01 Salaries and expenses	92	105	110
00.02 Contract support		1	
00.06 Alaska railroad liabilities	1	1	1
01.00 Total direct program	93	107	111
Reimbursable program:			
09.01 Reimbursable services	1	1	1
09.02 Union Station deed payments	1	1	
09.99 Total reimbursable program	2	2	1
10.00 Total new obligations	95	109	112
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	4	6	2
22.00 New budget authority (gross)	96	103	112
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	101	109	114
23.95 Total new obligations	-95	-109	-112
24.40 Unobligated balance carried forward, end of year	6	2	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	94	101	111
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	2	2	1
70.00 Total new budget authority (gross)	96	103	112
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	19	17	10
72.99 Obligated balance, start of year	19	17	10
73.10 Total new obligations	95	109	112
73.20 Total outlays (gross)	-96	-116	-111
73.45 Recoveries of prior year obligations	-1		

74.40	Unpaid obligations, end of year:			
	Unpaid obligations, end of year	17	10	11
74.99	Obligated balance, end of year	17	10	11
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	86	93	101
86.93	Outlays from discretionary balances	8	21	12
87.00	Total outlays (gross)	96	116	111
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00	Federal sources	-1	-1	-1
88.40	Non-Federal sources	-1	-1	
88.90	Total, offsetting collections (cash)	-2	-2	-1
Net budget authority and outlays:				
89.00	Budget authority	94	101	111
90.00	Outlays	93	113	113

The programs under this account are:

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

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

Washington Union Station.—The Department of Transportation purchased Washington Union Station on November 1, 1988. Lease payments on the property are collected from the Union Station Redevelopment Corporation, credited to the Safety and operations account, and paid from this account to the deed holder. Receipts are estimated to cover the mortgage payments in 2001. The deed is expected to be paid in full in 2001.

Alaska Railroad Liabilities.—Provides reimbursement to the Department of Labor for compensation payments to former Federal employees of the Alaska Railroad who were on the rolls during the period of Federal ownership and support for clean-up activities at hazardous waste sites located at properties once owned by the FRA. The 2002 request is for workers' compensation.

Object Classification (in millions of dollars)

Identification code 69-0700-0-1-401	2000 actual	2001 est.	2002 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	46	51	55
11.3	Other than full-time permanent	1	1	1
11.5	Other personnel compensation	1	1	1
11.9	Total personnel compensation	48	53	57
12.1	Civilian personnel benefits	13	13	14
21.0	Travel and transportation of persons	8	7	8
23.1	Rental payments to GSA	3	3	3
23.3	Communications, utilities, and miscellaneous charges	1	2	3
25.1	Advisory and assistance services		2	2
25.2	Other services	13	21	16
25.3	Purchases of goods and services from Government accounts	2	2	3
26.0	Supplies and materials			1
31.0	Equipment	4	3	3
41.0	Grants, subsidies, and contributions	1	1	1
99.0	Subtotal, direct obligations	93	107	111
99.0	Reimbursable obligations	2	2	1
99.9	Total new obligations	95	109	112

Personnel Summary

Identification code 69-0700-0-1-401	2000 actual	2001 est.	2002 est.	
1001	Total compensable workyears: Full-time equivalent employment	718	754	767

SAFETY AND OPERATIONS
(Legislative proposal, not subject to PAYGO)

Note.—See section 322 of the General Provisions for the proposed appropriations language.

Program and Financing (in millions of dollars)			
Identification code 69-0700-2-1-401	2000 actual	2001 est.	2002 est.
New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation		-41
40.25	Appropriation (special fund, indefinite)		55
41.00	Transferred to other accounts		-14
43.00	Appropriation (total discretionary)		
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays		

The Administration will propose legislation to authorize the collection and spending of a rail safety user fee. If the proposed authorizing legislation is enacted, the proviso for the rail safety user fee contained in the General Provisions will reduce the General Fund appropriation for Safety and Operations by \$41 million, the amount of the proposed user fee.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, **[\$25,325,000] \$28,325,000**, to remain available until expended. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)				
Identification code 69-0745-0-1-401	2000 actual	2001 est.	2002 est.	
Obligations by program activity:				
00.01	Equipment, operations, and hazardous materials	10	14	13
00.02	Track and vehicle track interaction	9	9	9
00.03	Railroad systems safety and security	6	5	5
00.05	Research and development facilities and equipment		2	1
01.00	Total direct program	25	30	28
09.10	Reimbursable program			1
10.00	Total new obligations	25	30	29
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	6	5	
22.00	New budget authority (gross)	22	25	29
22.10	Resources available from recoveries of prior year obligations	1		
23.90	Total budgetary resources available for obligation	29	30	29
23.95	Total new obligations	-25	-30	-29
24.40	Unobligated balance carried forward, end of year	5		
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	22	25	28
68.00	Spending authority from offsetting collections: Offsetting collections (cash)			1
70.00	Total new budget authority (gross)	22	25	29
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year	29	30	24
72.99	Obligated balance, start of year	29	30	24
73.10	Total new obligations	25	30	29
73.20	Total outlays (gross)	-23	-36	-30
73.45	Recoveries of prior year obligations	-1		
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year	30	24	23
74.99	Obligated balance, end of year	30	24	23
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	13	15	18

General and special funds—Continued

RAILROAD RESEARCH AND DEVELOPMENT—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0745-0-1-401	2000 actual	2001 est.	2002 est.
86.93 Outlays from discretionary balances	10	21	12
87.00 Total outlays (gross)	23	36	30
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources			-1
Net budget authority and outlays:			
89.00 Budget authority	22	25	28
90.00 Outlays	23	36	29

The objective of the Railroad Research and Development (R&D) program is to provide science and technology support for rail safety rulemaking and enforcement and to stimulate technological advances in conventional and high-speed railroads. This activity is conducted with the cooperation of and some cost-sharing from private sector organizations.

Equipment, operations and hazardous materials research.—Provides for research in safety and performance improvements in train occupant protection, rolling stock safety assurance and performance, human factors, transportation of hazardous materials, and grade crossing safety.

Track and vehicle-track interaction.—Provides for research in safety and performance improvements to track structure, track components, railroad bridge and tunnel structures, signal and train control, and track-vehicle interaction.

Railroad systems safety.—Provides for research in the development of safety performance standards, high-speed rail safety (equipment performance, track performance, train control, systems operations, test equipment), and environmental issues related to new high-speed ground transportation systems.

R&D facilities and equipment.—Provides support for the Transportation Technology Center (TTC) near Pueblo, Colorado, which is a government-owned, contractor-operated facility. The Association of American Railroads (AAR) is the private operator under a contract for care, custody and control.

Object Classification (in millions of dollars)

Identification code 69-0745-0-1-401	2000 actual	2001 est.	2002 est.
Direct obligations:			
25.2 Other services	3	10	10
25.4 Operation and maintenance of facilities		2	1
25.5 Research and development contracts	20	15	14
41.0 Grants, subsidies, and contributions	2	3	3
99.0 Subtotal, direct obligations	25	30	28
99.0 Reimbursable obligations			1
99.9 Total new obligations	25	30	29

RAILROAD RESEARCH AND DEVELOPMENT
(Legislative proposal, not subject to PAYGO)

Note.—See section 322 of the General Provisions for the proposed appropriations language.

Program and Financing (in millions of dollars)

Identification code 69-0745-2-1-401	2000 actual	2001 est.	2002 est.
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			-14
42.00 Transferred from other accounts			14

43.00	Appropriation (total discretionary)			
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Net budget authority and outlays:

89.00	Budget authority			
90.00	Outlays			

The Administration will propose legislation to authorize the collection and spending of a rail safety user fee. If the proposed authorizing legislation is enacted, the proviso for the rail safety user fee contained in the General Provisions will reduce the General Fund appropriation for Railroad Research and Development by \$14 million, the amount of the proposed user fee.

[RHODE ISLAND RAIL DEVELOPMENT]

For the costs associated with construction of a third track on the Northeast Corridor between Davisville and Central Falls, Rhode Island, with sufficient clearance to accommodate double stack freight cars, \$17,000,000 to be matched by the State of Rhode Island or its designee on a dollar-for-dollar basis and to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.)

Program and Financing (in millions of dollars)

Identification code 69-0726-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01	Rhode island rail development	27	
10.00	Total new obligations (object class 41.0)	27	
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	10	
22.00	New budget authority (gross)	10	17
23.90	Total budgetary resources available for obligation	10	27
23.95	Total new obligations		-27
24.40	Unobligated balance carried forward, end of year	10	
New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation	10	17
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40	Unpaid obligations, start of year	22	14
72.99	Obligated balance, start of year	22	14
73.10	Total new obligations	27	
73.20	Total outlays (gross)	-8	-24
Unpaid obligations, end of year:			
74.40	Unpaid obligations, end of year	14	17
74.99	Obligated balance, end of year	14	17
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	3	
86.93	Outlays from discretionary balances	8	21
87.00	Total outlays (gross)	8	24
Net budget authority and outlays:			
89.00	Budget authority	10	17
90.00	Outlays	8	24

Funds were previously provided to continue the construction of a third rail line and related costs between Davisville and Central Falls, RI. No funds are requested for 2002, as the 2001 funding completed the Administration's total funding commitment to this project.

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Program and Financing (in millions of dollars)

Identification code 69-0723-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)		20	20
Budgetary resources available for obligation:			
22.00 New budget authority (gross)		20	20
23.95 Total new obligations		-20	-20
New budget authority (gross), detail:			
Discretionary:			
40.29 Appropriation available in prior year		20	20
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year			18
72.99 Obligated balance, start of year			18
73.10 Total new obligations		20	20
73.20 Total outlays (gross)		-2	-10
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year		18	28
74.99 Obligated balance, end of year		18	28
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	2	2	
86.93 Outlays from discretionary balances			8
87.00 Total outlays (gross)	2		10
Net budget authority and outlays:			
89.00 Budget authority	20	20	
90.00 Outlays	2		10

Funds are used to redevelop the Pennsylvania Station in New York City, which involves renovating the James A. Farley Post Office building as a train station and commercial center, and basic upgrades to Pennsylvania Station. Funding for this project was included in the Grants to the National Railroad Passenger Corporation appropriation in 1995 through 1997, and the Northeast Corridor Improvement Program in 1998. In 2000 an advance appropriation of \$20 million was provided for 2001, 2002, and 2003. In 2001 the \$20 million in advance appropriations for the Farley Building was made available specifically for fire and life safety initiatives.

【ALASKA RAILROAD REHABILITATION】

【To enable the Secretary of Transportation to make grants to the Alaska Railroad, \$20,000,000 shall be for capital rehabilitation and improvements benefiting its passenger operations, to remain available until expended.】 (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-0730-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)	15	30	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	15	30	
23.95 Total new obligations	-15	-30	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	10	20	
42.00 Transferred from Department of Defense	5	10	
43.00 Appropriation (total discretionary)	15	30	

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	36	40	18
72.99 Obligated balance, start of year	36	40	18
73.10 Total new obligations	15	30	
73.20 Total outlays (gross)	-11	-52	-18
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	40	18	
74.99 Obligated balance, end of year	40	18	
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	6	12	
86.93 Outlays from discretionary balances	5	40	18
87.00 Total outlays (gross)	11	52	18
Net budget authority and outlays:			
89.00 Budget authority	15	30	
90.00 Outlays	11	52	18

These funds provided direct payments to the Alaska railroad. No funds are requested for 2002.

【WEST VIRGINIA RAIL DEVELOPMENT】

【For capital costs associated with track, signal, and crossover rehabilitation and improvements on the MARC Brunswick line in West Virginia, \$15,000,000, to remain available until expended.】 (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-0758-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)		15	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)		15	
23.95 Total new obligations		-15	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation		15	
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year			12
72.99 Obligated balance, start of year			12
73.10 Total new obligations		15	
73.20 Total outlays (gross)		-3	-8
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year		12	4
74.99 Obligated balance, end of year		12	4
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		3	
86.93 Outlays from discretionary balances			8
87.00 Total outlays (gross)		3	8
Net budget authority and outlays:			
89.00 Budget authority		15	
90.00 Outlays		3	8

Funds provided capital costs associated with track, signal and crossover rehabilitation and improvements on the MARC Brunswick line in West Virginia. No funds are requested in 2002.

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

For necessary expenses of capital improvements of the National Railroad Passenger Corporation as authorized by 49 U.S.C. 24104(a),

General and special funds—Continued

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION—Continued

\$521,476,000, to remain available until expended [Provided, That the Secretary shall not obligate more than \$208,590,000 prior to September 30, 2001]. (Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.)

Program and Financing (in millions of dollars)

Identification code 69-0704-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.02 General capital grants	594	551	834
10.00 Total new obligations	594	551	834
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	366	343	312
22.00 New budget authority (gross)	571	520	521
23.90 Total budgetary resources available for obligation	937	863	833
23.95 Total new obligations	-594	-551	-834
24.40 Unobligated balance carried forward, end of year	343	312	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	571	521	521
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)		-1	
43.00 Appropriation (total discretionary)	571	520	521
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	3	3	
72.99 Obligated balance, start of year	3	3	
73.10 Total new obligations	594	551	834
73.20 Total outlays (gross)	-594	-554	-834
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	3		
74.99 Obligated balance, end of year	3		
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	228	208	521
86.93 Outlays from discretionary balances	366	346	312
87.00 Total outlays (gross)	594	554	834
Net budget authority and outlays:			
89.00 Budget authority	571	520	521
90.00 Outlays	594	554	834

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

Funding provides support for Amtrak capital requirements, including Northeast Corridor improvements.

The Administration continues to provide Amtrak the same flexibility in spending its capital grant as provided to transit grantees. A capital project would include acquiring, constructing, supervising or inspecting equipment or facilities (and incidental expenses thereto); payments for the capital portion of trackage rights agreements; rehabilitating, remanufacturing or overhauling rail rolling stock; and preventive maintenance.

Object Classification (in millions of dollars)

Identification code 69-0704-0-1-401	2000 actual	2001 est.	2002 est.
25.2 Other services	1	1	
41.0 Grants, subsidies, and contributions	593	550	834

99.9 Total new obligations	594	551	834
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AMTRAK REFORM COUNCIL

Program and Financing (in millions of dollars)

Identification code 69-0152-0-1-407	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 99.5)	1	1	1
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	1	1	1
23.95 Total new obligations	-1	-1	-1
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	1	1	1
Change in unpaid obligations:			
73.10 Total new obligations	1	1	1
73.20 Total outlays (gross)	-1	-1	-1
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	1	1	1
Net budget authority and outlays:			
89.00 Budget authority	1	1	1
90.00 Outlays	1	1	1

The Amtrak Reform Council was created by the Amtrak Reform and Accountability Act of 1997 (P.L. 105-134) to perform an independent assessment of Amtrak. The 1999 Department of Transportation and Related Agencies Appropriations Act expanded the Council's mandate to include identifying Amtrak routes which are candidates for closure or realignment. Almost \$1 million is requested for these activities. The Council is an independent entity and its funding is presented within the Federal Railroad Administration for display purposes only. As such, funding is requested in a General Provision.

Personnel Summary

Identification code 69-0152-0-1-407	2000 actual	2001 est.	2002 est.
1001 Total compensable workyears: Full-time equivalent employment	5	7	7

NEXT GENERATION HIGH-SPEED RAIL

For necessary expenses for the Next Generation High-Speed Rail program as authorized under 49 U.S.C. 26101 and 26102, \$25,100,000, to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.)

Program and Financing (in millions of dollars)

Identification code 69-0722-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 High-speed train control systems	15	11	11
00.02 High-speed non-electric locomotives	7	7	7
00.03 Grade crossing hazard mitigation/low-cost innovative technologies	4	5	4
00.04 Track/structures technology	1	2	1
00.05 Corridor planning		2	2
10.00 Total new obligations	27	27	25
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	2	2	
22.00 New budget authority (gross)	27	25	25
23.90 Total budgetary resources available for obligation	29	27	25
23.95 Total new obligations	-27	-27	-25

24.40	Unobligated balance carried forward, end of year	2		
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	27	25	25
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year	57	60	63
72.99	Obligated balance, start of year	57	60	63
73.10	Total new obligations	27	27	25
73.20	Total outlays (gross)	-23	-24	-24
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year	60	63	65
74.99	Obligated balance, end of year	60	63	65
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	4	4	4
86.93	Outlays from discretionary balances	19	20	20
87.00	Total outlays (gross)	23	24	24
Net budget authority and outlays:				
89.00	Budget authority	27	25	25
90.00	Outlays	23	24	24

The Next Generation High-Speed Rail Program will fund: research, development, and technology demonstration programs and the planning and analysis required to evaluate technology proposals under the program.

Object Classification (in millions of dollars)

Identification code 69-0722-0-1-401	2000 actual	2001 est.	2002 est.
25.2 Other services	19	24	22
41.0 Grants, subsidies, and contributions	8	3	3
99.9 Total new obligations	27	27	25

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0123-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.04 System engineering, program management and administration		3	
10.00 Total new obligations (object class 25.2)		3	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	3	3	
23.95 Total new obligations		-3	
24.40 Unobligated balance carried forward, end of year	3		
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	16	16	
72.99 Obligated balance, start of year	16	16	
73.10 Total new obligations		3	
73.20 Total outlays (gross)		-18	
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	16		
74.99 Obligated balance, end of year	16		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances		18	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays		18	

Provided funds to continue the upgrade of passenger rail service in the corridor between Washington, D.C. and Boston.

Beginning in 2001, funding is available within the Amtrak appropriation.

EMERGENCY RAILROAD REHABILITATION AND REPAIR

Program and Financing (in millions of dollars)

Identification code 69-0124-0-1-401	2000 actual	2001 est.	2002 est.
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	8	4	
72.99 Obligated balance, start of year	8	4	
73.20 Total outlays (gross)	-3	-4	
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	4		
74.99 Obligated balance, end of year	4		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	3	4	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	3	4	

This schedule displays emergency funding programs that no longer require appropriations and thus reflects outlays from 1997 and 1998 appropriations. In 1997, the funds were used to repair and rebuild freight rail lines of regional and short-line railroads or State-owned railroads damaged by floods in South Dakota, North Dakota, Minnesota, West Virginia and Iowa. In 1998, all states became eligible for this program.

LOCAL RAIL FREIGHT ASSISTANCE

Program and Financing (in millions of dollars)

Identification code 69-0714-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Local rail freight assistance		1	
10.00 Total new obligations (object class 41.0)		1	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	1	
23.95 Total new obligations		-1	
24.40 Unobligated balance carried forward, end of year	1		
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	2	1	
72.99 Obligated balance, start of year	2	1	
73.10 Total new obligations		1	
73.20 Total outlays (gross)	-1	-2	
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	1		
74.99 Obligated balance, end of year	1		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	1	2	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	1	2	

This program provided discretionary and flat-rate grants to States for rail planning, and for acquisition, track rehabilitation, and rail facility construction with respect to light density freight lines. No funds are requested for this account in 2002.

General and special funds—Continued

CONRAIL COMMUTER TRANSITION ASSISTANCE

Program and Financing (in millions of dollars)

Identification code 69-0747-0-1-401	2000 actual	2001 est.	2002 est.
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	6	3	
72.99 Obligated balance, start of year	6	3	
73.20 Total outlays (gross)	-3	-3	
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	3		
74.99 Obligated balance, end of year	3		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	3	3	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	3	3	

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 1993, funds were appropriated to fund commuter rail and bridge improvements in the Philadelphia, Pennsylvania region. No additional funds are requested in 2002.

Credit accounts:

ALAMEDA CORRIDOR DIRECT LOAN FINANCING PROGRAM

The Alameda Transportation Corridor is an intermodal project connecting the Ports of Los Angeles and Long Beach to downtown Los Angeles. The project replaces the current 20 miles of at-grade rail line with a high-speed, below-grade corridor, thereby eliminating over 200 grade crossings. It also widens and improves the adjacent major highway on this alignment and mitigates the impact of increased international traffic transferring through the San Pedro Ports. The loan has permitted construction to continue without interruption through the sale of debt obligations, the proceeds of which funded the majority of the project's costs.

The amount of subsidy budget authority originally provided for the Alameda Corridor Transportation project was \$59 million. The Alameda Corridor Transportation Authority (ACTA) has now completely drawn down the DOT loan proceeds totaling \$400 million. In January 1999, ACTA received investment grade ratings from three rating agencies on its debt obligations financing construction of the project.

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loan obligated in 1997. The subsidy amounts are estimated on a present value basis. No funds are requested for this account in 2002, as all funds required to complete this project were provided in 1997.

ALAMEDA CORRIDOR DIRECT LOAN FINANCING ACCOUNT

General Fund Credit Receipt Accounts (in millions of dollars)

Identification code 69-4183-0-3-401	2000 actual	2001 est.	2002 est.
0101 Negative subsidies/subsidy reestimates	65		

Program and Financing (in millions of dollars)

Identification code 69-4183-0-3-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.02 Interest paid to Treasury	23	25	
Downward re-estimates:			
08.02 Downward subsidy reestimate	58		
08.04 Interest on downward reestimate of subsidy	7		
08.91 Total downward re-estimates	65		
10.00 Total new obligations	88	25	
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	88	25	
23.95 Total new obligations	-88	-25	
New financing authority (gross), detail:			
Discretionary:			
47.00 Authority to borrow	88	25	
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)		498	
68.47 Portion applied to repay debt		-498	
68.90 Spending authority from offsetting collections (total discretionary)			
70.00 Total new financing authority (gross)	88	25	
Change in unpaid obligations:			
73.10 Total new obligations	88	25	
73.20 Total financing disbursements (gross)	-88	-25	
87.00 Total financing disbursements (gross)	88	25	
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
Non-Federal sources:			
88.40 Non-Federal sources: Principal Repayments		-400	
88.40 Non-Federal sources: Interest Payments		-98	
88.90 Total, offsetting collections (cash)		-498	
Net financing authority and financing disbursements:			
89.00 Financing authority	88	-473	
90.00 Financing disbursements	88	-473	

Status of Direct Loans (in millions of dollars)

Identification code 69-4183-0-3-401	2000 actual	2001 est.	2002 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			
1150 Total direct loan obligations			
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	400	488	
1251 Repayments: Repayments and prepayments		-498	
1261 Adjustments: Capitalized interest	88	10	
1290 Outstanding, end of year	488		

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

Balance Sheet (in millions of dollars)

Identification code 69-4183-0-3-401	1999 actual	2000 actual	2001 est.	2002 est.
ASSETS:				
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross	400	400		
1405 Allowance for subsidy cost (-)	-34	-11		
1499 Net present value of assets related to direct loans	366	389		

1999	Total assets	366	389	.....
LIABILITIES:				
2103	Federal liabilities: Debt	366	389	.....
2999	Total liabilities	366	389	.....
4999	Total liabilities and net position	366	389	.....

70.00	Total new financing authority (gross)	154	112
Change in unpaid obligations:			
73.10	Total new obligations	154	112
73.20	Total financing disbursements (gross)	-154	-112
87.00	Total financing disbursements (gross)	154	112

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

The Secretary of Transportation is authorized to issue to the Secretary of the Treasury notes or other obligations pursuant to section 512 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), as amended, in such amounts and at such times as may be necessary to pay any amounts required pursuant to the guarantee of the principal amount of obligations under sections 511 through 513 of such Act, such authority to exist as long as any such guaranteed obligation is outstanding: *Provided*, That pursuant to section 502 of such Act, as amended, no new direct loans or loan guarantee commitments shall be made using Federal funds for the credit risk premium during fiscal year **[2001] 2002**. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

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

Identification code 69-0750-0-1-401	2000 actual	2001 est.	2002 est.
Direct loan levels supportable by subsidy budget authority:			
1150	Direct loan levels	150	100
1159	Total direct loan levels	150	100
Direct loan subsidy (in percent):			
1320	Credit Risk Premium rate	0.00	0.00
1329	Weighted average subsidy rate	0.00	0.00

Data above includes funds for the Railroad Rehabilitation and Improvement and Amtrak Corridor Improvement Loans program accounts. These accounts were funded under separate appropriations, and are displayed in a consolidated format. The two accounts are loan administration accounts. No funding is requested in 2002. No loans are proposed to be supported in 2002 with Federal funds.

TEA-21 expanded the Railroad Rehabilitation and Improvement program to permit non-Federal entities to provide the subsidy budget authority needed to support a loan through the payment of a credit risk premium. The final rule regarding the administration of the program was published on July 6, 2000.

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4420-0-3-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01	Interest to treasury	4	12
00.02	Direct loans	150	100
10.00	Total new obligations	154	112
Budgetary resources available for obligation:			
22.00	New financing authority (gross)	154	112
23.95	Total new obligations	-154	-112
New financing authority (gross), detail:			
Mandatory:			
67.15	Authority to borrow (indefinite)	146	95
69.00	Offsetting collections (cash)	8	25
69.47	Portion applied to repay debt		-8
69.90	Spending authority from offsetting collections (total mandatory)	8	17

Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
Non-Federal sources:			
88.40	Credit Premium	-8	-5
88.40	Principal Repayment		-8
88.40	Interest Payment		-12
88.90	Total, offsetting collections (cash)	-8	-25
Net financing authority and financing disbursements:			
89.00	Financing authority	146	87
90.00	Financing disbursements	146	87

Status of Direct Loans (in millions of dollars)

Identification code 69-4420-0-3-401	2000 actual	2001 est.	2002 est.
Position with respect to appropriations act limitation on obligations:			
1111	Limitation on direct loans		
1131	Direct loan obligations exempt from limitation	4	150
1150	Total direct loan obligations	4	150
Cumulative balance of direct loans outstanding:			
1210	Outstanding, start of year	4	4
1231	Disbursements: Direct loan disbursements		150
1251	Repayments: Repayments and prepayments		-8
1290	Outstanding, end of year	4	154

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

Balance Sheet (in millions of dollars)

Identification code 69-4420-0-3-401	1999 actual	2000 actual	2001 est.	2002 est.
ASSETS:				
Net value of assets related to post-1991 direct loans receivable:				
1401	Direct loans receivable, gross		150	246
1499	Net present value of assets related to direct loans		150	246
1601	Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable: Direct loans, gross	4	4	3
1999	Total assets	4	154	249

RAILROAD REHABILITATION AND IMPROVEMENT LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4411-0-3-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01	Interest to Treasury	3	2
10.00	Total new obligations (object class 43.0)	3	2
Budgetary resources available for obligation:			
22.00	New budget authority (gross)	3	2
23.95	Total new obligations	-3	-2

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

Identification code 69-4411-0-3-401	2000 actual	2001 est.	2002 est.
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	7	6	6
69.47 Portion applied to repay debt	-4	-4	-4
69.90 Spending authority from offsetting collections (total mandatory)	3	2	2
Change in unpaid obligations:			
73.10 Total new obligations	3	2	2
73.20 Total outlays (gross)	-3	-2	-2
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	3	2	2
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-7	-6	-6
Net budget authority and outlays:			
89.00 Budget authority	-4	-4	-4
90.00 Outlays	-4	-4	-4

Status of Direct Loans (in millions of dollars)

Identification code 69-4411-0-3-401	2000 actual	2001 est.	2002 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	53	49	45
1251 Repayments: Repayments and prepayments	-4	-4	-4
1290 Outstanding, end of year	49	45	41

Section 505—Redeemable preference shares.—Authority for the section 505 redeemable preference shares program expired on September 30, 1988. The account reflects actual outlays of -\$4 million in 2000, and projected outlays of -\$4 million in 2001 and -\$4 million in 2002 resulting from payments of principal and interest as well as repurchases of redeemable preference shares and the sale of redeemable preference shares to the private sector.

