

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, [\$80,903,000, of which not to exceed \$2,210,000 shall be available for the immediate Office of the Secretary; not to exceed \$700,000 shall be available for the immediate Office of the Deputy Secretary; not to exceed \$15,403,000 shall be available for the Office of the General Counsel; not to exceed \$12,312,000 shall be available for the Office of the Under Secretary of Transportation for Policy; not to exceed \$8,536,000 shall be available for the Office of the Assistant Secretary for Budget and Programs; not to exceed \$2,300,000 shall be available for the Office of the Assistant Secretary for Governmental Affairs; not to exceed \$24,612,000 shall be available for the Office of the Assistant Secretary for Administration; not to exceed \$1,915,000 shall be available for the Office of Public Affairs; not to exceed \$1,447,000 shall be available for the Office of the Executive Secretariat; not to exceed \$700,000 shall be available for the Board of Contract Appeals; not to exceed \$1,268,000 shall be available for the Office of Small and Disadvantaged Business Utilization; not to exceed \$2,000,000 for the Office of Intelligence and Security; and not to exceed \$7,500,000 shall be available for the Office of the Chief Information Officer.] \$102,689,000: *Provided*, That the Secretary of Transportation is authorized to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary: *Provided further*, That no appropriation for any office shall be increased or decreased by more than 5 percent by all such transfers: *Provided further*, That any change in funding greater than 5 percent shall be submitted [for approval] to the House and Senate Committees on Appropriations: *Provided further*, That not to exceed \$60,000 shall be for allocation within the Department for official reception and representation expenses as the Secretary may determine: *Provided further*, That notwithstanding any other provision of law, excluding fees authorized in Public Law 107-71, there may be credited to this appropriation up to \$2,500,000 in funds received in user fees: *Provided further*, That none of the funds provided in this Act shall be available for the position of Assistant Secretary for Public Affairs]. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-0102-0-1-407	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 General administration	87	78	103
00.02 Minority Business Bonding	5		
01.00 Subtotal Direct Obligations	92	78	103
09.01 Reimbursable program	15	17	17
10.00 Total new obligations	107	95	120
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	10		
22.00 New budget authority (gross)	100	95	120
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	110	95	120
23.95 Total new obligations	-107	-95	-120
23.98 Unobligated balance expiring or withdrawn	-3		-1
24.40 Unobligated balance carried forward, end of year			1
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	89	81	103
40.35 Appropriation permanently reduced	-1	-3	
43.00 Appropriation (total discretionary)	88	78	103
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	10	17	17

68.10 Change in uncollected customer payments from Federal sources (unexpired)	2		
68.90 Spending authority from offsetting collections (total discretionary)	12	17	17
70.00 Total new budget authority (gross)	100	95	120
Change in obligated balances:			
72.40 Obligated balance, start of year	12	41	19
73.10 Total new obligations	107	95	120
73.20 Total outlays (gross)	-87	-118	-118
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 (unexpired)	-2		
74.10 Change in uncollected customer payments from Federal sources (expired)	9		
74.40 Obligated balance, end of year	41	19	20
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	73	88	110
86.93 Outlays from discretionary balances	14	30	8
87.00 Total outlays (gross)	87	118	118
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-26	-17	-17
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-2		
88.96 Portion of offsetting collections (cash) credited to expired accounts	16		
Net budget authority and outlays:			
89.00 Budget authority	88	78	103
90.00 Outlays	61	101	101

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	2003 actual	2004 est.	2005 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	33	38	43
11.3 Other than full-time permanent	4	4	4
11.9 Total personnel compensation	37	42	47
12.1 Civilian personnel benefits	7	9	10
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	8	9	9
25.2 Other services	37	16	35
31.0 Equipment	2	1	1
99.0 Direct obligations	92	78	103
99.0 Reimbursable obligations	15	17	17
99.9 Total new obligations	107	95	120

Personnel Summary

Identification code 69-0102-0-1-407	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	421	480	480
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	34	33	33

General and special funds—Continued

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, **[\$8,569,000]** \$8,700,000. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-0118-0-1-407	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Direct program	9	8	9
09.01 Reimbursable program	1	2	2
10.00 Total new obligations	10	10	11
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	10	10	11
23.95 Total new obligations	-10	-10	-11
23.98 Unobligated balance expiring or withdrawn	-1		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	9	8	9
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)		2	2
68.10 Change in uncollected customer payments from Federal sources (unexpired)	1		
68.90 Spending authority from offsetting collections (total discretionary)	1	2	2
70.00 Total new budget authority (gross)	10	10	11
Change in obligated balances:			
72.40 Obligated balance, start of year	2	3	2
73.10 Total new obligations	10	10	11
73.20 Total outlays (gross)	-9	-10	-11
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-1		
74.40 Obligated balance, end of year	3	2	2
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	8	9	10
86.93 Outlays from discretionary balances	1	1	1
87.00 Total outlays (gross)	9	10	11
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources		-2	-2
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-1		
Net budget authority and outlays:			
89.00 Budget authority	9	8	9
90.00 Outlays	8	8	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	2003 actual	2004 est.	2005 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	5	5	5
12.1 Civilian personnel benefits	1	1	1
25.2 Other services	3	2	3
99.0 Direct obligations	9	8	9
99.0 Reimbursable obligations	1	2	2
99.9 Total new obligations	10	10	11

Personnel Summary

Identification code 69-0118-0-1-407	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	57	64	64

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, \$3,000,000, to remain available until September 30, **[2005] 2006: Provided,** That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-0119-0-1-407	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Direct Program Activity	4	3	3
00.02 Bonding Assistance			1
10.00 Total new obligations	4	3	4
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	2	1	1
22.00 New budget authority (gross)	3	3	3
22.22 Unobligated balance transferred from other accounts			1
23.90 Total budgetary resources available for obligation	5	4	5
23.95 Total new obligations	-4	-3	-4
24.40 Unobligated balance carried forward, end of year	1	1	1
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	3	3	3
Change in obligated balances:			
72.40 Obligated balance, start of year	2	4	3
73.10 Total new obligations	4	3	4
73.20 Total outlays (gross)	-2	-5	-5
74.40 Obligated balance, end of year	4	3	4
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		3	3
86.93 Outlays from discretionary balances	2	2	2
87.00 Total outlays (gross)	2	5	5
Net budget authority and outlays:			
89.00 Budget authority	3	3	3
90.00 Outlays	2	5	5

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	2003 actual	2004 est.	2005 est.
25.2 Other services	2	2	2
41.0 Grants, subsidies, and contributions	2	1	2
99.9 Total new obligations	4	3	4

NEW HEADQUARTERS BUILDING

For necessary expenses of the Department of Transportation's new headquarters building and related services, \$160,000,000, to remain available until expended.

Program and Financing (in millions of dollars)

Identification code 69-0147-0-1-407	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Direct Program Activity			160
10.00 Total new obligations (object class 25.2)			160
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			160
23.95 Total new obligations			-160
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			160
Change in obligated balances:			
73.10 Total new obligations			160

73.20	Total outlays (gross)	-160
Outlays (gross), detail:		
86.90	Outlays from new discretionary authority	160
Net budget authority and outlays:		
89.00	Budget authority	160
90.00	Outlays	160

This appropriation finances the 2005 costs for the new Department of Transportation headquarters project to consolidate all of the department's headquarters operating administration functions (except FAA), from various locations into a state-of-the-art, efficient leased building(s) within the central employment area of the District of Columbia.

RENTAL PAYMENTS

Program and Financing (in millions of dollars)

Identification code 69-0117-0-1-407	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01	Building Maintenance	2	1
10.00	Total new obligations (object class 25.2)	2	1
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year		1
22.22	Unobligated balance transferred from other accounts	3	
23.90	Total budgetary resources available for obligation	3	1
23.95	Total new obligations	-2	-1
24.40	Unobligated balance carried forward, end of year	1	
Change in obligated balances:			
73.10	Total new obligations	2	1
73.20	Total outlays (gross)	-2	-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

From FY 1998 through 2003, DOT had delegated authority to operate, maintain and repair its building(s) through a retained portion of its rental payments that would otherwise have been paid to GSA. These funds were to remain available until expended for this purpose. To comply with this requirement, the unobligated balance of these funds was transferred from the Office of the Secretary salaries and expenses appropriation in FY 2004.

COMPENSATION FOR AIR CARRIERS

Program and Financing (in millions of dollars)

Identification code 69-0111-0-1-402	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01	Direct Program Activity	82	278
10.00	Total new obligations (object class 41.0)	82	278
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	450	278
22.00	New budget authority (gross)	-90	
23.90	Total budgetary resources available for obligation	360	278
23.95	Total new obligations	-82	-278
24.40	Unobligated balance carried forward, end of year	278	
New budget authority (gross), detail:			
Discretionary:			
40.36	Unobligated balance permanently reduced	-90	
Change in obligated balances:			
73.10	Total new obligations	82	278
73.20	Total outlays (gross)	-82	-278
Outlays (gross), detail:			
86.93	Outlays from discretionary balances	82	278
Net budget authority and outlays:			
89.00	Budget authority	-90	

90.00	Outlays	82	278
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The Air Transportation Safety and System Stabilization Act (P.L. 107-42) provided \$5 billion to compensate air carriers for direct losses incurred during the Federal ground stop of civil aviation after the September 11, 2001, terrorist attacks, and for incremental losses incurred between September 11 and December 31, 2001. The Administration is not requesting additional funds for this purpose in 2005.

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, **[\$20,864,000]** \$10,800,000. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-0142-0-1-407	2003 actual	2004 est.	2005 est.	
Obligations by program activity:				
Direct program:				
00.01	Transportation policy and planning	12	25	12
00.02	Safe skies	3	4	
00.03	Nigeria	2		
00.04	Fed Docket	5		
01.00	Total direct program	22	29	12
09.00	Reimbursable program		3	2
10.00	Total new obligations	22	32	14
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	3	9	3
22.00	New budget authority (gross)	24	23	13
22.22	Unobligated balance transferred from other accounts	2	3	
23.90	Total budgetary resources available for obligation	29	35	16
23.95	Total new obligations	-22	-32	-14
24.40	Unobligated balance carried forward, end of year	9	3	2
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	21	21	11
40.35	Appropriation permanently reduced	-1	-1	
42.00	Transferred from other accounts	3		
43.00	Appropriation (total discretionary)	23	20	11
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	1	3	2
70.00	Total new budget authority (gross)	24	23	13
Change in obligated balances:				
72.40	Obligated balance, start of year	10	14	20
73.10	Total new obligations	22	32	14
73.20	Total outlays (gross)	-17	-26	-21
74.40	Obligated balance, end of year	14	20	13
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	8	11	6
86.93	Outlays from discretionary balances	9	15	15
87.00	Total outlays (gross)	17	26	21
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-1	-3	-2
Net budget authority and outlays:				
89.00	Budget authority	23	20	11
90.00	Outlays	16	23	19

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

General and special funds—Continued

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT—Continued

such issues as regulatory modernization, energy conservation, and environmental and safety impacts of transportation. These also support departmental leadership on aviation economic policy and international transportation issues.

Object Classification (in millions of dollars)

Identification code 69-0142-0-1-407	2003 actual	2004 est.	2005 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	3	3	3
25.2 Other services	19	26	9
99.0 Direct obligations	22	29	12
99.0 Reimbursable obligations		3	2
99.9 Total new obligations	22	32	14

Personnel Summary

Identification code 69-0142-0-1-407	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	25	31	31

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND

Program and Financing (in millions of dollars)

Identification code 69-5423-0-2-402	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
09.00 Reimbursable program	44	57	
10.00 Total new obligations	44	57	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	2	7	
22.00 New budget authority (gross)	50	50	
23.90 Total budgetary resources available for obligation	52	57	
23.95 Total new obligations	-44	-57	
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)	50	50	
Change in obligated balances:			
72.40 Obligated balance, start of year	19	33	20
73.10 Total new obligations	44	57	
73.20 Total outlays (gross)	-30	-70	-20
74.40 Obligated balance, end of year	33	20	
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	28	30	
86.93 Outlays from discretionary balances	2	40	20
87.00 Total outlays (gross)	30	70	20
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-50	-50	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-20	20	20

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, the law required the difference to be covered by Federal Aviation Administration funds. The FY 2005 budget proposes a \$50 million program to be fully financed

from overflight fees. The budget proposes a general provision to restructure the program.

Object Classification (in millions of dollars)

Identification code 69-5423-0-2-402	2003 actual	2004 est.	2005 est.
99.0 Reimbursable obligations: Reimbursable obligations	44	57	
99.9 Total new obligations	44	57	

Personnel Summary

Identification code 69-5423-0-2-402	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment			
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	10	10	

Intragovernmental funds:

WORKING CAPITAL FUND

【Necessary expenses for operating costs and capital outlays of the Working Capital Fund, not to exceed \$116,715,000, shall be paid from appropriations made available to the Department of Transportation: *Provided*, That such services shall be provided on a competitive basis to entities within the Department of Transportation: *Provided further*, That the above limitation on operating expenses shall not apply to non-DOT entities: *Provided further*, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Working Capital Fund without 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.】 (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-4520-0-4-407	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
09.01 DOT service center activities	118	99	117
09.02 Non-DOT service center activities	372	360	360
10.00 Total new obligations	490	459	477
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year			-3
22.00 New budget authority (gross)	490	459	477
22.21 Unobligated balance transferred to other accounts		-3	
23.90 Total budgetary resources available for obligation	490	456	474
23.95 Total new obligations	-490	-459	-477
24.40 Unobligated balance carried forward, end of year		-3	-3
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	442	459	477
68.10 Change in uncollected customer payments from Federal sources (unexpired)	48		
68.90 Spending authority from offsetting collections (total discretionary)	490	459	477
Change in obligated balances:			
72.40 Obligated balance, start of year	12	-8	2
73.10 Total new obligations	490	459	477
73.20 Total outlays (gross)	-460	-449	-477
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-48		
74.40 Obligated balance, end of year	-8	2	2
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	376	459	477
86.93 Outlays from discretionary balances	84	-10	
87.00 Total outlays (gross)	460	449	477

Offsets:			
Against gross budget authority and outlays:			
88.00	Offsetting collections (cash) from: Federal sources	-442	-459 -477
Against gross budget authority only:			
88.95	Change in uncollected customer payments from Federal sources (unexpired)	-48	
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	20	-10

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

Object Classification (in millions of dollars)

Identification code 69-4520-0-4-407	2003 actual	2004 est.	2005 est.
Personnel compensation:			
11.1	Full-time permanent	18	18 18
11.3	Other than full-time permanent	1	1 1
11.5	Other personnel compensation		1 1
11.9	Total personnel compensation	19	20 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	2 2
23.1	Rental payments to GSA	4	6 6
23.3	Communications, utilities, and miscellaneous charges	12	20 20
25.2	Other services	444	386 404
26.0	Supplies and materials	2	2 2
31.0	Equipment	3	18 18
99.9	Total new obligations	490	459 477

Personnel Summary

Identification code 69-4520-0-4-407	2003 actual	2004 est.	2005 est.
Reimbursable:			
2001	Total compensable workyears: Civilian full-time equivalent employment	268	239 239

Credit accounts:

MINORITY BUSINESS RESOURCE CENTER PROGRAM

For the cost of guaranteed loans, \$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 \$18,367,000. In addition, for administrative expenses to carry out the guaranteed loan program, \$400,000. (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-0155-0-1-407	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.02	Guarantee Loan Subsidy & Administrative Expenses		1 1
10.00	Total new obligations (object class 41.0)	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 obligated balances:			
73.10	Total new obligations	1	1 1
73.20	Total outlays (gross)		-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
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Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-0155-0-1-407	2003 actual	2004 est.	2005 est.
Guaranteed loan levels supportable by subsidy budget authority:			
215001	MBRC—Loan guarantee levels	9	18 18
215901	Total loan guarantee levels	9	18 18
Guaranteed loan subsidy (in percent):			
232001	MBRC—Loan guarantee levels	2.69	2.53 2.08
232901	Weighted average subsidy rate	2.69	2.53 2.08
Guaranteed loan subsidy budget authority:			
233001	MBRC—Loan guarantee levels		1 1
233901	Total subsidy budget authority		1 1
Guaranteed loan subsidy outlays:			
234001	MBRC—Loan guarantee levels		1 1
234901	Total subsidy outlays		1 1

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

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

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

Program and Financing (in millions of dollars)

Identification code 69-4082-0-3-407	2003 actual	2004 est.	2005 est.
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year		1 1
22.00	New financing authority (gross)		1 1
23.90	Total budgetary resources available for obligation		2 2
24.40	Unobligated balance carried forward, end of year	1	1 1
New financing authority (gross), detail:			
Discretionary:			
68.00	Spending authority from offsetting collections (gross): Offsetting collections (cash)		1 1
Offsets:			
Against gross financing authority and financing disbursements:			
88.00	Offsetting collections (cash) from: Federal sources		-1 -1
Net financing authority and financing disbursements:			
89.00	Financing authority		
90.00	Financing disbursements		-1 -1

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4082-0-3-407	2003 actual	2004 est.	2005 est.
Position with respect to appropriations act limitation on commitments:			
2111	Limitation on guaranteed loans made by private lenders	18	18 18
2142	Uncommitted loan guarantee limitation	-9	
2150	Total guaranteed loan commitments	9	18 18
2199	Guaranteed amount of guaranteed loan commitments	7	14 14
Cumulative balance of guaranteed loans outstanding:			
2210	Outstanding, start of year	6	10 19
2231	Disbursements of new guaranteed loans	9	18 18
2251	Repayments and prepayments	-5	-9 -18
2290	Outstanding, end of year	10	19 19

Credit accounts—Continued

MINORITY BUSINESS RESOURCE CENTER—Continued

Status of Guaranteed Loans (in millions of dollars)—Continued

Identification code 69-4082-0-3-407	2003 actual	2004 est.	2005 est.
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	7	14	14

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all the cash flows to and from the Government resulting from guaranteed loan commitments in 2001 and beyond. The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4082-0-3-407	2002 actual	2003 actual	2004 est.	2005 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury		1		
1999 Total assets		1		
LIABILITIES:				
2204 Non-Federal liabilities: Liabilities for loan guarantees		1		
2999 Total liabilities		1		
NET POSITION:				
3999 Total net position				
4999 Total liabilities and net position		1		

Note: Consistent with Government-wide practice, information for 2004 and 2005 was not required to be collected.