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

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

Balance Sheet (in millions of dollars)

Identification code 69-4411-0-3-401	1999 actual	2000 actual	2001 est.	2002 est.
ASSETS:				
Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable:				
1601 Direct loans, gross	53	49	45	41
1602 Interest receivable	15	18	13	9
1699 Value of assets related to direct loans	68	67	58	50
1999 Total assets	68	67	58	50

LIABILITIES:

Federal liabilities:				
2102 Interest payable	15	18	13	9
2103 Debt	53	49	45	41
2999 Total liabilities	68	67	58	50
4999 Total liabilities and net position	68	67	58	50

**AMTRAK CORRIDOR IMPROVEMENT DIRECT LOAN FINANCING
ACCOUNT****Program and Financing (in millions of dollars)**

Identification code 69-4164-0-3-401	2000 actual	2001 est.	2002 est.
Budgetary resources available for obligation:			
22.40 Capital transfer to general fund		-1	
23.95 Total new obligations			
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	1	1	
72.99 Obligated balance, start of year	1	1	
73.10 Total new obligations			
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	1		
74.99 Obligated balance, end of year	1		
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements			

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and beyond (including modifications of direct loans that resulted from obligations in any year). The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4164-0-3-401	1999 actual	2000 actual	2001 est.	2002 est.
ASSETS:				
1207 Non-Federal assets: Advances and pre-payments	1	1	1	
1999 Total assets	1	1	1	
LIABILITIES:				
2202 Non-Federal liabilities: Interest payable	1	1	1	
2999 Total liabilities	1	1		

AMTRAK CORRIDOR IMPROVEMENT LOANS LIQUIDATING ACCOUNT**Program and Financing (in millions of dollars)**

Identification code 69-0720-0-1-401	2000 actual	2001 est.	2002 est.
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)		1	1
69.47 Portion applied to repay debt		-1	-1
69.90 Spending authority from offsetting collections (total mandatory)			
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources		-1	-1
Net budget authority and outlays:			
89.00 Budget authority		-1	-1
90.00 Outlays		-1	-1

Status of Direct Loans (in millions of dollars)

Identification code 69-0720-0-1-401	2000 actual	2001 est.	2002 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	5	5	4
1251 Repayments: Repayments and prepayments	-1	-1	-1
1290 Outstanding, end of year	5	4	3

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

Statement of Operations (in millions of dollars)

Identification code 69-0720-0-1-401	1999 actual	2000 actual	2001 est.	2002 est.
0111 Revenue	1			
0112 Expense	-1			
0115 Net income or loss (-)				

Balance Sheet (in millions of dollars)

Identification code 69-0720-0-1-401	1999 actual	2000 actual	2001 est.	2002 est.
ASSETS:				
1601 Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable: Direct loans, gross	5	5	4	3
1999 Total assets	5	5	4	3

TRUST FUND SHARE OF NEXT GENERATION HIGH-SPEED RAIL
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-9973-0-7-401	2000 actual	2001 est.	2002 est.
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	5	2	
72.99 Obligated balance, start of year	5	2	
73.20 Total outlays (gross)	-3	-2	
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	2		
74.99 Obligated balance, end of year	2		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	3	2	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	3	2	

This account provided funds for research, development, and demonstrations to support the advancement of high-speed rail technology. These activities are now supported through the Next Generation High-Speed Rail general fund account.

FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration (FTA) provides funding to transit operators, State and local governments and other recipients for the construction of facilities; the purchase of vehicles and equipment; the improvement of technology, service techniques, and methods; the support of regionwide trans-

portation planning; and transit operations. In addition to improving general mobility, FTA provides financial assistance to help implement other national goals relating to mobility for the elderly, people with disabilities, and economically disadvantaged individuals.

The Transportation Equity Act for the 21st Century reauthorized transit programs through FY 2003, and created the new discretionary Mass Transit Budget Category. The General Fund and Highway Trust Fund funding contained in the mass transit category is referred to as "guaranteed" funding. Approximately 80 percent of transit funding in 2002 is derived from the mass transit account of the Highway Trust Fund.

In 2002, \$6,747 million is proposed for transit programs.

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

	[In millions of dollars]		
Obligation Limitations:	2000 actual	2001 est.	2002 est.
Administrative expenses, general fund	12	13	13
Administrative expenses, trust fund	48	51	54
Subtotal, obligation limitation	60	64	67
Transit planning and research, general fund	23	22	23
Transit planning and research, trust fund	140	88	93
Subtotal, obligation limitation	163	110	116
University transportation centers, general fund	1	1	1
University transportation centers, trust fund	5	5	5
Subtotal, obligation limitation	6	6	6
Job access and reverse commute, general fund	15	20	25
Job access and reverse commute, trust fund	60	80	100
Subtotal, obligation limitation	75	100	125
Formula grants, general fund	570	617	718
Formula grants, trust fund	4,071	2,670	2,874
Subtotal, obligation limitation	4,641	3,287	3,592
Capital investment grants, general fund	538	578	568
Capital investment grants, trust fund	1,954	2,117	2,273
Subtotal, obligation limitation	2,492	2,695	2,841
Trust fund share of expenses, total budget authority (non-add)	[6,296]	[5,021]	[5,398]
Trust fund share of expenses, available for obligation (non-add)	[6,278]	[5,010]	[5,398]
Total FTA, obligation limitation	7,437	6,261	6,747

Notes.—2000 obligation limitation reflects a reduction of \$18 million pursuant to P.L. 106-113. 2001 reflects a reduction of \$3 million in budget authority and \$11 million in obligation limitation pursuant to P.L. 106-554. 2000 funds reflect the transfer of \$1,647 million from FHWA to FTA. The budget assumes that flex-funding transfer between FHWA and FTA will continue, and will be documented at the end of the fiscal year.

Federal Funds

General and special funds:

ADMINISTRATIVE EXPENSES

For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, [\$12,800,000] \$13,400,000: *Provided*, That no more than [\$64,000,000] \$67,000,000 of budget authority shall be available for these purposes: *Provided further*, That of the funds in this Act available for the execution of contracts under section 5327(c) of title 49, United States Code, [\$1,000,000] shall be transferred to [\$2,000,000] shall be reimbursed to the Department of Transportation's Office of Inspector General for costs associated with [the audit and review] audits and investigations, of transit-related issues, including reviews of new fixed guideway systems: *Provided further*, That not to exceed [\$2,500,000] \$2,600,000 for the National Transit Database shall remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.)

Program and Financing (in millions of dollars)

Identification code 69-1120-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Direct program	60	64	67

General and special funds—Continued

ADMINISTRATIVE EXPENSES—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-1120-0-1-401	2000 actual	2001 est.	2002 est.
01.01 Reimbursable program	1	1	1
10.00 Total new obligations	61	65	68
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	61	65	68
23.95 Total new obligations	-61	-65	-68
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	12	13	13
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	50	52	55
68.10 Change in uncollected customer payments from Federal sources	-1		
68.90 Spending authority from offsetting collections (total discretionary)	49	52	55
70.00 Total new budget authority (gross)	61	65	68
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	6	9	7
72.95 Uncollected customer payments from Federal sources, start of year	-2	-1	-1
72.99 Obligated balance, start of year	4	8	6
73.10 Total new obligations	61	65	68
73.20 Total outlays (gross)	-57	-67	-68
73.40 Adjustments in expired accounts (net)	-1		
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	9	7	7
74.95 Uncollected customer payments from Federal sources, end of year	-1	-1	-1
74.99 Obligated balance, end of year	8	6	6
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	55	59	62
86.93 Outlays from discretionary balances	2	8	6
87.00 Total outlays (gross)	57	67	68
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-50	-52	-55
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources	1		
Net budget authority and outlays:			
89.00 Budget authority	12	13	13
90.00 Outlays	7	15	13

For 2002, \$67 million is requested, the guaranteed amount in TEA-21, to fund the personnel and other support costs associated with management and direction of FTA programs. This includes \$2.0 million to be reimbursed to the Inspector General for transit-related audits. In addition, funds will be available for FTA's essential transit operations data base, the National Transit Database. FTA has been a forerunner in expanding automated systems to provide better access to customers. The Transportation Electronic Award and Management (TEAM) system provides on-line access to grantees for grant awards and disbursements.

Object Classification (in millions of dollars)

Identification code 69-1120-0-1-401	2000 actual	2001 est.	2002 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	34	36	38
11.3 Other than full-time permanent	1	1	1

11.9 Total personnel compensation	35	37	39
12.1 Civilian personnel benefits	7	7	8
21.0 Travel and transportation of persons	1	2	2
23.1 Rental payments to GSA	4	4	4
23.3 Communications, utilities, and miscellaneous charges	2	2	2
25.2 Other services	9	11	11
31.0 Equipment	2	1	1
99.0 Subtotal, direct obligations	60	64	67
99.0 Reimbursable obligations	1	1	1
99.9 Total new obligations	61	65	68

Personnel Summary

Identification code 69-1120-0-1-401	2000 actual	2001 est.	2002 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	490	495	505
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	16	15	13

FORMULA GRANTS

For necessary expenses to carry out 49 U.S.C. 5307, 5308, 5310, 5311, 5327, and section 3038 of Public Law 105-178, **[\$669,000,000] \$718,400,000**, to remain available until expended: *Provided*, That no more than **[\$3,345,000,000] \$3,592,000,000** of budget authority shall be available for these purposes: *Provided further*, That of the funds provided under this heading, \$60,000,000 shall be available for grants for the costs of planning, delivery, and temporary use of transit vehicles for special transportation needs and construction of temporary transportation facilities for the XIX Winter Olympiad and the VIII Paralympiad for the Disabled, to be held in Salt Lake City, Utah: *Provided further*, That in allocating the funds designated in the preceding proviso, the Secretary shall make grants only to the Utah Department of Transportation, and such grants shall not be subject to any local share requirement or limitation on operating assistance under this Act or the Federal Transit Act, as amended: *Provided further*, That notwithstanding section 3008 of Public Law 105-178, the \$50,000,000 to carry out 49 U.S.C. 5308 shall be transferred to and merged with funding provided for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities under "Federal Transit Administration, Capital investment grants". (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-1129-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
Direct program:			
00.01 Salt Lake Olympics		60	
00.02 Urban formula-capital	4,117	3,049	3,229
00.03 Alaska Railroad	7	5	5
00.04 Clean fuels			40
00.05 Elderly and disabled	110	77	84
00.06 Nonurban formula	230	202	220
00.07 Over-the-road-bus	1	3	4
10.00 Total new obligations	4,465	3,396	3,582
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1,077	1,294	1,185
22.00 New budget authority (gross)	4,641	3,287	3,592
22.10 Resources available from recoveries of prior year obligations	42		
23.90 Total budgetary resources available for obligation	5,760	4,581	4,772
23.95 Total new obligations	-4,465	-3,396	-3,582
24.40 Unobligated balance carried forward, end of year	1,294	1,185	1,195

New budget authority (gross), detail:

Discretionary:			
40.00 Appropriation	620	669	718
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)		-1	
41.00 Transferred to other accounts	-50	-51	

43.00	Appropriation (total discretionary)	570	617	718
Spending authority from offsetting collections:				
68.00	Offsetting collections (cash)	4,071	2,670	2,874
68.10	Change in uncollected customer payments from Federal sources	-1		
68.15	Adjustments to uncollected customer payments from Federal sources	1		
68.90	Spending authority from offsetting collections (total discretionary)	4,071	2,670	2,874
70.00	Total new budget authority (gross)	4,641	3,287	3,592
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year	4,301	5,931	6,111
72.95	Uncollected customer payments from Federal sources, start of year	-1		
72.99	Obligated balance, start of year	4,300	5,931	6,111
73.10	Total new obligations	4,465	3,396	3,582
73.20	Total outlays (gross)	-2,792	-3,216	-3,191
73.45	Recoveries of prior year obligations	-42		
74.00	Change in uncollected customer payments from Federal sources	1		
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year	5,931	6,111	6,502
74.95	Uncollected customer payments from Federal sources, end of year			
74.99	Obligated balance, end of year	5,931	6,111	6,502
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	585	186	180
86.93	Outlays from discretionary balances	2,207	3,030	3,012
87.00	Total outlays (gross)	2,792	3,216	3,191
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-4,071	-2,670	-2,874
Against gross budget authority only:				
88.95	Change in uncollected customer payments from Federal sources	1		
88.96	Adjustment to uncollected customer payments from Federal sources	-1		
Net budget authority and outlays:				
89.00	Budget authority	570	617	718
90.00	Outlays	-1,279	546	317

Formula grants is requested at \$3,592 million in 2002, the guarantee level in TEA-21. The Formula Grant funds can be used for all transit purposes including planning, bus and railcar purchases, facility repair and construction, maintenance and where eligible, operating expenses. Increased investment levels help transit succeed in alleviating congestion, ensuring basic mobility, promoting more livable communities and helping meet additional needs required as a result of the Americans with Disabilities Act (ADA) and the Clean Air Act (CAA).

In 2002, FTA requests \$4.85 million for the Alaska Railroad, \$50 million for the Clean Fuels Formula program consistent with the Transportation Equity Act for the 21st Century, TEA-21, and \$6.95 million for the Rural Transportation Accessibility Incentive Program, commonly referred to as the Over-the-Road Bus Accessibility Program.

Clean Fuels Formula Program.—\$50 million will finance the purchase or lease of clean fuel buses and facilities and the improvement of existing facilities to accommodate clean fuel buses.

Over-the-Road Bus Accessibility Program.—\$6.95 million for the Rural Transportation Accessibility Incentive Program established in TEA-21 will assist operators of over-the-road buses to finance the incremental capital and training costs of complying with the Department of Transportation's final rule regarding accessibility of over-the-road buses required by the ADA.

Urbanized Area Formula.—\$3,221 million in funds will be apportioned to areas with populations of 50,000 or more.

Funds may be used for any transit capital purpose, including preventive maintenance for these capital assets, in urban areas over 200,000 in population. Also, in urbanized areas under 200,000 both capital and operating costs are eligible expenditures. This funding will assist public transit agencies in meeting the requirements of the Clean Air Act Amendments and the Americans with Disabilities Act. These funds are critical to preserving mobility in our cities and supporting welfare reform by providing an affordable commute for people making the transition to work.

Nonurbanized Area Formula.—\$225 million will be apportioned according to a legislative formula based on each State's nonurban population to areas with populations of less than 50,000. Available funding may be used to support intercity bus service as well as to help meet rural and small urban areas' transit needs.

Formula Grants for Elderly and Individuals with Disabilities.—\$85 million will be apportioned to each State according to a legislatively required formula to assist in providing transportation to the elderly and individuals with disabilities. Grants are made for the purchase of vehicles and equipment and for transportation services under a contract, lease or similar arrangement.

Object Classification (in millions of dollars)

Identification code 69-1129-0-1-401	2000 actual	2001 est.	2002 est.
25.2 Other services	19	19	17
41.0 Grants, subsidies, and contributions	4,446	3,377	3,565
99.9 Total new obligations	4,465	3,396	3,582

UNIVERSITY TRANSPORTATION RESEARCH

For necessary expenses to carry out 49 U.S.C. 5505, \$1,200,000, to remain available until expended: *Provided*, That no more than \$6,000,000 of budget authority shall be available for these purposes. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-1136-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)	6	6	6
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	6	6	6
23.95 Total new obligations	-6	-6	-6
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	1	1	1
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	5	5	5
70.00 Total new budget authority (gross)	6	6	6
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	13	10	10
72.99 Obligated balance, start of year	13	10	10
73.10 Total new obligations	6	6	6
73.20 Total outlays (gross)	-9	-6	-6
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	10	10	10
74.99 Obligated balance, end of year	10	10	10
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	5	1	1
86.93 Outlays from discretionary balances	4	5	5
87.00 Total outlays (gross)	9	6	6

General and special funds—Continued

UNIVERSITY TRANSPORTATION RESEARCH—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-1136-0-1-401	2000 actual	2001 est.	2002 est.
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-5	-5	-5
Net budget authority and outlays:			
89.00 Budget authority	1	1	1
90.00 Outlays	4	1	1

For 2002, \$6 million is proposed for the University Transportation Research program. This program provides continued support for research, education and technology transfer activities aimed at addressing regional and national transportation problems. These funds are matched with support from non-Federal sources. This program also receives funding from the Federal Highway Administration.

TRANSIT PLANNING AND RESEARCH

For necessary expenses to carry out 49 U.S.C. 5303, 5304, 5305, 5311(b)(2), 5312, 5313(a), 5314, 5315, and 5322, [\$22,200,000] \$23,000,000, to remain available until expended: *Provided*, That no more than [\$110,000,000] \$116,000,000 of budget authority shall be available for these purposes: *Provided further*, That \$5,250,000 is available to provide rural transportation assistance (49 U.S.C. 5311(b)(2)), \$4,000,000 is available to carry out programs under the National Transit Institute (49 U.S.C. 5315), \$8,250,000 is available to carry out transit cooperative research programs (49 U.S.C. 5313(a)), [\$52,113,600] \$55,422,400 is available for metropolitan planning (49 U.S.C. 5303, 5304, and 5305), [\$10,886,400] \$11,577,600 is available for State planning (49 U.S.C. 5313(b)); and [\$29,500,000] \$31,500,000 is available for the national planning and research program (49 U.S.C. 5314). (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-1137-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Direct program	151	120	121
09.01 Reimbursable program	14	12	12
10.00 Total new obligations	165	132	133
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	18	35	25
22.00 New budget authority (gross)	178	122	128
22.10 Resources available from recoveries of prior year obligations	1		
22.22 Unobligated balance transferred from other accounts	3		
23.90 Total budgetary resources available for obligation	200	157	153
23.95 Total new obligations	-165	-132	-133
24.40 Unobligated balance carried forward, end of year	35	25	20
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	21	22	23
42.00 Transferred from other accounts	2		
43.00 Appropriation (total discretionary)	23	22	23
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	145	100	105
68.10 Change in uncollected customer payments from Federal sources	10		
68.90 Spending authority from offsetting collections (total discretionary)	155	100	105
70.00 Total new budget authority (gross)	178	122	128

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	166	247	249
72.95 Uncollected customer payments from Federal sources, start of year	-15	-25	-25
72.99 Obligated balance, start of year	151	222	224
73.10 Total new obligations	165	132	133
73.20 Total outlays (gross)	-83	-129	-148
73.45 Recoveries of prior year obligations	-1		
74.00 Change in uncollected customer payments from Federal sources	-10		
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	247	249	234
74.95 Uncollected customer payments from Federal sources, end of year	-25	-25	-25
74.99 Obligated balance, end of year	222	224	209
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	12	22	23
86.93 Outlays from discretionary balances	71	107	126
87.00 Total outlays (gross)	83	129	148
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-145	-100	-105
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources	-10		
Net budget authority and outlays:			
89.00 Budget authority	23	22	23
90.00 Outlays	-62	29	43

In 2002, a total of \$116 million is requested for the transit planning and research activities, including \$49 million for research and technology and \$67 million for Metropolitan and Statewide Planning.

In 2002, \$49 million is requested for a variety of research activities. The National Research and Technology program is funded at \$31.5 million. These funds will be used to cover costs for FTA's essential safety and transit operations data bases. Additional research programs include \$8 million for Transit Cooperative Research, \$4 million for the National Transit Institute, \$5 million for the Rural Transit Assistance Program.

Under the national component of the program, the FTA is a catalyst in the research, development and deployment of transportation methods and technologies which address such issues as accessibility for the disabled, air quality, traffic congestion, and transit service and operational improvements. The National Research Program supports the development of innovative transit technologies, such as hybrid electric buses, fuel cells, and battery powered propulsion systems.

For support of metropolitan and statewide planning activities \$67 million, the guaranteed level in TEA-21, is requested in 2002. Of this amount, \$55.4 million will be apportioned to States for Metropolitan planning, and \$11.6 million for statewide planning and research activities. These funds support the transportation planning activities that will enable these regional planning agencies to continue to plan for the transportation investments that best meet the needs of the communities they serve, and to comply with Federal statutes.

Object Classification (in millions of dollars)

Identification code 69-1137-0-1-401	2000 actual	2001 est.	2002 est.
Direct obligations:			
25.1 Advisory and assistance services	1	1	1
25.5 Research and development contracts	10	10	10
41.0 Grants, subsidies, and contributions	140	109	110
99.0 Subtotal, direct obligations	151	120	121
99.0 Reimbursable obligations	14	12	12
99.9 Total new obligations	165	132	133

JOB ACCESS AND REVERSE COMMUTE GRANTS

Notwithstanding section 3037(1)(3) of Public Law 105-178, as amended, for necessary expenses to carry out section 3037 of the Federal Transit Act of 1998, **[\$20,000,000]** \$25,000,000, to remain available until expended: *Provided*, That no more than **[\$100,000,000]** \$125,000,000 of budget authority shall be available for these purposes: *Provided further*, That up to \$250,000 of the funds provided under this heading may be used by the Federal Transit Administration for technical assistance and support and performance reviews of the Job Access and Reverse Commute Grants program. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-1125-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)	60	120	140
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	61	76	56
22.00 New budget authority (gross)	75	100	125
23.90 Total budgetary resources available for obligation	136	176	181
23.95 Total new obligations	-60	-120	-140
24.40 Unobligated balance carried forward, end of year	76	56	41
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	15	20	25
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	60	80	100
70.00 Total new budget authority (gross)	75	100	125
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	14	58	133
72.99 Obligated balance, start of year	14	58	133
73.10 Total new obligations	60	120	140
73.20 Total outlays (gross)	-17	-45	-65
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	58	133	208
74.99 Obligated balance, end of year	58	133	208
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		5	6
86.93 Outlays from discretionary balances	17	40	59
87.00 Total outlays (gross)	17	45	65
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-60	-80	-100
Net budget authority and outlays:			
89.00 Budget authority	15	20	25
90.00 Outlays	-43	-35	-35

In 2002, \$125 million is requested for the Job Access and Reverse Commute Grants Program. Through formula grants to states, this program is intended to provide grants to non-profit organizations and local transit agencies to fund transportation services in urban, suburban and rural areas to assist welfare recipients and low income individuals to access employment opportunities. Federal transit funds would provide 50 percent of the project costs, with grant recipients supplying the remaining 50 percent from local or Federal sources other than the Department of Transportation. The President proposes to formularize this program in 2002.

CAPITAL INVESTMENT GRANTS
(INCLUDING TRANSFER OF FUNDS)

For necessary expenses to carry out 49 U.S.C. 5308, 5309, 5318, and 5327, **[\$529,200,000]** \$568,200,000, to remain available until

expended: *Provided*, That no more than **[\$2,646,000,000]** \$2,841,000,000 of budget authority shall be available for these purposes: *Provided further*, That notwithstanding any other provision of law, there shall be available for fixed guideway modernization, **[\$1,058,400,000]** \$1,136,400,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, **[\$529,200,000]** together with \$50,000,000 transferred from "Federal Transit Administration, Formula grants" **[\$568,200,000]**; and there shall be available for new fixed guideway systems **[\$1,058,400,000]**, together with \$4,983,828 made available for the Pittsburgh airport busway project under Public Law 105-66, together with \$1,488,750 made available for the Burlington to Gloucester, New Jersey line under Public Law 103-331, together with \$20,521,470 previously appropriated for the Orlando Lynx light rail project remaining unobligated as of or deobligated after September 30, 2000; to be available as follows:

- \$10,400,000 for Alaska or Hawaii ferry projects;
- \$500,000 for the Albuquerque/Greater Albuquerque mass transit project;
- \$25,000,000 for the Atlanta, Georgia, North line extension project;
- \$1,000,000 for the Austin, Texas, capital metro light rail project;
- \$3,000,000 for the Baltimore central LRT double track project;
- \$5,000,000 for the Birmingham, Alabama, transit corridor;
- \$25,000,000 for the Boston South Boston Piers transitway project;
- \$1,000,000 for the Boston Urban Ring project;
- \$2,000,000 for the Burlington-Bennington (ABRB), Vermont, commuter rail project;
- \$1,000,000 for the Calais, Maine, branch line regional transit program;
- \$2,000,000 for the Canton-Akron-Cleveland commuter rail project;
- \$3,000,000 for the Central Florida commuter rail project;
- \$5,000,000 for the Charlotte, North Carolina, north corridor and south corridor transitway projects;
- \$35,000,000 for the Chicago METRA commuter rail projects;
- \$15,000,000 for the Chicago Ravenswood and Douglas branch reconstruction projects;
- \$1,500,000 for the Clark County, Nevada, RTC fixed guideway project;
- \$4,000,000 for the Cleveland Euclid corridor improvement project;
- \$1,000,000 for the Colorado Roaring Fork Valley project;
- \$70,000,000 for the Dallas north central light rail extension project;
- \$3,000,000 for the Denver Southeast corridor project;
- \$20,200,000 for the Denver Southwest corridor project;
- \$500,000 for the Detroit, Michigan, metropolitan airport light rail project;
- \$50,000,000 for the Dulles corridor project;
- \$15,000,000 for the Fort Lauderdale, Florida, Tri-County commuter rail project;
- \$1,000,000 for the Galveston, Texas, rail trolley extension project;
- \$15,000,000 for the Girdwood to Wasilla, Alaska, commuter rail project;
- \$500,000 for the Harrisburg-Lancaster capital area transit corridor 1 commuter rail project;
- \$1,000,000 for the Hollister/Gilroy branch line rail extension project;
- \$2,500,000 for Honolulu, Hawaii, bus rapid transit project;
- \$2,500,000 for the Houston advanced transit project;
- \$10,750,000 for the Houston regional bus project;
- \$3,000,000 for the Indianapolis, Indiana, northeast-downtown corridor project;
- \$1,000,000 for the Johnson County, Kansas, I-35 commuter rail project;
- \$3,500,000 for Kansas City, Missouri, Southtown corridor project;
- \$4,000,000 for the Kenosha-Racine-Milwaukee rail extension project;
- \$3,000,000 for the Little Rock, Arkansas, river rail project;
- \$8,000,000 for the Long Island Railroad East Side access project;
- \$2,000,000 for the Los Angeles Mid-City and East Side corridors projects;
- \$50,000,000 for the Los Angeles North Hollywood extension project;
- \$3,000,000 for the Los Angeles-San Diego LOSSAN corridor project;
- \$2,000,000 for the Lowell, Massachusetts-Nashua, New Hampshire commuter rail project;

General and special funds—Continued

CAPITAL INVESTMENT GRANTS—Continued
(INCLUDING TRANSFER OF FUNDS)—Continued

\$10,000,000 for the MARC expansion projects—Penn-Camden lines connector and midday storage facility;
 \$1,000,000 for the Massachusetts North Shore corridor project;
 \$6,000,000 for the Memphis, Tennessee, Medical Center rail extension project;
 \$6,000,000 for the Nashville, Tennessee, regional commuter rail project;
 \$121,000,000 for the New Jersey Hudson Bergen project;
 \$7,000,000 for the Newark-Elizabeth rail link project;
 \$2,000,000 for the Northern Indiana south shore commuter rail project;
 \$1,000,000 for the Northwest New Jersey-Northeast Pennsylvania passenger rail project;
 \$10,000,000 for the Oceanside-Escondido, California, light rail extension project;
 \$2,000,000 for the Orange County, California, transitway project;
 \$10,000,000 for the Philadelphia-Reading SETPA Schuylkill Valley metro project;
 \$2,000,000 for the Philadelphia SEPTA Cross County metro project;
 \$10,000,000 for the Phoenix metropolitan area transit project;
 \$5,000,000 for the Pittsburgh North Shore-central business district corridor project;
 \$12,000,000 for the Pittsburgh stage II light rail project;
 \$7,500,000 for the Portland-Interstate MAX LRT extension project;
 \$2,000,000 for the Portland, Maine, marine highway program;
 \$5,000,000 for the Puget Sound RTA Sounder commuter rail project;
 \$10,000,000 for the Raleigh-Durham-Chapel Hill Triangle transit project;
 \$500,000 for the Rhode Island-Pawtucket and T.F. Green commuter rail and maintenance facility;
 \$35,200,000 for the Sacramento, California, south corridor LRT project;
 \$2,000,000 for the Salt Lake City-University light rail line project;
 \$1,000,000 for the San Bernardino, California, Metrolink project;
 \$31,500,000 for the San Diego Mission Valley East light rail project;
 \$80,000,000 for the San Francisco BART extension to the airport project;
 \$12,250,000 for the San Jose Tasman West light rail project;
 \$75,000,000 for the San Juan Tren Urbano project;
 \$1,500,000 for the Santa Fe-Eldorado, New Mexico, rail link project;
 \$50,000,000 for the Seattle, Washington, central link LRT project;
 \$4,000,000 for the Spokane, Washington, South Valley corridor light rail project;
 \$1,000,000 for the St. Louis, Missouri, MetroLink Cross County connector project;
 \$60,000,000 for the St. Louis-St. Clair MetroLink extension project;
 \$8,000,000 for the Stamford, Connecticut, fixed guideway corridor;
 \$6,000,000 for the Stockton, California, Altamont commuter rail project;
 \$5,000,000 for the Twin Cities Transitways projects;
 \$50,000,000 for the Twin Cities Transitways—Hiawatha corridor project;
 \$3,000,000 for the Virginia Railway Express commuter rail project;
 \$7,500,000 for the Washington Metro-Blue Line extension-Addison Road (Largo) project;
 \$2,000,000 for the West Trenton, New Jersey, rail project;
 \$2,500,000 for the Whitehall and St. George ferry terminal projects;
 \$5,000,000 for the Wilmington, Delaware, downtown transit corridor project; and
 \$1,000,000 for the Wilsonville to Washington County, Oregon, commuter rail project;

Provided further, That any funds previously appropriated for the Miami-Dade Transit east-west multimodal corridor project and the Miami Metro-Dade North 27th Avenue corridor project remaining

unobligated as of or deobligated after September 30, 2000, are to be made available for the South Miami-Dade Busway Extension project: *Provided further*, That funds made available under the heading "Capital investment grants" in Division A, Section 101(g) of Public Law 105-277 for the "Colorado-North Front Range corridor feasibility study" are to be made available for "Colorado-Eagle Airport to Avon light rail system feasibility study"; and that funds made available in Public Law 106-69 under "Capital investment grants" for buses and bus-related facilities that were designated for projects numbered 14 and 20 shall be made available to the State of Alabama for buses and bus-related facilities] \$1,136,400,000, to be available for transit New Starts, including \$11,364,000 for activities authorized by 49 U.S.C. 5327. (Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.)