**PAYMENTS TO AIR CARRIERS
(AIRPORT AND AIRWAY TRUST FUND)**

[In addition to funds made available from any other source to carry out the essential air service program under 49 U.S.C. 41731 through 41742, \$52,000,000, to be derived from the Airport and Airway Trust Fund, to remain available until expended.] *For necessary expenses of the Payments to Air Carriers account, \$50,000,000, of which \$36,000,000 shall be derived from the Airport and Airway Trust Fund and \$14,000,000 shall be derived from balances of overflight fees previously collected pursuant to 49 U.S.C. 45301. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)*

Unavailable Receipts (in millions of dollars)

Identification code 69-8304-0-7-402	2003 actual	2004 est.	2005 est.
Receipts:			
02.40 Payment to air carriers account			103

Program and Financing (in millions of dollars)

Identification code 69-8304-0-7-402	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Direct Program Activity	63	52	50
10.00 Total new obligations	63	52	50
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	11		
22.00 New budget authority (gross)	52	52	50
23.90 Total budgetary resources available for obligation	63	52	50
23.95 Total new obligations	-63	-52	-50
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	52	52	
40.26 Appropriation (trust fund)			36
40.26 Appropriation (trust fund)			14
43.00 Appropriation (total discretionary)	52	52	50

Change in obligated balances:

72.40 Obligated balance, start of year	19	13	23
73.10 Total new obligations	63	52	50
73.20 Total outlays (gross)	-69	-42	-53
74.40 Obligated balance, end of year	13	23	20

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	50	31	30
86.93 Outlays from discretionary balances	19	11	23
87.00 Total outlays (gross)	69	42	53

Net budget authority and outlays:

89.00 Budget authority	52	52	50
90.00 Outlays	69	42	53

Through 1997, this program was funded from the Airport and Airway Trust Fund. 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. In 2004, in addition to mandatory funding supported by overflight fees, direct appropriations from the Airport and Airway Trust Fund to the Payments to Air Carriers program were enacted to meet the needs of the essential air service program.

Object Classification (in millions of dollars)

Identification code 69-8304-0-7-402	2003 actual	2004 est.	2005 est.
11.1 Personnel compensation: Full-time permanent			1
25.2 Other services	63	52	
41.0 Grants, subsidies, and contributions			49
99.9 Total new obligations	63	52	50

Personnel Summary

Identification code 69-8304-0-7-402	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment			10

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)

	2003 actual	2004 est.	2005 est.
Budget authority:			
Operations	17,023	7,479	7,849
General fund (memorandum entry)	(3,248)	(3,010)	(1,847)
Grants-in-aid for airports (trust fund)	2,378	3,380	3,500
Facilities and equipment (trust)	3,242	2,893	2,500
Research, engineering, and development (trust)	417	119	117
Aviation user fees	0	0	6
Total net	13,540	13,871	13,972
Obligations:			
Operations	7,021	7,529	7,849
General fund (memorandum entry)	(3,248)	(3,010)	(1,847)
Grants-in-aid for airports (trust)	3,492	3,380	3,500
Facilities and equipment (trust)	2,812	2,813	2,593
Research, engineering, and development (trust)	150	136	117
Aviation insurance revolving fund	14	1	1
Total net	13,489	13,859	14,060
Outlays:			
Operations	7,144	7,295	7,808
General fund (memorandum entry)	(3,268)	(2,798)	(1,806)
Grants-in-aid for airports (trust)	2,681	3,394	3,469
Facilities and equipment (trust)	2,719	3,271	2,828
Research, engineering, and development (trust)	175	182	163
Aviation insurance revolving fund	-115	-127	-2
Administrative services franchise fund	-44	0	0
Total net	12,560	14,015	14,266

Note.—The amount shown as Operations includes the general fund share of operations and \$3.5 million for Midway Island Airport.

¹ Reflects a rescission of \$46 million, as required by P.L. 108–7.

² Reflects a rescission of \$22.1 million, as required by P.L. 108–7.

³ Includes \$19.4 million rescission of unobligated balances, as required by P.L. 108–7.

⁴ Reflects a rescission of \$1 million, as required by P.L. 108–7.

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, \$7,530,925,000] 108–176, \$7,849,000,000, of which [\$4,500,000,000] \$6,002,000,000 shall be derived from the Airport and Airway Trust Fund, [of which not to exceed \$6,053,724,000 shall be available for air traffic services program activities; not to exceed \$880,684,000 shall be available for aviation regulation and certification program activities; not to exceed \$218,481,000 shall be available for research and acquisition program activities; not to exceed \$11,776,000 shall be available for commercial space transportation program activities; not to exceed \$49,783,000 shall be available for financial services program activities; not to exceed \$76,529,000 shall be available for human resources program activities; not to exceed \$86,749,000 shall be available for regional coordination program activities; not to exceed \$143,150,000 shall be available for staff offices; and not to exceed \$29,681,000 shall be available for information services: *Provided*, That none of the funds in this Act shall be available for the Federal Aviation Administration to finalize or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of the enactment of this Act: *Provided further*, That there may be credited to this appropriation 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 \$6,500,000 shall be for the contract tower cost-sharing program:] *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 for aeronautical charting and cartography are available for activities conducted by, or coordinated through, the Working Capital Fund: *Provided further*, That of the amount appropriated under this heading, not to exceed \$50,000 may be transferred to the Aircraft Loan Purchase Guarantee Program: *Provided further*, That not later than March 1, 2004, the Secretary of Transportation, in consultation with the Administrator of the Federal Aviation Administration, shall issue final regulations, pursuant to 5 U.S.C. 8335, establishing an exemption process allowing individual air traffic controllers to delay mandatory retirement until the employee reaches no later than 61 years of age: *Provided further*, That of the funds provided under this heading, \$4,000,000 is available only for recruitment, personnel compensation and benefits, and related costs to raise the level of operational air traffic control supervisors to the level of 1,726: *Provided further*, That none of the funds in this Act may be obligated or expended to execute or continue to implement a memorandum of understanding or memorandum of agreement (or any revisions thereto) with representatives of any FAA bargaining unit after January 1, 2004 unless such document is filed in a central registry and catalogued in an

automated, searchable database under the executive direction of appropriate management representatives at FAA headquarters: *Provided further*, That none of the funds in this Act may be obligated or expended for an employee of the Federal Aviation Administration to purchase a store gift card or gift certificate through use of a Government-issued credit card]. (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69–1301–0–1–402	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
Direct program:			
00.01 Air traffic organization (ATO)	5,847	6,217	6,522
00.02 Regulation and certification	832	871	905
00.03 Commercial space transportation	11	12	12
00.04 Staff offices	306	420	410
00.05 Emergency response fund	25	9	
01.00 Direct Program Activities Subtotal	7,021	7,529	7,849
09.01 Reimbursable program	145	105	100
10.00 Total new obligations	7,166	7,634	7,949
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	28	22	
22.00 New budget authority (gross)	7,180	7,612	7,949
22.10 Resources available from recoveries of prior year obligations	2		
23.90 Total budgetary resources available for obligation	7,210	7,634	7,949
23.95 Total new obligations	–7,166	–7,634	–7,949
23.98 Unobligated balance expiring or withdrawn	–22		
24.40 Unobligated balance carried forward, end of year	22		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	3,273	3,031	1,847
40.35 Appropriation permanently reduced 0.59%	–25	–18	
40.35 Appropriation permanently reduced—WCF rescission		–3	
43.00 Appropriation (total discretionary)	3,248	3,010	1,847
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	4,117	4,602	6,102
68.10 Change in uncollected customer payments from Federal sources (unexpired)	–185		
68.90 Spending authority from offsetting collections (total discretionary)	3,932	4,602	6,102
70.00 Total new budget authority (gross)	7,180	7,612	7,949
Change in obligated balances:			
72.40 Obligated balance, start of year	704	667	901
73.10 Total new obligations	7,166	7,634	7,949
73.20 Total outlays (gross)	–7,448	–7,400	–7,908
73.40 Adjustments in expired accounts (net)	7		
73.45 Recoveries of prior year obligations	–2		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	185		
74.10 Change in uncollected customer payments from Federal sources (expired)	54		
74.40 Obligated balance, end of year	667	901	942
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	6,704	6,711	7,007
86.93 Outlays from discretionary balances	744	689	901
87.00 Total outlays (gross)	7,448	7,400	7,908
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	–4,152	–4,582	–6,082
88.40 Non-Federal sources	–28	–20	–20
88.90 Total, offsetting collections (cash)	–4,180	–4,602	–6,102
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	185		
88.96 Portion of offsetting collections (cash) credited to expired accounts	63		
Net budget authority and outlays:			
89.00 Budget authority	3,248	3,010	1,847
90.00 Outlays	3,268	2,798	1,806

For 2005, the Budget requests \$7,849 million. These funds will be used to continue to promote aviation safety and effi-

General and special funds—Continued

OPERATIONS—Continued

ciency. In particular, the Budget supports the newly created Air Traffic Organization (ATO) under the leadership of the Chief Operating Officer. The ATO is responsible for all activities formerly carried out by Air Traffic Services and Research and Acquisitions, including complete management of the air traffic control system. As a performance-based organization, the ATO is designed to provide cost-effective, efficient, and, above all, safe air traffic services. In particular, the Budget maintains the number of air traffic controllers and safety inspectors and provides more funding for critical safety oversight initiatives and operational improvements designed to increase capacity and reduce delays.

Object Classification (in millions of dollars)

Identification code 69-1301-0-1-402	2003 actual	2004 est.	2005 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	3,810	4,017	4,153
11.3 Other than full-time permanent	36	33	34
11.5 Other personnel compensation	333	301	313
11.8 Special personal services payments	- 1		
11.9 Total personnel compensation	4,178	4,351	4,500
12.1 Civilian personnel benefits	1,131	1,255	1,260
13.0 Benefits for former personnel	1	1	1
21.0 Travel and transportation of persons	94	97	96
22.0 Transportation of things	18	17	17
23.1 Rental payments to GSA	97	139	44
23.2 Rental payments to others	40	2	2
23.3 Communications, utilities, and miscellaneous charges	298	389	473
24.0 Printing and reproduction	8	7	7
25.1 Advisory and assistance services		49	48
25.2 Other services	1,071	1,143	1,317
26.0 Supplies and materials	44	44	40
31.0 Equipment	35	32	40
32.0 Land and structures	2	2	2
41.0 Grants, subsidies, and contributions	2		
42.0 Insurance claims and indemnities	2	1	2
99.0 Direct obligations	7,021	7,529	7,849
99.0 Reimbursable obligations	145	105	100
99.9 Total new obligations	7,166	7,634	7,949

Personnel Summary

Identification code 69-1301-0-1-402	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	44,570	43,655	43,590
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	125	120	120

AVIATION USER FEES

Unavailable Receipts (in millions of dollars)

Identification code 69-5422-0-2-402	2003 actual	2004 est.	2005 est.
01.99 Balance, start of year		20	26
Receipts:			
02.00 Aviation user fees, overflight fees	20	6	
04.00 Total: Balances and collections	20	26	26
Appropriations:			
05.00 Aviation user fees			- 6
07.99 Balance, end of year	20	26	20

Program and Financing (in millions of dollars)

Identification code 69-5422-0-2-402	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Direct Program Activity			83
10.00 Total new obligations (object class 94.0)			83
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	57	77	77
22.00 New budget authority (gross)	20		6
23.90 Total budgetary resources available for obligation	77	77	83
23.95 Total new obligations			- 83
24.40 Unobligated balance carried forward, end of year	77	77	
New budget authority (gross), detail:			
Discretionary:			
40.20 Appropriation (special fund)			6
Mandatory:			
60.20 Appropriation (special fund)	20		
70.00 Total new budget authority (gross)	20		6
Change in obligated balances:			
72.40 Obligated balance, start of year	20	20	20
73.10 Total new obligations			83
73.20 Total outlays (gross)			- 103
74.40 Obligated balance, end of year	20	20	
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority			6
86.93 Outlays from discretionary balances			97
87.00 Total outlays (gross)			103
Net budget authority and outlays:			
89.00 Budget authority	20		6
90.00 Outlays			103

The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264) authorized the collection of user fees for air traffic control and related services provided by the FAA to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Budget estimates that \$36 million in overflight fees will be collected in 2005.

Public enterprise funds:

AVIATION INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4120-0-3-402	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
09.01 Program administration	1	1	1
09.02 Incremental premium reimbursement	13		
09.09 Reimbursable program—subtotal line	14	1	1
10.00 Total new obligations	14	1	1
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	102	218	347
22.00 New budget authority (gross)	129	128	3
23.90 Total budgetary resources available for obligation	231	346	350
23.95 Total new obligations	- 14	- 1	- 1
24.40 Unobligated balance carried forward, end of year	218	347	349
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	129	128	3
Change in obligated balances:			
72.40 Obligated balance, start of year	6	5	5
73.10 Total new obligations	14	1	1
73.20 Total outlays (gross)	- 15	- 1	- 1
74.40 Obligated balance, end of year	5	5	5
Outlays (gross), detail:			
86.98 Outlays from mandatory balances	15	1	1
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.20 Interest on Federal securities	- 2	- 3	- 3

88.40	Non-Federal sources	-127	-125	
88.90	Total, offsetting collections (cash)	-129	-128	-3
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	-115	-127	-2
Memorandum (non-add) entries:				
92.01	Total investments, start of year: Federal securities: Par value	92	197	258
92.02	Total investments, end of year: Federal securities: Par value	197	258	258

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.

The Homeland Security Act of 2002 (P.L. 107-296) required the Secretary to provide additional war risk insurance coverage (Hull, Passenger and Crew Liability) to air carriers insured for Third-Party War Risk Liability as of June 19, 2002, as authorized under existing law. Under P.L. 108-11, the Wartime Supplemental, the Secretary of Transportation was given the authority to extend coverage for premium War Risk Insurance through August 31, 2004, to all airlines covered as of the date of enactment of the legislation. The legislation includes an option for a further extension until December 31, 2004. The Secretary is authorized to limit an air carrier's third-party liability to \$100 million, when the Secretary certifies that the loss is from an act of terrorism. The FAA insurance policies cover: (i) hull losses at fair market value; (ii) death, injury, or property loss to passengers or crew, the limit being the same as that of the air carrier's coverage before September 11, 2001; and (iii) third party liability, the limit being twice that of such coverage.

Object Classification (in millions of dollars)				
Identification code 69-4120-0-3-402	2003 actual	2004 est.	2005 est.	
42.0	Reimbursable obligations: Insurance claims and indemnities	13		
99.5	Below reporting threshold	1	1	1
99.9	Total new obligations	14	1	1

Personnel Summary				
Identification code 69-4120-0-3-402	2003 actual	2004 est.	2005 est.	
Direct:				
1001	Total compensable workyears: Civilian full-time equivalent employment	3	3	3

Intragovernmental accounts:

ADMINISTRATIVE SERVICES FRANCHISE FUND

Program and Financing (in millions of dollars)

Identification code 69-4562-0-4-402	2003 actual	2004 est.	2005 est.	
Obligations by program activity:				
09.01	Franchise Services	331	337	346
09.99	Total reimbursable program	331	337	346
10.00	Total new obligations	331	337	346
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	56	79	79
22.00	New budget authority (gross)	354	337	346

23.90	Total budgetary resources available for obligation	410	416	425
23.95	Total new obligations	-331	-337	-346
24.40	Unobligated balance carried forward, end of year	79	79	79
New budget authority (gross), detail:				
Spending authority from offsetting collections:				
Discretionary:				
68.00	Offsetting collections (cash)	356	337	346
68.10	Change in uncollected customer payments from Federal sources (unexpired)	-2		
68.90	Spending authority from offsetting collections (total discretionary)	354	337	346
Change in obligated balances:				
72.40	Obligated balance, start of year	71	92	92
73.10	Total new obligations	331	337	346
73.20	Total outlays (gross)	-312	-337	-346
74.00	Change in uncollected customer payments from Federal sources (unexpired)	2		
74.40	Obligated balance, end of year	92	92	92
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	185	337	346
86.93	Outlays from discretionary balances	127		
87.00	Total outlays (gross)	312	337	346
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-356	-337	-346
Against gross budget authority only:				
88.95	Change in uncollected customer payments from Federal sources (unexpired)	2		
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	-44		

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 improves organizational efficiency and provides 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	2003 actual	2004 est.	2005 est.	
11.1	Personnel compensation: Full-time permanent	76	80	83
12.1	Civilian personnel benefits	19	20	21
21.0	Travel and transportation of persons	3	4	4
22.0	Transportation of things	4	3	3
23.3	Communications, utilities, and miscellaneous charges	2	2	2
24.0	Printing and reproduction	2	3	3
25.2	Other services	151	136	139
26.0	Supplies and materials	65	81	83
31.0	Equipment	9	8	8
99.0	Reimbursable obligations	331	337	346
99.9	Total new obligations	331	337	346

Personnel Summary				
Identification code 69-4562-0-4-402	2003 actual	2004 est.	2005 est.	
Reimbursable:				
2001	Total compensable workyears: Civilian full-time equivalent employment	1,174	1,174	1,174

Trust Funds

AIRPORT AND AIRWAY TRUST FUND

Program and Financing (in millions of dollars)

Identification code 20-8103-0-7-402	2003 actual	2004 est.	2005 est.
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities: Par value	10,997	10,518	11,382
92.02 Total investments, end of year: Federal securities: Par value	10,518	11,382	9,956

Section 9502 of Title 26, U.S. Code, provides for amounts equivalent to the funds received in the Treasury for the passenger ticket tax and certain other taxes paid by airport and airway users to be transferred to the Airport and Airway Trust Fund. In turn, appropriations are authorized from this fund to meet obligations for airport improvement grants, FAA facilities and equipment, research, operations, payment to air carriers, 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	2003 actual	2004 est.	2005 est.
Unexpended balance, start of year:			
0100 Uninvested balance	1,645	1,879	.....
0101 U.S. Securities: Par value	10,997	10,518	11,382
0199 Total balance, start of year	12,642	12,397	11,382
Cash income during the year:			
Current law:			
Receipts:			
1200 Passenger ticket tax	4,223	4,933	5,480
1200 Passenger flight segment tax	1,783	1,943	2,103
1200 Waybill tax	422	442	466
1200 Fuel tax	711	770	820
1200 International departure/arrival tax	1,331	1,435	1,570
1200 Rural airports tax	67	75	82
1200 Frequent flyer tax	147	153	156
Offsetting receipts (intragovernmental):			
1240 Interest, Airport and airway trust fund	591	620	412
Offsetting collections:			
1280 Trust fund share of FAA operations	3	.....	.....
1280 Offsetting collections	1	1	1
1281 Facilities and equipment	90	135	135
1282 Research, engineering, and development	3	16	16
1299 Income under present law	9,372	10,523	11,241
Cash outgo during year:			
Current law:			
4500 Trust fund share of FAA operations	-3,876	-4,497	-6,002
4500 Trust fund share of FAA operations, offsetting collections	-3	.....	.....
4501 Grants-in-aid for airports	-2,681	-3,395	-3,470
4502 Facilities and equipment	-2,719	-3,270	-2,828
4502 Facilities and equipment offsetting collections	-90	-135	-135
4503 Research, engineering and development	-175	-182	-163
4503 Research, engineering and development offsetting collections	-3	-16	-16
4504 Payments to air carriers	-69	-42	-53
4599 Outgo under current law (-)	-9,618	-11,538	-12,667
Unexpended balance, end of year:			
8700 Uninvested balance	1,879	.....	.....
8701 Federal securities: Par value	10,518	11,382	9,956
8799 Total balance, end of year	12,397	11,382	9,956
Commitments against unexpended balance, end of year:			
9801 Obligated balance (-)	-7,869	-7,334	-7,080
9802 Unobligated balance (-)	-630	-663	-570
Total commitments	-8,499	-7,997	-7,650
Uncommitted balance end of year	3,898	3,385	2,306

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 procurement, installation, and commissioning of runway incursion prevention devices and systems at airports of such title; for grants authorized under section 41743 of title 49, United States Code; and for inspection activities and administration of airport safety programs, including those related to airport operating certificates under section 44706 of title 49, United States Code, **[\$3,400,000,000]**, **\$2,800,000,000** 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 **[\$3,400,000,000]** **\$3,500,000,000** in fiscal year **[2004]** **2005**, notwithstanding section 47117(g) of title 49, United States Code: *Provided further*, That none of the funds under this heading shall be available for the replacement of baggage conveyor systems, reconfiguration of terminal baggage areas, or other airport improvements that are necessary to install bulk explosive detection systems: *Provided further*, That notwithstanding any other provision of law, not more than **[\$66,254,000]** **\$69,302,000** of funds limited under this heading shall be obligated for administration **[and not less than \$20,000,000 shall be for the Small Community Air Service Development Pilot Program]**. (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-8106-0-7-402	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Grants-in-aid for airports	3,402	3,294	3,431
00.02 Personnel and related expenses	63	66	69
00.05 Small community air service	20	20	.....
00.06 Discretionary Terrorist Response	7	.....	.....
01.00 Subtotal, direct program	3,492	3,380	3,500
09.01 Reimbursable program .....	.....	1	1
09.99 Total reimbursable program .....	.....	1	1
10.00 Total new obligations	3,492	3,381	3,501
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	9	9
22.00 New budget authority (gross)	3,379	3,381	3,501
22.10 Resources available from recoveries of prior year obligations	122	.....	.....
23.90 Total budgetary resources available for obligation	3,502	3,390	3,510
23.95 Total new obligations	-3,492	-3,381	-3,501
24.40 Unobligated balance carried forward, end of year	9	9	9
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	3,100	3,400	2,800
40.49 Portion applied to liquidate contract authority	-3,100	-3,400	-2,800
43.00 Appropriation (total discretionary) .....	.....	.....	.....
Mandatory:			
66.10 Contract authority (AIR-21 and Vision 100)	3,400	3,400	3,500
66.35 Contract authority permanently reduced	-22	-20	.....
66.90 Contract authority (total mandatory)	3,378	3,380	3,500
69.00 Offsetting collections (cash)	1	1	1
70.00 Total new budget authority (gross)	3,379	3,381	3,501
Change in obligated balances:			
72.40 Obligated balance, start of year	4,993	5,682	5,668
73.10 Total new obligations	3,492	3,381	3,501
73.20 Total outlays (gross)	-2,681	-3,395	-3,470
73.45 Recoveries of prior year obligations	-122	.....	.....
74.40 Obligated balance, end of year	5,682	5,668	5,698
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	669	666	679
86.93 Outlays from discretionary balances	2,012	2,729	2,791
87.00 Total outlays (gross)	2,681	3,395	3,470

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	3,378	3,380	3,500
90.00	Outlays	2,681	3,394	3,469

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 of title 49 provides for grants for aircraft noise compatibility planning and programs.

Object Classification (in millions of dollars)

Identification code 69-8106-0-7-402	2003 actual	2004 est.	2005 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	39	42	45
11.3	Other than full-time permanent	1	1	1
11.9	Total personnel compensation	40	43	46
12.1	Civilian personnel benefits	10	11	11
21.0	Travel and transportation of persons	2	2	2
23.3	Communications, utilities, and miscellaneous charges	2	2	1
25.2	Other services	9	8	9
41.0	Grants, subsidies, and contributions	3,429	3,314	3,431
99.0	Direct obligations	3,492	3,380	3,500
99.0	Reimbursable obligations		1	1
99.9	Total new obligations	3,492	3,381	3,501

Personnel Summary

Identification code 69-8106-0-7-402	2003 actual	2004 est.	2005 est.	
Direct:				
1001	Total compensable workyears: Civilian full-time equivalent employment	474	533	533
Reimbursable:				
2001	Total compensable workyears: Civilian full-time equivalent employment		3	3

FACILITIES AND EQUIPMENT
(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, technical support services, improvement by contract or purchase, and hire of 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; construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this heading; to be derived from the Airport and Airway Trust Fund, **[\$2,910,000,000] \$2,500,000,000**, of which **[\$2,489,158,800] \$2,056,300,000** shall remain available until September 30, **[2006] 2007**, and of which **[\$420,841,200] \$443,700,000** shall remain available until September 30, **[2004] 2005**: *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 **[2005] 2006** 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 **[2005] 2006** through **[2009] 2010**, 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 of the funds provided under

this heading, not less than \$3,000,000 is for contract audit services provided by the Defense Contract Audit Agency: *Provided further*, That of the funds provided under this heading, \$25,000,000 is available only for the Houston Area Air Traffic System]. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

[(RESCISSION)]

[Of the available balances under this heading, \$30,000,000 are rescinded.] (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-8107-0-7-402	2003 actual	2004 est.	2005 est.	
Obligations by program activity:				
Direct program:				
00.01	Engineering, development, test and evaluation	49	7	
00.02	Procurement and modernization of air traffic control (ATC) facilities and equipment	249	85	
00.03	Procurement and modernization of non-ATC facilities and equipment	18	3	
00.04	Mission support	27	8	
00.05	Personnel and related expenses	399	418	444
00.06	Improve aviation safety	406	274	219
00.07	Improve efficiency of the air traffic control system	631	891	904
00.08	Increase capacity of the NAS	294	383	250
00.09	Improve reliability of the NAS	343	336	373
00.10	Improve the efficiency of mission support	396	408	403
01.00	Subtotal, direct program	2,812	2,813	2,593
09.01	Reimbursable program	106	135	135
10.00	Total new obligations	2,918	2,948	2,728
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	476	604	654
22.00	New budget authority (gross)	3,039	3,028	2,635
22.10	Resources available from recoveries of prior year obligations	16		
23.90	Total budgetary resources available for obligation	3,531	3,632	3,289
23.95	Total new obligations	-2,918	-2,948	-2,728
23.98	Unobligated balance expiring or withdrawn	-9	-30	
24.40	Unobligated balance carried forward, end of year	604	654	561
24.41	Unobligated balance returned to receipts	-9	-30	
New budget authority (gross), detail:				
Discretionary:				
40.26	Appropriation (trust fund)	2,981	2,910	2,500
40.37	Appropriation temporarily reduced	-39	-17	
43.00	Appropriation (total discretionary)	2,942	2,893	2,500
Spending authority from offsetting collections:				
68.00	Offsetting collections (cash)	15	135	135
68.10	Change in uncollected customer payments from Federal sources (unexpired)	82		
68.90	Spending authority from offsetting collections (total discretionary)	97	135	135
70.00	Total new budget authority (gross)	3,039	3,028	2,635
Change in obligated balances:				
72.40	Obligated balance, start of year	1,889	1,953	1,496
73.10	Total new obligations	2,918	2,948	2,728
73.20	Total outlays (gross)	-2,809	-3,406	-2,963
73.40	Adjustments in expired accounts (net)	-15		
73.45	Recoveries of prior year obligations	-16		
74.00	Change in uncollected customer payments from Federal sources (unexpired)	-82		
74.10	Change in uncollected customer payments from Federal sources (expired)	68		
74.40	Obligated balance, end of year	1,953	1,496	1,261
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	1,348	1,408	1,210
86.93	Outlays from discretionary balances	1,461	1,998	1,753
87.00	Total outlays (gross)	2,809	3,406	2,963
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00	Federal sources	-92	-110	-110
88.40	Non-Federal sources	2	-25	-25
88.90	Total, offsetting collections (cash)	-90	-135	-135
Against gross budget authority only:				
88.95	Change in uncollected customer payments from Federal sources (unexpired)	-82		

FACILITIES AND EQUIPMENT—Continued

[(RESCISSION)]—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8107-0-7-402	2003 actual	2004 est.	2005 est.
88.96 Portion of offsetting collections (cash) credited to expired accounts	75		
Net budget authority and outlays:			
89.00 Budget authority	2,942	2,893	2,500
90.00 Outlays	2,719	3,271	2,828

Note.—Improve reliability of the national air space system has an estimated contingent liability of \$51 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.

Funding in this account provides for the national airspace system equipment, facility, and related applied research activities. For 2005, the proposed funding is allocated to the following performance goal areas of the FAA: increase safety, create greater capacity, provide international leadership, and ensure organizational excellence.

Object Classification (in millions of dollars)

Identification code 69-8107-0-7-402	2003 actual	2004 est.	2005 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	282	292	308
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	6	11	6
11.9 Total personnel compensation	289	304	315
12.1 Civilian personnel benefits	64	65	68
21.0 Travel and transportation of persons	40	53	44
22.0 Transportation of things	3	5	3
23.2 Rental payments to others	50	54	41
23.3 Communications, utilities, and miscellaneous charges	15	15	12
24.0 Printing and reproduction	1	2	1
25.2 Other services	1,495	1,269	1,237
26.0 Supplies and materials	36	49	30
31.0 Equipment	622	825	680
32.0 Land and structures	187	165	154
41.0 Grants, subsidies, and contributions	10	7	8
99.0 Direct obligations	2,812	2,813	2,593
99.0 Reimbursable obligations	106	135	135
99.9 Total new obligations	2,918	2,948	2,728

Personnel Summary

Identification code 69-8107-0-7-402	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	3,055	3,050	3,050
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	51	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, **[\$119,439,000]** \$117,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, **[2006]** 2007: *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. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-8108-0-7-402	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
Direct program:			
00.11 Improve aviation safety	120	121	89
00.12 Improve efficiency of the air traffic control system	7	3	7
00.13 Reduce environmental impact of aviation	21	8	16
00.14 Improve the efficiency of mission support	2	4	5
01.00 Subtotal, direct program	150	136	117
09.01 Reimbursable program	1	16	16
10.00 Total new obligations	151	152	133
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	16	17	
22.00 New budget authority (gross)	144	135	133
22.10 Resources available from recoveries of prior year obligations	8		
23.90 Total budgetary resources available for obligation	168	152	133
23.95 Total new obligations	-151	-152	-133
23.98 Unobligated balance expiring or withdrawn	-1		
24.40 Unobligated balance carried forward, end of year	17		
24.41 Unobligated balance returned to receipts	-1		
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	148	120	117
40.37 Appropriation temporarily reduced	-1	-1	
43.00 Appropriation (total discretionary)	147	119	117
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)		16	16
68.10 Change in uncollected customer payments from Federal sources (unexpired)	-3		
68.90 Spending authority from offsetting collections (total discretionary)	-3	16	16
70.00 Total new budget authority (gross)	144	135	133
Change in obligated balances:			
72.40 Obligated balance, start of year	233	193	147
73.10 Total new obligations	151	152	133
73.20 Total outlays (gross)	-179	-198	-179
73.40 Adjustments in expired accounts (net)	-7		
73.45 Recoveries of prior year obligations	-8		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	3		
74.40 Obligated balance, end of year	193	147	101
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	47	87	86
86.93 Outlays from discretionary balances	132	111	93
87.00 Total outlays (gross)	179	198	179
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-3	-16	-16
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	3		
88.96 Portion of offsetting collections (cash) credited to expired accounts	3		
Net budget authority and outlays:			
89.00 Budget authority	147	119	117
90.00 Outlays	175	182	163

This account provides funding to conduct research, engineering, and development to improve the national airspace system's capacity and safety, as well as the ability to meet environmental needs. For 2005, the proposed funding is allocated to the following performance goal areas of the FAA: increase safety and create greater capacity. The request includes funding for a Joint Planning Office.

Object Classification (in millions of dollars)

Identification code 69-8108-0-7-402	2003 actual	2004 est.	2005 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	22	25	27
11.3 Other than full-time permanent	1	1	

11.9	Total personnel compensation	23	26	27
12.1	Civilian personnel benefits	5	5	5
21.0	Travel and transportation of persons	2	2	2
25.5	Research and development contracts	100	79	60
26.0	Supplies and materials	2	2	2
31.0	Equipment	2	2	1
41.0	Grants, subsidies, and contributions	16	20	20
99.0	Direct obligations	150	136	117
99.0	Reimbursable obligations	1	16	16
99.9	Total new obligations	151	152	133

Personnel Summary

Identification code 69-8108-0-7-402		2003 actual	2004 est.	2005 est.
Direct:				
1001	Total compensable workyears: Civilian full-time equivalent employment	310	292	298

**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		2003 actual	2004 est.	2005 est.
Obligations by program activity:				
00.01	Payment to Operations	3,845	4,469	6,002
10.00	Total new obligations (object class 94.0)	3,845	4,469	6,002
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	69		
22.00	New budget authority (gross)	3,775	4,469	6,002
22.10	Resources available from recoveries of prior year obligations	1		
23.90	Total budgetary resources available for obligation	3,845	4,469	6,002
23.95	Total new obligations	-3,845	-4,469	-6,002
New budget authority (gross), detail:				
Discretionary:				
40.26	Appropriation (trust fund)	3,800	4,500	6,002
40.37	Appropriation temporarily reduced—WCF rescission	-25	-4	
40.37	Appropriation temporarily reduced 0.59%		-27	
43.00	Appropriation (total discretionary)	3,775	4,469	6,002
Change in obligated balances:				
72.40	Obligated balance, start of year	75	28	
73.10	Total new obligations	3,845	4,469	6,002
73.20	Total outlays (gross)	-3,880	-4,497	-6,002
73.40	Adjustments in expired accounts (net)	-40		
73.45	Recoveries of prior year obligations	-1		
74.10	Change in uncollected customer payments from Federal sources (expired)	29		
74.40	Obligated balance, end of year	28		
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	3,775	4,469	6,002
86.93	Outlays from discretionary balances	105	28	
87.00	Total outlays (gross)	3,880	4,497	6,002
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-3		
Against gross budget authority only:				
88.96	Portion of offsetting collections (cash) credited to expired accounts	3		
Net budget authority and outlays:				
89.00	Budget authority	3,775	4,469	6,002
90.00	Outlays	3,876	4,497	6,002

For 2005, the budget proposes \$7,849 million for FAA Operations, of which \$6,002 million would be provided from the Airport and Airway Trust Fund.

FEDERAL HIGHWAY ADMINISTRATION

The Transportation Equity Act for the 21st Century (TEA-21), which authorized most surface transportation programs

from 1998 through 2003, expired September 30, 2003. The President's Budget modifies the Administration's surface transportation reauthorization bill, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA), as outlined in the 2004 Budget, by increasing the total six-year investment in highway and transit programs to \$256 billion. The President's Budget continues transportation infrastructure investment to increase the mobility and productivity of the Nation, strengthens transportation safety programs, and provides focus on program efficiencies, oversight, and accountability.

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

In 2005, the Federal Highway Administration continues major programs, including the Surface Transportation Program, the National Highway System, Interstate Maintenance, Highway Bridge Replacement and Rehabilitation Program, Congestion Mitigation and Air Quality Improvement Program, and Transportation Infrastructure Finance and Innovation programs. In addition, the Budget proposes a \$1 billion Infrastructure Performance and Maintenance Program targeted at "ready-to-go" highway projects. The program will use the Surface Transportation Program funding formula.

In summary, the 2005 budget consists of \$34,382 million in new budget authority and \$33,970 million in outlays. The following table reflects program levels (obligations). Because project selection is determined by the States, the 2004 and 2005 program levels are estimates.

FEDERAL HIGHWAY ADMINISTRATION

(In millions of dollars)

	2003 actual ¹	2004 est. ²	2005 est.
Obligations:			
Federal-aid highways	31,843	35,910	35,185
Federal-aid subject to limitation	31,022	34,623	34,258
State infrastructure banks	1		
Miscellaneous highway trust funds	342	184	184
Appalachian development highway system (GF)	84	334	
Appalachian development highway system (TF)	1	3	
Miscellaneous appropriations (GF)	132	58	58
Miscellaneous trust funds	113	344	300
Total program level	32,516	36,833	35,727
Total discretionary	31,650	35,294	34,593
Total mandatory	866	1,539	1,134

¹ 2003 funds reflect the transfer of \$1.067 billion from FHWA to FTA. The budget assumes that flex-funding transfer between FHWA and FTA will continue.

² H.R. 2673, Consolidated Appropriations Bill, 2004, provided \$150 million for vehicle safety activities, formerly funded in the National Highway Traffic Safety Administration's Operation and Research account, under the Federal-aid highways account. H.R. 2673 also provided \$65 million for Federal Motor Carrier Safety Administration grants under the Federal-aid highways account.