Program and Financing (in millions of dollars)

Identification code 69-1134-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Capital investment grants	2,433	2,716	2,860
10.00 Total new obligations	2,433	2,716	2,860
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	934	1,006	985
22.00 New budget authority (gross)	2,492	2,694	2,841
22.10 Resources available from recoveries of prior year obligations	15		
22.21 Unobligated balance transferred to other accounts	-2		
23.90 Total budgetary resources available for obligation	3,439	3,700	3,826
23.95 Total new obligations	-2,433	-2,716	-2,860
24.40 Unobligated balance carried forward, end of year	1,006	985	966
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	490	529	568
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)		-1	
41.00 Transferred to other accounts	-2		
42.00 Transferred from other accounts	50	50	
43.00 Appropriation (total discretionary)	538	578	568
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	1,954	2,116	2,273
70.00 Total new budget authority (gross)	2,492	2,694	2,841
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	1,124	2,471	4,226
72.99 Obligated balance, start of year	1,124	2,471	4,226
73.10 Total new obligations	2,433	2,716	2,860
73.20 Total outlays (gross)	-1,071	-961	-1,572
73.45 Recoveries of prior year obligations	-15		
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	2,471	4,226	5,514
74.99 Obligated balance, end of year	2,471	4,226	5,514
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	444	135	142
86.93 Outlays from discretionary balances	627	826	1,430
87.00 Total outlays (gross)	1,071	961	1,572
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-1,954	-2,116	-2,273
Net budget authority and outlays:			
89.00 Budget authority	538	578	568
90.00 Outlays	-883	-1,155	-701

For 2002, a total of \$2,841 million, the guaranteed level in TEA-21, is requested for Capital Investment Grants. The \$2,841 million will be allocated among the following activities: *Bus and bus-related facilities.*—\$568 million for the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus-related facilities. The President proposes to formularize this program based on popu-

lation and population density factors. This funding will also assist public transit authorities in meeting the requirements of the Clean Air Act Amendments and the Americans with Disabilities Act. For 2002, FTA's goal is to continue in its efforts to make the national fixed-route bus system 80 percent accessible to individuals with disabilities. Within the bus funding level, \$50 million will be provided for the Clean Fuels Formula Grants program, as authorized by TEA-21. The Clean Fuels Formula Program will finance the purchase or lease of clean fuel buses and facilities and the improvement of existing facilities to accommodate clean fuel buses.

Fixed guideway modernization.—\$1,136 million for the acquisition, reconstruction and improvement of facilities and equipment for use on fixed guideways including heavy and light rail, commuter rail, and ferryboat operations. Funding for this program will ensure the fixed guideway modernization activity remains the stabilization and restoration factor for remedying the conditions of the Nation's older fixed guideway systems.

New Starts.—\$1,136 million for the construction of new fixed guideway systems and extensions to existing fixed guideway systems.

Object Classification (in millions of dollars)

Identification code 69-1134-0-1-401	2000 actual	2001 est.	2002 est.
25.2 Other services	18	19	28
41.0 Grants, subsidies, and contributions	2,415	2,697	2,832
99.9 Total new obligations	2,433	2,716	2,860

RESEARCH, TRAINING, AND HUMAN RESOURCES

Program and Financing (in millions of dollars)

Identification code 69-1121-0-1-401	2000 actual	2001 est.	2002 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	1	
22.10 Resources available from recoveries of prior year obligations	1		
22.21 Unobligated balance transferred to other accounts	-1		
23.90 Total budgetary resources available for obligation	1	1	
23.95 Total new obligations			
24.40 Unobligated balance carried forward, end of year	1		
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	4	4	1
72.99 Obligated balance, start of year	4	4	1
73.20 Total outlays (gross)		-2	-1
73.45 Recoveries of prior year obligations	-1		
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	4	1	
74.99 Obligated balance, end of year	4	1	
Outlays (gross), detail:			
86.93 Outlays from discretionary balances		2	1
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays		2	1

Since 1993, the activities of this account have been financed in the Transit Planning and Research.

INTERSTATE TRANSFER GRANTS—TRANSIT

Program and Financing (in millions of dollars)

Identification code 69-1127-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)	3	7	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	10	7	
23.95 Total new obligations	-3	-7	
24.40 Unobligated balance carried forward, end of year	7		
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year		2	4
72.99 Obligated balance, start of year		2	4
73.10 Total new obligations	3	7	
73.20 Total outlays (gross)	-1	-5	-2
73.40 Adjustments in expired accounts (net)			
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	2	4	2
74.99 Obligated balance, end of year	2	4	2
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	1	5	2
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	1	5	2

This account funds transit capital projects substituted for previously withdrawn segments of the Interstate Highway System under the provisions of 23 U.S.C. 103(e)(4).

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Program and Financing (in millions of dollars)

Identification code 69-1128-0-1-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Washington Metro	50		
10.00 Total new obligations (object class 41.0)	50		
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	50		
23.95 Total new obligations	-50		
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	296	237	131
72.99 Obligated balance, start of year	296	237	131
73.10 Total new obligations	50		
73.20 Total outlays (gross)	-109	-107	-71
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	237	131	60
74.99 Obligated balance, end of year	237	131	60
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	109	107	71
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	109	107	71

The National Capital Transportation Amendments of 1979 (Stark-Harris) authorized \$1.7 billion in Federal funds to support the construction of the Washington Metrorail system. In addition, the National Capital Transportation Amendments of 1990 authorized another \$1.3 billion in Federal capital assistance to complete construction of the planned 103-mile

General and special funds—Continued

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY—Continued

system. The Federal commitment to complete the 103-mile system was fully funded in 1999. No new budget authority is proposed.

MISCELLANEOUS EXPIRED ACCOUNTS

Program and Financing (in millions of dollars)

Identification code 69-1122-0-1-401	2000 actual	2001 est.	2002 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	4	1	1
22.00 New budget authority (gross)	-4		
23.90 Total budgetary resources available for obligation		1	1
23.95 Total new obligations			
24.40 Unobligated balance carried forward, end of year	1	1	
New budget authority (gross), detail:			
Discretionary:			
40.36 Unobligated balance rescinded	-4		
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year		1	1
72.99 Obligated balance, start of year		1	1
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	1	1	
74.99 Obligated balance, end of year	1	1	
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	-1		
Net budget authority and outlays:			
89.00 Budget authority	-4		
90.00 Outlays	-1		

This schedule displays program balances that are no longer required.

Trust Funds

【DISCRETIONARY GRANTS】

【(LIQUIDATION OF CONTRACT AUTHORIZATION)】

【(HIGHWAY TRUST FUND)】

【Notwithstanding any other provision of law, for payment of previous obligations incurred in carrying out 49 U.S.C. 5338(b), \$350,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Highway Trust Fund.】 (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-8191-0-7-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)	289	66	
Budgetary resources available for obligation:			
21.49 Unobligated balance carried forward, start of year:			
CA	340	66	
22.10 Resources available from recoveries of prior year obligations	15		
23.90 Total budgetary resources available for obligation	355	66	
23.95 Total new obligations	-289	-66	
24.49 Unobligated balance carried forward, end of year:			
CA	66		
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund, definite)	1,500	350	

40.49	Portion applied to liquidate contract authority	-1,500	-350	
43.00	Appropriation (total discretionary)			
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year	2,873	1,947	1,030
72.95	Uncollected customer payments from Federal sources, SOY	-1	-1	
72.99	Obligated balance, start of year	2,872	1,946	1,030
73.10	Total new obligations	289	66	
73.20	Total outlays (gross)	-1,200	-983	-614
73.45	Recoveries of prior year obligations	-15		
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year	1,947	1,030	416
74.95	Uncollected customer payments from Federal sources, end of year	-1		
74.99	Obligated balance, end of year	1,946	1,030	416
75.01	Obligated balance, start of year: Contract authority	1,472	246	
75.02	Obligated balance, end of year: Contract authority	246		
Outlays (gross), detail:				
86.93	Outlays from discretionary balances	1,200	983	614
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	1,200	983	614

Status of Contract Authority (in millions of dollars)

Identification code 69-8191-0-7-401	2000 actual	2001 est.	2002 est.
0100	Balance, start of year	1,812	312
0400	Appropriation to liquidate contract authority	-1,500	-350
0700	Balance, end of year	312	
0705	Surplus liquidating cash, end of year (memo entry)		38

In 2002, no additional liquidating cash is requested to pay previous obligations in the Discretionary Grants account.

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 5303-5308, 5310-5315, 5317(b), 5322, 5327, 5334, 5505, and sections 3037 and 3038 of Public Law 105-178, 【\$5,016,600,000】 \$5,397,800,000, to remain available until expended, and to be derived from the Mass Transit Account of the Highway Trust Fund: *Provided*, That 【\$2,676,000,000】 \$2,873,600,000 shall be paid to the Federal Transit Administration's formula grants account: *Provided further*, That 【\$87,800,000】 \$93,000,000 shall be paid to the Federal Transit Administration's transit planning and research account: *Provided further*, That 【\$51,200,000】 \$53,600,000 shall be paid to the Federal Transit Administration's administrative expenses account: *Provided further*, That \$4,800,000 shall be paid to the Federal Transit Administration's university transportation research account: *Provided further*, That 【\$80,000,000】 \$100,000,000 shall be paid to the Federal Transit Administration's job access and reverse commute grants program: *Provided further*, That 【\$2,116,800,000】 \$2,272,800,000 shall be paid to the Federal Transit Administration's capital investment grants account. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-8350-0-7-401	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01	Administrative expenses	48	51
00.02	Job access and reverse commute	60	80
00.03	Formula programs	4,071	2,670
00.04	University transportation research	5	5
00.05	Transit planning and research	140	88
00.06	Capital investment grants	1,954	2,116
10.00	Total new obligations (object class 92.0)	6,278	5,010

Budgetary resources available for obligation:

21.49	Unobligated balance carried forward, start of year:			
	Contract authority	18	29	29
22.00	New budget authority (gross)	6,296	5,021	5,398
23.90	Total budgetary resources available for obligation	6,296	5,039	5,427
23.95	Total new obligations	-6,278	-5,010	-5,398
24.49	Unobligated balance carried forward, end of year:			
	Contract authority	18	29	29

New budget authority (gross), detail:

Discretionary:				
40.26	Appropriation (trust fund, definite)	4,940	5,021	5,398
40.49	Portion applied to liquidate contract authority used	-6,576	-5,017	-5,398
42.00	Transferred from other accounts	1,647		
43.00	Appropriation (total discretionary)	11	4	
Mandatory:				
66.10	Contract authority	4,638	5,017	5,398
66.15	Contract authority (Transfer from Federal-aid high-ways)	1,647		
66.90	Contract authority (total mandatory)	6,285	5,017	5,398
70.00	Total new budget authority (gross)	6,296	5,021	5,398

Change in unpaid obligations:

73.10	Total new obligations	6,278	5,010	5,398
73.20	Total outlays (gross)	-6,278	-5,010	-5,398

Outlays (gross), detail:

86.90	Outlays from new discretionary authority	6,278	5,010	5,398
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Net budget authority and outlays:

89.00	Budget authority	6,296	5,021	5,398
90.00	Outlays	6,278	5,010	5,398

Status of Contract Authority (in millions of dollars)

Identification code 69-8350-0-7-401	2000 actual	2001 est.	2002 est.
0100 Balance, start of year		18	29
Contract authority:			
0200 Contract authority	6,285	5,017	5,398
0400 Appropriation to liquidate contract authority	-6,576	-5,017	-5,398
0700 Balance, end of year	18	29	29
0705 Surplus liquidating cash, end of year (memo entry)	309	320	320

For 2002, this account tracks the portion of funds for each of FTA's programs derived from the Mass Transit Account of the Highway Trust Fund.

STATUS OF THE MASS TRANSIT ACCOUNT OF THE HIGHWAY TRUST FUND

(In millions of dollars)

	2000 actual	2001 est.	2002 est.
Unexpended balance, start of year	9,753	8,547	7,250
Cash income during the year, Governmental receipts:			
Motor fuel taxes	4,625	4,696	4,807
Total annual income	4,625	4,696	4,807
Cash outlays during the year:			
Discretionary grants/Major capital investments (liquidation of contract authorization)	1,200	983	614
Trust fund share of transit programs	4,631	5,010	5,398
Total annual outlays	5,831	5,993	6,012
Unexpended balance, end of year	8,547	7,250	6,045

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Public enterprise funds:

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without

regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-4089-0-3-403	2000 actual	2001 est.	2002 est.	
Obligations by program activity:				
00.01	Operations and maintenance	12	13	13
00.02	Replacement and improvements	1	1	1
10.00	Total new obligations	13	14	14

Budgetary resources available for obligation:

21.40	Unobligated balance carried forward, start of year	13	13	13
22.00	New budget authority (gross)	13	14	14
23.90	Total budgetary resources available for obligation	26	27	27
23.95	Total new obligations	-13	-14	-14
24.40	Unobligated balance carried forward, end of year	13	13	13

New budget authority (gross), detail:

Mandatory:				
69.00	Offsetting collections (cash)	13	14	14

Change in unpaid obligations:

Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year	3	3	3
72.99	Obligated balance, start of year	3	3	3
73.10	Total new obligations	13	14	14
73.20	Total outlays (gross)	-13	-14	-14
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year	3	3	3
74.99	Obligated balance, end of year	3	3	3

Outlays (gross), detail:

86.97	Outlays from new mandatory authority	13	14	14
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Offsets:

Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00	Federal sources	-12	-13	-13
88.40	Non-Federal sources	-1	-1	-1
88.90	Total, offsetting collections (cash)	-13	-14	-14

Net budget authority and outlays:

89.00	Budget authority			
90.00	Outlays			

The Saint Lawrence Seaway Development Corporation (SLSDC) is a wholly owned Government Corporation responsible for the operation, maintenance and development of the United States portion of the St. Lawrence Seaway between Montreal and Lake Erie. Major priorities are to control Seaway Corporation costs and to encourage increased use of the Seaway system.

Appropriations from the Harbor maintenance trust fund and revenues from non-Federal sources are intended to finance the operations and maintenance portion of the Seaway for which the Corporation is responsible.

Statement of Operations (in millions of dollars)

Identification code 69-4089-0-3-403	1999 actual	2000 actual	2001 est.	2002 est.
0101	Revenue	11	12	13
0102	Expense	-11	-11	-13
0105	Net income or loss (-)	1		

Public enterprise funds—Continued

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION—Continued

Balance Sheet (in millions of dollars)

Identification code 69-4089-0-3-403	1999 actual	2000 actual	2001 est.	2002 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury	1	1	1	1
Other Federal assets:				
1801 Cash and other monetary assets	13	13	13	13
1803 Property, plant and equipment, net	85	84	87	87
1901 Other assets	2	2	2	2
1999 Total assets	101	100	103	103
LIABILITIES:				
Non-Federal liabilities:				
2201 Accounts payable	2	2	2	2
2206 Pension and other actuarial liabilities	2	2	2	2
2999 Total liabilities	4	4	4	4
NET POSITION:				
3300 Cumulative results of operations	97	96	99	99
3999 Total net position	97	96	99	99
4999 Total liabilities and net position	101	100	103	103

Object Classification (in millions of dollars)

Identification code 69-4089-0-3-403	2000 actual	2001 est.	2002 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	8	8	8
12.1 Civilian personnel benefits	2	2	2
26.0 Supplies and materials	1	1	1
32.0 Land and structures	1	1	1
99.0 Subtotal, direct obligations	11	12	12
99.5 Below reporting threshold	2	2	2
99.9 Total new obligations	13	14	14

Personnel Summary

Identification code 69-4089-0-3-403	2000 actual	2001 est.	2002 est.
1001 Total compensable workyears: Full-time equivalent employment	148	157	157

Trust Funds

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

For necessary expenses for operations and maintenance of those portions of the Saint Lawrence Seaway operated and maintained by the Saint Lawrence Seaway Development Corporation, **[\$13,004,000] \$13,345,000**, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-8003-0-7-403	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 25.2)	12	13	13
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	12	13	13
23.95 Total new obligations	-12	-13	-13
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund, definite)	12	13	13
Change in unpaid obligations:			
73.10 Total new obligations	12	13	13

73.20 Total outlays (gross)	-12	-13	-13
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	12	13	13
Net budget authority and outlays:			
89.00 Budget authority	12	13	13
90.00 Outlays	12	13	13

The Water Resources Development Act of 1986 authorizes use of the Harbor maintenance trust fund as the major source of funding for the Corporation's operations and maintenance activities.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

The following table depicts funding for all the Research and Special Programs Administration programs.

	[In millions of dollars]		
Budget authority:	2000 actual	2001 est.	2002 est.
Research and special programs	32	36	42
Emergency preparedness grants	25	14	14
Pipeline safety	31	39	46
Trust fund share of pipeline safety	5	7	7
Pipeline safety, subtotal	37	47	54
Total budget authority	93	98	110
Program level (obligations):			
Research and special programs	32	37	42
Emergency preparedness grants	14	14	14
Pipeline safety	35	51	54
Trust fund share of pipeline safety	6	8	7
Pipeline safety, subtotal	41	59	61
Volpe transportation systems center (reimbursable)	199	205	208
Total program level, net	286	315	325
Outlays:			
Research and special programs	-3	67	40
Emergency preparedness grants	8	13	14
Pipeline safety	27	33	43
Trust fund share of pipeline safety	9	4	7
Total outlays	42	118	105

Federal Funds

General and special funds:

RESEARCH AND SPECIAL PROGRAMS

For expenses necessary to discharge the functions of the Research and Special Programs Administration, **[\$36,373,000] \$41,993,000**, of which \$645,000 shall be derived from the Pipeline Safety Fund, and of which **[\$4,707,000] \$5,145,000** shall remain available until September 30, **[2003] 2004: Provided**, That up to \$1,200,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: *Provided further*, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Unavailable Collections (in millions of dollars)

Identification code 69-0104-0-1-407	2000 actual	2001 est.	2002 est.
01.99 Balance, start of year			
Receipts:			
02.60 Hazardous material user fees, legislative proposal not subject to PAYGO			12

07.99 Balance, end of year 12

Program and Financing (in millions of dollars)

Identification code 69-0104-0-1-407	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
Direct program:			
00.01 Hazardous materials safety	16	19	21
00.03 Emergency transportation	2	2	2
00.04 Research and technology	3	5	5
00.05 Program and administrative support	11	11	14
09.01 Reimbursable program	58	53	55
10.00 Total new obligations	90	90	97
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	2	1	
22.00 New budget authority (gross)	89	89	97
23.90 Total budgetary resources available for obligation	91	90	97
23.95 Total new obligations	-90	-90	-97
24.40 Unobligated balance carried forward, end of year	1		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	31	36	41
40.20 Appropriation (special fund, definite)	1	1	1
43.00 Appropriation (total discretionary)	32	36	42
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	72	53	55
68.10 Change in uncollected customer payments from Federal sources	-15		
68.90 Spending authority from offsetting collections (total discretionary)	58	53	55
70.00 Total new budget authority (gross)	89	89	97
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	56	76	46
72.95 Uncollected customer payments from Federal sources, start of year	-49	-34	-34
72.99 Obligated balance, start of year	7	42	12
73.10 Total new obligations	90	90	97
73.20 Total outlays (gross)	-69	-120	-95
74.00 Change in uncollected customer payments from Federal sources	15		
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	76	46	48
74.95 Uncollected customer payments from Federal sources, end of year	-34	-34	-34
74.99 Obligated balance, end of year	42	12	14
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	32	77	84
86.93 Outlays from discretionary balances	37	43	11
87.00 Total outlays (gross)	69	120	95
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources Against gross budget authority only:	-72	-53	-55
88.95 Change in uncollected customer payments from Federal sources	15		
Net budget authority and outlays:			
89.00 Budget authority	32	36	42
90.00 Outlays	-1	67	40

The Research and Special Programs Administration provides vital services to advance safety in hazardous materials transportation, protect the environment, foster innovation in transportation by supporting scientific and technological research, and minimize the consequences of natural and man-made disasters affecting transportation in American communities. In 2002, resources are requested for hazardous materials safety programs, including emergency preparedness ac-

tivities. Funding is also provided for the management of the Office of Emergency Transportation, the Office of Innovation, Research and Education, and the Transportation Safety Institute. The 2002 Budget proposes to increase hazardous materials registration fees to finance hazardous materials safety activities previously financed by general fund appropriations to this account. This proposal is described in the following section.

Object Classification (in millions of dollars)

Identification code 69-0104-0-1-407	2000 actual	2001 est.	2002 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	13	15	17
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	14	16	17
12.1 Civilian personnel benefits	3	3	4
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	2	2	2
23.3 Communications, utilities, and miscellaneous charges	1		
25.1 Advisory and assistance services	4	5	7
25.2 Other services			1
25.3 Purchases of goods and services from Government accounts	2	3	3
25.5 Research and development contracts	4	5	5
25.7 Operation and maintenance of equipment	2	1	1
99.0 Subtotal, direct obligations	33	36	42
99.0 Reimbursable obligations	57	53	55
99.5 Below reporting threshold		1	
99.9 Total new obligations	90	90	97

Personnel Summary

Identification code 69-0104-0-1-407	2000 actual	2001 est.	2002 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	189	197	207
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	51	55	58

RESEARCH AND SPECIAL PROGRAMS

(Legislative proposal, not subject to PAYGO)

Note.—See section 323 of the General Provisions for the proposed appropriations language.

Program and Financing (in millions of dollars)

Identification code 69-0104-2-1-407	2000 actual	2001 est.	2002 est.
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			-12
Appropriation (special fund, indefinite):			
40.25 Appropriation (special fund, indefinite)			
40.25 Appropriation (special fund, indefinite) (hazardous materials)			12
43.00 Appropriation (total discretionary)			
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

The hazardous materials safety program, proposed to be funded at \$21 million in 2002, is presently financed entirely by general fund appropriations. Beginning in 2002, however, the budget proposes to finance \$12 million of this program by hazardous materials registration fees.

General and special funds—Continued

PIPELINE SAFETY
(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

For expenses necessary to conduct the functions of the pipeline safety program, for grants-in-aid to carry out a pipeline safety program, as authorized by 49 U.S.C. 60107, and to discharge the pipeline program responsibilities of the Oil Pollution Act of 1990, **[\$47,044,000]** \$53,758,000, of which **[\$7,488,000]** \$7,472,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, **[2003]** 2004; of which **[\$36,556,000]** \$46,286,000 shall be derived from the Pipeline Safety Fund, of which **[\$23,837,000]** \$20,707,000 shall remain available until September 30, **[2003]**; and of which \$3,000,000 shall be derived from amounts previously collected under 49 U.S.C. 60301: *Provided*, That amounts previously collected under 49 U.S.C. 60301 shall be available for damage prevention grants to States **[2004]**. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Unavailable Collections (in millions of dollars)

Identification code 69-5172-0-2-407	2000 actual	2001 est.	2002 est.
01.99 Balance, start of year	20	16	13
Receipts:			
02.60 Pipeline safety user fees	30	37	47
02.80 Pipeline safety, offsetting collections	10	9	8
02.99 Total receipts and collections	40	46	55
04.00 Total: Balances and collections	60	62	68
Appropriations:			
05.00 Research and special programs	-1	-1	-1
05.00 Research and special programs, legislative proposal not subject to PAYGO			-12
05.01 Pipeline safety	-41	-48	-54
05.99 Total appropriations	-42	-49	-67
06.10 Unobligated balance returned to receipts	-2		
07.99 Balance, end of year	16	13	

Program and Financing (in millions of dollars)

Identification code 69-5172-0-2-407	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
Direct program:			
00.01 Operations	19	24	32
00.02 Research and development	2	3	3
00.03 Grants	15	24	19
09.01 Reimbursable program		1	1
10.00 Total new obligations	35	52	55
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	2	4	
22.00 New budget authority (gross)	38	48	55
23.90 Total budgetary resources available for obligation	40	52	55
23.95 Total new obligations	-35	-52	-55
24.40 Unobligated balance carried forward, end of year	4		

New budget authority (gross), detail:

Discretionary:			
40.20 Appropriation (special fund, definite)	31	39	46
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	10	9	8
68.10 Change in uncollected customer payments from Federal sources	-1		
68.15 Adjustments to uncollected customer payments from Federal sources	-2		
68.90 Spending authority from offsetting collections (total discretionary)	6	9	8
70.00 Total new budget authority (gross)	37	48	55

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	18	18	29
72.95 Uncollected customer payments from Federal sources, start of year	-3	-2	-2
72.99 Obligated balance, start of year	15	17	27
73.10 Total new obligations	35	52	55
73.20 Total outlays (gross)	-37	-42	-51
73.40 Adjustments in expired accounts (net)	2		
74.00 Change in uncollected customer payments from Federal sources	1		
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	18	29	32
74.95 Uncollected customer payments from Federal sources, end of year	-2	-2	-2
74.99 Obligated balance, end of year	17	27	31
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	15	28	31
86.93 Outlays from discretionary balances	22	14	20
87.00 Total outlays (gross)	37	42	51

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-10	-9	-8
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources	1		
88.96 Adjustment to uncollected customer payments from Federal sources	2		

Net budget authority and outlays:

89.00 Budget authority	31	39	46
90.00 Outlays	27	33	43

The Research and Special Programs Administration (RSPA) is responsible for the Department's pipeline safety program, by taking a risk-based approach to pipeline integrity management. RSPA oversees the safety and environmental protection of pipelines, through damage prevention, compliance, research and development, and grants for State pipeline safety programs and one-call activities.