Federal Funds

MISCELLANEOUS APPROPRIATIONS

Program and Financing (in millions of dollars)

Identification code 69-9911-0-1-401		2003 actual	2004 est.	2005 est.
Obligations by program activity:				
00.10	Feasibility, design, environmental and engineering		1	1
00.11	Bridge Improvement demo proj		1	1
00.12	Interstate transfer grants		1	1
00.24	Highway demonstration projects		3	3
00.30	Highway demonstration projects—preliminary engineering		1	1
00.45	Highway bypass demonstration		2	2
00.46	Railroad highway crossing demonstration		3	3
00.79	Surface transportation projects	87	44	44
00.83	Miscellaneous highway projects/muscle shoals	45	2	2
10.00	Total new obligations (object class 41.0)	132	58	58
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	237	197	143
22.00	New budget authority (gross)	86	4	

MISCELLANEOUS APPROPRIATIONS—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-9911-0-1-401	2003 actual	2004 est.	2005 est.
22.10 Resources available from recoveries of prior year obligations	6		
23.90 Total budgetary resources available for obligation	329	201	143
23.95 Total new obligations	-132	-58	-58
24.40 Unobligated balance carried forward, end of year	197	143	85
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	91	4	
40.35 Appropriation permanently reduced PL 108-8	-1		
40.36 Unobligated balance permanently reduced	-4		
43.00 Appropriation (total discretionary)	86	4	
Change in obligated balances:			
72.40 Obligated balance, start of year	802	792	531
73.10 Total new obligations	132	58	58
73.20 Total outlays (gross)	-136	-317	-227
73.45 Recoveries of prior year obligations	-6		
74.40 Obligated balance, end of year	792	531	360
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	24	1	
86.93 Outlays from discretionary balances	112	316	227
87.00 Total outlays (gross)	136	317	227
Net budget authority and outlays:			
89.00 Budget authority	86	4	
90.00 Outlays	136	317	227

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	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Appalachian highway development system, 1998	2	3	
00.03 Appalachian highway development system, 2002	43	59	
00.04 Appalachian highway development system, 2003	39	148	
00.05 Appalachian highway development system, 2004		124	
10.00 Total new obligations (object class 25.2)	84	334	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	107	210	
22.00 New budget authority (gross)	187	124	
23.90 Total budgetary resources available for obligation	294	334	
23.95 Total new obligations	-84	334	
24.40 Unobligated balance carried forward, end of year	210		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	188	125	
40.35 Appropriation permanently reduced	-1	-1	
43.00 Appropriation (total discretionary)	187	124	
Change in obligated balances:			
72.40 Obligated balance, start of year	131	176	341
73.10 Total new obligations	84	334	
73.20 Total outlays (gross)	-39	-169	-178
74.40 Obligated balance, end of year	176	341	163
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	35	33	
86.93 Outlays from discretionary balances	4	136	178
87.00 Total outlays (gross)	39	169	178
Net budget authority and outlays:			
89.00 Budget authority	187	124	
90.00 Outlays	40	169	178

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	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Direct Program Activity	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		
23.95 Total new obligations	-1		
Change in obligated balances:			
72.40 Obligated balance, start of year	16	10	5
73.10 Total new obligations	1		
73.20 Total outlays (gross)	-7	-5	-3
74.40 Obligated balance, end of year	10	5	2
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	7	5	3
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	7	5	3

This schedule shows the obligation and outlay of amounts made available in prior years. No further appropriations are requested.

ELLSWORTH HOUSING SETTLEMENT

Program and Financing (in millions of dollars)

Identification code 69-5460-0-2-401	2003 actual	2004 est.	2005 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	2		
73.20 Total outlays (gross)	-2		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	2		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	2		

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	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Loan obligations	140	2,200	2,200
00.02 Interest paid to Treasury	24	57	102
00.91 Direct Program by Activities—Subtotal (1 level)	164	2,257	2,302
08.02 Downward Reestimate	4		
08.04 Interest on Downward Reestimate	1		
08.91 Direct Program by Activities—Subtotal (1 level)	5		

10.00	Total new obligations	168	2,257	2,302
Budgetary resources available for obligation:				
22.00	New financing authority (gross)	135	2,257	2,302
22.10	Resources available from recoveries of prior year obligations	334		
22.70	Balance of authority to borrow withdrawn	-301		
23.90	Total budgetary resources available for obligation	168	2,257	2,302
23.95	Total new obligations	-168	-2,257	-2,302
New financing authority (gross), detail:				
Mandatory:				
67.10	Authority to borrow	134	2,133	2,147
69.00	Offsetting collections (cash)	328	22	94
69.10	Change in uncollected customer payments from Federal sources (unexpired)	-24	102	66
69.47	Portion applied to repay debt	-303		-5
69.90	Spending authority from offsetting collections (total mandatory)	1	124	155
70.00	Total new financing authority (gross)	135	2,257	2,302
Change in obligated balances:				
72.40	Obligated balance, start of year	2,496	2,274	3,667
73.10	Total new obligations	168	2,257	2,302
73.20	Total financing disbursements (gross)	-80	-762	-1,134
73.45	Recoveries of prior year obligations	-334		
74.00	Change in uncollected customer payments from Federal sources (unexpired)	24	-102	-66
74.40	Obligated balance, end of year	2,274	3,667	4,769
87.00	Total financing disbursements (gross)	80	762	1,134
Offsets:				
Against gross financing authority and financing disbursements:				
Offsetting collections (cash) from:				
88.00	Federal sources: subsidy from program account	-1	-15	-55
88.25	Interest on uninvested funds	-9		
88.40	Interest payments from borrowers	-17	-6	-30
88.40	Repayment of principal, net	-300	-1	-9
88.40	Non-Federal sources: fees	-1		
88.90	Total, offsetting collections (cash)	-328	-22	-94
Against gross financing authority only:				
88.95	Change in receivables from program accounts	24	-102	-66
Net financing authority and financing disbursements:				
89.00	Financing authority	-169	2,133	2,142
90.00	Financing disbursements	-248	740	1,040

Status of Direct Loans (in millions of dollars)

Identification code 69-4123-0-3-401		2003 actual	2004 est.	2005 est.
Position with respect to appropriations act limitation on obligations:				
1111	Limitation on direct loans	2,200	2,200	2,200
1142	Unobligated direct loan limitation (-)	-2,060		
1150	Total direct loan obligations	140	2,200	2,200
Cumulative balance of direct loans outstanding:				
1210	Outstanding, start of year	351	103	808
1231	Disbursements: Direct loan disbursements	52	706	1,026
1251	Repayments: Repayments and prepayments	-300	-1	-9
1290	Outstanding, end of year	103	808	1,825

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		2002 actual	2003 actual	2004 est.	2005 est.
ASSETS:					
Investments in US securities:					
1106	Federal assets: Receivables, net	4	31		
Net value of assets related to post-1991 direct loans receivable:					
1401	Direct loans receivable, gross	350	103		
1405	Allowance for subsidy cost (-)	-8	-2		

1499	Net present value of assets related to direct loans	342	101		
1999	Total assets	346	132		
LIABILITIES:					
2103	Federal liabilities: Debt	346	132		
2999	Total liabilities	346	132		
4999	Total liabilities and net position	346	132		

Note: Consistent with Government-wide practice, information for 2004 and 2005 was not required to be collected.

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM GUARANTEED LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4145-0-3-401		2003 actual	2004 est.	2005 est.
Budgetary resources available for obligation:				
22.00	New financing authority (gross)			10
24.40	Unobligated balance carried forward, end of year			10
New financing authority (gross), detail:				
Mandatory:				
69.00	Offsetting collections (cash)			10
Offsets:				
Against gross financing authority and financing disbursements:				
88.00	Offsetting collections (cash) from: Federal sources: loan guarantee subsidy			-10
Net financing authority and financing disbursements:				
89.00	Financing authority			
90.00	Financing disbursements			-10

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4145-0-3-401		2003 actual	2004 est.	2005 est.
LOAN GUARANTEES				
Position with respect to appropriations act limitation on commitments:				
2111	Limitation on guaranteed loans made by private lenders	200	200	200
2142	Uncommitted loan guarantee limitation	-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.

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		2003 actual	2004 est.	2005 est.
Obligations by program activity:				
00.01	Lines of credit		200	200
00.02	Interest Paid to Treasury			2
10.00	Total new obligations		200	202
Budgetary resources available for obligation:				
22.00	New financing authority (gross)	-2	197	202

Credit accounts—Continued

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM LINE OF CREDIT FINANCING ACCOUNT—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-4173-0-3-401	2003 actual	2004 est.	2005 est.
22.10 Resources available from recoveries of prior year obligations	30	33	
22.70 Balance of authority to borrow withdrawn	-28	-30	
23.90 Total budgetary resources available for obligation		200	202
23.95 Total new obligations		-200	-202
New financing authority (gross), detail:			
Mandatory:			
67.10 Authority to borrow		171	181
69.00 Offsetting collections (cash)		3	5
69.10 Change in uncollected customer payments from Federal sources (unexpired)	-2	23	16
69.90 Spending authority from offsetting collections (total mandatory)	-2	26	21
70.00 Total new financing authority (gross)	-2	197	202
Change in obligated balances:			
72.40 Obligated balance, start of year	75	47	171
73.10 Total new obligations		200	202
73.20 Total financing disbursements (gross)		-20	-46
73.45 Recoveries of prior year obligations	-30	-33	
74.00 Change in uncollected customer payments from Federal sources (unexpired)	2	-23	-16
74.40 Obligated balance, end of year	47	171	313
87.00 Total financing disbursements (gross)		20	46
Offsets:			
Against gross financing authority and financing disbursements:			
88.00 Offsetting collections (cash) from: Federal sources		-3	-5
Against gross financing authority only:			
88.95 Change in receivables from program accounts	2	-23	-16
Net financing authority and financing disbursements:			
89.00 Financing authority		171	181
90.00 Financing disbursements		17	41

Status of Direct Loans (in millions of dollars)

Identification code 69-4173-0-3-401	2003 actual	2004 est.	2005 est.
LINES OF CREDIT			
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	200	200	200
1142 Unobligated direct loan limitation (-)	-200		
1150 Total direct loan obligations		200	200
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year			20
1231 Disbursements: Direct loan disbursements		20	44
1290 Outstanding, end of year		20	64

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	2002 actual	2003 actual	2004 est.	2005 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury	53			
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross				
1405 Allowance for subsidy cost (-)				
1499 Net present value of assets related to direct loans				

1999 Total assets	53		
LIABILITIES:			
2103 Federal liabilities: Debt	53		
2999 Total liabilities	53		
NET POSITION:			
3999 Total net position			
4999 Total liabilities and net position	53		

Note: Consistent with Government-wide practice, information for 2004 and 2005 was not required to be collected.

ORANGE COUNTY (CA) TOLL ROAD DEMONSTRATION PROJECT PROGRAM ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-0543-0-1-401	2003 actual	2004 est.	2005 est.
Budgetary resources available for obligation:			
22.10 Resources available from recoveries of prior year obligations		2	
23.98 Unobligated balance expiring or withdrawn	-2	-2	
Change in obligated balances:			
72.40 Obligated balance, start of year	12	10	8
73.45 Recoveries of prior year obligations	-2	-2	
74.40 Obligated balance, end of year	10	8	8
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	2003 actual	2004 est.	2005 est.
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	-2	-2	
22.10 Resources available from recoveries of prior year obligations	24	24	
22.70 Balance of authority to borrow withdrawn	-22	-22	
23.90 Total budgetary resources available for obligation			
New financing authority (gross), detail:			
Mandatory:			
69.10 Change in uncollected customer payments from Federal sources (unexpired)	-2	-2	
Change in obligated balances:			
72.40 Obligated balance, start of year	156	134	112
73.45 Recoveries of prior year obligations	-24	-24	
74.00 Change in uncollected customer payments from Federal sources (unexpired)	2	2	
74.40 Obligated balance, end of year	134	112	112
Offsets:			
Against gross financing authority only:			
88.95 Change in receivables from program accounts	2	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	2003 actual	2004 est.	2005 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	10		
22.00 New budget authority (gross)	-4		
22.10 Resources available from recoveries of prior year obligations	4		
22.30 Expired unobligated balance transfer to unexpired account	-10		
23.90 Total budgetary resources available for obligation			
New budget authority (gross), detail:			
Mandatory:			
60.26 Appropriation (trust fund)	-4		
Change in obligated balances:			
72.40 Obligated balance, start of year	14	10	10
73.45 Recoveries of prior year obligations	-4		
74.40 Obligated balance, end of year	10	10	10
Net budget authority and outlays:			
89.00 Budget authority	-4		
90.00 Outlays			

Status of Direct Loans (in millions of dollars)

Identification code 69-8402-0-8-401	2003 actual	2004 est.	2005 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	98	94	94
1231 Disbursements: Direct loan disbursements			
1251 Repayments: Repayments and prepayments	-4		
1264 Write-offs for default: Other adjustments, net			
1290 Outstanding, end of year	94	94	94

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 2005.

**FEDERAL-AID HIGHWAYS
HIGHWAY TRUST FUND
(RESCISSION)**

Of the unobligated balances of funds apportioned to each State under the programs authorized under sections 1101(a)(1), 1101(a)(2), 1101(a)(3), 1101(a)(4), and 1101(a)(5) of Public Law 105-178, as amended, **[\$207,000,000] \$300,000,000** are rescinded. (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 20-8102-0-7-401	2003 actual	2004 est.	2005 est.
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities:			
Par value	18,840	13,578	15,290

92.02 Total investments, end of year: Federal securities:			
Par value	13,578	15,290	16,675

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 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 Administration proposes the redirection to the highway account of the Highway Trust Fund of the 2.5 cents per gallon of the excise tax on gasoline currently deposited in the General Fund of the Treasury.

The status of the fund is as follows:

Status of Funds (in millions of dollars)

Identification code 20-8102-0-7-401	2003 actual	2004 est.	2005 est.
Unexpended balance, start of year:			
0100 Uninvested balance	3,393	4,237	
0101 U.S. Securities: Par value	18,840	13,578	15,290
0199 Total balance, start of year	22,233	17,815	15,290
Cash income during the year:			
Current law:			
Receipts:			
1200 Highway trust fund, deposits (Highway account)	28,964	29,469	30,707
1201 Highway Trust Fund deposits (Transit account)	4,762	4,801	4,973
Offsetting receipts (proprietary):			
1220 CMA receipts	2		
Offsetting collections:			
1280 Federal-aid highways	71	92	93
1280 Offsetting collections			13
1280 Offsetting collections			20
1280 Offsetting collections	1		
1281 NHTSA Grants	22	41	17
1283 Motor carrier safety	9	11	
1299 Income under present law	33,831	34,414	35,823
Proposed legislation:			
Receipts:			
2200 Receipts		1,242	876
2201 Receipts			11
2299 Income under proposed legislation		1,242	887
3299 Total cash income	33,831	35,656	36,710
Cash outgo during year:			
Current law:			
4500 Federal-aid highways	-30,239	-30,848	-33,064
4501 Motor carrier safety	-96	-233	-18
4502 National motor carrier safety program	-169	-253	-136
4505 Miscellaneous highway trust funds	-254	-345	-268
4506 Operations and research (trust fund share)	-73	-136	-112
4507 Highway traffic safety grants	-210	-235	-330
4509 Discretionary grants (trust fund)	-293	-263	-121
4510 Trust fund share of expenses	-6,810	-5,813	-329
4511 Construction, National Park Service, Interior		-1	
4514 Appalachian development highway system	-93	-27	-15
4515 Border enforcement program	-9	-27	
4517 Motor carrier safety grants			-64
4518 Motor carrier safety operations and programs			-218
4519 Formula grants and research			-598
4599 Outgo under current law (-)	-38,246	-38,181	-35,273
7645 Transfers, net			-52
Unexpended balance, end of year:			
8700 Uninvested balance	4,237		
8701 Federal securities: Par value	13,578	15,290	16,675

Credit accounts—Continued

FEDERAL-AID HIGHWAYS—Continued
(RESCISSION)—Continued

Status of Funds (in millions of dollars)—Continued

Identification code 20-8102-0-7-401	2003 actual	2004 est.	2005 est.
8799 Total balance, end of year	17,815	15,290	16,675
Commitments against unexpended balance, end of year:			
9801 Obligated balance (—)	–43,773	–48,264	–54,286
9802 Unobligated balance (—)	–27,867	–26,041	–25,873
Total commitments (—)	–71,640	–74,305	–80,159
Excess commitments over fund's cash balance, end of year (—)	–53,825	–59,015	–63,484

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

HIGHWAY TRUST FUND

(In millions of dollars)

	2003 actual	2004 est.	2005 est.
Unexpended balance, start of year	22,233	17,815	15,290
Cash income during the year:			
Total cash income	33,831	35,656	36,710
Cash outgo during the year (outlays)	38,246	38,181	35,325
Unexpended balance, end of year	17,815	15,290	16,675

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 **[\$33,843,000,000]** *\$33,643,326,300* for Federal-aid highways and highway safety construction programs for fiscal year **[2004:] 2005: Provided, That the Secretary may, as authorized by sections 183 and 184 of title 23, United States Code, charge and collect a fee, from the applicant for a direct loan, guaranteed loan, or line of credit to cover the cost of the financial and legal analyses performed on behalf of the Department: Provided further, That such fees are available until expended to pay for such costs: Provided further, That such amounts are in addition to administrative expenses that are also available for such purpose, and are not subject to any obligation limitation or the limitation on administrative expenses under section 23 U.S.C. 188. [within the \$33,843,000,000 obligation limitation on Federal-aid highways and highway safety construction programs, not more than \$462,500,000 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 2004: Provided further, That this limitation on transportation research programs shall not apply to any authority previously made available for obligation: Provided further, That within the \$232,000,000 obligation limitation on Intelligent Transportation Systems, the following sums shall be made available for Intelligent Transportation System projects that are designed to achieve the goals and purposes set forth in section 5203 of the Intelligent Transportation Systems Act of 1998 (subtitle C of title V of Public Law 105–178; 112 Stat. 453; 23 U.S.C. 502 note) in the following specified areas:**

- City of Huntsville, Alabama, ITS, \$4,500,000;
- 511 Traveler Information Program in North Carolina, \$400,000;
- Advanced Ticket Collection and Passenger Information Systems, New Jersey, \$750,000;
- Advanced Traffic Analysis Center, North Dakota, \$200,000;
- Advanced Transportation Management Systems (ATMS), Montgomery County, Maryland, \$500,000;
- Alameda Corridor-East Gateway to America Project Phase II, Los Angeles, California, \$1,200,000;
- Alexandria ITS Real-Time Transit Enhancement Pilot Project, \$410,000;

- Altarum Restricted Use Technology Study, \$1,750,000;
- Altoona, Pennsylvania, ITS, \$800,000;
- Amber Alert Multi-Regional Strategic Plan, \$400,000;
- ATR Transportation Technology/CVISN, New Mexico, \$175,000;
- Auburn, Auburn Way South ITS, Washington, \$1,600,000;
- Bay County Area Wide Traffic Signal System, \$750,000;
- Cargo Watch Logistics Information System, New York, \$2,500,000;
- Carson Passenger Information System, \$300,000;
- CCTA Intelligent Transportation Systems, Vermont, \$300,000;
- City of Baltimore, Maryland Traffic Congestion Management, \$200,000;
- City of Boston Intelligent Transportation Systems, Massachusetts, \$1,000,000;
- City of New Rochelle, NY Traffic Signal Replacement Program, \$500,000;
- City of Santa Rosa, Intelligent Transportation System, \$300,000;
- Clark County Transit, VAST ITS, Washington, \$1,600,000;
- Computerization of traffic signals in Ashtabula, Ohio, \$14,000;
- Corona City-wide automated traffic management system, \$1,000,000;
- DelTrac Statewide Integration, Delaware, \$1,000,000;
- Demonstration project to deploy Geospatial Emergency & Response System (GEARS) for transportation, \$150,000;
- Detroit Metro Airport ITS, \$350,000;
- DuPage County Signal Interconnection Project, \$300,000;
- Elk Grove Traffic Operations Center, \$960,000;
- Fairfax County Route 1 Traffic Synchronization ITS Pilot Project, \$500,000;
- FAST Las Vegas (ITS—Phase 2)—Construction, \$300,000;
- Fiber Optic Signal Interconnect System, Tuscon, Arizona, \$3,500,000;
- George Washington University, Virginia Campus, \$500,000;
- Germantown Parkway ITS Project, Tennessee, \$3,000,000;
- GMU ITS Research, Virginia, \$500,000;
- Great Lakes ITS, Michigan, \$3,000,000;
- Greater Philadelphia Chamber of Commerce ITS System, Pennsylvania, \$1,500,000;
- Harbor Boulevard Intelligent Transportation, \$800,000;
- Hawthorne Street Public Access Improvements, New Bedford, Massachusetts, \$150,000;
- Hillsborough Area Regional Transit: Bus Tracking, Communication and Security, Florida, \$750,000;
- Houma, Louisiana, \$1,250,000;
- Houston ITS, \$1,500,000;
- I-70 Incident Management Plan Implementation, Colorado, \$2,500,000;
- I-87 Highway Speed E-Z Pass at the Woodbury Toll Barrier, \$1,750,000;
- I-87 Smart Corridor, \$1,000,000;
- I-90 Phase 2 Connector ITS Testbed—Town of North Greenbush—Rensselaer County, New York, \$200,000;
- Illinois Statewide ITS, \$3,000,000;
- Implementation of Wisconsin DOT's Fiber Optics Network, \$1,000,000;
- Integration and Implementation of DYNASMART-X, RHODES and CLAIRE in Houston, Texas, \$500,000;
- Intelligent Transportation System (Kansas City metro area), \$200,000;
- Intelligent Transportation Systems—Phases II and III, Ohio, \$700,000;
- Intelligent Transportation Systems Deployment Project, Inglewood, California, \$500,000;
- Intelligent Transportation Systems, City of Wichita Transit Authority, \$750,000;
- Intelligent Transportation Systems, Statewide and Commercial Vehicle Information Systems Network, Maryland, \$750,000;
- Intelligent Transportation Systems, Washington, DC Region, \$500,000;
- Intersection Signalization Project for the City of Virginia Beach, Virginia, \$500,000;
- Iowa Transportation Systems, \$750,000;
- ITS Baton Rouge, Louisiana, \$1,250,000;
- ITS Expansion in Davis and Utah Counties, Utah, \$1,250,000;
- ITS Logistics and Systems Management for the Gateway Cities, \$250,000;

ITS Technologies, San Antonio, Texas, \$200,000;
 ITS, Cache Valley, Utah, \$1,000,000;
 Jacksonville Transportation Authority, Intelligent Transportation Initiative—Regional Planning, Florida, \$750,000;
 King County, County-wide Signal Program, Washington, \$1,500,000;
 Lincoln, Nebraska StarTran Automatic Vehicle Locator System, \$1,000,000;
 Los Angeles MTA Regional Universal Fare System, \$500,000;
 Macomb County ITS Integration, Michigan, \$600,000;
 Maine Statewide ITS, \$1,000,000;
 Market Street Signalization Improvements, \$100,000;
 MARTA Automated Fare Collection/Smart Card System, Georgia, \$700,000;
 Metrolina Transportation Management Center, \$1,750,000;
 Mid-America Surface Transportation Water Research Institute, North Dakota, \$500,000;
 Minnesota Guidestar, \$1,250,000;
 Missouri Statewide Rural ITS, \$4,000,000;
 Mobile Data Computer Network Phase II (MDCN), Wisconsin, \$2,200,000;
 Monroe County ATMS ITS Deployment Project, \$800,000;
 Montachusett Area Regional Transit (MART) AVLS, Massachusetts, \$240,000;
 Multi Region Advanced Traveler Information System (ATIS) for the IH-20 Corridor—Phase 1 in Texas, \$550,000;
 Nebraska Statewide Intelligent Transportation System Deployment, \$1,000,000;
 New York State Thruway Authority Traffic Operation Package for I-95 and I-87, \$1,676,000;
 North Bergen, New Jersey Traffic Signalization Replacement, \$1,000,000;
 Oklahoma Statewide ITS, \$4,000,000;
 Palm Tran, Palm Beach County, Florida—Automated Vehicle Location and Mobile Data Terminals, \$1,000,000;
 Portland State University Intelligent Transportation Research Initiative, \$400,000;
 Program of Projects, Washington, \$2,000,000;
 Project Hoosier SAFE-T, \$2,000,000;
 Real Time Transit Passenger Information System for the Prince George's County Dept. of Public Works, Maryland, \$1,000,000;
 Regional Intelligent Transportation System, Springfield, Missouri, \$2,000,000;
 Regional ITS Architecture and Deployment Plan for the Eagle Pass Region and Integrate with Laredo, \$300,000;
 Roosevelt Boulevard ITS Enhancement Pilot Program, \$750,000;
 Rural Freeway Management System Implementation for the IH-20 Corridor in the Tyler Region—Phase 1, \$200,000;
 Sacramento Area Council of Governments—ITS Projects, California, \$1,175,000;
 San Diego Joint Transportation Operations Center, \$400,000;
 Seacoast Intelligent Transportation System Congestion Relief Project, \$1,000,000;
 Seattle City Center ITS, Washington, \$2,500,000;
 Shreveport Intelligent Transportation System, Louisiana, \$1,000,000;
 South Carolina DOT Inroads Intelligent Transportation System, \$3,500,000;
 Spotswood Township, NJ; Expand and improve traffic flow with road improvements, \$250,000;
 SR 924 ITS Integration Project, \$1,000,000;
 SR112 ITS Integration Project, \$300,000;
 Statewide AVL Initiative, Nebraska, \$300,000;
 Swatara Township, Pennsylvania—Traffic Signalization Improvements, \$100,000;
 TalTran ITS Smartbus Program, Florida, \$1,750,000;
 Texas Medical Center EMS Early Warning Transportation System, \$1,000,000;
 Texas Statewide ITS Deployment and Integration, City of Lubbock, \$400,000;
 Texas Statewide ITS Deployment and Integration, Port of Galveston, \$400,000;
 Town of Cary Computerized Traffic Signal Project, North Carolina, \$800,000;
 Traffic Signal Controllers & Cabinets, District of Columbia, \$400,000;
 TRANSCOM Regional Architecture & TRANSMIT project, NJ, NY, & CT, \$500,000;

Transportation Research Center (TRC) for Freight, Trade, Security, and Economic Strength, Georgia, \$500,000;
 Tukwila, Signalization Interconnect and Intelligent Transportation, Washington, \$1,400,000;
 Twin Cities, Minnesota Redundant Communications Pilot, \$1,000,000;
 Tysons Transportation Association—ITS, \$250,000;
 University of Kentucky Transportation Center, \$1,000,000;
 Ventura County Intelligent Transportation System, \$1,000,000;
 West Baton Rouge Parish Joint Operations Emergency Communications Center, \$800,000;
 Wisconsin CVISN Level One Deployment, \$800,000; and
 Wyoming Statewide ITS Initiative, \$4,000,000].

(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, \$34,000,000,000 or so much thereof as may be available in and derived from the Highway Trust Fund, to remain available until expended. (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-8083-0-7-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Direct loan subsidy—	10	117	121
00.02 Guaranteed loan subsidy	10	10	9
00.03 Line of credit	26	26	21
00.09 Administrative expenses	2	2	2
00.11 Interstate maintenance	3,772	5,569	5,682
00.12 National highway system	6,249	6,814	6,758
00.13 Bridge program	3,689	4,780	4,836
00.14 Surface transportation program	7,680	7,873	6,838
00.15 Congestion mitigation and air quality improvement	848	1,955	2,055
00.16 Infrastructure performance and maintenance program			1,000
00.17 Appalachian development highway system	408	433	442
00.18 Reauthorization initiatives and other programs	5,159	3,203	2,749
00.19 Federal lands highways	631	969	947
00.20 Transportation research	355	458	428
00.21 Minimum guarantee	1,906	2,080	2,020
00.22 Administration	313	334	350
00.91 Programs subject to obligation limitation	31,022	34,623	34,258
02.11 Emergency relief program	79	160	100
02.13 Minimum allocation/guarantee	513	657	646
02.14 Demonstration projects	128	126	88
02.91 Programs exempt from obligation limitation	720	943	834
03.01 Emergency Relief Supplemental	33	252	
06.00 Total direct program	31,775	35,818	35,092
09.01 Reimbursable program	68	92	93
10.00 Total new obligations	31,843	35,910	35,185
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	24,347	21,806	23,366
21.40 Unobligated balance carried forward, start of year	5,162	5,417	2,214
22.00 New budget authority (gross)	29,557	34,267	34,175
23.90 Total budgetary resources available for obligation	59,066	61,490	59,755
23.95 Total new obligations	-31,843	-35,910	-35,185
24.40 Unobligated balance carried forward, end of year	21,806	23,366	22,356
24.40 Unobligated balance carried forward, end of year	5,417	2,214	2,214
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	32,000	34,000	34,000
40.49 Portion applied to liquidate contract authority	-30,932	-34,000	-34,000
41.00 Transferred to other accounts	-1,069		
42.00 Transferred from other accounts	1		
43.00 Appropriation (total discretionary)			
49.35 Contract authority permanently reduced	-197		
49.36 Unobligated balance permanently reduced	-276		
49.36 Unobligated balance permanently reduced			-300
49.36 Unobligated balance permanently reduced		-207	
49.90 Contract authority (total discretionary)	-473	-207	-300
Mandatory:			
66.10 Contract authority	31,029	34,382	34,382

Credit accounts—Continued

FEDERAL-AID HIGHWAYS—Continued
(HIGHWAY TRUST FUND)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8083-0-7-401	2003 actual	2004 est.	2005 est.
66.61 Transferred to other accounts	-1,067		
66.90 Contract authority (total mandatory)	29,962	34,382	34,382
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	71	92	93
68.10 Change in uncollected customer payments from Federal sources (unexpired)	-3		
68.90 Spending authority from offsetting collections (total discretionary)	68	92	93
70.00 Total new budget authority (gross)	29,557	34,267	34,175
Change in obligated balances:			
72.40 Obligated balance, start of year	40,411	42,018	47,080
73.10 Total new obligations	31,843	35,910	35,185
73.20 Total outlays (gross)	-30,239	-30,848	-33,064
74.00 Change in uncollected customer payments from Fed- eral sources (unexpired)	3		
74.40 Obligated balance, end of year	42,018	47,080	49,201
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	8,273	9,176	9,177
86.93 Outlays from discretionary balances	20,258	20,671	22,914
86.97 Outlays from new mandatory authority	412	200	200
86.98 Outlays from mandatory balances	1,296	801	773
87.00 Total outlays (gross)	30,239	30,848	33,064
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources Against gross budget authority only:	-71	-92	-93
88.95 Change in uncollected customer payments from Federal sources (unexpired)	3		
Net budget authority and outlays:			
89.00 Budget authority	29,489	34,175	34,082
90.00 Outlays	30,168	30,756	32,971

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

Identification code 69-8083-0-7-401	2003 actual	2004 est.	2005 est.
Direct loan levels supportable by subsidy budget authority:			
115001 Direct loan	140	2,200	2,200
115002 Line of credit		200	200
115901 Total direct loan levels	140	2,400	2,400
Direct loan subsidy (in percent):			
132001 Direct loan	7.10	5.33	5.51
132002 Line of credit	0.00	12.93	10.69
132901 Weighted average subsidy rate	7.10	5.96	5.94
Direct loan subsidy budget authority:			
133001 Direct loan	10	117	121
133002 Line of credit		10	10
133901 Total subsidy budget authority	10	127	131
Direct loan subsidy outlays:			
134001 Direct loan	1	15	55
134002 Line of credit		3	5
134901 Total subsidy outlays	1	18	60
Direct loan downward reestimate subsidy budget authority:			
137001 Direct loan	-5		
137901 Total downward reestimate budget authority	-5		
Guaranteed loan levels supportable by subsidy budget authority:			
215001 Loan guarantee		200	200
215901 Total loan guarantee levels		200	200
Guaranteed loan subsidy (in percent):			
232001 Loan guarantee	0.00	4.77	4.68

232901 Weighted average subsidy rate	0.00	4.77	4.68
Guaranteed loan subsidy budget authority:			
233001 Loan guarantee		10	9
233901 Total subsidy budget authority		10	9
Guaranteed loan subsidy outlays:			
234001 Loan guarantee			10
234901 Total subsidy outlays			10
Administrative expense data:			
351001 Budget authority	2	2	2
358001 Outlays from balances			
359001 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 FAH program is funded by contract authority in P.L. 108-88, an extension of the Transportation Equity Act for the 21st Century (TEA-21) through February 29, 2004.

Infrastructure performance and maintenance.—The Administration proposes a highway performance and maintenance initiative funded at \$1 billion per year for six years. This initiative would be based on the Surface Transportation Program funding formula and targeted to “ready-to-go” highway projects that address traffic congestion and improve infrastructure conditions. States would be required to commit funds in the first half of each fiscal year. Failure to obligate funds quickly would trigger a reallocation of these funds among states.

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. Ten percent of STP funds are set aside for transportation enhancements and State sub-allocations are provided, including the special rule for areas less than 5,000 population.

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.

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.

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 1/2 percent of the apportionment is guaranteed to each State.

Federal lands.—This category funds improvement for forest highways; park roads and parkways; Indian reservation roads; refuge roads; and recreation 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. The Indian Reservation Roads program consists of the Bureau of Indian Affairs road system (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. Refuge Roads consist of public roads that provide access to or within the National Wildlife Refuge System.

Transportation infrastructure finance and innovation (TIFIA) program.—The TIFIA credit program will provide funds to assist in the development of surface transportation projects of regional and national significance. The goal is to develop major infrastructure facilities through greater non-Federal and private sector participation, building on public willingness to dedicate future revenues or user fees in order to receive transportation benefits earlier than would be possible under traditional funding techniques. The TIFIA program provides secured loans, loan guarantees, and standby lines of credit which can be used to secure junior lien debt and thus enhance a project's overall debt obligations.

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

Object Classification (in millions of dollars)				
Identification code 69-8083-0-7-401	2003 actual	2004 est.	2005 est.	
Direct obligations:				
Personnel compensation:				
11.1				
11.3				
11.5				
11.9				
12.1				
21.0				
22.0				
25.2				

26.0	Supplies and materials	3	3	2
32.0	Land and structures	176	326	409
41.0	Grants, subsidies, and contributions	20	22	23
93.0	Limitation on general operating expenses (see separate schedule)	313	334	350
99.0	Direct obligations	31,010	35,250	34,671
99.0	Reimbursable obligations	68	92	93
Allocation Account:				
Personnel compensation:				
11.1	Full-time permanent	43	51	52
11.3	Other than full-time permanent	5	6	6
11.5	Other personnel compensation	8	2	2
11.9	Total personnel compensation	56	59	60
12.1	Civilian personnel benefits	11	14	14
21.0	Travel and transportation of persons	3	4	4
22.0	Transportation of things	2	2	2
23.1	Rental payments to GSA	2	2	2
23.3	Communications, utilities, and miscellaneous charges	5	7	7
25.1	Advisory and assistance services	5	6	6
25.2	Other services	233	280	283
25.3	Other purchases of goods and services from Government accounts	7	8	8
25.4	Operation and maintenance of facilities	1	2	2
25.7	Operation and maintenance of equipment	4	4	4
26.0	Supplies and materials	2	2	2
31.0	Equipment	6	9	8
32.0	Land and structures	9	12	12
41.0	Grants, subsidies, and contributions	419	157	7
99.0	Allocation account	765	568	421
99.9	Total new obligations	31,843	35,910	35,185

Personnel Summary

Identification code 69-8083-0-7-401	2003 actual	2004 est.	2005 est.	
Direct:				
1001	Total compensable workyears: Civilian full-time equivalent employment	413	418	440
Reimbursable:				
2001	Total compensable workyears: Civilian full-time equivalent employment	4	4	4
Allocation account:				
3001	Total compensable workyears: Civilian full-time equivalent employment	158	161	169

FEDERAL HIGHWAY ADMINISTRATION
LIMITATION ON ADMINISTRATIVE EXPENSES

Necessary expenses for administration and operation of the Federal Highway Administration, not to exceed **[\$337,604,000] \$349,594,000**, 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, \$7,000,000 shall be available for environmental streamlining activities, which may include making grants to, or entering into contracts, cooperative agreements, and other transactions, with a Federal agency, State agency, local agency, authority, association, nonprofit or for-profit corporation, or institution of higher education. (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

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 con-

Credit accounts—Continued

FEDERAL HIGHWAY ADMINISTRATION—Continued
LIMITATION ON ADMINISTRATIVE EXPENSES—Continued

ducts 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	2003 actual	2004 est.	2005 est.
Personnel compensation:			
11.1 Full-time permanent	172	180	188
11.3 Other than full-time permanent	3	3	3
11.5 Other personnel compensation	3	3	3
11.9 Total personnel compensation	178	186	194
12.1 Civilian personnel benefits	46	50	52
21.0 Travel and transportation of persons	12	13	13
22.0 Transportation of things	1		
23.1 Rental payments to GSA	20	23	26
23.3 Communications, utilities, and miscellaneous charges	9	10	11
24.0 Printing and reproduction	2	2	2
25.2 Other services	37	42	44
26.0 Supplies and materials	3	3	3
31.0 Equipment	5	5	5
93.0 Limitation on expenses	-313	-334	-350
99.0 Limitation acct—direct obligations			

Personnel Summary

Identification code 69-8083-0-7-401	2003 actual	2004 est.	2005 est.
6001 Total compensable workyears: Civilian full-time equivalent employment	2,366	2,424	2,436

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

For necessary expenses for the Appalachian Development Highway System as authorized under section 1069(y) of Public Law 102-240, as amended, \$125,000,000, to remain available until expended. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

APPALACHIAN DEVELOPMENT HIGHWAY
(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8072-0-7-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.02 Section 378 of P.L. 106-346	1	3	
10.00 Total new obligations (object class 25.2)	1	3	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	3	
22.10 Resources available from recoveries of prior year obligations	3		
23.90 Total budgetary resources available for obligation	4	3	
23.95 Total new obligations	-1	-3	
24.40 Unobligated balance carried forward, end of year	3		
Change in obligated balances:			
72.40 Obligated balance, start of year	165	70	46
73.10 Total new obligations	1	3	
73.20 Total outlays (gross)	-93	-27	-15
73.45 Recoveries of prior year obligations	-3		
74.40 Obligated balance, end of year	70	46	30
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	93	27	15
Net budget authority and outlays:			
89.00 Budget authority			

90.00 Outlays	93	27	15
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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.