Object Classification (in millions of dollars)

Identification code 69-5172-0-2-407	2000 actual	2001 est.	2002 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	6	7	9
12.1 Civilian personnel benefits	2	2	3
21.0 Travel and transportation	1	1	1
23.1 Rental payments to GSA	1	1	1
23.3 Communications, utilities, and miscellaneous charges	1		1
25.1 Advisory and assistance services	4	8	15
25.2 Other services	2	2	
25.3 Purchases of goods and services from Government accounts	1	3	3
25.5 Research and development contracts	2	1	1
41.0 Grants, subsidies, and contributions	15	24	19
99.0 Subtotal, direct obligations	35	49	53
99.0 Reimbursable obligations		1	1
99.5 Below reporting threshold		2	1
99.9 Total new obligations	35	52	55

Personnel Summary

Identification code 69-5172-0-2-407	2000 actual	2001 est.	2002 est.
1001 Total compensable workyears: Full-time equivalent employment	97	107	122

EMERGENCY PREPAREDNESS GRANTS
(EMERGENCY PREPAREDNESS FUND)

For necessary expenses to carry out 49 U.S.C. 5127(c), \$200,000, to be derived from the Emergency Preparedness Fund, to remain

available until September 30, [2003] 2004: *Provided*, That not more than \$14,300,000 shall be made available for obligation in fiscal year [2001] 2002 from amounts made available by 49 U.S.C. 5116(i), 5127(c) and 5127(d): *Provided further*, That none of the funds made available by 49 U.S.C. 5116(i), 5127(c) and 5127(d) shall be made available for obligation by individuals other than the Secretary of Transportation, or his designee. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Unavailable Collections (in millions of dollars)

Identification code 69-5282-0-2-407	2000 actual	2001 est.	2002 est.
01.99 Balance, start of year			
Receipts:			
02.20 Emergency preparedness, hazardous materials	25	14	14
Appropriations:			
05.00 Emergency preparedness grants	-25	-14	-14
07.99 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-5282-0-2-407	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Grants	13	13	13
00.02 Emergency response guidebook	1	1	1
10.00 Total new obligations	14	14	14
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	3	14	14
22.00 New budget authority (gross)	25	14	14
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	28	29	29
23.95 Total new obligations	-14	-14	-14
24.40 Unobligated balance carried forward, end of year	14	14	14
New budget authority (gross), detail:			
Mandatory:			
60.25 Appropriation (special fund, indefinite)	25	14	14
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	14	19	20
72.99 Obligated balance, start of year	14	19	20
73.10 Total new obligations	14	14	14
73.20 Total outlays (gross)	-8	-13	-14
73.45 Recoveries of prior year obligations	-1		
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	19	20	20
74.99 Obligated balance, end of year	19	20	20
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	1	1	1
86.98 Outlays from mandatory balances	8	12	13
87.00 Total outlays (gross)	8	13	14
Net budget authority and outlays:			
89.00 Budget authority	25	14	14
90.00 Outlays	9	13	14

The Federal Hazardous Materials Transportation law (Federal hazmat law), 49 U.S.C. 5101 *et seq.*, establishes a national registration program of shippers and carriers of hazardous materials. The registrants finance, through fees, emergency preparedness planning and training grants programs, a training curriculum for emergency responders, and monitoring and technical assistance to States, political subdivisions, and Indian tribes. In the Federal hazmat law, there are permanent appropriations for the planning and training grants, monitoring and technical assistance, and for administrative expenses. In 2002, obligations are proposed to be limited to \$14 million.

In 2000, RSPA adjusted the registration fee structure to fully fund the Emergency preparedness grants program at the \$14 million level. This was accomplished by extending the registration requirements to any company that offers or transports a quantity of hazardous materials requiring placarding. A two-level fee structure was established under which small businesses pay \$300 and large businesses pay \$2,000. This resulted in approximately 40,000 companies registering.

Object Classification (in millions of dollars)

Identification code 69-5282-0-2-407	2000 actual	2001 est.	2002 est.
41.0 Grants, subsidies, and contributions	13	13	13
92.0 Undistributed	1	1	1
99.9 Total new obligations	14	14	14

Intragovernmental funds:

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER

Program and Financing (in millions of dollars)

Identification code 69-4522-0-4-407	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations	199	205	208
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	134	154	154
22.00 New budget authority (gross)	212	205	208
22.10 Resources available from recoveries of prior year obligations	7		
23.90 Total budgetary resources available for obligation	353	359	362
23.95 Total new obligations	-199	-205	-208
24.40 Unobligated balance carried forward, end of year	154	154	154
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	177	205	208
68.10 Change in uncollected customer payments from Federal sources	35		
68.90 Spending authority from offsetting collections (total discretionary)	212	205	208
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	90	105	105
72.95 Uncollected customer payments from Federal sources, start of year	-163	-198	-198
72.99 Obligated balance, start of year	-73	-93	-93
73.10 Total new obligations	199	205	208
73.20 Total outlays (gross)	-177	-205	-208
73.45 Recoveries of prior year obligations	-7		
74.00 Change in uncollected customer payments from Federal sources	-35		
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	105	105	105
74.95 Uncollected customer payments from Federal sources, end of year	-198	-198	-198
74.99 Obligated balance, end of year	-93	-93	-93
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	73	190	192
86.93 Outlays from discretionary balances	104	15	16
87.00 Total outlays (gross)	177	205	208
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-176	-203	-206
88.40 Non-Federal sources	-1	-2	-2
88.90 Total, offsetting collections (cash)	-177	-205	-208

Intragovernmental funds—Continued

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-4522-0-4-407	2000 actual	2001 est.	2002 est.
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources	-35		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

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

Object Classification (in millions of dollars)

Identification code 69-4522-0-4-407	2000 actual	2001 est.	2002 est.
Personnel compensation:			
11.1 Full-time permanent	34	37	40
11.3 Other than full-time permanent	2	3	3
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	37	41	44
12.1 Civilian personnel benefits	9	9	9
21.0 Travel and transportation of persons	2	3	3
23.3 Communications, utilities, and miscellaneous charges	3	3	3
25.2 Other services	43	47	47
25.3 Purchases of goods and services from Government accounts	4	4	4
25.4 Operation and maintenance of facilities	3	3	3
25.5 Research and development contracts	64	82	83
26.0 Supplies and materials	2	2	2
31.0 Equipment	31	10	9
32.0 Land and structures	1	1	1
99.9 Total new obligations	199	205	208

Personnel Summary

Identification code 69-4522-0-4-407	2000 actual	2001 est.	2002 est.
2001 Total compensable workyears: Full-time equivalent employment	526	550	550

Trust Funds

TRUST FUND SHARE OF PIPELINE SAFETY

Program and Financing (in millions of dollars)

Identification code 69-8121-0-7-407	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 92.0)	6	8	7
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1		
22.00 New budget authority (gross)	5	7	7
23.90 Total budgetary resources available for obligation	6	8	7
23.95 Total new obligations	-6	-8	-7
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund, definite)	5	7	7
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	5	1	5

72.99 Obligated balance, start of year	5	1	5
73.10 Total new obligations	6	8	7
73.20 Total outlays (gross)	-9	-4	-7
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	1	5	5
74.99 Obligated balance, end of year	1	5	5

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	5	3	3
86.93 Outlays from discretionary balances	4	1	4
87.00 Total outlays (gross)	9	4	7

Net budget authority and outlays:

89.00 Budget authority	5	7	7
90.00 Outlays	10	4	7

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

OFFICE OF INSPECTOR GENERAL

Federal Funds

General and special funds:

SALARIES AND EXPENSES

For necessary expenses of the Office of Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, **[\$48,450,000] \$50,614,000: Provided**, That the Inspector General shall have all necessary authority, in carrying out the duties specified in the Inspector General Act, as amended (5 U.S.C. App. 3) to investigate allegations of fraud, including false statements to the government (18 U.S.C. 1001), by any person or entity that is subject to regulation by the Department: *Provided further*, That the funds made available under this heading shall be used to investigate, pursuant to section 41712 of title 49, United States Code: (1) unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents; and (2) the compliance of domestic and foreign air carriers with respect to item (1) of this proviso. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-0130-0-1-407	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
01.01 General administration	47	49	51
09.01 Reimbursable program	2	4	6
10.00 Total new obligations	49	53	57
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1		
22.00 New budget authority (gross)	48	53	57
23.90 Total budgetary resources available for obligation	49	53	57
23.95 Total new obligations	-49	-53	-57
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	44	48	51
42.00 Transferred from other accounts		1	
43.00 Appropriation (total discretionary)	44	49	51
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	4	4	6
70.00 Total new budget authority (gross)	48	53	56

Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year	5	4	5
72.99	Obligated balance, start of year	5	4	5
73.10	Total new obligations	49	53	57
73.20	Total outlays (gross)	-48	-52	-56
73.40	Adjustments in expired accounts (net)	-1		
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year	4	5	5
74.99	Obligated balance, end of year	4	5	5
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	44	48	52
86.93	Outlays from discretionary balances	4	4	5
87.00	Total outlays (gross)	48	52	56
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-4	-4	-6
Net budget authority and outlays:				
89.00	Budget authority	44	49	51
90.00	Outlays	45	48	50

This appropriation finances the cost of conducting and supervising audits and investigations relating to the programs and operations of the Department to promote economy, efficiency and effectiveness and to prevent and detect fraud, waste, and abuse in such programs and operations. In addition, funding to audit and investigate highway and transit-related issues will be reimbursed from the Federal Highway Administration and the Federal Transit Administration.

Object Classification (in millions of dollars)

Identification code 69-0130-0-1-407				
	2000 actual	2001 est.	2002 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	27	28	29
11.3	Other than full-time permanent	1	1	1
11.5	Other personnel compensation	1	2	2
11.9	Total personnel compensation	29	31	32
12.1	Civilian personnel benefits	8	8	9
21.0	Travel and transportation of persons	2	3	3
23.1	Rental payments to GSA	3	3	3
25.1	Advisory and assistance services	1	1	1
25.2	Other services	1	1	1
25.3	Purchases of goods and services from Government accounts	2	2	2
31.0	Equipment	1		
99.0	Subtotal, direct obligations	47	49	51
99.0	Reimbursable obligations	2	4	6
99.9	Total new obligations	49	53	57

Personnel Summary

Identification code 69-0130-0-1-407				
	2000 actual	2001 est.	2002 est.	
Direct:				
1001	Total compensable workyears: Full-time equivalent employment	393	415	396
Reimbursable:				
2001	Total compensable workyears: Full-time equivalent employment	50	40	59

SURFACE TRANSPORTATION BOARD

Federal Funds

General and special funds:

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, **[\$17,954,000]** \$18,457,000: *Provided*, That notwithstanding any other provision of

law, not to exceed **[\$900,000]** \$950,000 from fees established by the Chairman of the Surface Transportation Board shall be credited to this appropriation as offsetting collections and used for necessary and authorized expenses under this heading: *Provided further*, That the sum herein appropriated from the general fund shall be reduced on a dollar-for-dollar basis as such offsetting collections are received during fiscal year **[2001]** 2002, to result in a final appropriation from the general fund estimated at no more than **[\$17,054,000]** \$17,507,000. (*Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.*)

Program and Financing (in millions of dollars)

Identification code 69-0301-0-1-401				
	2000 actual	2001 est.	2002 est.	
Obligations by program activity:				
Direct program:				
00.01	Rail carriers	14	15	15
00.02	Other surface transportation carriers	2	2	2
01.00	Total direct obligations	16	17	17
09.12	Reimbursable rail carriers	1	1	1
10.00	Total new obligations	17	18	18
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	1	1	1
22.00	New budget authority (gross)	17	18	19
23.90	Total budgetary resources available for obligation	18	19	20
23.95	Total new obligations	-17	-18	-18
24.40	Unobligated balance carried forward, end of year	1	1	1
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	17	17	18
40.75	Reduction pursuant to P.L. 106-69	-1		
43.00	Appropriation (total discretionary)	16	17	18
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	1	1	1
70.00	Total new budget authority (gross)	17	18	19
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year	3	3	2
72.99	Obligated balance, start of year	3	3	2
73.10	Total new obligations	17	18	18
73.20	Total outlays (gross)	-17	-19	-18
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year	3	2	2
74.99	Obligated balance, end of year	3	2	2
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	15	16	17
86.93	Outlays from discretionary balances	2	3	2
87.00	Total outlays (gross)	17	19	18
Offsets:				
Against gross budget authority and outlays:				
88.40	Offsetting collections (cash) from: Non-Federal sources	-1	-1	-1
Net budget authority and outlays:				
89.00	Budget authority	16	17	18
90.00	Outlays	16	18	17

The Surface Transportation Board was created on January 1, 1996, by P.L. 104-88, the ICC Termination Act of 1995 (ICCTA). The Board is specifically responsible for the regulation of the rail and pipeline industries and certain non-licensing regulation of motor carriers and water carriers.

Rail Carriers.—This regulatory oversight encompasses the regulation of rates, mergers, and acquisitions, construction, and abandonment of railroad lines, as well as the planning, analysis and policy development associated with these activities. Staff ensure compliance with railroad regulations in order to protect the public interest.

General and special funds—Continued

SALARIES AND EXPENSES—Continued

Other Surface Transportation Carriers.—This regulatory oversight includes certain regulation of the intercity bus industry and surface pipeline carriers as well as the rate regulation of water transportation in the non-contiguous domestic trade, household good carriers, and collectively determined motor rates.

2002 Program Request.—Over \$18 million is requested to implement rulemakings and adjudicate the ongoing caseload within the directives and deadlines set forth by the ICCTA.

The following paragraph is presented in compliance with Section 703 of the ICCTA. It is presented without change or correction.

The Board's Request to OMB.—“The Board had submitted to the Secretary of Transportation and the Office of Management and Budget a 2002 appropriation request of \$17.939 million and a request for \$0.95 million from reimbursements from the offsetting collection of user fees. This funding request supports the required staffing, which mirrors the Board's 2001 budgetary authority granted to date, and is necessary for continued expeditious processing of the Board's caseload. The appropriation request included \$17.954 million, the current level of funding provided by the 2001 Department of Transportation Appropriations Act, plus \$0.935 million for annual pay and non-pay adjustments. The \$0.95 million request from the offsetting collection of user fees is commensurate with the Board's projection for fee-related activities. The offsetting collection of user fees is based on the costs incurred by the Board for fee-related activities and is commensurate with the costs of processing parties' submissions. In past fiscal years, the Board received both an appropriation and authorization for offsetting collections to be made available to the appropriation for the Board's expenses. In light of Congressional action on the enacted FY 2001 appropriation act, the FY 2002 request reflects offsetting collections as a credit to the appropriation received, to the extent that they are collected.

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

Object Classification (in millions of dollars)

Identification code 69-0301-0-1-401	2000 actual	2001 est.	2002 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	11	11	11
12.1 Civilian personnel benefits	2	2	2
23.1 Rental payments to GSA	2	2	2
25.3 Purchases of goods and services from Government accounts	1	1	1
99.0 Subtotal, direct obligations	16	16	16
99.0 Reimbursable obligations	1	1	1
99.5 Below reporting threshold		1	1
99.9 Total new obligations	17	18	18

Personnel Summary

Identification code 69-0301-0-1-401	2000 actual	2001 est.	2002 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	124	134	134
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	9	9	9

BUREAU OF TRANSPORTATION STATISTICS

The Bureau's mission is to lead in developing transportation data and information of high quality, and to advance their use in both public and private transportation decision making.

The Bureau of Transportation Statistics (BTS) compiles, analyzes and publishes transportation statistics. BTS maintains the National Transportation Library and the National Transportation Atlas Data Base. It collects financial and operating statistics on airlines and motor carriers, and a variety of data on personal travel and freight transportation through national surveys. BTS is developing the Intermodal Transportation Data Base, to include information on the volume and patterns of movement of people and goods, the location and connectivity of transportation facilities and services, and a national accounting of expenditures and capital stocks for transportation. BTS is also implementing the Safety data action plan, a series of projects to increase knowledge about accident causation and improve the accuracy, timeliness, and comparability of safety data across the Department of Transportation.

In 2002, \$44 million is proposed for the BTS. Of this total, \$40 million is derived from the Highway Trust Fund. The Highway Trust Fund request includes \$31 million from Federal-aid highways and \$9 million to be funded within the Federal Motor Carrier Safety Administration (FMCSA) administrative limitation. The remaining \$4 million for the Office of Airline Information (OAI) is derived from the Airport and airways trust fund.

OFFICE OF AIRLINE INFORMATION
(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses of the Office of Airline Information under chapter 111 of title 49, United States Code, \$3,760,000, to be derived from the Airport and Airway Trust Fund as authorized by Section 103(b) of P.L. 106-181.

Program and Financing (in millions of dollars)

Identification code 69-8091-0-7-402	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations			4
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			4
23.95 Total new obligations			-4
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund, definite)			4
Change in unpaid obligations:			
73.10 Total new obligations			4
73.20 Total outlays (gross)			-4
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority			4
Net budget authority and outlays:			
89.00 Budget authority			4
90.00 Outlays			4

The Office of Airline Information (OAI) is part of the Bureau of Transportation Statistics (BTS). OAI is currently funded along with the rest of BTS out of the Federal-aid highways program. The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) provides the authority to fund this office through the Airport and airways trust fund instead of through Federal-aid highways. The Administration proposes to utilize this authority starting in 2002.

OAI collects and publishes on-time data for airlines (monthly data that are used widely in marketing airline performance), as well as more extensive operating data for both foreign and domestic airlines. It also collects detailed financial statistics for domestic airlines, and various statistics on service quality. The data reporting is mandated by law.

OAI data is used by the Secretary of Transportation to analyze airline competition, negotiate international agreements, set international and intra-Alaska mail rates, determine community eligibility for essential air service subsidies, evaluate air carrier fitness, and conduct policy analyses.

FAA uses OAI data to help allocate airline safety inspection resources, analyze traffic levels to plan-control tower staffing requirements, allocate grant funding through its Airport improvement program (AIP), forecast traffic, analyze airport capacity and noise abatement policies, and monitor flight delays.

OAI data is also used by other agencies to estimate the Gross Domestic Product, prepare producer and consumer price indexes, measure labor productivity, assist with antitrust investigations, and administer the collection of USDA and Customs fees.

Object Classification (in millions of dollars)

Identification code 69-8091-0-7-402	2000 actual	2001 est.	2002 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent			2
25.1 Advisory and assistance services			1
99.0 Subtotal, direct obligations			3
99.5 Below reporting threshold			1
99.9 Total new obligations			4

Personnel Summary

Identification code 69-8091-0-7-402	2000 actual	2001 est.	2002 est.
1001 Total compensable workyears: Full-time equivalent employment			21

MARITIME ADMINISTRATION

The Maritime Administration (MARAD) is responsible for programs authorized by the Merchant Marine Act, 1936, as amended, and other related acts, to promote a strong U.S. Merchant Marine. Emphasis is placed on increasing the competitiveness and productivity of the U.S. maritime industries as well as ensuring adequate seafaring manpower for peacetime and national emergencies. Programs include: administering the Maritime Guaranteed Loan (Title XI) portfolio; reimbursing the Commodity Credit Corporation for the expanded cargo preference requirement in the Food Security Act of 1985; preserving and maintaining merchant ships retained in the National Defense Reserve Fleet including the Ready Reserve Force; emergency planning and coordination; promoting port and intermodal development; and conducting Federal technology assessment projects.

The following table shows the funding for the Maritime Administration programs:

(In millions of dollars)

	2000 actual	2001 est.	2002 est.
Budget authority:			
Operations and training	73	87	89
Maritime security program (054)	96	98	
Ocean freight differential	75	80	48
Maritime guaranteed loan program (Title XI) (403)	10	26	4
Federal ship financing fund	-3		
Subsidy re-estimate	60	21	
Ship disposal			10
Total budget authority	311	312	151
Direct obligations:			
Operations and training	62	87	89
Maritime security program (054)	99	99	7
Ocean freight differential	23	80	48

Ready reserve force ¹	3	5	4
Federal ship financing fund		2	2
War risk insurance revolving fund		1	1
Maritime guaranteed loan program (Title XI) (403)	62	34	14
Subsidy re-estimate	60	21	
Ship disposal			10
Obligations, total direct	309	329	175
Outlays:			
Operations and training	78	105	88
Operating-differential subsidies	10	27	18
Maritime security program (054)	100	99	8
Ocean freight differential	23	80	48
Ready reserve force ¹	3	5	4
Vessel operations revolving fund	-91	-80	-52
War risk insurance revolving fund	-2	-1	-1
Federal ship financing fund	-3	-3	-2
Maritime guaranteed loan program (Title XI) (403)	64	72	14
Subsidy re-estimate	60	21	
Ship construction	-2	-2	-2
Ship disposal			5
Total outlays	240	323	128

¹ Appropriated directly to MARAD prior to 1996.

Federal Funds

General and special funds:

OPERATIONS AND TRAINING

For necessary expenses of operations and training activities authorized by law, **[\$86,910,000] \$89,054,000, of which \$13,000,000 is for capital improvements at the U.S. Merchant Marine Academy, to remain available until expended. (Departments of Commerce, Justice, and State, the Judiciary, and Related Agencies Appropriations Act, 2001, as enacted by section 1(a)(2) of P.L. 106-553.)**

Program and Financing (in millions of dollars)

Identification code 69-1750-0-1-403	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
Direct program:			
00.01 Merchant Marine Academy	34	47	48
00.02 State marine schools	7	8	7
00.03 MARAD operations	21	32	34
01.00 Subtotal, Direct program	62	87	89
09.01 Reimbursable program	57	57	50
10.00 Total new obligations	119	144	139
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year		1	
22.00 New budget authority (gross)	120	144	139
23.00 Total budgetary resources available for obligation	120	145	139
23.95 Total new obligations	-119	-144	-139
24.40 Unobligated balance carried forward, end of year	1		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	72	87	89
50.00 Reappropriation	1		
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	42	57	50
68.10 Change in uncollected customer payments from Federal sources	5		
68.90 Spending authority from offsetting collections (total discretionary)	47	57	50
70.00 Total new budget authority (gross)	120	144	139
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	42	40	23
72.95 Uncollected customer payments from Federal sources, start of year	-1	-6	-6
72.99 Obligated balance, start of year	41	34	17
73.10 Total new obligations	119	144	139
73.20 Total outlays (gross)	-120	-162	-138

General and special funds—Continued

OPERATIONS AND TRAINING—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-1750-0-1-403	2000 actual	2001 est.	2002 est.
74.00 Change in uncollected customer payments from Federal sources	-5		
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	40	23	24
74.95 Uncollected customer payments from Federal sources, end of year	-6	-6	-6
74.99 Obligated balance, end of year	34	17	18
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	103	131	126
86.93 Outlays from discretionary balances	17	31	12
87.00 Total outlays (gross)	120	162	138
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
Federal sources:			
88.00 Ready Reserve Force/National Defense Reserve Fleet	-32	-32	-32
88.00 Merchant Marine Academy	-1	-1	-1
88.00 ARPA—Maritech program	-1	-2	-2
88.00 Title XI Administrative expenses	-4	-4	-4
88.00 Marine Board research program and others	-5	-18	-11
88.90 Total, offsetting collections (cash)	-42	-57	-50
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources	-5		
Net budget authority and outlays:			
89.00 Budget authority	73	87	89
90.00 Outlays	78	105	88

This appropriation finances costs incurred by headquarters and region staffs in the administration and direction of Maritime Administration programs; the total cost of officer training at the U.S. Merchant Marine Academy as well as Federal financial support to six state maritime academies; planning for coordination of U.S. maritime industry activities under emergency conditions; activities promoting port and intermodal development; activities under the American Fisheries Act; and Federal technology assessment projects designed to achieve advancements in ship design, construction and operations.

Within the total Operations and training budget request of \$89 million, the U.S. Merchant Marine Academy will use \$13 million, primarily to accelerate its major design and construction project awards, as indicated in its ten-year capital improvement plan.

Object Classification (in millions of dollars)

Identification code 69-1750-0-1-403	2000 actual	2001 est.	2002 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	18	32	34
11.3 Other than full-time permanent	3	3	3
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	22	36	38
12.1 Civilian personnel benefits	6	8	8
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	1	3	3
23.3 Communications, utilities, and miscellaneous charges	3	2	2
25.2 Other services	13	16	16
25.3 Purchases of goods and services from Government accounts	2	5	5
25.4 Operation and maintenance of facilities	6	8	8
26.0 Supplies and materials	4	4	4
31.0 Equipment	2	2	2
41.0 Grants, subsidies, and contributions	2	2	2

99.0 Subtotal, direct obligations	62	87	89
99.0 Reimbursable obligations	57	57	50
99.9 Total new obligations	119	144	139

Personnel Summary

Identification code 69-1750-0-1-403	2000 actual	2001 est.	2002 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	456	475	475
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	417	470	470

SHIP DISPOSAL

For necessary expenses to dispose of obsolete vessels in the National Defense Reserve Fleet of the Maritime Administration, \$10,000,000, to remain available until expended.

Program and Financing (in millions of dollars)

Identification code 69-1768-0-1-403	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.01 Ship disposal			10
10.00 Total new obligations (object class 25.2)			10
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			10
23.95 Total new obligations			-10
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			10
Change in unpaid obligations:			
73.10 Total new obligations			10
73.20 Total outlays (gross)			-5
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year			5
74.99 Obligated balance, end of year			5
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority			5
Net budget authority and outlays:			
89.00 Budget authority			10
90.00 Outlays			5

The Ship disposal program provides resources to dispose of obsolete merchant-type vessels in the National defense reserve fleet (NDRF), which the Maritime Administration is required by law to dispose of by the end of 2006. There is a growing backlog of 115 ships awaiting disposal that is expected to increase to over 150 by the end of 2001 if no vessels are disposed of before that time. These vessels, over half of which are 50 years in age, pose significant environmental threat due to the presence of hazardous substances such as asbestos and solid and liquid polychlorinated biphenyls (PCBs).

[MARITIME SECURITY PROGRAM]

[For necessary expenses to maintain and preserve a U.S.-flag merchant fleet to serve the national security needs of the United States, \$98,700,000, to remain available until expended.] (Departments of Commerce, Justice, and State, the Judiciary, and Related Agencies Appropriations Act, 2001, as enacted by section 1(a)(2) of P.L. 106-553.)

Program and Financing (in millions of dollars)

Identification code 69-1711-0-1-054	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)	99	99	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	3		
22.00 New budget authority (gross)	96	98	
23.90 Total budgetary resources available for obligation	99	98	
23.95 Total new obligations	-99	-99	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation		98	
40.05 Appropriation (indefinite)	96		
43.00 Appropriation (total discretionary)	96	98	
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	9	8	8
72.99 Obligated balance, start of year	9	8	8
73.10 Total new obligations	99	99	
73.20 Total outlays (gross)	-99	-99	-8
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	8	8	
74.99 Obligated balance, end of year	8	8	
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	89	91	
86.93 Outlays from discretionary balances	10	8	8
87.00 Total outlays (gross)	99	99	8
Net budget authority and outlays:			
89.00 Budget authority	96	98	
90.00 Outlays	100	99	8

The Maritime Security Program provides resources to maintain a U.S.-flag merchant fleet crewed by U.S. citizens to serve both the commercial and national security needs of the United States. The program provides direct payments to U.S.-flag ship operators engaged in U.S.-foreign trade. Participating operators are required to keep the vessels in active commercial service and are required to provide intermodal sealift support to the Department of Defense in times of war or national emergency.

Beginning in 2002, the Maritime Security Program and its funding will be transferred to the Department of Defense.

SHIP CONSTRUCTION

Program and Financing (in millions of dollars)

Identification code 69-1708-0-1-403	2000 actual	2001 est.	2002 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year		2	4
22.00 New budget authority (gross)	2	2	2
23.90 Total budgetary resources available for obligation	2	4	6
23.95 Total new obligations			
24.40 Unobligated balance carried forward, end of year	2	4	6
New budget authority (gross), detail:			
Discretionary:			
68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)	2	2	2
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-2	-2	-2
Net budget authority and outlays:			
89.00 Budget authority			

90.00 Outlays	-2	-2	-2
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The Ship Construction account is currently inactive except for determinations regarding the use of vessels built under the program, final settlement of open contracts, and closing of financial accounts.

OPERATING-DIFFERENTIAL SUBSIDIES
(LIQUIDATION OF CONTRACT AUTHORITY)

Program and Financing (in millions of dollars)

Identification code 69-1709-0-1-403	2000 actual	2001 est.	2002 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	125	125	125
23.95 Total new obligations			
24.40 Unobligated balance carried forward, end of year	125	125	125
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	55	45	18
72.99 Obligated balance, start of year	55	45	18
73.20 Total outlays (gross)	-10	-27	-18
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	45	18	
74.99 Obligated balance, end of year	45	18	
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	10	27	18
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	10	27	18

The Operating-Differential Subsidies (ODS) account helps to maintain a U.S.-flag merchant fleet to serve both the commercial and national security needs of the U.S. by providing operating subsidies to U.S.-flag ship operators to offset certain differences between U.S. and foreign operating costs. Appropriations are provided to liquidate contract authority. This program has been replaced by the Maritime Security Program. Existing liquidating cash on hand is expected to be sufficient to honor existing contracts. No new ODS contracts will be entered into and no existing contracts will be modified.

OCEAN FREIGHT DIFFERENTIAL

Program and Financing (in millions of dollars)

Identification code 69-1751-0-1-403	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations (object class 22.0)	23	80	48
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year		52	
22.00 New budget authority (gross)	75	80	48
22.40 Capital transfer to general fund		-52	
23.90 Total budgetary resources available for obligation	75	80	48
23.95 Total new obligations	-23	-80	-48
24.40 Unobligated balance carried forward, end of year	52		
New budget authority (gross), detail:			
Mandatory:			
60.05 Appropriation (indefinite)	23	80	48
60.47 Portion applied to repay debt	-23	-80	-48
62.50 Appropriation (total mandatory)			
67.15 Authority to borrow (indefinite)	75	80	48
70.00 Total new budget authority (gross)	75	80	48
Change in unpaid obligations:			
73.10 Total new obligations	23	80	48

General and special funds—Continued

OCEAN FREIGHT DIFFERENTIAL—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-1751-0-1-403	2000 actual	2001 est.	2002 est.
73.20 Total outlays (gross)	-23	-80	-48
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	23	80	48
Net budget authority and outlays:			
89.00 Budget authority	75	80	48
90.00 Outlays	23	80	48

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. This account has a permanent, indefinite appropriation to liquidate debt provided in Public Law 100-202 to cover these costs.

The Maritime Administration's ocean freight differential costs are one portion of the government's cargo preference program. The ocean transportation subsidy costs related to cargo preference for all relevant agencies are presented in the following schedule.

CARGO PREFERENCE PROGRAM COSTS

[In millions of dollars]

AGENCY:	2000 actual		2001 est.		2002 est.	
	Obligations	Outlays	Obligations	Outlays	Obligations	Outlays
Department of Agriculture	NA	NA	NA	NA	NA	NA
Department of Transportation— Maritime Administration	23	23	80	80	48	48
Department of Defense (1998 nos.)	326	326	355	355	361	361
Agency for International Development	3	3	3	3	3	3
Export-Import Bank of the U.S.	21	14	21	15	21	15
Department of State	1	1	1	1	1	1
Total	NA	NA	NA	NA	NA	NA

READY RESERVE FORCE

Program and Financing (in millions of dollars)

Identification code 69-1710-0-1-054	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.02 Maintenance and operations	3	5	4
10.00 Total new obligations (object class 25.2)	3	5	4
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	13	15	10
22.10 Resources available from recoveries of prior year obligations	5		
23.90 Total budgetary resources available for obligation	18	15	10
23.95 Total new obligations	-3	-5	-4
24.40 Unobligated balance carried forward, end of year	15	10	6
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	9	4	4
72.99 Obligated balance, start of year	9	4	4

73.10 Total new obligations	3	5	4
73.20 Total outlays (gross)	-3	-5	-4
73.45 Recoveries of prior year obligations	-5		
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	4	4	4
74.99 Obligated balance, end of year	4	4	4
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	3	5	4
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	3	5	4

Funding for the Ready Reserve Force (RRF) account is included in appropriations for the Department of Defense. Management of the RRF remains with MARAD. Reimbursements from the Department of Defense for the RRF account are reflected in MARAD's Vessel Operations Revolving Fund account. Obligations shown above are the spendout of funding appropriated directly to MARAD prior to 1996 for the RRF.

The RRF 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.

Public enterprise funds:

VESSEL OPERATIONS REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4303-0-3-403	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
10.00 Total new obligations	349	388	351
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	37	22	
22.00 New budget authority (gross)	311	367	351
22.10 Resources available from recoveries of prior year obligations	23		
23.90 Total budgetary resources available for obligation	371	389	351
23.95 Total new obligations	-349	-388	-351
24.40 Unobligated balance carried forward, end of year	22		
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	378	367	351
68.10 Change in uncollected customer payments from Federal sources	-67		
68.90 Spending authority from offsetting collections (total discretionary)	311	367	351
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year	157	196	297
72.95 Uncollected customer payments from Federal sources, start of year	-139	-72	-72
72.99 Obligated balance, start of year	18	124	225
73.10 Total new obligations	349	388	351
73.20 Total outlays (gross)	-288	-287	-299
73.45 Recoveries of prior year obligations	-23		
74.00 Change in uncollected customer payments from Federal sources	67		
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	196	297	349
74.95 Uncollected customer payments from Federal sources, end of year	-72	-72	-72
74.99 Obligated balance, end of year	124	225	277
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	250	319	246
86.93 Outlays from discretionary balances	38	-32	53

87.00	Total outlays (gross)	288	287	299
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
Federal sources:				
88.00	Ready Reserve Force	-260	-259	-251
88.00	Activations and deactivations	-57	-50	-48
88.00	Afloat Prepositioning Force (APF) and Army Prepositioning Stock (APS)	-26	-28	-30
88.00	DOD exercises and other	-35	-30	-22
88.90	Total, offsetting collections (cash)	-378	-367	-351
Against gross budget authority only:				
88.95	Change in uncollected customer payments from Federal sources	67		
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	-91	-80	-52

The Maritime Administration is authorized to reactivate, operate, deactivate, and charter merchant vessels. These operations are financed through the Vessel Operations Revolving Fund with reimbursements from sponsoring agencies. In addition, the fund is available to finance the necessary expenses to protect, maintain, preserve, acquire, and use vessels involved in mortgage foreclosure or forfeiture proceedings instituted by the United States other than those financed by the Federal Ship Financing Fund or the Maritime Guaranteed Loan (Title XI) Financing Account; and to process advances received from Federal agencies. Also the acquisition and disposal of ships under the trade-in/scrap-out program is financed through this account.

Reimbursements from other Federal agencies also pay for various DOD/Navy-sponsored activities, such as the operation of activated RRF vessels, installation of sealift enhancement features and other special projects. The Vessel Operations Revolving Fund account includes DOD/Navy reimbursements for the RRF account. DOD/Navy funding for RRF provides for additional RRF vessels, RRF ship activations and deactivations, maintaining RRF ships in an advanced state of readiness, berthing costs, capital improvements at fleet sites, and other RRF support costs.

Object Classification (in millions of dollars)

Identification code 69-4303-0-3-403	2000 actual	2001 est.	2002 est.	
21.0	Travel and transportation of persons	3	3	3
23.3	Communications, utilities, and miscellaneous charges	17	19	21
24.0	Printing and reproduction	2	2	2
25.2	Other services	298	329	287
26.0	Supplies and materials	27	33	36
31.0	Equipment	1	1	1
42.0	Insurance claims and indemnities	1	1	1
99.9	Total new obligations	349	388	351

WAR RISK INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4302-0-3-403	2000 actual	2001 est.	2002 est.	
Obligations by program activity:				
10.00	Total new obligations (object class 25.2)	1	1	
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	31	32	33
22.00	New budget authority (gross)	2	2	2
23.90	Total budgetary resources available for obligation	33	34	35
23.95	Total new obligations		-1	-1
24.40	Unobligated balance carried forward, end of year	32	33	34

New budget authority (gross), detail:				
Discretionary:				
68.00	Spending authority from offsetting collections (gross): Offsetting collections (cash)	2	2	2
Change in unpaid obligations:				
73.10	Total new obligations		1	1
73.20	Total outlays (gross)		-1	-1
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	1	2	2
86.93	Outlays from discretionary balances	-1	-1	-1
87.00	Total outlays (gross)		1	1
Offsets:				
Against gross budget authority and outlays:				
88.20	Offsetting collections (cash) from: Interest on Fed- eral securities	-2	-2	-2
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	-2	-1	-1
Memorandum (non-add) entries:				
92.01	Total investments, start of year: Federal securities: Par value	28	28	31
92.02	Total investments, end of year: Federal securities: Par value	28	31	31

The Maritime Administration is authorized to insure against loss or damage from marine war risks until commercial insurance can be obtained on reasonable terms and conditions. This insurance includes war risk hull and disbursements interim insurance, war risk protection and indemnity interim insurance, second seamen's war risk interim insurance, and war risk cargo insurance standby program.

Credit accounts:

FEDERAL SHIP FINANCING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4301-0-3-403	2000 actual	2001 est.	2002 est.	
Obligations by program activity:				
00.01	Operating expenses		2	2
10.00	Total new obligations (object class 25.2)		2	2
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	2		
22.00	New budget authority (gross)		3	2
22.40	Capital transfer to general fund	-2		
23.90	Total budgetary resources available for obligation		3	2
23.95	Total new obligations		-2	-2
New budget authority (gross), detail:				
Mandatory:				
69.00	Offsetting collections (cash)	3	3	2
69.27	Capital transfer to general fund	-3		
69.90	Spending authority from offsetting collections (total mandatory)		3	2
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Unpaid obligations, start of year			2
72.99	Obligated balance, start of year			2
73.10	Total new obligations		2	2
73.20	Total outlays (gross)			
Unpaid obligations, end of year:				
74.40	Unpaid obligations, end of year		2	4
74.99	Obligated balance, end of year		2	4

Credit accounts—Continued**FEDERAL SHIP FINANCING FUND LIQUIDATING ACCOUNT—Continued****Program and Financing** (in millions of dollars)—Continued

Identification code 69-4301-0-3-403	2000 actual	2001 est.	2002 est.
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
Non-Federal sources:			
88.40	Insurance premiums and fees	-2	-2
88.40	Repayment of loans	-3	-1
88.90	Total, offsetting collections (cash)	-3	-3
Net budget authority and outlays:			
89.00	Budget authority	-3	
90.00	Outlays	-3	-2

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4301-0-3-403	2000 actual	2001 est.	2002 est.
Cumulative balance of guaranteed loans outstanding:			
2210	Outstanding, start of year	321	248
2251	Repayments and prepayments	-73	-65
2290	Outstanding, end of year	248	183
Memorandum:			
2299	Guaranteed amount of guaranteed loans outstanding, end of year	248	183
Addendum:			
Cumulative balance of defaulted guaranteed loans that result in loans receivable:			
2310	Outstanding, start of year	20	17
2351	Repayments of loans receivable	-3	
2361	Write-offs of loans receivable		-17
2390	Outstanding, end of year	17	

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

Statement of Operations (in millions of dollars)

Identification code 69-4301-0-3-403	1999 actual	2000 actual	2001 est.	2002 est.
0101	Revenue	9	3	2
0102	Expense	-9	-3	-2
0105	Net income or loss (-)			

Balance Sheet (in millions of dollars)

Identification code 69-4301-0-3-403	1999 actual	2000 actual	2001 est.	2002 est.
ASSETS:				
1101	Federal assets: Fund balances with Treasury	2		
1206	Non-Federal assets: Receivables, net	6	5	4
1803	Other Federal assets: Property, plant and equipment, net	1	1	1
1999	Total assets	9	6	5
LIABILITIES:				
2201	Non-Federal liabilities: Accounts payable	1	1	1
2999	Total liabilities	1	1	1
NET POSITION:				
3300	Cumulative results of operations	8	5	4
3999	Total net position	8	5	4
4999	Total liabilities and net position	9	6	5

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT

For the cost of guaranteed loans, as authorized by the Merchant Marine Act, 1936, \$30,000,000, to remain available until expended: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974, as amended.]

[In addition, for] For administrative expenses to carry out the guaranteed loan program, not to exceed [\$3,987,000] \$3,978,000, which shall be transferred to and merged with the appropriation for Operations and Training. (Departments of Commerce, Justice, and State, the Judiciary, and Related Agencies Appropriations Act, 2001, as enacted by section 1(a)(2) of P.L. 106-553.)

General Fund Credit Receipt Accounts (in millions of dollars)

Identification code 69-1752-0-1-403	2000 actual	2001 est.	2002 est.
0101	Maritime (Title XI) loan program, downward reestimates of subsidies	30	21

Program and Financing (in millions of dollars)

Identification code 69-1752-0-1-403	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.02	Loan guarantee subsidy	58	30
00.07	Reestimates of loan guarantee subsidy	53	16
00.08	Interest on reestimates of loan guarantee subsidy	7	5
00.09	Administrative expense	4	4
10.00	Total new obligations	122	55
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	71	18
22.00	New budget authority (gross)	70	47
23.90	Total budgetary resources available for obligation	141	65
23.95	Total new obligations	-122	-55
24.40	Unobligated balance carried forward, end of year	18	10

New budget authority (gross), detail:

Discretionary:			
40.00	Appropriation	10	34
40.36	Unobligated balance rescinded		-8
43.00	Appropriation (total discretionary)	10	26
Mandatory:			
60.05	Appropriation (indefinite)	60	21
70.00	Total new budget authority (gross)	70	47

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40	Unpaid obligations, start of year	40	38
72.99	Obligated balance, start of year	40	38
73.10	Total new obligations	122	55
73.20	Total outlays (gross)	-124	-93
Unpaid obligations, end of year:			
74.40	Unpaid obligations, end of year	38	
74.99	Obligated balance, end of year	38	

Outlays (gross), detail:

86.90	Outlays from new discretionary authority	10	26
86.93	Outlays from discretionary balances	54	46
86.97	Outlays from new mandatory authority	60	21
87.00	Total outlays (gross)	124	93

Net budget authority and outlays:

89.00	Budget authority	70	47
90.00	Outlays	124	93

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

Identification code 69-1752-0-1-403	2000 actual	2001 est.	2002 est.
Guaranteed loan levels supportable by subsidy budget authority:			
2150	Risk category 2A	517	133
2150	Risk category 2B	220	153
2150	Risk category 2C	149	127

2159	Total loan guarantee levels	886	413	.....
	Guaranteed loan subsidy (in percent):			
2320	Risk category 1A	2.09	1.12	1.77
2320	Risk category 1B	2.61	1.62	2.28
2320	Risk category 1C	3.10	2.13	2.77
2320	Risk category 2A	5.78	3.16	4.34
2320	Risk category 2B	7.39	5.11	5.91
2320	Risk category 2C	6.85	6.61	7.46
2320	Risk category 3	12.85	11.66	12.40
2329	Weighted average subsidy rate	6.36	4.94	4.97
	Guaranteed loan subsidy budget authority:			
2330	Risk category 2A	30	4	.....
2330	Risk category 2B	16	8	.....
2330	Risk category 2C	10	8	.....
2330	Upward Reestimate	60	21	.....
2330	Downward Reestimate	-30	-21	.....
2339	Total subsidy budget authority	86	20	.....
	Guaranteed loan subsidy outlays:			
2340	Risk category 2A	41	25	5
2340	Risk category 2B	12	11	5
2340	Risk category 2C	6	10	.....
2340	Upward Reestimate	60	21	.....
2340	Downward Reestimate	-30	-21	.....
2349	Total subsidy outlays	89	46	10
	Administrative expense data:			
3510	Budget authority	4	4	4
3590	Outlays from new authority	4	4	4

This program provides for guaranteed loans for purchasers of ships from the U.S. shipbuilding industry and for modernization of U.S. shipyards.

As required by the Federal Credit Reform Act of 1990, this account includes the subsidy costs associated with the loan guarantee commitments made in 1992 and beyond (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The subsidy amounts are estimated on a present value basis, the administrative expenses are estimated on a cash basis.

Funds for administrative expenses for the Title XI program are appropriated to this account, then transferred by reimbursement to the Operations and Training account to be obligated and outlaid. The schedule above shows the post-transfer amounts for 2000. For 2001 and 2002, the schedule displays pre-transfer amounts in order to comply with the Federal Credit Reform Act of 1990.

No new funds are requested for 2002. An estimated \$10 million in carryover balances will be available.

Object Classification (in millions of dollars)

Identification code 69-1752-0-1-403	2000 actual	2001 est.	2002 est.
25.2 Other services	4	4	4
41.0 Grants, subsidies, and contributions	118	51	10
99.9 Total new obligations	122	55	14

MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4304-0-3-999	2000 actual	2001 est.	2002 est.
Obligations by program activity:			
00.03 Defaults	80	86	5
Downward re-estimates:			
08.02 Downward re-estimates	23	17	.....
08.04 Interest on downward re-estimates	6	4	.....
08.91 Subtotal, downward re-estimates	29	21	.....
10.00 Total new obligations	109	107	5
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	190	268	284

22.00 New financing authority (gross)	188	123	51
23.90 Total budgetary resources available for obligation	378	391	335
23.95 Total new obligations	-109	-107	-5
24.40 Unobligated balance carried forward, end of year	268	284	330

New financing authority (gross), detail:

Discretionary:			
68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)	188	123	51

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Unpaid obligations, start of year		2	.....
72.99 Obligated balance, start of year		2	.....
73.10 Total new obligations	109	107	5
73.20 Total financing disbursements (gross)	-107	-109	-5
Unpaid obligations, end of year:			
74.40 Unpaid obligations, end of year	2	.....	.....
74.99 Obligated balance, end of year	2	.....	.....
87.00 Total financing disbursements (gross)	107	109	5

Offsets:

Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
Federal sources:			
88.00 Program account	-59	-46	-10
88.00 Federal sources: Payments from program account—reestimate	-60	-21	.....
88.25 Interest on uninvested funds	-21	-15	-10
88.40 Insurance premiums	-48	-41	-31
88.90 Total, offsetting collections (cash)	-188	-123	-51

Net financing authority and financing disbursements:

89.00 Financing authority			
90.00 Financing disbursements	-80	-14	-46

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4304-0-3-999	2000 actual	2001 est.	2002 est.
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders	1,000	.....	.....
2112 Uncommitted loan guarantee limitation	-114	.....	.....
2131 Guaranteed loan commitments exempt from limitation		620	200
2150 Total guaranteed loan commitments	886	620	200
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	3,411	4,077	4,468
2231 Disbursements of new guaranteed loans	886	620	200
2251 Repayments and prepayments	-161	-161	-190
Adjustments:			
2261 Terminations for default that result in loans receivable	-32	-30	.....
2262 Terminations for default that result in acquisition of property	-27	-38	.....
2290 Outstanding, end of year	4,077	4,468	4,478

Memorandum:

2299 Guaranteed amount of guaranteed loans outstanding, end of year	4,077	4,468	4,478
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Addendum:

Cumulative balance of defaulted guaranteed loans that result in loans receivable:			
2310 Outstanding, start of year		32	62
2331 Disbursements for guaranteed loan claims	32	30	.....
2361 Write-offs of loans receivable			
2390 Outstanding, end of year	32	62	62

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from loan guarantees committed in 1992 and beyond (including modifications of loan guarantees that resulted from commitments in any year). The

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

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

Balance Sheet (in millions of dollars)

Identification code 69-4304-0-3-999	1999 actual	2000 actual	2001 est.	2002 est.
ASSETS:				
Federal assets:				
1101 Fund balances with Treasury	190	457	533	620
Investments in US securities:				
1106 Receivables, net	5	6	6	7
1999 Total assets	195	463	539	627
LIABILITIES:				
2101 Federal liabilities: Accounts payable	77	195	215	241
2204 Non-Federal liabilities: Liabilities for loan guarantees	118	268	324	386
2999 Total liabilities	195	463	539	627
4999 Total liabilities and net position	195	463	539	627

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 therefore shall be credited to the appropriation charged with the cost thereof: *Provided*, That rental payments under any such lease, contract, or occupancy for items other than such utilities, services, or repairs shall be covered into the Treasury as miscellaneous receipts.

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. (*Departments of Commerce, Justice, and State, the Judiciary, and Related Agencies Appropriations Act, 2001, as enacted by section 1(a)(2) of P.L. 106-553.*)

GENERAL FUND RECEIPT ACCOUNTS

(in millions of dollars)

	2000 actual	2001 est.	2002 est.
Offsetting receipts from the public:			
20-031100 Tonnage duty increases	70	71	73
69-085500 Registration, filing, and permit fees, hazardous materials transportation	1	1	1
69-242100 Marine safety fees	18	21	21
69-244400 Railroad safety inspection fees, DOT	1		
69-272830 Maritime (title XI) loan program, Downward reestimates of subsidies	30	21	
69-273530 Alameda corridor, Downward reestimates of subsidies	65		
69-309900 Miscellaneous recoveries and refunds, not otherwise classified		1	1
General Fund Offsetting receipts from the public	185	115	96

TITLE III—GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

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 uni-

forms, or allowances therefor, as authorized by law (5 U.S.C. 5901-5902).

【SEC. 302. Such sums as may be necessary for fiscal year 2001 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act or previous appropriations Acts.】

【SEC. 303. Hereafter, funds appropriated under this or any other Act for expenditures by the Federal Aviation Administration shall be available: (1) except as otherwise authorized by title VIII of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7701 et seq.), 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】 302. Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for an Executive Level IV.

SEC. 【305】 303. None of the funds in this Act shall be available for salaries and expenses of more than 【104】 113 political and Presidential appointees in the Department of Transportation【: *Provided*, That none of the personnel covered by this provision or political and Presidential appointees in an independent agency funded in this Act may be assigned on temporary detail outside the Department of Transportation or such independent agency.】

SEC. 【306】 304. 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】 305. 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: *Provided*, That not to exceed five percent of any appropriation made available for the current fiscal year for the Department of Transportation may be transferred between such appropriations, but no such appropriation except as otherwise specifically provided, shall be increased by more than ten percent by any such transfer: *Provided further*, That none of the funds provided under this Act, or provided under previous appropriations Acts to the agencies funded by this Act that remain available for obligation or expenditure in fiscal year 2002, shall be available for any obligation or expenditure which: (1) creates new programs; (2) eliminates a program, project, or activity; (3) increases funds or personnel by any means for any project or activity for which funds have been denied or restricted; (4) relocates an office or employees; (5) reorganizes offices, programs, or activities; or (6) contracts out or privatizes any function, or activities presently performed by Federal employees; unless the Appropriations Committees of both Houses of Congress are notified 15 days in advance of such transfer of funds.

【SEC. 308. 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. 309. (a) No recipient of funds made available in this Act shall disseminate personal information (as defined in 18 U.S.C. 2725(3)) obtained by a State department of motor vehicles in connection with a motor vehicle record as defined in 18 U.S.C. 2725(1), except as provided in 18 U.S.C. 2721 for a use permitted under 18 U.S.C. 2721.

(b) 18 U.S.C. 2725 is amended by: In paragraph (2) striking the word “and”; and inserting after paragraph 3:

“(4) ‘highly restricted personal information’ means an individual’s photograph or image, social security number, medical or disability information; and

“(5) ‘express consent’ means consent in writing, including consent conveyed electronically that bears an electronic signature as defined in section 106(5) of Public Law 106-229.”.

(c) 18 U.S.C. 2721(a) is amended to read as follows:

“(a) IN GENERAL.—A State department of motor vehicles, and any officer, employee, or contractor thereof, shall not knowingly disclose or otherwise make available to any person or entity:

“(1) personal information, as defined in 18 U.S.C. 2725(3), about any individual obtained by the department in connection with a motor vehicle record, except as provided in subsection (b) of this section; or

“(2) highly restricted personal information, as defined in 18 U.S.C. 2725(4), about any individual obtained by the department in connection with a motor vehicle record, without the express consent of the person to whom such information applies, except uses permitted in subsections (b)(1), (b)(4), (b)(6), and (b)(9): *Provided*, That subsection (a)(2) shall not in any way affect the use of organ donation information on an individual’s driver’s license or affect the administration of organ donation initiatives in the States.”.

(d) 18 U.S.C. 2721(b) is amended by inserting before “may be disclosed” “, subject to subsection (a)(2).”.

(e) 18 U.S.C. 2721 is amended by inserting after subsection (d):

“(e) PROHIBITION ON CONDITIONS.—No State may condition or burden in any way the issuance of an individual’s motor vehicle record as defined in 18 U.S.C. 2725(1) to obtain express consent. Nothing in this paragraph shall be construed to prohibit a State from charging an administrative fee for issuance of a motor vehicle record.”.