MISCELLANEOUS HIGHWAY AND HIGHWAY SAFETY PROGRAMS

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, from the available unobligated balances under the programs for which funds are authorized under sections 1101(a)(1), 1101(a)(2), 1101(a)(3), 1101(a)(4), and 1101(a)(5) of Public Law 105-178, as amended, \$15,000,000 shall be made available for planning and design activities, and initiation of construction of the project at Pennsylvania Avenue in front of the White House; \$20,000,000 shall be made available to provide grants to States for the development or enhancement of notification or communications systems along highways for alerts and other information for the recovery of abducted children under section 303 of Public Law 108-21; \$8,000,000 shall be made available to the Federal Motor Carrier Safety Administration to make grants to States for implementation of section 210 of Public Law 106-159; \$3,500,000 shall be made available to the Federal Motor Carrier Safety Administration for necessary operating expenses and personnel for implementation of section 210 of Public Law 106-159; \$23,000,000 shall be made available to the Federal Motor Carrier Safety Administration to make grants to States for southern border State operations for the purposes described in 49 U.S.C. 31104(f)(2)(B); \$9,000,000 shall be made available to the Federal Motor Carrier Safety Administration to make grants to States for northern border truck inspections; \$21,000,000 shall be made available to the Federal Motor Carrier Safety Administration to make grants to States, local governments, or other entities for commercial driver's license program improvements; \$47,000,000 shall be made available to make grants to States for construction of State border safety inspection facilities at the United States border with Mexico; and \$150,545,000 shall be made available to the National Highway Traffic Safety Administration 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: *Provided*, That funds shall be made available from a State's available unobligated balances in the programs funded under sections 1101(a)(1) through (5) of Public Law 105-178, as amended, in the ratio that the State's total amount of funds apportioned under such programs for fiscal year 2003 bears to the total amount of funds apportioned to all States under such programs: *Provided further*, That the funds made available under this heading may be transferred by the Secretary to another Federal agency, such funds to be then administered by the procedures of the Federal agency to which such funds are transferred: *Provided further*, That none of the funds provided to the National Highway Traffic Safety Administration 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 all funds made available for obligation under this heading shall be available in the same manner as though such funds were apportioned under chapter one of title 23, United States Code, except that the Federal share payable on account of any program, project, or activity carried out with funds made available under this heading shall be 100 percent and such funds shall remain available for obligation until expended: *Provided further*, That all funds made available under this heading shall be subject to any limitation on obligations for Federal-aid highways and highway safety construction programs set forth in this Act or any other Act. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

HIGHWAY RELATED SAFETY GRANTS
(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8019-0-7-401	2003 actual	2004 est.	2005 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	1	1	.....
74.40 Obligated balance, end of year	1	.....	.....
Net budget authority and outlays:			
89.00 Budget authority .....	.....	.....	.....
90.00 Outlays .....	.....	.....	.....

The Highway Safety Act of 1970 authorized grants to States and communities for implementing and maintaining highway-related safety standards. Title 23 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 Receipts (in millions of dollars)

Identification code 69-9971-0-7-999	2003 actual	2004 est.	2005 est.
01.99 Balance, start of year .....	.....	1	10
Receipts:			
02.20 Advances from State cooperating agencies and foreign governments	18	45	34
02.21 Advances for highway research program, Miscellaneous trust	1	14	14
02.22 Contributions from States, etc., cooperative work, forest highway	72	3	12
02.40 Advances from other Federal agencies, FHA miscellaneous trust	6	247	247
02.99 Total receipts and collections	97	309	307
04.00 Total: Balances and collections	97	310	317
Appropriations:			
05.00 Miscellaneous trust funds	-96	-300	-300
07.99 Balance, end of year	1	10	17

Program and Financing (in millions of dollars)

Identification code 69-9971-0-7-999	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Cooperative work, forest highways	66	66	66
00.03 Contributions for highway research programs	2	2	2
00.04 Advances from State cooperating agencies	45	45	45
00.05 Advances from other Federal Agencies .....	.....	230	187
10.00 Total new obligations	113	343	300
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	60	43	.....
22.00 New budget authority (gross)	96	300	300
23.90 Total budgetary resources available for obligation	156	343	300
23.95 Total new obligations	-113	-343	-300
24.40 Unobligated balance carried forward, end of year	43	.....	.....
New budget authority (gross), detail:			
Mandatory:			
60.26 Appropriation (trust fund)	96	300	300
Change in obligated balances:			
72.40 Obligated balance, start of year	111	151	65
73.10 Total new obligations	113	343	300
73.20 Total outlays (gross)	-73	-429	-308
74.40 Obligated balance, end of year	151	65	57
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	73	243	243
86.98 Outlays from mandatory balances .....	.....	186	65
87.00 Total outlays (gross)	73	429	308
Net budget authority and outlays:			
89.00 Budget authority	96	300	300
90.00 Outlays	73	429	308

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.

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

Advances from State cooperating agencies.—Funds are contributed by the State highway departments or local subdivisions thereof for construction and/or maintenance of roads or bridges. The work is performed under the supervision of the 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	2003 actual	2004 est.	2005 est.
11.1 Personnel compensation: Full-time permanent	6	7	7
25.2 Other services	107	336	293
99.9 Total new obligations	113	343	300

Personnel Summary

Identification code 69-9971-0-7-999	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	66	66	66

MISCELLANEOUS HIGHWAY TRUST FUNDS

[SEC. 162. Notwithstanding any other provision of law, in addition to amounts provided in this or any other Act for fiscal year 2004, \$50,000,000, to be derived from the Highway Trust Fund and to remain available until expended, of which \$44,000,000 shall be for reconstruction of the Treasure Island Bridge in Treasure Island, Florida and of which \$6,000,000 shall be for necessary road improvements and design of a plaza at the John F Kennedy Center for the Performing Arts in Washington, D.C.] (*Division H, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-9972-0-7-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.27 Miscellaneous highway projects	342	229	154
10.00 Total new obligations (object class 41.0)	342	229	154
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	589	530	353
22.00 New budget authority (gross)	285	50	.....
23.90 Total budgetary resources available for obligation	874	580	353
23.95 Total new obligations	-342	-229	-154
24.40 Unobligated balance carried forward, end of year	530	353	199
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	285	50	.....
Change in obligated balances:			
72.40 Obligated balance, start of year	527	616	499
73.10 Total new obligations	342	229	154
73.20 Total outlays (gross)	-254	-345	-268
74.40 Obligated balance, end of year	616	499	385
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	77	14	.....

Credit accounts—Continued

MISCELLANEOUS HIGHWAY TRUST FUNDS—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-9972-0-7-401	2003 actual	2004 est.	2005 est.
86.93 Outlays from discretionary balances	177	331	268
87.00 Total outlays (gross)	254	345	268
Net budget authority and outlays:			
89.00 Budget authority	285	50	
90.00 Outlays	254	345	268

No further budget authority is requested for 2005. 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 ADMINISTRATIVE EXPENSES]

[(HIGHWAY TRUST FUND)]

[(INCLUDING TRANSFER OF FUNDS)]

[Notwithstanding any other provision of law, none of the funds in this Act shall be available for expenses for administration of motor carrier safety programs and motor carrier safety research, the obligations for which are in excess of \$176,070,000 for fiscal year 2004: *Provided*, That notwithstanding any other provision of law, for payment of obligations incurred to pay administrative expenses of the Federal Motor Carrier Safety Administration, \$176,070,000, to be derived from the Highway Trust Fund and to remain available until expended.] (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-8055-0-7-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
Direct program:			
00.01 Administration	94	151	
00.02 Research and technology	7	7	
00.03 Motor carrier safety programs	15	17	
01.00 Subtotal, Direct program	116	175	
09.01 Reimbursable program	15	11	
10.00 Total new obligations	132	186	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	5	14	14
22.00 New budget authority (gross)	139	186	
23.90 Total budgetary resources available for obligation	144	200	14
23.95 Total new obligations	-132	-186	
24.40 Unobligated balance carried forward, end of year	14	14	14
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	117	175	
40.49 Portion applied to liquidate contract authority	-117	-175	
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority	125	176	
66.35 Contract authority permanently reduced	-1	-1	
66.90 Contract authority (total mandatory)	124	175	
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	9	11	
68.10 Change in uncollected customer payments from Federal sources (unexpired)	6		
68.90 Spending authority from offsetting collections (total discretionary)	15	11	

70.00 Total new budget authority (gross)	139	186	
Change in obligated balances:			
72.40 Obligated balance, start of year	36	64	17
73.10 Total new obligations	132	186	
73.20 Total outlays (gross)	-96	-233	-18
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-6		
74.40 Obligated balance, end of year	64	17	
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	85	168	
86.93 Outlays from discretionary balances	11	65	18
87.00 Total outlays (gross)	96	233	18
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-9	-11	
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-6		
Net budget authority and outlays:			
89.00 Budget authority	124	175	
90.00 Outlays	87	222	18

No funding is requested for this account in 2005.

Object Classification (in millions of dollars)

Identification code 69-8055-0-7-401	2003 actual	2004 est.	2005 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	49	67	
12.1 Civilian personnel benefits	13	17	
21.0 Travel and transportation of persons	5	21	
23.1 Rental payments to GSA	6	12	
25.2 Other services	28	49	
25.5 Research and development contracts	4	5	
26.0 Supplies and materials	1	1	
31.0 Equipment	1	3	
41.0 Grants, subsidies, and contributions	9		
99.0 Direct obligations	116	175	
99.0 Reimbursable obligations	15	11	
99.5 Below reporting threshold	1		
99.9 Total new obligations	132	186	

Personnel Summary

Identification code 69-8055-0-7-401	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	699	1,026	
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	45	52	

[NATIONAL MOTOR CARRIER SAFETY PROGRAM]

[LIQUIDATION OF CONTRACT AUTHORIZATION]

[LIMITATION ON OBLIGATIONS]

[(HIGHWAY TRUST FUND)]

[Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 31102, 31106 and 31309, \$190,000,000, to be derived from the Highway Trust Fund and to remain available until expended: *Provided*, That none of the funds in This Act shall be available for the implementation or execution of programs the obligations for which are in excess of \$190,000,000 for "Motor Carrier Safety Grants" and "Information Systems".] (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-8048-0-7-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Motor carrier grants	166	171	
00.02 Administration and studies	7	3	
00.03 Information systems	15	15	

10.00	Total new obligations	188	189	.....
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	3	4	4
22.00	New budget authority (gross)	189	189	.....
23.90	Total budgetary resources available for obligation	192	193	4
23.95	Total new obligations	-188	-189	.....
24.40	Unobligated balance carried forward, end of year	4	4	4
New budget authority (gross), detail:				
Discretionary:				
40.26	Appropriation (trust fund)	190	189	.....
40.49	Portion applied to liquidate contract authority	-190	-189	.....
43.00	Appropriation (total discretionary) .....	.....	.....	.....
Mandatory:				
66.10	Contract authority	189	189	.....
70.00	Total new budget authority (gross)	189	189	.....
Change in obligated balances:				
72.40	Obligated balance, start of year	180	200	136
73.10	Total new obligations	188	189	.....
73.20	Total outlays (gross)	-169	-253	-136
74.40	Obligated balance, end of year	200	136	.....
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	53	53	.....
86.93	Outlays from discretionary balances	116	200	136
87.00	Total outlays (gross)	169	253	136
Net budget authority and outlays:				
89.00	Budget authority	189	189	.....
90.00	Outlays	169	253	136

Mandatory:				
66.10	Contract authority, Motor Carrier Safety Grants .....	.....	.....	227
70.00	Total new budget authority (gross) .....	.....	.....	227
Change in obligated balances:				
73.10	Total new obligations .....	.....	.....	227
73.20	Total outlays (gross) .....	.....	.....	-64
74.40	Obligated balance, end of year .....	.....	.....	163
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority .....	.....	.....	64
Net budget authority and outlays:				
89.00	Budget authority .....	.....	.....	227
90.00	Outlays .....	.....	.....	64

Motor Carrier Safety Grants are funded at \$227 million in 2005, of which \$168 million is dedicated to Motor Carrier Safety Assistance Program (MCSAP) state grants. Grants will be used to support compliance reviews in states; identify and apprehend traffic violators; conduct roadside inspections; and support safety audits on new entrant carriers. State safety enforcement efforts at both the southern and northern borders are funded at a total of \$33 million to ensure that all points of entry into the U.S. are fortified with comprehensive safety measures. In addition, \$22 million is included to improve State commercial driver's license (CDL) oversight activities to prevent unqualified drivers from being issued CDLs, and \$4 million is provided for the Performance Registration Information Systems and Management (PRISM) program, which links state motor vehicle registration systems with carrier safety data in order to identify unsafe commercial motor carriers.

No funding is requested for this account in fiscal year 2005. H.R. 2673, Consolidated Appropriations Act 2004, provides \$65,000,000 for Commercial Drivers License grants, Northern and Southern border grants. New Entrant grants and operations, under the Federal-aid highways account.

Object Classification (in millions of dollars)			
Identification code 69-8048-0-7-401	2003 actual	2004 est.	2005 est.
25.2	Other services	27	18
41.0	Grants, subsidies, and contributions	161	171
99.9	Total new obligations	188	189

Object Classification (in millions of dollars)			
Identification code 69-8158-0-7-401	2003 actual	2004 est.	2005 est.
25.2	Other services .....	.....	2
41.0	Grants, subsidies, and contributions .....	.....	225
99.9	Total new obligations .....	.....	227

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

For payment of obligations incurred in carrying out the motor carrier safety grant programs authorized under title 49, United States Code, \$227,000,000, to be derived from the Highway Trust Fund and to remain available until expended: Provided, That none of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of \$227,000,000 for "Motor Carrier Safety Grants".

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

For payment of obligations incurred in the implementation, execution, and administration of the motor carrier safety programs authorized under title 49, United States Code, to remain available until expended, \$228,000,000, to be derived from the Highway Trust Fund, and in addition, advances, motor carrier registration and insurance user fees, and reimbursements received by the Federal Motor Carrier Safety Administration, which shall be credited to this account and be available for the costs of carrying out these safety programs: Provided, That none of the funds derived from the Highway Trust Fund in this Act shall be available for the implementation, execution or administration of programs the obligations for which are in excess of \$228,000,000, for "Motor Carrier Safety Operations and Programs", of which \$10,791,000, to remain available until September 30, 2008, is for the research and technology program; and \$450,000 in budget authority, to be derived from the Highway Trust Fund for 2005.

Program and Financing (in millions of dollars)			
Identification code 69-8158-0-7-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01	Commercial Motor Vehicle Safety .....	.....	217
00.02	HAZMAT Safety .....	.....	10
10.00	Total new obligations .....	.....	227
Budgetary resources available for obligation:			
22.00	New budget authority (gross) .....	.....	227
23.95	Total new obligations .....	.....	-227
New budget authority (gross), detail:			
Discretionary:			
40.26	Motor Carrier Safety Grants .....	.....	227
40.49	Portion applied to liquidate contract authority, Motor Carrier Safety Grants .....	.....	-227
43.00	Appropriation (total discretionary) .....	.....	.....

Program and Financing (in millions of dollars)			
Identification code 69-8159-0-7-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01	Commercial Motor Vehicle Safety .....	.....	176
00.02	HAZMAT Safety .....	.....	11
00.03	HAZMAT Security .....	.....	8
00.04	Commercial Motor Vehicle Productivity .....	.....	4
00.05	Organizational Excellence .....	.....	29
01.00	Subtotal, direct program .....	.....	228
09.01	Reimbursable program .....	.....	13

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS—Continued

(HIGHWAY TRUST FUND)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8159-0-7-401	2003 actual	2004 est.	2005 est.
10.00 Total new obligations			241
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			241
23.95 Total new obligations			-241
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)			228
40.49 Portion applied to liquidate contract authority			-228
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority			228
Discretionary:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)			13
70.00 Total new budget authority (gross)			241
Change in obligated balances:			
73.10 Total new obligations			241
73.20 Total outlays (gross)			-218
74.40 Obligated balance, end of year			23
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority			218
Offsets:			
Against gross budget authority and outlays:			
88.45 Offsetting collections (cash) from: Offsetting governmental collections (from non-Federal sources)			-13
Net budget authority and outlays:			
89.00 Budget authority			228
90.00 Outlays			205

This account provides the necessary resources to support motor carrier safety program activities and maintain the agency's administrative infrastructure. Funding will support nationwide motor carrier safety and consumer enforcement efforts, including federal safety enforcement activities at the U.S./Mexico border to ensure that Mexican carriers entering the U.S. are in compliance with Federal Motor Carrier Safety Regulations.

Resources are also provided to fund motor carrier regulatory development and implementation, information management, research and technology, safety education and outreach, and the 24-hour safety and consumer telephone hotline. Funds are also provided from the Highway Trust Fund for government-wide E-government initiatives.

Object Classification (in millions of dollars)

Identification code 69-8159-0-7-401	2003 actual	2004 est.	2005 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent			65
11.3 Other than full-time permanent			2
11.9 Total personnel compensation			67
12.1 Civilian personnel benefits			23
21.0 Travel and transportation of persons			25
23.1 Rental payments to GSA			12
25.2 Other services			91
25.5 Research and development contracts			5
26.0 Supplies and materials			1
31.0 Equipment			4
99.0 Direct obligations			228
99.0 Reimbursable obligations			13
99.9 Total new obligations			241

Personnel Summary

Identification code 69-8159-0-7-401	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment			1,066
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment			52

BORDER ENFORCEMENT PROGRAM
(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8274-0-7-401	2003 actual	2004 est.	2005 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	37	27	
73.20 Total outlays (gross)	-9	-27	
74.40 Obligated balance, end of year	27		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	9	27	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	9	27	

No funding is requested for this account in 2005.

Personnel Summary

Identification code 69-8274-0-7-401	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	263		

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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

(In millions of dollars)

	2003 actual	2004 est.	2005 est.
Budget authority:			
Operations and research ¹	136	[150]	139
Operations and research (Highway trust fund)	74	75	94
Highway traffic safety grants	224	224	456
Total budget authority	434	299	689
Program level (obligations):			
Operations and research	146	12	139
Operations and research (Highway trust fund)	73	75	94
Highway traffic safety grants	224	224	456
Total program level	443	311	689
Outlays:			
Operations and research	139	87	116
Operations and research (Highway trust fund)	51	94	95
Highway traffic safety grants	210	235	330
Total outlays	400	416	541

¹ H.R. 2673, Consolidated Appropriations Bill, FY 2004, provided \$150,000,000 for vehicle safety activities, formerly funded in the Operations and Research (General Fund) account, under the Federal-aid highways account.

Federal Funds

General and special funds:

OPERATIONS AND RESEARCH

For expenses necessary to carry out the traffic and highway safety programs under Chapter 301 of title 49, United States Code, and part C of subtitle VI of title 49, United States Code, \$139,300,000,

of which \$107,261,000 shall remain available until September 30, 2007.

Program and Financing (in millions of dollars)

Identification code 69-0650-0-1-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Rulemaking	23		26
00.02 Enforcement	32	1	36
00.03 Research and analysis	75	7	64
00.04 Office of the Administrator	6		5
00.05 General administration	9	2	8
00.06 Highway Safety Programs	1	2	
01.00 Total direct obligations	146	12	139
09.01 Reimbursable program	21		25
10.00 Total new obligations	167	12	164
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	19	12	
22.00 New budget authority (gross)	157		164
22.10 Resources available from recoveries of prior year obligations	3		
23.90 Total budgetary resources available for obligation	179	12	164
23.95 Total new obligations	-167	-12	-164
24.40 Unobligated balance carried forward, end of year	12		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	138		139
40.35 Appropriation permanently reduced	-2		
43.00 Appropriation (total discretionary)	136		139
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	21		25
70.00 Total new budget authority (gross)	157		164
Change in obligated balances:			
72.40 Obligated balance, start of year	121	125	50
73.10 Total new obligations	167	12	164
73.20 Total outlays (gross)	-160	-87	-141
73.45 Recoveries of prior year obligations	-3		
74.40 Obligated balance, end of year	125	50	73
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	74		106
86.93 Outlays from discretionary balances	86	87	35
87.00 Total outlays (gross)	160	87	141
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-21		-25
Net budget authority and outlays:			
89.00 Budget authority	136		139
90.00 Outlays	139	87	116

In 2005, \$233.3 million is proposed for Operations and Research. This includes \$94 million from the Highway Trust Fund and \$139.3 million from the general fund.

Object Classification (in millions of dollars)

Identification code 69-0650-0-1-401	2003 actual	2004 est.	2005 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	32		33
11.3 Other than full-time permanent	1		1
11.5 Other personnel compensation	1		1
11.9 Total personnel compensation	34		35
12.1 Civilian personnel benefits	7		7
21.0 Travel and transportation of persons	1		1
23.1 Rental payments to GSA	6		4
23.3 Communications, utilities, and miscellaneous charges	3		3
24.0 Printing and reproduction	2		2
25.2 Other services	15	7	18
25.5 Research and development contracts	59	5	49
26.0 Supplies and materials	14		15
31.0 Equipment	5		5
99.0 Direct obligations	146	12	139
99.0 Reimbursable obligations	21		25

99.9 Total new obligations	167	12	164
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Personnel Summary

Identification code 69-0650-0-1-401	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	382		398
Allocation account:			
3001 Total compensable workyears: Civilian full-time equivalent employment		398	

Trust Funds

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

【Notwithstanding any other provision of law, for】 *For* payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, to remain available until expended, 【\$72,000,000】 \$90,000,000, 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 【2004】 2005, are in excess of 【\$72,000,000】 \$90,000,000 for programs authorized under 23 U.S.C. 403.

NATIONAL DRIVER REGISTER

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For 【expenses necessary to discharge the functions of the Secretary with respect to the National Driver Register under】 *payment of obligations incurred in carrying out* chapter 303 of title 49, United States Code, 【\$3,600,000】 \$4,000,000, to be derived from the Highway Trust Fund【, and to remain available until expended.】: *Provided*, That none of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of \$4,000,000 for the National Driver Register authorized under chapter 303 of title 49, United States Code. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-8016-0-7-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Highway safety programs	68	79	73
00.02 Research and analysis	10	5	30
00.03 Office of the Administrator	2	2	2
00.04 General administration	5	6	6
01.00 Total Direct Obligations	85	92	111
09.01 Reimbursable program		25	
10.00 Total new obligations	85	117	111
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	3	5	3
22.00 New budget authority (gross)	85	115	111
22.10 Resources available from recoveries of prior year obligations	2		
23.90 Total budgetary resources available for obligation	90	120	114
23.95 Total new obligations	-85	-117	-111
24.40 Unobligated balance carried forward, end of year	5	3	3
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	74	76	94
40.49 Portion applied to liquidate contract authority	-72	-72	-94
43.00 Appropriation (total discretionary)	2	4	
49.36 Unobligated balance permanently reduced		-2	
Mandatory:			
66.10 Contract authority	72	72	94

NATIONAL DRIVER REGISTER—Continued
(HIGHWAY TRUST FUND)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8016-0-7-401	2003 actual	2004 est.	2005 est.
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	22	41	17
68.10 Change in uncollected customer payments from Federal sources (unexpired)	-11		
68.90 Spending authority from offsetting collections (total discretionary)	11	41	17
70.00 Total new budget authority (gross)	85	115	111
Change in obligated balances:			
72.40 Obligated balance, start of year	60	81	62
73.10 Total new obligations	85	117	111
73.20 Total outlays (gross)	-73	-136	-112
73.45 Recoveries of prior year obligations	-2		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	11		
74.40 Obligated balance, end of year	81	62	60
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	53	85	72
86.93 Outlays from discretionary balances	20	51	40
87.00 Total outlays (gross)	73	136	112
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-22	-41	-17
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	11		
Net budget authority and outlays:			
89.00 Budget authority	74	74	94
90.00 Outlays	51	95	95
93.01 Unobligated balance, start of year: Contract authority	2	4	3
93.02 Unobligated balance, end of year: Contract authority	4	3	3
93.03 Obligated balance, start of year: Contract authority	58	80	59
93.04 Obligated balance, end of year: Contract authority	80	59	58

A total of \$233.3 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, 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 increasing safety belt use, decreasing alcohol involvement in crashes, decreasing the number of rollover crashes, improving vehicle-to-vehicle crash compatibility, and improved data systems.

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, 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	2003 actual	2004 est.	2005 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	22	16	24
12.1 Civilian personnel benefits	5	4	5
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	1	1	3
24.0 Printing and reproduction	2	2	2
25.2 Other services	45	57	42
25.5 Research and development contracts	8	11	33
26.0 Supplies and materials	1		1
99.0 Direct obligations	85	92	111
99.0 Reimbursable obligations		25	
99.9 Total new obligations	85	117	111

Personnel Summary

Identification code 69-8016-0-7-401	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	287	273	273

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, and 410,] 402(k), 402(l), 407, and 412, to remain available until expended, [\$225,000,000] \$456,000,000, 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 [2004] 2005, are in excess of [\$225,000,000] \$456,000,000 for programs authorized under 23 U.S.C. 402, [405, and 410] 402(k), 402(l), 407, and 412, of which [\$165,000,000] \$167,000,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402, [\$20,000,000] \$179,000,000 shall be for ["Occupant Protection Incentive Grants" under 23 U.S.C. 405, and] *Performance grant programs under 23 U.S.C. 402(k)*, [\$40,000,000] \$50,000,000 shall be for ["Alcohol-Impaired Driving Countermeasures Grants" under 23 U.S.C. 410] *"Impaired Driving Grants" under 23 U.S.C. 402(l)*, \$10,000,000 shall be for *"Emergency Medical Services Grants" under 23 U.S.C. 407*, and \$50,000,000 shall be for *"State Traffic Safety Information System Improvement Grants" under 23 U.S.C. 412: Provided further*, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office fur-

nishings and fixtures for State, local, or private buildings or structures: *Provided further*, That not to exceed **[\$8,150,000]** \$6,230,000 of the funds made available for section 402, not to exceed **[\$1,000,000]** \$6,677,000 of the funds made available for section **[405, and] 402(k)**, not to exceed **[\$2,000,000]** \$1,865,000 of the funds made available for section **[410] 402(l)**, not to exceed **\$373,000** of the funds made available for section 407, and not to exceed **\$1,865,000** of the funds made available for section 412 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]. (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-8020-0-7-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Section 402 formula grants	164	164	296
00.02 Section 405 occupant protection incentive grants	20	20	.....
00.03 Safety Incentive Grants for Primary Seat Belt Laws .....	.....	.....	100
00.04 Section 410 alcohol incentive grants	40	40	.....
00.05 Section 412 State Traffic Safety Information System Improvement .....	.....	.....	50
00.06 Section 407 Emergency Medical Services .....	.....	.....	10
10.00 Total new obligations	224	224	456
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	224	224	456
23.95 Total new obligations	-224	-224	-456
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	224	225	456
40.49 Portion applied to liquidate contract authority	-224	-225	-456
43.00 Appropriation (total discretionary) .....	.....	.....	.....
Mandatory:			
66.10 Contract authority	224	224	456
70.00 Total new budget authority (gross)	224	224	456
Change in obligated balances:			
72.40 Obligated balance, start of year	224	237	226
73.10 Total new obligations	224	224	456
73.20 Total outlays (gross)	-210	-235	-330
74.40 Obligated balance, end of year	237	226	352
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	91	92	187
86.93 Outlays from discretionary balances	119	143	143
87.00 Total outlays (gross)	210	235	330
Net budget authority and outlays:			
89.00 Budget authority	224	224	456
90.00 Outlays	210	235	330

Section 402.—The Section 402 State and Community Grant Program is a three-part performance-based program administered by NHTSA. The basic formula grant funding is allocated to the States on the basis of a statutory formula. Incentive grants will be awarded to States based on performance and passage of primary safety belt laws. Performance incentives will be calculated using highway safety performance measures for overall fatalities, occupant protection, impaired driving, and a combined measure of motorcycle, pedestrian, and bicycle safety. States use the formula and performance incentive funding to reduce traffic crashes, fatalities, and injuries. The grants are used to support State highway safety programs focused on national priority areas, and 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/impaired driving, and roadway safety. A final portion of Section 402 funds will support an impaired driving initiative in which grants are awarded strategically to the

States where the greatest gains in reducing alcohol-related fatalities can be made.

State Traffic Safety Information System Improvement.—Incentive grants will be provided to States to support improvements in their highway safety data systems. Funds may be used only for eligible highway safety data improvements such as collecting all model minimum uniform crash criteria elements, linking data, and driving while intoxicated tracking systems.

Emergency Medical Services.—Grants will be provided to assist states in developing comprehensive wireless emergency access and response systems.

Object Classification (in millions of dollars)

Identification code 69-8020-0-7-401	2003 actual	2004 est.	2005 est.
41.0 Grants, subsidies, and contributions	213	208	439
94.0 Financial transfers	11	16	17
99.9 Total new obligations	224	224	456

FEDERAL RAILROAD ADMINISTRATION

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

(In millions of dollars)

Budget authority:	2003 actual	2004 est.	2005 est.
Safety and operations	116	130	142
Railroad research and development	29	34	36
Grants to the National Railroad Passenger Corporation	1,043	1,218	900
Pennsylvania Station redevelopment project	20	.....	.....
Next generation high-speed rail	30	37	10
Alaska Railroad rehabilitation	22	25	.....
Amtrak corridor improvement loans	-3	.....	.....
Railroad rehabilitation and improvement program	7	6	.....
Total budget authority	1,264	1,500	1,088
Outlays:			
Safety and Operations	115	148	140
Railroad research and development	25	48	38
Grants to the National Railroad Passenger Corporation	1,001	1,334	900
Northeast corridor improvement program .....	.....	4	9
Rhode Island rail development	14	14	.....
Pennsylvania Station redevelopment project .....	.....	5	24
Next generation high-speed rail	23	27	13
Alaska Railroad rehabilitation	20	19	29
West Virginia rail development	7	4	.....
Amtrak corridor improvement loans	-3	.....	.....
Railroad rehabilitation and improvement program	7	6	.....
Railroad rehabilitation and improvement program liquidating account	-4	-4	-5
Total outlays	1,205	1,605	1,148

Federal Funds

General and special funds:

SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, **[\$130,825,000]** \$142,396,000, of which **[\$11,712,000]** \$15,350,000 shall remain available until expended. (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-0700-0-1-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
Direct program:			
00.01 Salaries and expenses	115	129	141
00.02 Contract support .....	.....	2	.....
00.03 Local Rail Freight Assistance	1	3	.....
00.06 Alaska railroad liabilities	1	1	1
01.00 Total direct program	117	135	142
Reimbursable program:			
09.01 Reimbursable services	9	1	1

General and special funds—Continued

SAFETY AND OPERATIONS—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0700-0-1-401	2003 actual	2004 est.	2005 est.
09.99 Total reimbursable program	9	1	1
10.00 Total new obligations	126	136	143
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	6	5	.....
22.00 New budget authority (gross)	125	131	143
23.90 Total budgetary resources available for obligation	131	136	143
23.95 Total new obligations	-126	-136	-143
24.40 Unobligated balance carried forward, end of year	5	.....	.....
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	117	131	142
40.35 Appropriation permanently reduced	-1	-1	.....
43.00 Appropriation (total discretionary)	116	130	142
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	3	1	1
68.10 Change in uncollected customer payments from Federal sources (unexpired)	6	.....	.....
68.90 Spending authority from offsetting collections (total discretionary)	9	1	1
70.00 Total new budget authority (gross)	125	131	143
Change in obligated balances:			
72.40 Obligated balance, start of year	30	27	13
73.10 Total new obligations	126	136	143
73.20 Total outlays (gross)	-128	-149	-141
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-6	.....	.....
74.10 Change in uncollected customer payments from Federal sources (expired)	5	.....	.....
74.40 Obligated balance, end of year	27	13	13
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	103	117	128
86.93 Outlays from discretionary balances	25	32	13
87.00 Total outlays (gross)	128	149	141
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-13	-1	-1
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-6	.....	.....
88.96 Portion of offsetting collections (cash) credited to expired accounts	10	.....	.....
Net budget authority and outlays:			
89.00 Budget authority	116	130	142
90.00 Outlays	115	148	140

The programs under this account are:

Salaries and expenses.—Provides support for Federal Railroad Administration (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.

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 2005 request is for workers' compensation.

Object Classification (in millions of dollars)

Identification code 69-0700-0-1-401	2003 actual	2004 est.	2005 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	57	65	70
11.3 Other than full-time permanent	1	.....	.....

11.5 Other personnel compensation	1	2	2
11.9 Total personnel compensation	59	67	72
12.1 Civilian personnel benefits	15	18	19
21.0 Travel and transportation of persons	7	8	8
23.1 Rental payments to GSA .....	.....	5	5
23.3 Communications, utilities, and miscellaneous charges	5	1	1
25.1 Advisory and assistance services	1	1	1
25.2 Other services	4	16	17
25.3 Other purchases of goods and services from Government accounts	7	7	7
25.7 Operation and maintenance of equipment	7	7	7
26.0 Supplies and materials	1	1	1
31.0 Equipment	3	3	3
41.0 Grants, subsidies, and contributions	8	1	1
99.0 Direct obligations	117	135	142
99.0 Reimbursable obligations	9	1	1
99.9 Total new obligations	126	136	143

Personnel Summary

Identification code 69-0700-0-1-401	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	768	817	832

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, **[\$34,025,000] \$36,025,000**, to remain available until expended. (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-0745-0-1-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Railroad system issues	4	4	3
00.02 Human factors	4	4	4
00.03 Rolling stock and components	2	3	3
00.04 Track and structures	5	6	4
00.05 Track and train interaction	3	3	3
00.06 Train control	1	1	1
00.07 Grade crossings	2	1	2
00.08 Hazardous materials transportation	1	1	1
00.09 Train occupant protection	7	6	7
00.10 R&D facilities and test equipment	1	2	1
00.12 NDGPS .....	.....	5	7
01.00 Total direct program	30	36	36
09.10 Reimbursable program	1	2	2
10.00 Total new obligations	31	38	38
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	4	3	.....
22.00 New budget authority (gross)	30	36	38
23.90 Total budgetary resources available for obligation	34	39	38
23.95 Total new obligations	-31	-38	-38
24.40 Unobligated balance carried forward, end of year	3	.....	.....
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	29	34	36
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash) .....	.....	2	2
68.10 Change in uncollected customer payments from Federal sources (unexpired)	1	.....	.....
68.90 Spending authority from offsetting collections (total discretionary)	1	2	2
70.00 Total new budget authority (gross)	30	36	38
Change in obligated balances:			
72.40 Obligated balance, start of year	38	43	32
73.10 Total new obligations	31	38	38
73.20 Total outlays (gross)	-26	-50	-40
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-1	.....	.....
74.40 Obligated balance, end of year	43	32	30
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	1	22	24

86.93	Outlays from discretionary balances	25	28	16
87.00	Total outlays (gross)	26	50	40
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources		-2	-2
Against gross budget authority only:				
88.95	Change in uncollected customer payments from Federal sources (unexpired)	-1		
Net budget authority and outlays:				
89.00	Budget authority	29	34	36
90.00	Outlays	25	48	38

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.

Railroad system issues.—Provides for research in railroad system safety, performance-based regulations, railroad systems and infrastructure security, railroad environmental issues, and locomotive R&D.

Human factors.—Provides for research in train operations, and yard and terminal accidents and incidents.

Rolling stock and components.—Provides for research in on-board monitoring systems, wayside monitoring systems, and material and design improvements.

Track and structures.—Provides for research in inspection techniques, material and component reliability, track and structure design and performance, and track stability data processing and feedback.

Track and train interaction.—Provides for research in derailment mechanisms, and vehicle/track performance.

Train control.—Provides for research in train control test and evaluation.

Grade crossings.—Provides for research in grade crossing human factors and infrastructure.

Hazardous materials transportation.—Provides for research in hazmat transportation safety, damage assessment and inspection, and tank car safety.

Train occupant protection.—Provides for research in locomotive safety, and passenger car safety/performance.

R&D facilities and test equipment.—Provides support to the Transportation Technology Center (TTC) and the track research instrumentation platform. The TTC is a government-owned facility near Pueblo, Colorado, operated by the Association of American Railroads under a contract for care, custody and control.

NDGPS.—Provides for the operation and maintenance of the Nationwide Differential GPS (NDGPS) network and capital expenses for the continued expansion of this network. NDGPS provides precise positioning information and integrity monitoring of the GPS constellation for all transportation modes. At the end of FY 2003, the NDGPS network provided single-station coverage over 85 percent of the continental U.S., and dual-station coverage over 65 percent of the continental U.S.