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

SEC. 【310】 306. (a) For fiscal year 【2001】 2002, the Secretary of Transportation shall—

(1) not distribute from the obligation limitation for Federal-aid Highways amounts authorized for administrative expenses and programs funded from the administrative takedown authorized by section 104(a) of title 23, United States Code, and paragraph (7) of this section, for the highway use tax evasion program amounts provided for transportation research programs (under chapter 5 of title 23, United States Code, as amended; section 5505 of title 49, United States Code, as amended; and sections 5112 and 5204–5209 of Public Law 105–178, as amended), and amounts provided under section 110 of title 23, United States Code, excluding \$128,752,000 pursuant to subsection (e) of section 110 of title 23, as amended, and for the Bureau of Transportation Statistics;

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

(3) determine the ratio that—

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

(B) the total of the sums authorized to be appropriated for Federal-aid highways and highway safety construction programs (other than sums authorized to be appropriated for sections set forth in paragraphs (1) through (7) of subsection (b) and sums authorized to be appropriated for section 105 of title 23, United States Code, equal to the amount referred to in subsection (b)(8)) for such fiscal year less the aggregate of the amounts not distributed under paragraph (1) of this subsection;

(4) distribute the obligation limitation for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) of section 117 of title 23, United States Code (relating to high priority projects program), section 201 of the Appalachian Regional Development Act of 1965, the Woodrow Wilson Memorial Bridge Authority Act of 1995, and \$2,000,000,000 for such fiscal year under section 105 of title 23, United States Code (relating to minimum guarantee) so that the amount of obligation authority available for each of such sections is equal to the amount determined by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for such section (except in the case of section 105, \$2,000,000,000) for such fiscal year;

(5) distribute the obligation limitation provided for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) and amounts distributed under paragraph (4) for each of the programs that are allocated by the Secretary under title 23, United States Code (other than activities to which paragraph (1) applies and programs to which paragraph (4) applies) by multiplying the ratio determined under paragraph (3) by the

sums authorized to be appropriated for such program for such fiscal year;

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

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

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

(7) Notwithstanding any other provision of law, after determining the amount of funds to be allocated to the surface transportation program, to the bridge program, to the congestion mitigation and air quality improvement program, and to the Interstate and National Highway System program, under section 110 of title 23, United States Code, deduct a sum, in an amount not to exceed 1½ percent of the sum made available to each program, to administer the provisions of law to be financed from appropriations for the Federal-aid highways program and.

(8) INCREASE IN MOTOR CARRIER FUNDING.—

(A) IN GENERAL.—Notwithstanding any other provision of law, whenever an allocation is made of the sums authorized to be appropriated for expenditure on the Federal lands highway program, and whenever an apportionment is made of the sums authorized to be appropriated for expenditure on the surface transportation program, the congestion mitigation and air quality improvement program, the National Highway System, the Interstate maintenance program, the bridge program, the Appalachian development highway system, and the minimum guarantee program, the Secretary of Transportation shall deduct a sum in such amount not to exceed two-thirds of 1 percent of all sums so made available, as the Secretary determines necessary, to administer the provisions of law to be financed from appropriations for motor carrier safety programs and motor carrier safety research. The sum so deducted shall remain available until expended.

(B) EFFECT.—Any deduction by the Secretary of Transportation in accordance with this paragraph shall be deemed to be a deduction under section 104(a)(1)(B) of title 23, United States Code.

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

(c) REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.—Notwithstanding subsection (a), the Secretary shall after August 1 for such fiscal year revise a distribution of the obligation limitation made available under subsection (a) if a State will not obligate the amount distributed during that fiscal year and redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year giving priority to those States having large unobligated balances of funds apportioned under sections 104 and 144 of title 23, United States Code, section 160 (as in effect on the day before the enactment of the Transportation Equity Act for the 21st Century) of title 23, United States Code, and under section 1015 of the Intermodal Surface Transportation Act of 1991 (105 Stat. 1943–1945).

(d) APPLICABILITY OF OBLIGATION LIMITATIONS TO TRANSPORTATION RESEARCH PROGRAMS.—The obligation limitation shall apply to transportation research programs carried out under chapter 5 of title 23, United States Code, except that obligation authority made available for such programs under such limitation shall remain available for a period of 3 fiscal years.

(INCLUDING TRANSFERS OF FUNDS)—Continued

(e) REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS.—Not later than 30 days after the date of the distribution of obligation limitation under subsection (a), the Secretary shall distribute to the States any funds: (1) that are authorized to be appropriated for such fiscal year for Federal-aid highways programs (other than the program under section 160 of title 23, United States Code) and for carrying out subchapter I of chapter 311 of title 49, United States Code, and highway-related programs under chapter 4 of title 23, United States Code; and (2) that the Secretary determines will not be allocated to the States, and will not be available for obligation, in such fiscal year due to the imposition of any obligation limitation for such fiscal year. Such distribution to the States shall be made in the same ratio as the distribution of obligation authority under subsection (a)(6). The funds so distributed shall be available for any purposes described in section 133(b) of title 23, United States Code.

(f) SPECIAL RULE.—Obligation limitation distributed for a fiscal year under subsection (a)(4) of this section for a section set forth in subsection (a)(4) shall remain available until used and shall be in addition to the amount of any limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.

(g) *Notwithstanding Public Law 105-178, as amended, of the funds authorized under section 110 of title 23, United States Code, for fiscal year 2002; \$45,000,000 shall be to carry out a pilot program that promotes innovative transportation solutions for people with disabilities; \$100,000,000 shall be to carry out a matching grant program to promote access to alternative methods of transportation; and \$56,300,000 shall be to carry out a program for state and Federal border infrastructure construction.*

SEC. [311] 307. The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation.

SEC. [312] 308. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

SEC. [313] 309. None of the funds in this Act shall be available to plan, finalize, or implement regulations that would establish a vessel traffic safety fairway less than five miles wide between the Santa Barbara Traffic Separation Scheme and the San Francisco Traffic Separation Scheme.

SEC. [314] 310. Notwithstanding any other provision of law, airports may transfer, without consideration, to the Federal Aviation Administration (FAA) instrument landing systems (along with associated approach lighting equipment and runway visual range equipment) which conform to FAA design and performance specifications, the purchase of which was assisted by a Federal airport-aid program, airport development aid program or airport improvement program grant. The Federal Aviation Administration shall accept such equipment, which shall thereafter be operated and maintained by FAA in accordance with agency criteria.

[SEC. 315. None of the funds in this Act shall be available to award a multiyear contract for production end items that: (1) includes economic order quantity or long lead time material procurement in excess of \$10,000,000 in any 1 year of the contract; (2) includes a cancellation charge greater than \$10,000,000 which at the time of obligation has not been appropriated to the limits of the Government's liability; or (3) includes a requirement that permits performance under the contract during the second and subsequent years of the contract without conditioning such performance upon the appropriation of funds: *Provided*, That this limitation does not apply to a contract in which the Federal Government incurs no financial liability from not buying additional systems, subsystems, or components beyond the basic contract requirements.]

SEC. [316] 311. Notwithstanding any other provision of law, and except for fixed guideway modernization projects, funds made available by this Act under "Federal Transit Administration, Capital investment grants" for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, [2003] 2004, and other recoveries, shall be made available for other projects under 49 U.S.C. 5309.

SEC. [317] 312. Notwithstanding any other provision of law, any funds appropriated before October 1, [2000] 2001, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure may be transferred to and administered under the most recent appropriation heading for any such section.

[SEC. 318. None of the funds in this Act may be used to compensate in excess of 335 technical staff-years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 2001.]

SEC. [319] 313. Funds received by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration's "Federal-Aid Highways" account, the Federal Transit Administration's "Transit Planning and Research" account, and to the Federal Railroad Administration's "Safety and Operations" account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

[SEC. 320. None of the funds in this Act shall be available to prepare, propose, or promulgate any regulations pursuant to title V of the Motor Vehicle Information and Cost Savings Act (49 U.S.C. 32901 et seq.) prescribing corporate average fuel economy standards for automobiles, as defined in such title, in any model year that differs from standards promulgated for such automobiles prior to the enactment of this section.]

SEC. [321] 314. Funds made available for Alaska or Hawaii ferry boats or ferry terminal facilities pursuant to 49 U.S.C. 5309(m)(2)(B) may be used to construct new vessels and facilities, or to improve existing vessels and facilities, including both the passenger and vehicle-related elements of such vessels and facilities, and for repair facilities: *Provided*, That not more than \$3,000,000 of the funds made available pursuant to 49 U.S.C. 5309(m)(2)(B) may be used by the State of Hawaii to initiate and operate a passenger ferryboat services demonstration project to test the viability of different intra-island and inter-island ferry routes.]

SEC. [322] 315. Notwithstanding 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to 49 U.S.C. 111 may be credited to the Federal-aid highways account for the purpose of reimbursing the Bureau for such expenses: *Provided*, That such funds shall be subject to the obligation limitation for Federal-aid highways and highway safety construction.]

[SEC. 323. None of the funds in this Act may be obligated or expended for employee training which: (a) does not meet identified needs for knowledge, skills and abilities bearing directly upon the performance of official duties; (b) contains elements likely to induce high levels of emotional response or psychological stress in some participants; (c) does not require prior employee notification of the content and methods to be used in the training and written end of course evaluations; (d) contains any methods or content associated with religious or quasi-religious belief systems or "new age" belief systems as defined in Equal Employment Opportunity Commission Notice N-915.022, dated September 2, 1988; (e) is offensive to, or designed to change, participants' personal values or lifestyle outside the workplace; or (f) includes content related to human immunodeficiency virus/acquired immune deficiency syndrome (HIV/AIDS) other than that necessary to make employees more aware of the medical ramifications of HIV/AIDS and the workplace rights of HIV-positive employees.]

[SEC. 324. None of the funds in this Act shall, in the absence of express authorization by Congress, be used directly or indirectly to pay for any personal service, advertisement, telegraph, telephone, letter, printed or written material, radio, television, video presentation, electronic communications, or other device, intended or designed to influence in any manner a Member of Congress or of a State legislature to favor or oppose by vote or otherwise, any legislation or appropriation by Congress or a State legislature after the introduction of any bill or resolution in Congress proposing such legislation or appropriation, or after the introduction of any bill or resolution in a State legislature proposing such legislation or appropriation: *Provided*, That this shall not prevent officers or employees of the Department of Transportation or related agencies funded in this Act from communicating to Members of Congress or to Congress, on the request of any Member, or to members of State legislature, or to a State legislature, through the proper official channels, requests for legislation or appropriations which they deem necessary for the efficient conduct of business.]

[SEC. 325. (a) IN GENERAL.—None of the funds made available in this Act may be expended by an entity unless the entity agrees that in expending the funds the entity will comply with the Buy American Act (41 U.S.C. 10a-10c).

(b) SENSE OF THE CONGRESS; REQUIREMENT REGARDING NOTICE.—

(1) PURCHASE OF AMERICAN-MADE EQUIPMENT AND PRODUCTS.—

In the case of any equipment or product that may be authorized to be purchased with financial assistance provided using funds made available in this Act, it is the sense of the Congress that entities receiving the assistance should, in expending the assistance, purchase only American-made equipment and products to the greatest extent practicable.

(2) NOTICE TO RECIPIENTS OF ASSISTANCE.—In providing financial assistance using funds made available in this Act, the head of each Federal agency shall provide to each recipient of the assistance a notice describing the statement made in paragraph (1) by the Congress.

(c) PROHIBITION OF CONTRACTS WITH PERSONS FALSELY LABELING PRODUCTS AS MADE IN AMERICA.—If it has been finally determined by a court or Federal agency that any person intentionally affixed a label bearing a “Made in America” inscription, or any inscription with the same meaning, to any product sold in or shipped to the United States that is not made in the United States, the person shall be ineligible to receive any contract or subcontract made with funds made available in this Act, pursuant to the debarment, suspension, and ineligibility procedures described in sections 9.400 through 9.409 of title 48, Code of Federal Regulations.]

[SEC. 326. In addition to the funds limited in this Act, \$54,963,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account), shall be available for section 1069(y) of Public Law 102–240.]

SEC. [327] 316. Rebates, refunds, incentive payments, minor fees and other funds received by the Department from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department and allocated to elements of the Department using fair and equitable criteria and such funds shall be available until December 31, [2001] 2002.

[SEC. 328. Notwithstanding any other provision of law, rule or regulation, the Secretary of Transportation is authorized to allow the issuer of any preferred stock heretofore sold to the Department to redeem or repurchase such stock upon the payment to the Department of an amount determined by the Secretary.]

SEC. [329] 317. For necessary expenses of the Amtrak Reform Council authorized under section 203 of Public Law 105–134, [\$750,000] \$785,000, to remain available until September 30, [2002: *Provided*, That the duties of the Amtrak Reform Council described in section 203(g)(1) of Public Law 105–134 shall include the identification of Amtrak routes which are candidates for closure or realignment, based on performance rankings developed by Amtrak which incorporate information on each route’s fully allocated costs and ridership on core intercity passenger service, and which assume, for purposes of closure or realignment candidate identification, that Federal subsidies for Amtrak will decline over the 4-year period from fiscal year 1999 to fiscal year 2002: *Provided further*, That these closure or realignment recommendations shall be included in the Amtrak Reform Council’s annual report to the Congress required by section 203(h) of Public Law 105–134] 2003.

[SEC. 330. Item number 1473 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 311) is amended by striking “Stony” and inserting “Commerce”.]

[SEC. 331. None of the funds in this Act may be used to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than three full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling \$1,000,000 or more is announced by the department or its modal administrations from: (1) any discretionary grant program of the Federal Highway Administration other than the emergency relief program; (2) the airport improvement program of the Federal Aviation Administration; or (3) any program of the Federal Transit Administration other than the formula grants and fixed guideway modernization programs: *Provided*, That no notification shall involve funds that are not available for obligation.]

[SEC. 332. Of the funds provided for fiscal year 2001 in section 232 of the Miscellaneous Appropriations Act, 2000, as enacted by section 1000(a)(5) of the Consolidated Appropriations Act, 2000, \$20,000,000 shall be available only for fire and life safety improvements to enable the James A. Farley Post Office in New York City to be used as a train station and commercial center.]

[SEC. 333. None of the funds in this Act shall be available for planning, design, or construction of a light rail system in Houston, Texas.]

[SEC. 334. Section 3030(b) of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by adding at the end the following:

“(72) Wilmington Downtown transit corridor.

“(73) Honolulu Bus Rapid Transit project.”.]

[SEC. 335. None of the funds appropriated or made available by this Act or any other Act shall be used (1) to adopt any proposed rule or proposed amendment to a rule contained in the Notice of Proposed Rulemaking issued on April 24, 2000 (Docket No. FMCSA–97–2350–953), (2) to adopt any rule or amendment to a rule similar in substance to a proposed rule or proposed amendment to a rule contained in such Notice, or (3) if any such proposed rule or proposed amendment to a rule has been adopted prior to enactment of this section, to enforce such rule or amendment to a rule: *Provided*, That nothing in this section shall apply to issuing and proceeding, through all stages of rulemaking other than adoption of a final rule, under subchapter II of chapter 5 of title 5, United States Code on a supplemental notice of proposed rulemaking to be issued in Docket No. FMCSA–97–2350–953 that contains proposed rules and proposed amendments to rules that take appropriate account of the information received for filing in the docket on the Notice of Proposed Rulemaking (Docket No. FMCSA–97–2350–953).]

[SEC. 336. Section 3038(e) of Public Law 105–178 is amended by striking “50” and inserting “90”.]

[SEC. 337. Item number 273 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by striking “Reconstruct I–235 and improve the interchange for access to the MLKing Parkway.” and inserting “Construction of the north-south segments of the Martin Luther King Jr. Parkway in Des Moines.”.]

[SEC. 338. Item number 328 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by inserting before “of” the following: “or construction”.]

[SEC. 339. Section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 256) is amended—

(1) by striking item number 63, relating to Ohio; and

(2) in item number 186, relating to Ohio, by striking “3.75” and inserting “7.5”.]

[SEC. 340. (a) Of the funds apportioned to the Commonwealth of Massachusetts under each of subsections (b)(1), (b)(2), (b)(3), and (b)(4) of section 104 and section 105 of title 23, United States Code, the Secretary shall withhold obligation of Federal funds and all project approvals for the Central Artery/Tunnel project in fiscal year 2001 and each fiscal year thereafter unless the Secretary of the Department of Transportation determines that the Commonwealth meets each of the following criteria:

(1) The Commonwealth is in full compliance with the partnership agreement that was executed on June 22, 2000, between the Federal Highway Administration, the Massachusetts Turnpike Authority, the Massachusetts Highway Department, and the Massachusetts Executive Office of Transportation and Construction.

(2) The Commonwealth is in full compliance with the balanced statewide program memorandum of understanding entered into by the Massachusetts Highway Department, the Executive Office of Transportation and Construction, and metropolitan planning organizations in the Commonwealth of Massachusetts.

(3) The Commonwealth of Massachusetts shall spend no less than \$400,000,000 each year for construction activities and specific transportation projects as defined in the Balanced Statewide Program Memorandum of Understanding on projects other than the Central Artery/Tunnel project.

(b) After June 22, 2000, the Secretary of Transportation shall not approve new net advance construction for the Central Artery/Tunnel project in an amount greater than \$222,000,000 and no conversion of advance construction to obligation authority shall cause the Federal share of funding for the Central Artery/Tunnel project to exceed \$8,549,000,000.

(c) Of the funds apportioned to the Commonwealth of Massachusetts under each of subsections (b)(1), (b)(2), (b)(3), and (b)(4) of section 104 and section 105 of title 23, United States Code, the Secretary shall withhold obligation of Federal funds and all project approvals for the Central Artery/Tunnel project in fiscal year 2001 and each fiscal year thereafter until the Inspector General of the Department of Transportation finds the annual update of the Central Artery/

(INCLUDING TRANSFERS OF FUNDS)—Continued

Tunnel project finance plan consistent with Federal Highway Administration financial plan guidance and the Secretary of the Department of Transportation approves the annual update of the finance plan, except for fiscal year 2001 when approval of the annual update of the finance plan will not be required until December 1, 2000.

(d) Total Federal contributions to the Central Artery/Tunnel project shall not exceed \$8,549,000,000.

(e) Should the Secretary withhold Federal funds apportioned to the Commonwealth of Massachusetts under subsections (b)(1), (b)(2), (b)(3), and (b)(4) of section 104 and section 105 of title 23, United States Code, for the Central Artery/Tunnel project in any fiscal year for noncompliance with this section, such funds shall be available to the Commonwealth of Massachusetts for projects other than the Central Artery/Tunnel project in that fiscal year.

(f) This section shall be in effect for each fiscal year in which any Federal funds are made available to construct the Central Artery/Tunnel project in Boston, Massachusetts.

(g) Notwithstanding the foregoing provisions of this section to the contrary, the Secretary is authorized to approve conversion of advance construction to obligation authority and otherwise make Federal funds available to the Commonwealth of Massachusetts without regard to the requirements of this section, other than subsection (d), if and only if to the extent necessary, as evidenced by a certificate of the Secretary of Administration and Finance of the Commonwealth of Massachusetts satisfactory to the Secretary, to enable the Commonwealth of Massachusetts to pay all or any portion of the principal amount of notes issued by the Commonwealth of Massachusetts pursuant to section 9 through 10D of chapter 11 of the Massachusetts acts of 1997, as amended, to finance costs of the Central Artery/Tunnel project in anticipation of the receipts of Federal funds: *Provided*, That no funds derived from the sale of grant anticipation notes shall be used to exceed the caps described in subsections (b) and (d).]

[SEC. 341. Section 3027(c)(3) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5307 note; 112 Stat. 2681–477), relating to services for elderly and persons with disabilities, is amended by striking “\$1,000,000” and inserting “\$1,444,000”.]

[SEC. 342. Notwithstanding any other provision of law, unobligated balances from section 149(a)(45) and section 149(a)(63) of Public Law 100–17 and the Ebsburg Bypass Demonstration Project of Public Law 101–164 may be used for improvements along Route 56 in Cambria County, Pennsylvania, including the construction of a parking facility in the vicinity.]

[SEC. 343. None of the funds in this Act shall be used for the planning, development, or construction of California State Route 710 freeway extension project through South Pasadena, California.]

[SEC. 344. None of the funds made available in this Act may be used for engineering work related to an additional runway at New Orleans International Airport.]

[SEC. 345. Notwithstanding any other provision of law, up to \$800,000 of unobligation balances from capital investment grants available for Fayette County, Pennsylvania intermodal facilities and buses in the Department of Transportation and Related Agencies Appropriations Act, 1999 (Public Law 105–277) and the Department of Transportation and Related Agencies Appropriations Act, 2000 (Public Law 106–69) may be made available for an intermodal parking facility in Cambria County, Pennsylvania.]

SEC. [346] 318. None of the funds appropriated by this Act shall be used to propose or issue rules, regulations, decrees, or orders for the purpose of implementation, or in preparation for implementation, of the Kyoto Protocol which was adopted on December 11, 1997, in Kyoto, Japan at the Third Conference of the Parties to the United Nations Framework Convention on Climate Change, which has not been submitted to the Senate for advice and consent to ratification pursuant to article II, section 2, clause 2, of the United States Constitution, and which has not entered into force pursuant to article 25 of the Protocol.

[SEC. 347. None of the funds appropriated by this Act or any other Act shall be used to pay the salaries and expenses of personnel who prepare or submit appropriations language as part of the President's Budget submission to the Congress of the United States for programs under the jurisdiction of the Appropriations Subcommittees on Department of Transportation and Related Agencies that assumes revenues or reflects reductions from the previous year due to user fee proposals that have not been enacted into law prior to the submission of the budget unless such budget submission identifies which

additional spending reductions should occur in the event the user fee proposals are not enacted prior to the date of the convening of a committee of conference for the fiscal year 2002 appropriations Act.]

[SEC. 348. In addition to the authority provided in section 636 of the Treasury, Postal Service, and General Government Appropriations Act, 1997, as included in Public Law 104–208, title I, section 101(f), as amended, beginning in fiscal year 2001 and thereafter, amounts appropriated for salaries and expenses for the Department of Transportation may be used to reimburse an employee whose position is that of safety inspector for not to exceed one-half the costs incurred by such employee for professional liability insurance. Any payment under this section shall be contingent upon the submission of such information or documentation as the Department may require.]

[SEC. 349. None of the funds in this Act shall be used to pursue or adopt guidelines or regulations requiring airport sponsors to provide to the Federal Aviation Administration without cost building construction, maintenance, utilities and expenses, or space in airport sponsor-owned buildings for services relating to air traffic control, air navigation or weather reporting. The prohibition of funds in this section does not apply to negotiations between the Agency and airport sponsors to achieve agreement on “below-market” rates for these items or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.]

[SEC. 350. None of the funds provided in this Act or prior Appropriations Acts for Coast Guard “Acquisition, construction, and improvements” shall be available after the fifteenth day of any quarter of any fiscal year beginning after December 31, 2000, unless the Commandant of the Coast Guard first submits a quarterly report to the House and Senate Committees on Appropriations on all major Coast Guard acquisition projects including projects executed for the Coast Guard by the United States Navy and vessel traffic service projects: *Provided*, That such reports shall include an acquisition schedule, estimated current and year funding requirements, and a schedule of anticipated obligations and outlays for each major acquisition project: *Provided further*, That such reports shall rate on a relative scale the cost risk, schedule risk, and technical risk associated with each acquisition project and include a table detailing unobligated balances to date and anticipated unobligated balances at the close of the fiscal year and the close of the following fiscal year should the Administration's pending budget request for the acquisition, construction, and improvements account be fully funded: *Provided further*, That such reports shall also provide abbreviated information on the status of shore facility construction and renovation projects: *Provided further*, That all information submitted in such reports shall be current as of the last day of the preceding quarter.]

[SEC. 351. Notwithstanding any other provision of law, beginning in fiscal year 2004, the Secretary shall withhold 2 percent of the amount required to be apportioned for Federal-aid highways to any State under each of paragraphs (1), (3), and (4) of section 104(b) of title 23, United States Code, if a State has not enacted and is not enforcing a provision described in section 163(a) of chapter 1 of title 23, United States Code, in fiscal year 2005, the Secretary shall withhold 4 percent of the amount required to be apportioned for Federal-aid highways to any State under each of paragraphs (1), (3), and (4) of section 104(b) of title 23, United States Code, if a State has not enacted and is not enforcing a provision described in section 163(a) of title 23, United States Code; in fiscal year 2006, the Secretary shall withhold 6 percent of the amount required to be apportioned for Federal-aid highways to any State under each of paragraphs (1), (3), and (4) of section 104(b) of title 23, United States Code, if a State has not enacted and is not enforcing a provision described in section 163(a) of title 23, United States Code; and beginning in fiscal year 2007, and in each fiscal year thereafter, the Secretary shall withhold 8 percent of the amount required to be apportioned for Federal-aid highways to any State under each of paragraphs (1), (3), and (4) of section 104(b) of title 23, United States Code, if a State has not enacted and is not enforcing a provision described in section 163(a) of title 23, United States Code. If within four years from the date the apportionment for any State is reduced in accordance with this section the Secretary determines that such State has enacted and is enforcing a provision described in section 163(a) of chapter 1 of title 23, United States Code, the apportionment of such State shall be increased by an amount equal to such reduction. If at the end of such four-year period, any State has not enacted and is not enforcing a provision described in section

163(a) of title 23, United States Code, any amounts so withheld shall lapse.]

[SEC. 352. (a) IN GENERAL.—Notwithstanding any other provision of law, including the Surplus Property Act of 1944 (58 Stat. 765, chapter 479; 50 U.S.C. App. 1622 et seq.), the Secretary of Transportation (or the appropriate Federal officer) may waive, without charge, any of the terms contained in any deed of conveyance described in subsection (b) that restrict the use of any land described in such a deed that, as of the date of enactment of this Act, is not being used for the operation of an airport or for air traffic. A waiver made under the preceding sentence shall be deemed to be consistent with the requirements of section 47153 of title 49, United States Code.

(b) DEED OF CONVEYANCE.—A deed of conveyance referred to in subsection (a) is a deed of conveyance issued by the United States before the date of enactment of this Act for the conveyance of lands to a public institution of higher education in Oklahoma.

(c) USE OF LANDS SUBJECT TO WAIVER.—

(1) IN GENERAL.—Notwithstanding any other provision of law, the lands subject to a waiver under subsection (a) shall not be subject to any term, condition, reservation, or restriction that would otherwise apply to that land as a result of the conveyance of that land by the United States to the institution of higher education.

(2) USE OF LANDS.—An institution of higher education that is issued a waiver under subsection (a) may use revenues derived from the use, operation, or disposal of that land only for weather-related and educational purposes that include benefits for aviation.

(d) GRANTS.—

(1) IN GENERAL.—Notwithstanding any other provision of law, if an institution of higher education that is subject to a waiver under subsection (a) received financial assistance in the form of a grant from the Federal Aviation Administration or a predecessor agency before the date of enactment of this Act, then the Secretary of Transportation may waive the repayment of the outstanding amount of any grant that the institution of higher education would otherwise be required to pay.

(2) ELIGIBILITY TO RECEIVE SUBSEQUENT GRANTS.—Nothing in paragraph (1) shall affect the eligibility of an institution of higher education that is subject to that paragraph from receiving grants from the Secretary of Transportation under chapter 471 of title 49, United States Code, or under any other provision of law relating to financial assistance provided through the Federal Aviation Administration.]

[SEC. 353. The table contained in section 1602 of the Transportation Equity Act for the 21st Century is amended in item 1006 (112 Stat. 294) by striking “Extend NW 86th Street from NW 70th Street” and inserting “Construct a road from State Highway 141”.]

[SEC. 354. For the purpose of constructing an underpass to improve access and enhance highway/rail safety and economic development along Star Landing Road in DeSoto County, Mississippi, the State of Mississippi may use funds previously allocated to it under the transportation enhancements program, if available.]

[SEC. 355. Section 1214 of Public Law 105–178, as amended, is further amended by adding a new subsection to read as follows: “(s) Notwithstanding section 117 (c) of title 23, United States Code, for project number 1646 in section 1602 of Public Law 105–178, the non-Federal share of the project may be funded by Federal funds from an agency or agencies not part of the United States Department of Transportation.”.]

[SEC. 356. Hereafter, the New Jersey Transit commuter rail station to be located at the intersection of the Main/Bergen line and the Northeast Corridor line in the State of New Jersey shall be known and designated as the “Frank R. Lautenberg Station”: *Provided*, That the Secretary of Transportation shall ensure that any and all applicable reference in law, map, regulation, documentation, and all appropriate signage shall make reference to the “Frank R. Lautenberg Station”.]

[SEC. 357. None of the funds in this Act may be available for the planning, development or construction of a multi-lane, limited access expressway at section 800, Pennsylvania Route 202 in Bucks County, Pennsylvania.]

[SEC. 358. Item 131 in the table under “Federal Transit Administration, Capital investment grants” in Public Law 106–69 is amended by adding after “buses” the following: “, bus-related equipment and bus facilities”.]

[SEC. 359. Each executive agency shall establish a policy under which eligible employees of the agency may participate in telecommuting to the maximum extent possible without diminished employee performance. Not later than 6 months after the date of the enactment

of this Act, the Director of the Office of Personnel Management shall provide that the requirements of this section are applied to 25 percent of the Federal workforce, and to an additional 25 percent of such workforce each year thereafter.]

[SEC. 360. Notwithstanding any other provision of law, new fixed guideway system funds available for the Jackson, Mississippi, Intermodal Corridor in the Department of Transportation and Related Agencies Appropriations Act, 1998, Public Law 105–66, may be made available for obligation during this fiscal year for studies to evaluate and define transportation alternatives for this project, including an intermodal facility at Jackson International Airport, and for related preliminary engineering, final design or construction.]

[SEC. 361. Notwithstanding any other provision of law, up to \$499,000 of the funds made available in item 760 of section 1602 of the Transportation Equity Act for the 21st Century shall be available for corridor planning studies between western Baldwin County and Mobile Municipal Airport.]

[SEC. 362. Item number 78 in section 1107(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240) is amended by inserting “Akron Innerbelt (State Route 59) corridor, Broadway viaduct replacement, and High Street viaduct replacement,” after “extension.”.]

[SEC. 363. Section 117(c) of title 23, United States Code, is amended by inserting before the period at the end the following: “; except that the Federal share on account of the project to be carried out under item 1419 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 309), relating to reconstruction of a road and causeway in Shiloh Military Park in Hardin County, Tennessee, shall be 100 percent of the total cost thereof”.]

[SEC. 364. Section 30118 of title 49, United States Code, is amended—

(1) in subsections (a), (b)(1), and (c), by inserting “, original equipment,” before “or replacement equipment” each place it appears; and

(2) in subsection (c)—

(A) by redesignating paragraphs (1) and (2) as subparagraphs (A) and (B), respectively, and indenting appropriately;

(B) by striking “A manufacturer” and inserting the following: “(1) IN GENERAL.—A manufacturer”; and

(C) by adding at the end the following:

“(2) DUTY OF MANUFACTURERS.—For the purposes of paragraph (1), a manufacturer of a motor vehicle, original equipment, or replacement equipment shall have a duty to review and consider information, including information received from any foreign source, to learn whether the vehicle or equipment contains a defect or does not comply with an applicable motor vehicle safety standard.”.]

[SEC. 365. Funds appropriated to the Federal Transit Administration under the heading “Transit planning and research” for international activities in Public Law 106–69 shall be transferred to and administered by the Agency for International Development for transportation needs in the frontline states to the Kosovo conflict, as determined to be appropriate by the Administrator of the Agency for International Development.]

[SEC. 366. Under the heading “Discretionary Grants” in Public Law 105–66, “\$4,000,000 for the Salt Lake City regional commuter system project,” is amended to read “\$4,000,000 for the transit and other transportation-related portions of the Salt Lake City regional commuter system and Gateway intermodal terminal.”.]

[SEC. 367. Of the amounts to be made available in fiscal year 2001 under section 1404 (safety incentives to prevent operation of motor vehicles by intoxicated persons) of Public Law 105–178, \$2,492,121 shall be made available to the Commonwealth of Kentucky for adopting a 0.08 blood alcohol content standard. Thereafter the remaining funds shall be distributed by formula to the eligible states, including Kentucky.]

[SEC. 368. Notwithstanding any other provision of law, the Secretary of Transportation shall waive repayment of any Federal-aid highway funds expended by the City of Spokane, Washington on the Lincoln Street Bridge Project.]

[SEC. 369. Items 218 and 219 in the table under “Federal Transit Administration, Capital investment grants” in Division A, section 101(g) of Public Law 105–277 and items 222 and 223 in the table under “Federal Transit Administration, Capital investment grants” in Public Law 106–69 are amended by inserting “and bus and bus facilities” at the end of each item.]

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【SEC. 370. Item number 6 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105-178) is amended by inserting after “Kaysville”, “and within the amount provided, \$2,000,000 for repair and reconstruction of the North Ogden Divide Highway”.】

【SEC. 371. Notwithstanding any other provision of law, States may use funds provided in this Act under section 402 of title 23, United States Code, to produce and place highway safety public service messages in television, radio, cinema, and print media, and on the Internet in accordance with guidance issued by the Secretary of Transportation. Any State that uses funds for such public service messages shall submit to the Secretary a report describing and assessing the effectiveness of the messages.】

SEC. [372] 319. Notwithstanding section 402 of the Department of Transportation and Related Agencies Appropriations Act, 1982 (49 U.S.C. 10903 nt), Mohall Railroad, Inc. may abandon track from milepost 5.25 near Granville, North Dakota, to milepost 35.0 at Lansford, North Dakota, and the track so abandoned shall not be counted against the 350-mile limitation contained in that section.

【SEC. 373. Item number 163 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105-178) is amended by inserting before the numeral “which includes the study, design, and construction related to local street improvements needed to complement the extension of Kapkowski Road”.】

【SEC. 374. Item number 331 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 269) is amended by striking “highway access” and inserting “highway and freight rail access”.】

【SEC. 375. For capital costs associated with track relocation, track construction and rehabilitation, highway-rail separation construction activities including right-of-way acquisition and utility relocation, and signal improvements in Muscle Shoals, Tusculumbia, and Sheffield, Alabama, \$5,000,000 to the Alabama Department of Transportation, to remain available until expended: *Provided*, That obligation of federal funds is contingent upon a match of no less than 75 percent from non-federal sources.】

【SEC. 376. For capital costs associated with track acquisition and rehabilitation between Strasburg Junction and Shenandoah Caverns, Virginia, \$1,000,000 to Valley Trains and Tours, to remain available until expended: *Provided*, That the obligation of federal funds is contingent upon an agreement with Norfolk Southern Corporation on track usage and financial support by the Commonwealth of Virginia.】

【SEC. 377. Item 1135 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 298) is amended by striking “Replace Barton Road/M 14 interchange, Ann Arbor” and inserting “Conduct a study of all possible alternatives to the current M-14/Barton Drive interchange in Ann Arbor, including relocation of M-14/U.S. 23 from Maple Road to Plymouth Road, mass transit options, and other means of reducing commuter traffic and improving highway safety”.】

【SEC. 378. Notwithstanding any other provision of law, in addition to amounts made available in this Act or any other Act, the following sums shall be made available from the Highway Trust Fund (other than the Mass Transit Account): \$50,000,000 for the intelligent transportation infrastructure program as authorized by section 5117(b)(3) of Public Law 105-178; \$8,500,000 for construction of, and improvements to, 17th Avenue and 23rd Avenue highway ramps in Denver, Colorado; \$1,000,000 for engineering, construction of, and improvements to, the Cascade Gateway Border Project in Whatcom County, Washington; \$100,000,000 for construction of, and improvements to, Corridor D on the Appalachian development highway system in the State of West Virginia; \$1,500,000 for construction of, and improvements to, the Alameda Corridor-East Gateway to American Trade corridor project, California; \$4,000,000 for construction of, and improvements to, Avenue G viaduct and connector roads in Council Bluffs, Iowa; \$34,100,000 for design and construction of the Birmingham, Alabama Northern Beltline; \$13,500,000 for construction of, and improvements to, US 231 from Bowling Green to Scottsville, Kentucky; \$150,000 for improvements to the Broad Street and Wyckoff Road intersection, including traffic light upgrades, in the Borough of Eatontown, New Jersey; \$12,000,000 for construction of road expansion and improvements to, the Broad Street Parkway in Nashua, New Hampshire; \$10,000,000 to construct interchanges US 281 at FM 2812, FM 162, FM 490, SP 122, and SH 186 in Texas; \$12,500,000 to construct interchanges US 77 at Business 77 North,

FM 3186, FM 490, SP 122, and SP 413 in Texas; \$30,000,000 for construction of, and improvements to, the Cooper River Bridge in South Carolina; \$100,000,000 for construction of, and improvements to, Corridor X on the Appalachian development highway system in the State of Alabama; \$4,000,000 for construction, including related activities, of an interchange at County Highway J and US 10 and to upgrade a segment of US 10 to a four-lane highway in Portage County, Wisconsin; \$5,000,000 for construction, including related activities, of the Craig Road overpass between I-15 and Lossee Road in the City of North Las Vegas, Nevada; \$30,200,000 for construction of, and improvements to, bridges and other projects on the Dalton Highway, Alaska; \$3,200,000 for improvements to Dayton Road in Ames, Iowa; \$15,000,000 for construction of, and improvements to, the Detroit, Michigan Ambassador Bridge Gateway project; \$24,000,000 for construction of, and improvements to, FAST Corridor in Washington; \$10,000,000 for construction of, and improvements to, the Fort Washington Way reconfiguration project, Cincinnati, Ohio; \$35,000,000 for construction of, and improvements to, the Four Bears Bridge in North Dakota; \$50,000,000 for construction of, and improvements to, the Glen Highway/George Parks Highway interchange in Alaska; \$8,000,000 for preliminary design of the Interstate Route 69 Great River Bridge crossing the Mississippi at Bolivar County, Mississippi; \$8,000,000 for reconstruction of, and other improvements to, Halls Mill Road in Freehold Township and Monmouth County, New Jersey; \$4,500,000 for construction of, and improvements to, Hamakua-Hilo corridor road and bridge projects, Hawaii; \$35,000,000 for construction, including related activities, of an extension of Highway 180 from the City of Mendota to I-5 in Fresno County, California; \$10,000,000 to upgrade Highway 36 in Marion County, Missouri, to four-lane divided highway; \$9,750,000 for widening, relocation of, and other improvements to South Carolina Highway 5, including the removal and relocation of municipal utilities, between Interstate 85 in Cherokee County, South Carolina and Interstate 77 in York County, South Carolina; \$10,000,000 for upgrading Highway 60 in Shannon and Carter counties, Missouri, to four-lane divided highway; \$6,400,000 for Hoeven Valley corridor, Sioux City, road, intersection, and rail crossing improvements in Iowa; \$20,000,000 for environmental work, design, and construction of the Hoover Dam bypass four-lane bridge; \$13,500,000 for construction of, and improvements to, I-15 between milepost 0 and milepost 16, from the Utah border to Deep Creek, Idaho; \$10,000,000 for construction of, and improvements to, the I-15 Southbound project, Nevada; \$10,000,000 for construction of, and improvements to, I-195 in Rhode Island; \$6,400,000 for municipality relocation costs for I-235 in Polk County, Iowa; \$12,000,000 for environmental work, preliminary survey and design, and reconstruction of I-35 from Des Moines to Ankeny, Iowa; \$36,000,000 for construction, including related activities, of the I-39/US 51/SH 29 corridor (Wausau Beltline) in and around Wausau, Wisconsin; \$94,000,000 for construction of, and improvements to, I-49 in the State of Arkansas; \$18,400,000 for environmental work, preliminary survey and design of I-69 in Tennessee; \$10,000,000 for construction of, and improvements to, the I-80/US 395 interchange, in Reno, Nevada; \$2,800,000 for border crossing improvements on I-87, in New York; \$8,000,000 for construction of, and improvements to, the I-95 to Transitway access project in Stamford, Connecticut; \$4,000,000 for construction of, and improvements to, U.S. Department of Transportation structure numbered 289-961-H at FAS Route 37 in Illinois; \$250,000 for improvements at the Rosedale Road and Provinceline Road intersection in the Township of Princeton, New Jersey; \$1,200,000 for improvements to County Route 605 in Delaware Township and West Amwell Township Hunterdon County, New Jersey; \$2,500,000 for improvements to the Route 9 and Route 520 intersection in Marlboro Township, New Jersey; \$5,000,000 for improvements to US 73 from State Avenue North to Marxen Road in Wyandotte County, Kansas; \$5,000,000 for installation of sound barriers along the Route 309 Expressway between Limekiln Pike and State Route 63 in Montgomery County, Pennsylvania; \$8,700,000 for construction, including related activities, of a new interchange on I-435 at Donahoo Road in Wyandotte County, Kansas; \$15,000,000 for construction of, and improvements to, the intersection at 27th Street and Airport Road in Billings, Montana; \$5,000,000 for construction of, and improvements to, Kahuku Bridges, Hawaii; \$5,500,000 for construction of, and improvements to, the Kansas Lane Connector Road alignment project in Monroe, Louisiana; \$4,000,000 for construction of, and improvements to, Kekaha, Kauai access roads, Hawaii; \$10,000,000 for planning, environmental work, and preliminary engineering of highway, pedestrian, vehicular, and bicycle access to the John F. Kennedy Center for the Performing

Arts in the District of Columbia; \$2,500,000 for construction of, and improvements to, Kihei Road, Hawaii; \$10,000,000 for Lafayette Street access improvements from the US 202 Dannehower Bridge to the Pennsylvania Turnpike, including extension of Lafayette Street to the Conshohocken Road, intersection improvements and bridge reconstruction, in Norristown, Pennsylvania; \$12,400,000 for widening and overlay/guard rail work on SR 789 between Lander and Hudson, Wyoming; \$500,000 for reconstruction of Lewisville Road in Lawrence Township, New Jersey; \$3,200,000 for construction of, and improvements to, the Martin Luther King, Jr. Bridge in Toledo, Ohio; \$9,300,000 for construction of, and improvements to, the Midtown West intermodal ferry terminal, New York City, New York; \$5,000,000 for construction, including related activities, of an extension of Mississippi Highway 44, including a bridge over the Pearl River, in Lawrence County, Mississippi; \$13,000,000 for construction of, and improvements to, the Missouri River pedestrian crossing in Omaha, Nebraska; \$5,000,000 for the NJCDC Training Facility Project in Paterson, New Jersey; \$16,000,000 for construction of, and improvements to, North Shore Road in Swain County, North Carolina; \$3,500,000 for construction of, and improvements to, the Norwich, Connecticut intermodal facility project; \$1,500,000 for construction of, and improvements to, Padanaram and Little River Road bridge projects in Dartmouth, Massachusetts; \$11,000,000 for reconstruction activities on the Potee Street Bridge in Baltimore, Maryland; \$250,000 for reconstruction of Institute Street, Lockwood Avenue, First Street, Second Street, Third Street, Ford Avenue, Liberty Street and Bond Street in the Borough of Freehold, New Jersey; \$4,200,000 for relocation and related construction activities thereto of MacArthur Boulevard in Oklahoma City, Oklahoma; \$1,200,000 for grade crossing eliminations along Route 17 in Chemung County, New York; \$4,000,000 for construction of, and improvements to, Route 2 between St. Johnsbury, Vermont and the New Hampshire State Line; \$500,000 for improvements to Route 35 at Clinton Avenue and other intersections in the Borough of Eatontown, New Jersey; \$500,000 for Route 35 corridor improvements, including signal upgrades, in the Borough of Eatontown, New Jersey; \$2,600,000 for construction of, and improvements to, the Niangua Bridge on Route 5 in Camden County, Missouri; \$1,000,000 for improvements to Route 641 in Hunterdon County, New Jersey; \$25,000,000 for construction, including related activities, of the Route 7 North bypass in Brookfield, Connecticut; \$6,000,000 for construction of, and improvements to, the Route 9 Bennington Bypass, Vermont; \$5,000,000 for construction of, and improvements to, Saddle Road, Hawaii; \$1,200,000 for reconstruction of School Road East in Marlboro Township, New Jersey; \$29,000,000 for construction of, and improvements to, a Southeast Connector Route between I-90 and SD 79 in South Dakota; \$5,000,000 for improvements, including traffic signal system upgrades, to State Route 99 in Shoreline, Washington; \$500,000 for the Township of Princeton, New Jersey municipal complex road improvements, including improvements to the Valley, Mount Lucas, Terhune and Cherry Hill roadways in the Township of Princeton, New Jersey; \$23,600,000 for construction of, and improvements to, US 12 between Aberdeen and I-29 in South Dakota; \$40,000,000 for construction of, and improvements to, US 19 in Pinellas County, Florida; \$25,000,000 for construction of, and improvements to, US 50 Parkersburg bypass in West Virginia; \$10,000,000 for construction of, and improvements to, US 63 in Jonesboro, Arkansas; \$5,000,000 for construction of, and improvements to, US 101 in Oregon; \$4,000,000 for construction of, and improvements to, US 54 in Kansas; \$100,000,000 for construction of, and improvements to, the US 82 bridge over the Mississippi River at Greenville, Mississippi; \$10,000,000 for construction of, and improvements to, including widening, of US 95 between Laughlin Cutoff and Railroad Pass, Nevada; \$1,000,000 for improvements to the Van Wyck Expressway, Queens County, New York; and \$20,000,000 for widening US 53 from two lanes to four lanes from Minnesota Highway 169 north of Virginia, Minnesota to Cook, Minnesota: *Provided*, That the amounts appropriated in this section shall remain available until expended and shall not be subject to, or computed against, any obligation limitation or contract authority set forth in this Act or any other Act.】

【SEC. 379. (a) Section 412(a) of the Woodrow Wilson Memorial Bridge Authority Act of 1995 (109 Stat. 627; 112 Stat. 159) is amended—

- (1) in paragraph (1)—
 - (A) by striking “There is” and inserting the following:
 - “(A) HIGHWAY TRUST FUND.—There is”; and
 - (B) by adding at the end the following:
 - “(B) GENERAL FUND.—

“(i) IN GENERAL.—In addition to amounts made available under subparagraph (A), there is appropriated to pay the costs described in subparagraph (A) \$600,000,000 for fiscal year 2001.

“(ii) CONDITION.—Notwithstanding any other provision of law, the additional funds made available by clause (i) shall be made available only when 1 or more of the Capital Region jurisdictions accepts conveyance from the Secretary of all right, title, and interest of the United States in and to the new Bridge.

“(iii) MANNER OF USE.—The use of the additional funds made available by clause (i) shall be subject to title 23, United States Code.”;

(2) in paragraph (2)—

(A) by striking “Funds” and inserting “Except as provided in paragraph (3), funds”; and

(B) by striking “this section” and inserting “paragraph (1)(A)”; and

(3) by striking “Code; except that—” and inserting the following: “Code.

“(3) CONDITIONS.—With respect to funds authorized or appropriated by this section—”.

(b) Section 412 of the Woodrow Wilson Memorial Bridge Authority Act of 1995 (109 Stat. 627; 112 Stat. 159) is amended by adding at the end the following:

“(d) LIMITATION ON FEDERAL CONTRIBUTION.—

“(1) IN GENERAL.—Except as provided in paragraph (2), the aggregate of the amounts made available from the Highway Trust Fund and the general fund of the Treasury under this section shall not exceed \$1,500,000,000.

“(2) EXCLUDED AMOUNTS.—Amounts made available for the Project under section 110 of title 23, United States Code, shall be excluded from the limitation established by paragraph (1).”.]

【SEC. 380. Section 5309(g)(4) of title 49 United States Code is amended by inserting “(A)” after “(4)” and by adding at the end the following:

“(B) For fiscal year 2001 and thereafter, the amount equivalent to the last 2 fiscal years of funding authorized under section 5338(b) for new fixed guideway systems and extensions to existing fixed guideway systems referred to in subparagraph (A) shall be the amount equivalent to the last 3 fiscal years of such authorized funding.

“(C) Any increase in the total estimated amount of future obligations of the Government and contingent commitments to incur obligations covered by all outstanding letters of intent, full funding grant agreements, and early systems work agreements as a result of application of subparagraph (B) instead of subparagraph (A) shall be available as follows:

“(1) \$269,100,000 for the Chicago, Illinois Metra commuter rail project, that consists of the following elements: the Kane County extension; the North Central double-tracking project; and the Southwest corridor extension.

“(2) \$565,600,000 for the Chicago Transit Authority project that consists of the following elements: Ravenswood Branch station and line improvements and the Douglas Branch reconstruction project.

“(3) For new fixed guideways and extensions to existing fixed guideway systems other than for projects referred to in paragraphs (1) and (2); except that for fiscal year 2001, such increase under this paragraph shall not be available for allocation by the department or for making future obligations of the Government and contingent commitments until April 1, 2001.

“(D) Of the amount that would be available under subparagraph (A) if subparagraph (B) were not in effect and would have otherwise been allocated by the Federal Transit Administration to those projects referred to in subparagraphs (C)(1) and (C)(2) shall be available as follows:

“(1) \$60,000,000 for the Minneapolis Hiawatha corridor light rail project, which shall be in addition to amounts otherwise allocated under subparagraph (A), for a total of \$334,300,000.

“(2) \$217,800,000 for the Dulles corridor bus rapid transit project, that consists of a light rail extension from the West Falls Church metrorail station to Tysons Corner, Virginia and bus rapid transit from Tysons Corner to the Dulles International Airport.

“(E) Any amount that would be available under subparagraph (A) if subparagraph (B) were not in effect and would have otherwise been allocated by the Federal Transit Administration to those

(INCLUDING TRANSFERS OF FUNDS)—Continued

projects referred to in subparagraphs (C)(1) and (C)(2), shall not be available for allocation by the department or for making future obligations of the Government and contingent commitments until April 1, 2001, except for those projects referred to in subparagraph (D)(1) and (D)(2).

“(F) Future obligations of the Government and contingent commitments made against the contingent commitment authority under section 3032(g)(2) of the Intermodal Surface Transportation Efficiency Act of 1991 for the San Francisco BART to the Airport project for fiscal years 2002, 2003, 2004, 2005 and 2006 shall be charged against section 3032(g)(2) of the Intermodal Surface Transportation Efficiency Act of 1991.

“(G) Any amount that would be available under subparagraph (A) if subparagraph (F) were not in effect and would otherwise have been allocated by the Federal Transit Administration to the project in subparagraph (F) shall not be available for allocation by the department or for making future obligations of the Government and contingent commitments until April 1, 2001.”]

[SEC. 381. Notwithstanding any other provision of law, within one week from the date of enactment of this Act, the Federal Transit Administrator shall sign a Full Funding Grant Agreement for the MOS-2 segment of the New Jersey Urban Core—Hudson Bergen project.]

[SEC. 382. None of the funds appropriated in this or any other Act may be used to adjust the boundary of the Point Retreat Light Station or to otherwise limit the property at the Point Retreat Light Station currently under lease to the Alaska Lighthouse Association: Provided, That any modifications to the boundary of the Point Retreat Light Station made after January 1, 1998 is hereby declared null and void.]

SEC. 320. There may be credited to the Office of the Secretary, “Salaries and Expenses” account funds received in user fees, not to exceed \$5,000,000.

SEC. 321. Beginning in fiscal year 2002 and thereafter, notwithstanding 49 U.S.C. 41742, no essential air service subsidies shall be provided to communities in the United States (except Alaska) that are located fewer than 100 highway miles from the nearest large or medium hub airport, or fewer than 70 highway miles from the nearest small hub airport, or fewer than 50 highway miles from the nearest airport providing scheduled service with jet aircraft; or that require a rate of subsidy per passenger in excess of \$200 unless such point is greater than 210 miles from the nearest large or medium hub airport.

SEC. 322. The Secretary of Transportation shall charge fees for railroad safety under chapter 51 of title 49, U.S.C., and subtitle V, part A of title 49, U.S.C., so as to result in collections in fiscal year 2002 of an estimated \$55,000,000, to be credited to a special fund in the Treasury as offsetting receipts: Provided, That of the amount credited to the special fund, \$41,000,000 shall be transferred to be available for the purposes of the Federal Railroad Administration’s “Safety and Operations” account and \$14,000,000 of such collections shall be transferred to and be available for the purposes of the Federal Railroad Administration’s “Railroad Research and Development” account: Provided further, That the amounts so transferred shall remain available until expended: Provided further, That the amounts appropriated for fiscal year 2002 from the general fund for the “Safety and Operations” and “Railroad and Development” accounts shall be reduced by \$41,000,000 and \$14,000,000, respectively.

SEC. 323. The Secretary of Transportation shall increase fees charged for hazardous material registration and inspection under chapter 51 of title 49, U.S.C. (except sections 5108(g)(2), 5109, 5112, 5115, 5116, and 5119), so as to result in additional collections in fiscal year 2002 of an estimated \$12,000,000 to be credited to a special fund in the Treasury as offsetting receipts: Provided, That the amount credited to the special fund shall be transferred to and be available until expended for the purposes of the Research and Special Program Administration’s “Research and Special Programs” account: Provided further, That the amounts appropriated for fiscal year 2002 from the general fund for the “Research and Special Programs” account shall be reduced by \$12,000,000.

SEC. 324. Beginning in fiscal 2002 and thereafter, the Secretary may use up to 1 percent of the amounts made available to carry out 49 U.S.C. 5309 for oversight activities under 49 U.S.C. 5327.

SEC. 325. The Secretary shall apportion amounts made available for buses and bus facilities under 49 U.S.C. 5309(m)(1)(C) for fiscal

years 2002 and 2003 based on population, and population multiplied by population density, as follows:

(1) 40 percent to urbanized areas with population of 1 million or greater;

(2) 30 percent to urbanized areas with population of 200,000 to 1 million;

(3) 30 percent to states to use in areas under 200,000 in population, including rural areas: Provided, That 50 percent of these funds shall be allocated based on population and population multiplied by population density for areas 50,000 to 200,000 in population, and 50 percent of the funds shall be allocated based on the non-urbanized population of the state.

SEC. 326. Beginning in fiscal year 2002 and thereafter, the Secretary may use funds made available to carry out capital projects under 49 U.S.C. chapter 53 for rail state safety oversight activities.

SEC. 327. Beginning in fiscal year 2002 and thereafter, of the amounts made available under section 3037 of the Transportation Equity Act for the 21st Century, Pub. L. 105-178, 60 percent shall be available for eligible projects in urbanized areas with populations of at least 200,000 (“over 200,000 area”) and 40 percent for eligible projects in areas with populations of less than 200,000 (“under 200,000 area”): Provided, That the Secretary shall apportion the amounts available for eligible projects to the states based on—

(1) the population of eligible low-income persons, as defined in subsection 3037(b)(1), in each state’s over 200,000 area and under 200,000 area relative to the national population of low-income individuals in each of these areas, and

(2) other factors indicating low-income transportation needs as determined by the Secretary.

(b) A state shall solicit applications for grants under section 3037 from qualified entities as defined in subsection 3037(b)(4): Provided, That the state shall select eligible projects in accordance with the terms and conditions, including the selection criteria, identified in section 3037 and any other requirements established by Secretary.

SEC. 328. Beginning in fiscal year 2004 and thereafter, the federal share of section 5309 funds available for new fixed guideway projects under title 49, U.S.C. shall be not more than 50 percent. (Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.)

[GENERAL PROVISIONS—THIS CHAPTER]

[SEC. 1101. Section 5309(g)(4)(D)(2) of title 49, United States Code, is amended by striking “light”.]

[SEC. 1102. Item number 630 of the table contained in section 1602 of the Transportation Act for the 21st Century (112 Stat. 280), relating to Buffalo, New York, is amended by striking “Design and construct Outer Harbor Bridge in Buffalo” and inserting “Transportation infrastructure improvements, Inner Harbor/Redevelopment project, Buffalo”.]

[SEC. 1103. If the State of Arkansas incorporates into the relocation of U.S. Route 71 through Fort Chaffee, Arkansas, land obtained by the State from the Federal Government as a result of the closure of a military installation, the Secretary of Transportation shall credit to the State share of the cost of the relocation the fair market value of such land.]

[SEC. 1104. For an additional amount to enable the Secretary of Transportation to make a grant to the Huntsville International Airport, \$2,500,000, to be derived from the airport and airway trust fund, to remain available until expended.]

[SEC. 1105. Notwithstanding any other provision of law, for necessary expenses for the Southeast Light Rail Extension Project in Dallas, Texas, \$1,000,000, to be derived from the Mass Transit Account of the Highway Trust Fund and to remain available until expended.]

[SEC. 1106. Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032-2033) is amended by striking paragraph (38) and replacing it with the following—

“(38) The Ports-to-Plains Corridor from Laredo, Texas, via I-27 to Denver, Colorado, shall include:

“(A) In the State of Texas the Ports-to-Plains Corridor shall generally follow—

“(i) I-35 from Laredo to United States Route 83 at Exit 18;

“(ii) United States Route 83 from Exit 18 to Carrizo Springs;

“(iii) United States Route 277 from Carrizo Springs to San Angelo;

“(iv) United States Route 87 from San Angelo to Sterling City;

“(v) From Sterling City to Lamesa, the Corridor shall follow United States Route 87 and, the corridor shall also follow Texas Route 158 from Sterling City to I-20, then via I-20 West to Texas Route 349 and, Texas Route 349 from Midland to Lamesa;

“(vi) United States Route 87 from Lamesa to Lubbock;

“(vii) I-27 from Lubbock to Amarillo; and

“(viii) United States Route 287 from Amarillo to Dumas.

“(B) The corridor designation contained in paragraph (A) shall take effect only if the Texas Transportation Commission has not designated the Ports-to-Plains Corridor in Texas by June 30, 2001.”.]

[SEC. 1107. For an additional amount to enable the Secretary of Transportation to make a grant for the Newark-Elizabeth rail link project, New Jersey, \$3,000,000, to be derived from the Mass Transit Account of the Highway Trust Fund and to remain available until expended.]

[SEC. 1108. Section 5309(m)(3)(C) of Title 49 United States Code shall not apply to the funds made available in the Department of Transportation and Related Agencies Appropriations Act, 2001: *Provided*, That notwithstanding any other provision of law, the 14th Street Bridge, Virginia; Chouteau Bridge, Jackson County, Missouri; Clement C. Clay Bridge replacement, Morgan/Madison counties, Alabama; Fairfield-Benton-Kennebec River Bridge, Maine; Florida Memorial Bridge, Florida; Historic Woodrow Wilson Bridge, Mississippi; Missisquoi Bay Bridge, Vermont; Oaklawn Bridge, South Pasadena, California; Pearl Harbor Memorial Bridge replacement, Connecticut; Powell County Bridge, Montana; Santa Clara Bridge, Oxnard, California; Star City Bridge, West Virginia; US 231 Bridge over Tennessee River, Alabama; US 54/US 69 Bridge, Kansas; Waimalu Bridge replacement on I-1, Hawaii; Washington Bridge, Rhode Island are eligible in fiscal year 2001 under section 144(g)(2) of title 23, United States Code: *Provided further*, That section 378 of Public Law 106-346 is amended by inserting after “US 101” the following: “and Interstate 5 Trade Corridor”.]

[SEC. 1109. Notwithstanding any other provision of law, in addition to funds otherwise appropriated in this or any other Act for fiscal year 2001, \$4,000,000 is hereby appropriated from the Highway Trust Fund for Commercial Remote Sensing Products and Spatial Information Technologies under section 5113 of Public Law 105-178, as amended: *Provided*, That such funds are used to study the creation of a new highway right of way south of I-10 along the Mississippi Gulf Coast by relocating the existing railroad right of way out of downtown areas.]

SEC. [1110] 329. Amtrak is authorized to obtain services from the Administrator of General Services, and the Administrator is authorized to provide services to Amtrak, under sections 201(b) and 211(b) of the Federal Property and Administrative Services Act of 1949 (40 U.S.C. 481(b) and 491(b)) for fiscal year 2001 and each fiscal year thereafter until the fiscal year that Amtrak operates without Federal operating grant funds appropriated for its benefit, as required by sections 24101(d) and 24104(a) of title 49, United States Code.

[SEC. 1111. Of the funds made available in the “Alteration of bridges” account of the Department of Transportation and Related Agencies Appropriations Act, 2001 for the Fox River Bridge, \$575,000 shall be transferred by the Secretary of Transportation to the City of Oshkosh for removal of the bridge located at mile point 56.9 of the Fox River in Oshkosh, Wisconsin. The United States shall assume no responsibility for project management relating to removal of the bridge.]

[SEC. 1112. Notwithstanding section 27 of the Merchant Marine Act, 1920 (46 App. U.S.C. 883), section 8 of the Act of June 19, 1886 (46 App. U.S.C. 289), and section 12106 of title 46, United States Code, the Secretary of Transportation may issue a certificate of documentation with appropriate endorsement for employment in the coastwise trade for the following vessels:

(1) M/V WELLS GRAY (State of Alaska registration number AK 9452 N; former Canadian registration number 154661); and

(2) ANNANDALE (United States official number 519434).]

[SEC. 1113. CONVEYANCE OF COAST GUARD PROPERTY IN MIDDLETOWN, CALIFORNIA. (a) AUTHORITY TO CONVEY.—

(1) IN GENERAL.—The Administrator of General Services (in this section referred to as the “Administrator”) may promptly convey to Lake County, California (in this section referred to as the “County”), without consideration, all right, title, and interest of the

United States (subject to subsection (c)) in and to the property described in subsection (b).

(2) IDENTIFICATION OF PROPERTY.—The Administrator, in consultation with the Commandant of the Coast Guard, may identify, describe, and determine the property to be conveyed under this section.

(b) PROPERTY DESCRIBED.—

(1) IN GENERAL.—The property referred to in subsection (a) is such portion of the Coast Guard LORAN Station Middletown as has been reported to the General Services Administration to be excess property, consisting of approximately 733.43 acres, and is comprised of all or part of tracts A-101, A-102, A-104, A-105, A-106, A-107, A-108, and A-111.

(2) SURVEY.—The exact acreage and legal description of the property conveyed under subsection (a), and any easements or rights-of-way reserved by the United States under subsection (c)(1), shall be determined by a survey satisfactory to the Administrator. The cost of the survey shall be borne by the County.

(c) CONDITIONS.—

(1) IN GENERAL.—In making the conveyance under subsection (a), the Administrator shall—

(A) reserve for the United States such existing rights-of-way for access and such easements as are necessary for continued operation of the LORAN station;

(B) preserve other existing easements for public roads and highways, public utilities, irrigation ditches, railroads, and pipelines; and

(C) impose such other restrictions on use of the property conveyed as are necessary to protect the safety, security, and continued operation of the LORAN station.

(2) FIREBREAKS AND FENCE.—(A) The Administrator may not convey any property under this section unless the County and the Commandant of the Coast Guard enter into an agreement with the Administrator under which the County is required, in accordance with design specifications and maintenance standards established by the Commandant—

(i) to establish and construct within 6 months after the date of the conveyance, and thereafter to maintain, firebreaks on the property to be conveyed; and

(ii) construct within 6 months after the date of conveyance, and thereafter maintain, a fence approved by the Commandant along the property line between the property conveyed and adjoining Coast Guard property.

(B) The agreement shall require that—

(i) the County shall pay all costs of establishment, construction, and maintenance of firebreaks under subparagraph (A)(i); and

(ii) the Commandant shall provide all materials needed to construct a fence under subparagraph (A)(ii), and the County shall pay all other costs of construction and maintenance of the fence.

(3) COVENANTS APPURTENANT.—The Administrator shall take actions necessary to render the requirement to establish, construct, and maintain firebreaks and a fence under paragraph (2) and other requirements and conditions under paragraph (1), under the deed conveying the property to the County, covenants that run with the land for the benefit of land retained by the United States.

(d) REVERSIONARY INTEREST.—During the five-year period beginning on the date the Administrator makes the conveyance authorized by subsection (a), the real property conveyed pursuant to this section, at the option of the Administrator, shall revert to the United States and be placed under the administrative control of the Administrator, if—

(1) the County sells, conveys, assigns, exchanges, or encumbers the property conveyed or any part thereof;

(2) the County fails to maintain the property conveyed in a manner consistent with the terms and conditions in subsection (c);

(3) the County conducts any commercial activities at the property conveyed, or any part thereof, without approval of the Secretary; or

(4) at least 30 days before the reversion, the Administrator provides written notice to the owner that the property or any part thereof is needed for national security purposes.]

[SEC. 1114. CONVEYANCE OF COAST GUARD PROPERTY TO TOWN OF NANTUCKET, MASSACHUSETTS. (a) AUTHORITY TO CONVEY.—

(1) IN GENERAL.—Notwithstanding any other law, the Administrator of the General Services Administration (Administrator) or the Commandant of the Coast Guard (Commandant), as appropriate, shall convey to the Town of Nantucket, Massachusetts (Town), without monetary consideration, all right, title, and interest

of the United States of America (United States) in and to a certain parcel of land located in Nantucket, Massachusetts, and part of United States Coast Guard LORAN Station Nantucket, together with any improvements thereon in their then current condition.

(2) IDENTIFICATION OF PROPERTY.—The Administrator or the Commandant, as appropriate, shall identify, describe, and determine the property to be conveyed under this section. The Town shall bear all monetary costs associated with any survey required to describe the property to be conveyed under this section and any easements reserved by the United States under subsection (b)(1).

(b) TERMS AND CONDITIONS OF CONVEYANCE.—

(1) The conveyance of property under this section shall be made subject to any terms and conditions the Administrator or the Commandant, as appropriate, considers necessary, including the reservation of easements and other rights on behalf of the United States, to ensure that—

(A) there is reserved to the United States the right to remove, relocate, or replace any aid to navigation located upon, or install or construct any aid to navigation upon, property conveyed under this section as may be necessary for navigational purposes;

(B) the United States shall have the right to enter property conveyed under this section at any time, without notice, for purposes of operating, maintaining, and inspecting any aid to navigation and for the purposes of exercising any of the rights set forth in paragraph (1)(A) of this subsection; and

(C) the Town shall not interfere or allow interference, in any manner, with any aid to navigation, whether located upon the property conveyed under this section or upon any portion of LORAN Station Nantucket retained by the United States, nor hinder activities required for the inspection, operation, and maintenance of any such aid to navigation without the Commandant's express written permission.

(2) The Town shall not convey, assign, exchange, or in any way encumber the property conveyed under this section, unless approved by the Administrator.

(3) The Town shall not conduct any commercial activities at or upon the property conveyed under this section, unless approved by the Administrator.

(4) The Town shall not be required to maintain any active aid to navigation associated with the property conveyed under this section except for private aids to navigation permitted under 14 U.S.C. § 83.

(5) The United States shall not convey any property under this section, nor grant any real property license under subsection (d), until the Town enters into an agreement with the United States to relocate the Coast Guard receiving antenna and associated equipment, as identified by the Commandant, at the Town's sole cost and expense, and subject to the Commandant's design specifications, project schedule, and final project approval.

(6) The United States shall not convey any property under this section, nor grant any real property license under subsection (d), until the Town enters into an agreement with the United States that provides that the Town will immediately cease construction or operation of the waste water treatment facility upon notification by the Commandant that the Town's construction or operation of the facility interferes with any Coast Guard aid to navigation. The agreement shall provide that construction or operation shall not be resumed until the conditions causing the interference are corrected, and the Commandant authorizes the construction or operation to resume.

(7) All conditions placed with the deed of title shall be construed as covenants running with the land.

(c) REVERSIONARY INTEREST.—In addition to any term or condition established pursuant to this section, the conveyance of property under this section shall include a condition that the property conveyed, at the option of the Administrator, shall revert to the United States and be placed under the administrative control of the Administrator, if—

(1) the Town conveys, assigns, exchanges, or in any manner encumbers the property conveyed for consideration, unless otherwise approved by the Administrator;

(2) the Town conducts any commercial activities at or upon the property conveyed, unless otherwise approved by the Administrator;

(3) the Town interferes or allows interference, in any manner, with any aid to navigation, whether located upon the property conveyed under this section or upon any portion of LORAN Station Nantucket retained by the United States, nor hinder activities re-

quired for the inspection, operation, and maintenance of any such aid to navigation without the Commandant's express written permission; or

(4) at least 30 days before the reversion, the Administrator provides written notice to the grantee that property conveyed under this section, or any portion thereof, is needed for national security purposes.

(d) REAL PROPERTY LICENSE.—Prior to the conveyance of any property under this section, the Commandant may grant a real property license to the Town for the purpose of allowing the Town to enter upon LORAN Station Nantucket and commence construction of a waste water treatment facility and for other site preparation activities.

(e) DEFINITIONS.—For purposes of this section:

(1) AID TO NAVIGATION.—The term "aid to navigation" means equipment used for navigation purposes, including but not limited to, a light, antenna, sound signal, electronic and radio navigation equipment and signals, cameras, sensors, or other equipment operated or maintained by the United States.

(2) TOWN.—The term "Town" includes the successors and assigns of the Town of Nantucket, Massachusetts.]

[SEC. 1115. CONVEYANCE OF PLUM ISLAND LIGHTHOUSE, NEWBURYPORT, MASSACHUSETTS. (a) AUTHORITY TO CONVEY.—

(1) IN GENERAL.—Notwithstanding any other law, the Administrator of the General Services Administration (Administrator) or the Commandant of the Coast Guard (Commandant), as appropriate, shall convey to the City of Newburyport, Massachusetts (City), without monetary consideration, all right, title, and interest of the United States of America (United States) in and to two certain parcels of land upon which the Plum Island Boat House and the Plum Island Lighthouse (also known as the Newburyport Harbor Light), are situated, respectively, located in Essex County, Massachusetts, together with any improvements thereon in their then current condition.

(2) IDENTIFICATION OF PROPERTY.—The Administrator or the Commandant, as appropriate, shall identify, describe, and determine the property to be conveyed under this section, including the right to retain all right, title, and interest of the United States to any portion of either parcel described in paragraph (a)(1) of this section. The Administrator or Commandant, as appropriate, may retain all right, title, and interest of the United States in and to any historical artifact, including any lens or lantern, that is associated with and located at the property conveyed under this section at the time of conveyance. Artifacts associated with, but not located at, the property conveyed under this section at the time of conveyance, shall remain the personal property of the United States under the administrative control of the Commandant. No submerged lands shall be conveyed under this section.

(b) TERMS AND CONDITIONS OF CONVEYANCE.—

(1) The conveyance of property under this section shall be made subject to any terms and conditions the Administrator or the Commandant, as appropriate, considers necessary, including but not limited to, the reservation of easements and other rights on behalf of the United States, to ensure that—

(A) the aids to navigation located at property conveyed under this section shall remain the personal property of the United States and continue to be operated and maintained by the United States for as long as needed for navigational purposes;

(B) there is reserved to the United States the right to remove, relocate, or replace any aid to navigation located upon, or install or construct any aid to navigation upon, property conveyed under this section as may be necessary for navigational purposes;

(C) the United States shall have the right to enter property conveyed under this section at any time, without notice, for purposes of operating, maintaining, and inspecting any aid to navigation, for the purposes of exercising any of the rights set forth in paragraph (1)(B) of this subsection, and for the purposes of ingress and egress to any land retained by the United States; and

(D) the City shall not, without the Commandant's express written permission, interfere or allow interference, in any manner, with any aid to navigation, nor hinder activities required

(i) for the inspection, operation, and maintenance of any aid to navigation; or

(ii) for the exercise of any of the rights set forth in paragraph (1)(B) of this subsection.

(2) The City shall, at its own cost and expense, maintain the property conveyed under this section in a proper, substantial, and workmanlike manner.

(3) The City shall ensure that the property conveyed is available and accessible to the public, on a reasonable basis for educational, park, recreational, cultural, historic preservation or similar purposes.

(4) The City shall not be required to maintain any active aid to navigation associated with the property conveyed under this section except for private aids to navigation permitted under 14 U.S.C. § 83.

(5) All conditions placed with the deed of title for property conveyed under this section shall be construed as covenants running with the land.

(6) The Administrator or the Commandant, as appropriate, may require such additional terms and conditions with respect to the conveyance of property under this section, as the Administrator or the Commandant considers appropriate to protect the interests of the United States.

(c) REVERSIONARY INTEREST.—In addition to any term or condition established pursuant to this section, any property conveyed under this section, at the option of the Administrator, shall revert to the United States and be placed under the administrative control of the Administrator, if—

(1) the property conveyed under this section, or any part thereof, ceases to be maintained in a manner that ensures its present or future use as a site for an aid to navigation as determined by the Commandant;

(2) the property conveyed under this section, or any part thereof, ceases to be available and accessible to the public, on a reasonable basis, for educational, park, recreational, cultural, historic preservation or similar purposes; or

(3) at least 30 days before the reversion, the Administrator provides written notice to the grantee that property conveyed under this section, or any portion thereof, is needed for national security purposes.

(d) DEFINITIONS.—For purposes of this section:

(1) AID TO NAVIGATION.—The term “aid to navigation” means equipment used for navigation purposes, including but not limited to, a light, antenna, sound signal, electronic and radio navigation equipment and signals, cameras, sensors, or other equipment operated or maintained by the United States.

(2) CITY.—The term “City” includes the successors and assigns of the City of Newburyport, Massachusetts.]

[SEC. 1116. TRANSFER OF COAST GUARD STATION SCITUATE TO THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION. (a) AUTHORITY TO TRANSFER.—

(1) IN GENERAL.—The Administrator of the General Services Administration, in consultation with the Commandant, United States Coast Guard, may transfer without consideration administrative jurisdiction, custody, and control over the Federal property known as Coast Guard Station Scituate to the National Oceanic and Atmospheric Administration (hereinafter referred to as “NOAA”).

(2) IDENTIFICATION OF PROPERTY.—The Administrator, in consultation with the Commandant, may identify, describe, and determine the property to be transferred under this section.

(b) TERMS OF TRANSFER.—

(1) The transfer of the property shall be made subject to any conditions and reservations the Commandant considers necessary to ensure that—

(A) the transfer of the property to NOAA is contingent upon the relocation of Coast Guard Station Scituate to a suitable site;

(B) there is reserved to the Coast Guard the right to remove, relocate, or replace any aid to navigation located upon, or install any aid to navigation upon, the property transferred under this section as may be necessary for navigational purposes; and

(C) the Coast Guard shall have the right to enter the property transferred under this section at any time, without notice, for purposes of operating, maintaining, and inspecting any aid to navigation.

(2) The transfer of the property shall be made subject to the review and acceptance of the property by NOAA.

(c) RELOCATION OF STATION SCITUATE.—The Coast Guard may—

(1) lease land, including unimproved or vacant land, for a term not to exceed 20 years, for the purpose of relocating Coast Guard Station Scituate; and

(2) improve the land leased under this subsection].

[SEC. 1117. EXTENSION OF INTERIM AUTHORITY FOR DRY BULK CARGO RESIDUE DISPOSAL. (a) Section 415(b)(2) of the Coast Guard Authorization Act of 1998 is amended by striking “2002” and inserting “2004”.

(b) The Secretary shall conduct a study of the effectiveness of the United States 1997 Enforcement Policy for Cargo Residues on the Great Lakes (“Policy”) by September 30, 2002.

(c) The Secretary is authorized to promulgate regulations to implement and enforce a program to regulate incidental discharges from vessels of residues of non-hazardous and non-toxic dry bulk cargo into the waters of the Great Lakes, which takes into account the finding in the study required under subsection (b). This program shall be consistent with the Policy.]

[SEC. 1118. GREAT LAKES PILOTAGE ADVISORY COMMITTEE. Section 9307 of title 46, United States Code, is amended—

(1) by amending subparagraph (A) of subsection (b)(2) to read as follows:

“(A) The President of each of the 3 Great Lakes pilotage districts, or the President’s representative;”;

(2) by amending subparagraph (E) of subsection (b)(2) to read as follows:

“(E) a member with a background in finance or accounting, who—

“(i) must have been recommended to the Secretary by a unanimous vote of the other members of the Committee, and

“(ii) may be appointed without regard to requirement in paragraph (1) that each member have 5 years of practical experience in maritime operations.”;

(3) in subsection (C)(2) by striking the second sentence;

(4) by adding at the end of subsection (d) the following new paragraph:

“(3) Any recommendations to the Secretary under subsection (a)(2) must have been approved by at least all but one of the members then serving on the committee.”; and

(5) in subsection (f)(1) by striking “September 30, 2003” and inserting “September 30, 2005”.]

[SEC. 1119. VESSEL ESCORT OPERATIONS AND TOWING ASSISTANCE.

(a) IN GENERAL.—Except in the case of a vessel in distress, only a vessel of the United States (as that term is defined in section 2101 of title 46, United States Code) may perform the following vessel escort operations and vessel towing assistance within the navigable waters of the United States:

(1) Operations or assistance that commences or terminates at a port or place in the United States.

(2) Operations or assistance required by United States law or regulation.

(3) Operations provided in whole or in part for the purpose of escorting or assisting a vessel within or through navigation facilities owned, maintained, or operated by the United States Government or the approaches to such facilities, other than facilities operated by the St. Lawrence Seaway Development Corporation on the St. Lawrence River portion of the Seaway.

(b) DEFINITIONS.—Unless otherwise defined by a provision of law or regulation requiring that towing assistance or escort be rendered to vessels transiting United States waters or navigation facilities, for purposes of this section—

(1) the term “towing assistance” means operations by an assisting vessel in direct contact with an assisted vessel (including hull-to-hull, by towline, including if only pre-tethered, or made fast to that vessel by 1 or more lines) for purposes of exerting force on the assisted vessel to control or to assist in controlling the movement of the assisted vessel; and

(2) the term “escort operations” means accompanying a vessel for the purpose of providing towing or towing assistance to the vessel.]

[SEC. 1120. Notwithstanding any other provision of law, the Commandant of the United States Coast Guard is hereby authorized to utilize \$100,000 of the amounts made available for fiscal year 2001 for environmental compliance and restoration of Coast Guard facilities to reimburse the owner of the former Coast Guard lighthouse facility at Cape May, New Jersey, for costs incurred for clean-up of lead contaminated soil at that facility.]

[SEC. 1121. Notwithstanding any other provision of law, \$2,400,000, to be derived from the Highway Trust Fund, shall be available for planning, development and construction of rural farm-to-market roads in Tulare County, California: *Provided*, That the non-federal share of such improvements shall be twenty percent.]

【SEC. 1122. Notwithstanding any other provision of law, and subject to the availability of funds appropriated specifically for the project, the Coast Guard is authorized to transfer funds in an amount not to exceed \$200,000 and project management authority to the Traverse City Area Public School District for the purposes of demolition and removal of the structure commonly known as “Building 402” at former Coast Guard property located in Traverse City, Michigan, and associated site work. No such funds shall be transferred until the Coast Guard receives a detailed, fixed price estimate from the School District describing the nature and cost of the work to be performed, and the Coast Guard shall transfer only that amount of funds it and the School District consider necessary to complete the project.】

【SEC. 1123. Notwithstanding any other provision of law, for necessary expenses for Alabama A&M University buses and bus facilities, \$500,000, to be derived from the Mass Transit Account of the Highway Trust Fund and to remain available until expended.】

【SEC. 1124. Notwithstanding any other provision of law, prior to the fiscal year 2002 apportionment of “Fixed Guideway Modernization” funds authorized under section 5309(a)(1)(E) of Title 49, United States Code, \$7,047,502 of funds made available in fiscal year 2002 by section 5338(b) of 49 United States Code for the “Fixed Guideway Modernization” program shall be distributed by the Federal Transit Administration to an urbanized area over 200,000 that did not receive amounts of fixed guideway modernization formula grants to which such area was lawfully entitled for fiscal years 1999–2001 in view of eligibility determinations made under 49 United States Code Chapter 53 during the six months prior to the effective date of this act: *Provided*, That such sums shall not reduce a grantee’s fiscal year 2002 apportionment level of “Fixed Guideway Modernization” funds: *Provided further*, That such sum remain available until expended.】

【SEC. 1125. Notwithstanding any other provision of law, Airport Improvement Program Formula Changes provided in Public Law 106–

181 and defined in Section 104 of that Act shall be applied regardless of funding levels made available under Section 48103 of title 49, United States Code.】

【SEC. 1126. Item number 473 contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 274), relating to Minnesota, is amended by striking “between I–35W and 24th Avenue to four lanes in Richfield” and inserting “reconstruction project from Penn Avenue to 24th Avenue, including the Penn Avenue Bridge over I–494”.】

【SEC. 1127. The Secretary of Transportation shall not issue final regulations under section 20153 of title 49, United States Code, before July 1, 2001.】

【SEC. 1128. Notwithstanding any other provision of law, in addition to amounts made available in this Act or any other Act, the following sums shall be made available from the Highway Trust Fund (other than the Mass Transit Account):

\$1,700,000 for transportation and community preservation projects along the Main Street Corridor in Houston, Texas;

\$5,000,000 for rehabilitation, repair, and restoration of the historic Stillwater Lift Bridge between Stillwater, Minnesota and Houlton, Wisconsin;

\$1,000,000 for improvements to McClung Road, Boston Street, Larson Street and Whirlpool Drive in the City of LaPorte, Indiana; and

\$1,000,000 for design, environmental mitigation, engineering, and construction of, and improvements to, the US 36/Wadsworth interchange (Broomfield interchange) in Broomfield County, Colorado: *Provided*, That the amounts appropriated in this section shall remain available until expended and shall not be subject to, or computed against, any obligation limitation or contract authority set forth in this or any other Act.】 (*Division A, Miscellaneous Appropriations Act, 2001, as enacted by section 1(a)(4) of P.L. 106–554.*)