Object Classification (in millions of dollars)

Identification code 69-0745-0-1-401				
	2003 actual	2004 est.	2005 est.	
Direct obligations:				
25.2	Other services	12	15	17
25.4	Operation and maintenance of facilities	1	1	1
25.5	Research and development contracts	14	16	16
41.0	Grants, subsidies, and contributions	3	4	2
99.0	Direct obligations	30	36	36
99.0	Reimbursable obligations	1	2	2
99.9	Total new obligations	31	38	38

RHODE ISLAND RAIL DEVELOPMENT

Program and Financing (in millions of dollars)

Identification code 69-0726-0-1-401				
	2003 actual	2004 est.	2005 est.	
Change in obligated balances:				
72.40	Obligated balance, start of year	28	14	
73.20	Total outlays (gross)	-14	-14	
74.40	Obligated balance, end of year	14		
Outlays (gross), detail:				
86.93	Outlays from discretionary balances	14	14	
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	14	14	

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 2005, 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				
	2003 actual	2004 est.	2005 est.	
Obligations by program activity:				
00.01	Pennsylvania Station redevelopment project		60	
10.00	Total new obligations (object class 41.0)		60	
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	40	60	
22.00	New budget authority (gross)	20		
23.90	Total budgetary resources available for obligation	60	60	
23.95	Total new obligations		-60	
24.40	Unobligated balance carried forward, end of year	60		
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	20		
Change in obligated balances:				
72.40	Obligated balance, start of year			55
73.10	Total new obligations		60	
73.20	Total outlays (gross)		-5	-24
74.40	Obligated balance, end of year		55	31
Outlays (gross), detail:				
86.93	Outlays from discretionary balances		5	24
Net budget authority and outlays:				
89.00	Budget authority	20		
90.00	Outlays		5	24

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. No funds are requested in FY 2005.

[ALASKA RAILROAD REHABILITATION]

[To enable the Secretary of Transportation to make grants to the Alaska Railroad, \$25,000,000 shall be for capital rehabilitation and improvements benefiting its passenger operations, to remain available until expended.] (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

General and special funds—Continued

[ALASKA RAILROAD REHABILITATION]—Continued

Program and Financing (in millions of dollars)

Identification code 69-0730-0-1-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Alaska Railroad Rehabilitation	22	25	
10.00 Total new obligations (object class 41.0)	22	25	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	22	25	
23.95 Total new obligations	-22	-25	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	22	25	
Change in obligated balances:			
72.40 Obligated balance, start of year	21	23	29
73.10 Total new obligations	22	25	
73.20 Total outlays (gross)	-20	-19	-29
74.40 Obligated balance, end of year	23	29	
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	9	10	
86.93 Outlays from discretionary balances	11	9	29
87.00 Total outlays (gross)	20	19	29
Net budget authority and outlays:			
89.00 Budget authority	22	25	
90.00 Outlays	20	19	29

These funds provided direct payments to the Alaska railroad. No funds are requested for 2005.

WEST VIRGINIA RAIL DEVELOPMENT

Program and Financing (in millions of dollars)

Identification code 69-0758-0-1-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 West Virginia rail development	2		
10.00 Total new obligations (object class 41.0)	2		
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	2		
23.95 Total new obligations	-2		
Change in obligated balances:			
72.40 Obligated balance, start of year	9	4	
73.10 Total new obligations	2		
73.20 Total outlays (gross)	-7	-4	
74.40 Obligated balance, end of year	4		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	7	4	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	7	4	

Funding for capital costs associated with track, signal and crossover rehabilitation and improvements on the MARC Brunswick line in West Virginia. No funds are requested in 2005.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

To enable the Secretary of Transportation to make quarterly grants to the National Railroad Passenger Corporation, **[\$1,225,000,000]** \$900,000,000, to remain available until September 30, **[2004]** 2005: *Provided*, That the Secretary of Transportation shall approve funding to cover operating losses and capital expenditures, including advance purchase orders, for the National Railroad Passenger Corporation only after receiving and reviewing a grant request for each specific train route: *Provided further*, That each such grant request shall be accompanied by a detailed financial analysis, revenue projection, and capital expenditure projection justifying the Federal support to

the Secretary's satisfaction: *Provided further*, That the Secretary of Transportation shall reserve \$60,000,000 of the funds provided under this heading and is authorized to transfer such sums to the Surface Transportation Board, upon request from said Board, to carry out directed service orders issued pursuant to section 11123 of title 49, United States Code to respond to the cessation of commuter rail operations by the National Railroad Passenger Corporation: *Provided further*, That the Secretary of Transportation shall make the reserved funds available to the National Railroad Passenger Corporation through an appropriate grant instrument during the fourth quarter of fiscal year **[2004]** 2005 to the extent that no directed service orders have been issued by the Surface Transportation Board as of the date of transfer or there is a balance of reserved funds not needed by the Board to pay for any directed service order issued through September 30, **[2004]** 2005: *Provided further*, That not later than 60 days after enactment of this Act, Amtrak shall transmit, in electronic format, to the Secretary of Transportation, the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation a comprehensive business plan approved by the Board of Directors for fiscal year 2005 under section 24104(a) of title 49, United States Code: *Provided further*, That the business plan shall include, as applicable, targets for ridership, revenues, and capital and operating expenses: *Provided further*, That the plan shall also include a separate accounting of such targets for the Northeast Corridor; commuter service; long-distance Amtrak service; state-supported service; each intercity train route; including Autotrain; and commercial activities including contract operations and mail and express: *Provided further*, That the business plan shall include a description of the work to be funded, along with cost estimates and an estimated timetable for completion of the projects covered by this business plan: *Provided further*, That not later than December 1, 2003 and no later than 30 days following the last business day of the previous month thereafter, Amtrak shall submit to the Secretary of Transportation and the House and Senate Committees on Appropriations a supplemental report, in electronic format, regarding the pending business plan, which shall describe the work completed to date, any changes to the business plan, and the reasons for such changes: *Provided further*, That none of the funds in this Act may be used for operating expenses, including advance purchase orders, and capital projects not approved by the Secretary of Transportation nor on the National Railroad Passenger Corporation's fiscal year **[2004]** 2005 business plan: *Provided further*, That Amtrak shall display the business plan and all subsequent supplemental plans on the Corporation's website within a reasonable timeframe following their submission to the appropriate entities: *Provided further*, That none of the funds under this heading may be obligated or expended until the National Railroad Passenger Corporation agrees to continue abiding by the provisions of paragraphs 1, 2, 3, 5, 9, and 11 of the summary of conditions for the direct loan agreement of June 28, 2002, in the same manner as in effect on the date of enactment of this Act. (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-0704-0-1-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Operating Expenses and Restructuring Initiatives	519	756	671
00.02 Capital and Infrastructure	293	462	229
00.03 General Capital Grants	231	24	
10.00 Total new obligations (object class 41.0)	1,043	1,242	900
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	24	24	
22.00 New budget authority (gross)	1,043	1,218	900
23.90 Total budgetary resources available for obligation	1,067	1,242	900
23.95 Total new obligations	-1,043	-1,242	-900
24.40 Unobligated balance carried forward, end of year	24		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	1,050	1,225	900
40.35 Appropriation permanently reduced	-7	-7	
43.00 Appropriation (total discretionary)	1,043	1,218	900
Change in obligated balances:			
72.40 Obligated balance, start of year	50	92	
73.10 Total new obligations	1,043	1,242	900

73.20	Total outlays (gross)	-1,001	-1,334	-900
74.40	Obligated balance, end of year	92		
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	994	1,218	900
86.93	Outlays from discretionary balances	7	116	
87.00	Total outlays (gross)	1,001	1,334	900
Net budget authority and outlays:				
89.00	Budget authority	1,043	1,218	900
90.00	Outlays	1,001	1,334	900

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

Grant funding, administered by the Federal Railroad Administration, is being provided to support Amtrak's operating and capital requirements including Northeast Corridor improvements, railroad retirement, debt service interest and principal payments, operating assistance, preservation of capital and investments, and rolling stock maintenance. The Administration's legislative proposal, entitled the "Passenger Rail Investment Reform Act," outlines certain reforms for the existing intercity passenger rail service. Because Congress has not yet acted upon the reauthorization proposal, funding Amtrak at the FY 2004 request level is recommended. However, this budget shows annual funding of \$1.4 billion for FY 2006 and beyond should the reforms as proposed in the Passenger Rail Investment Reform Act be instituted. In an effort to ensure that States play a major role in determining the route structure of a national passenger rail system, the proposal will encourage States to contribute to those routes they believe are critical to their transportation needs.

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, **[\$37,400,000] \$10,000,000**, to remain available until expended. (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-0722-0-1-401	2003 actual	2004 est.	2005 est.	
Obligations by program activity:				
00.01	High-speed train control systems	6	10	5
00.02	High-speed non-electric locomotives	7	16	2
00.03	Grade crossing hazard mitigation/low-cost innovative technologies	4	11	2
00.04	Track/structures technology	1	1	1
00.05	Corridor planning	4	4	
00.06	Maglev	3	9	
10.00	Total new obligations	25	51	10
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	9	14	
22.00	New budget authority (gross)	30	37	10
23.90	Total budgetary resources available for obligation	39	51	10
23.95	Total new obligations	-25	-51	-10
24.40	Unobligated balance carried forward, end of year	14		
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	30	37	10
Change in obligated balances:				
72.40	Obligated balance, start of year	54	56	80
73.10	Total new obligations	25	51	10
73.20	Total outlays (gross)	-23	-27	-12
74.40	Obligated balance, end of year	56	80	76
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	4	5	1
86.93	Outlays from discretionary balances	19	22	11

87.00	Total outlays (gross)	23	27	12
Net budget authority and outlays:				
89.00	Budget authority	30	37	10
90.00	Outlays	23	27	12

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	2003 actual	2004 est.	2005 est.	
25.2	Other services	21	48	7
41.0	Grants, subsidies, and contributions	4	3	3
99.9	Total new obligations	25	51	10

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0123-0-1-401	2003 actual	2004 est.	2005 est.	
Obligations by program activity:				
00.04	System engineering, program management and administration		4	
10.00	Total new obligations (object class 25.2)		4	
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	3	4	
22.10	Resources available from recoveries of prior year obligations	1		
23.90	Total budgetary resources available for obligation	4	4	
23.95	Total new obligations		-4	
24.40	Unobligated balance carried forward, end of year	4		
Change in obligated balances:				
72.40	Obligated balance, start of year	15	15	15
73.10	Total new obligations		4	
73.20	Total outlays (gross)		-4	-9
73.45	Recoveries of prior year obligations	-1		
74.40	Obligated balance, end of year	15	15	6
Outlays (gross), detail:				
86.93	Outlays from discretionary balances		4	9
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays		4	9

This program 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	2003 actual	2004 est.	2005 est.	
Change in obligated balances:				
72.40	Obligated balance, start of year	1		
73.40	Adjustments in expired accounts (net)	-1		
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays			

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.

General and special funds—Continued

LOCAL RAIL FREIGHT ASSISTANCE

Program and Financing (in millions of dollars)

Identification code 69-0714-0-1-401	2003 actual	2004 est.	2005 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		
23.95 Total new obligations	-1		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	1		
40.36 Unobligated balance permanently reduced	-1		
43.00 Appropriation (total discretionary)			
Change in obligated balances:			
73.10 Total new obligations	1		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

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 2005.

Credit accounts:

ALAMEDA CORRIDOR DIRECT LOAN FINANCING PROGRAM

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

Identification code 69-0536-0-1-401	2003 actual	2004 est.	2005 est.
Direct loan downward reestimate subsidy budget authority:			
137001 Downward reestimates subsidy budget authority	-69		
137901 Total downward reestimate budget authority	-69		

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 2005, as all funds required to complete this project were provided in 1997.

ALAMEDA CORRIDOR DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4183-0-3-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.02 Interest paid to Treasury	37	34	34
08.02 Downward subsidy reestimate	50		
08.04 Interest on downward reestimate of subsidy	19		
08.91 Direct Program by Activities—Subtotal (1 level)	69		
10.00 Total new obligations	106	34	34
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	175	34	34
22.70 Balance of authority to borrow withdrawn	-69		
23.90 Total budgetary resources available for obligation	106	34	34
23.95 Total new obligations	-106	-34	-34
New financing authority (gross), detail:			
Mandatory:			
67.10 Authority to borrow	102	30	30
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	4	73	4
68.10 Change in uncollected customer payments from Federal sources (unexpired)	69	-69	
68.90 Spending authority from offsetting collections (total discretionary)	73	4	4
70.00 Total new financing authority (gross)	175	34	34
Change in obligated balances:			
72.40 Obligated balance, start of year		-69	
73.10 Total new obligations	106	34	34
73.20 Total financing disbursements (gross)	-106	-34	-34
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-69	69	
74.40 Obligated balance, end of year	-69		
87.00 Total financing disbursements (gross)	106	34	34
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Refund		-69	
88.40 Non-Federal sources (Principal)			
88.40 Non-Federal sources (interest)	-4	-4	-4
88.90 Total, offsetting collections (cash)	-4	-73	-4
Against gross financing authority only:			
88.95 Change in receivables from program accounts	-69	69	
Net financing authority and financing disbursements:			
89.00 Financing authority	102	30	30
90.00 Financing disbursements	102	-39	30

Status of Direct Loans (in millions of dollars)

Identification code 69-4183-0-3-401	2003 actual	2004 est.	2005 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	512	545	579
1251 Repayments: Repayments and prepayments			
1261 Adjustments: Capitalized interest	33	34	36
1264 Write-offs for default: Other adjustments, net			
1290 Outstanding, end of year	545	579	615

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	2002 actual	2003 actual	2004 est.	2005 est.
ASSETS:				
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross	502	545		
1405 Allowance for subsidy cost (-)				
1499 Net present value of assets related to direct loans	502	545		
1999 Total assets	502	545		
LIABILITIES:				
2103 Federal liabilities: Debt	502	545		
2999 Total liabilities	502	545		
4999 Total liabilities and net position	502	545		

Note: Consistent with Government-wide practice, information for 2004 and 2005 was not required to be collected.

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 [2004: *Provided further*, That no payments of principal or interest shall be collected during fiscal year 2004 for the direct loan made to the National Railroad Passenger Corporation under section 502 of such Act.] 2005: *Provided further*, That the Secretary may charge and collect in this account a fee, authorized by section 503 of the Act, from the applicant for a direct loan or guaranteed loan to cover the cost of evaluating the application, including the financial and legal analyses and appraisals of the value of equipment and facilities performed on behalf of the Department: *Provided further*, That such funds from the collected fees shall be transferred to and merged with the Federal Railroad Administration's Safety and Operations account, to be available until expended to pay for such costs of evaluating the applications: *Provided further*, That such funds are in addition to amounts in the Safety and Operations account. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-0750-0-1-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Loan Modification	7	6	
10.00 Total new obligations (object class 94.0)	7	6	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	7	6	
23.95 Total new obligations	-7	-6	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	7	6	
Change in obligated balances:			
73.10 Total new obligations	7	6	
73.20 Total outlays (gross)	-7	-6	
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	7	6	
Net budget authority and outlays:			
89.00 Budget authority	7	6	
90.00 Outlays	7	6	

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 2005. No loans are proposed to be supported in 2005 with Federal funds.

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

Identification code 69-0750-0-1-401	2003 actual	2004 est.	2005 est.
Direct loan downward reestimate subsidy budget authority:			
137001 Downward reestimates subsidy budget authority		-5	
137901 Total downward reestimate budget authority		-5	

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4420-0-3-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Direct Loans	9	198	185
00.02 Interest to Treasury		22	35
00.91 Direct Program by Activities—Subtotal (1 level)	9	220	220
08.02 Downward Reestimate (Amtrak)		5	
10.00 Total new obligations	9	225	220
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	9	227	220
23.95 Total new obligations	-9	-225	-220
New financing authority (gross), detail:			
Mandatory:			
67.10 Authority to borrow	9	215	210
69.00 Offsetting collections (cash)		20	20
69.27 Capital transfer to general fund		1	
69.47 Portion applied to repay debt		-9	-10
69.90 Spending authority from offsetting collections (total mandatory)		12	10
70.00 Total new financing authority (gross)	9	227	220
Change in obligated balances:			
72.40 Obligated balance, start of year	1		
73.10 Total new obligations	9	225	220
73.20 Total financing disbursements (gross)	-10	-225	-220
87.00 Total financing disbursements (gross)	10	225	220
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.40 Credit premium		-10	-10
88.40 Principal repayment		-10	-10
88.40 Interest payment			
88.90 Total, offsetting collections (cash)		-20	-20
Net financing authority and financing disbursements:			
89.00 Financing authority	9	207	200
90.00 Financing disbursements	10	205	200

Status of Direct Loans (in millions of dollars)

Identification code 69-4420-0-3-401	2003 actual	2004 est.	2005 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			
1121 Limitation available from carry-forward	3,398	3,389	3,191
1143 Unobligated limitation carried forward (P.L. xx) (-)	-3,389	-3,191	-3,006
1150 Total direct loan obligations	9	198	185
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	105	105	293
1231 Disbursements: Direct loan disbursements		198	185
1251 Repayments: Repayments and prepayments		-8	-16
1263 Write-offs for default: Direct loans		-2	-4
1290 Outstanding, end of year	105	293	458

Credit accounts—Continued**RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM—Continued**

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	2002 actual	2003 actual	2004 est.	2005 est.
ASSETS:				
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross	102	105		
1499 Net present value of assets related to direct loans	102	105		
1601 Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable: Direct loans, gross	3			
1999 Total assets	105	105		
LIABILITIES:				
2105 Federal liabilities: Other	105	105		
2999 Total liabilities	105	105		
NET POSITION:				
3300 Cumulative results of operations				
3999 Total net position				
4999 Total liabilities and net position	105	105		

Note: Consistent with Government-wide practice, information for 2004 and 2005 was not required to be collected.

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

Identification code 69-4411-0-3-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Interest to Treasury	2	2	2
10.00 Total new obligations (object class 43.0)	2	2	2
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	6	6	6
22.60 Portion applied to repay debt	-4	-4	-4
23.90 Total budgetary resources available for obligation	2	2	2
23.95 Total new obligations	-2	-2	-2
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	6	6	6
Change in obligated balances:			
73.10 Total new obligations	2	2	2
73.20 Total outlays (gross)	-2	-2	-1
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	2	2	1
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-6	-6	-6
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-4	-4	-5

Status of Direct Loans (in millions of dollars)

Identification code 69-4411-0-3-401	2003 actual	2004 est.	2005 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	40	36	32
1251 Repayments: Repayments and prepayments	-4	-4	-4
1290 Outstanding, end of year	36	32	28

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

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

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

Balance Sheet (in millions of dollars)

Identification code 69-4411-0-3-401	2002 actual	2003 actual	2004 est.	2005 est.
ASSETS:				
Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable:				
1601 Direct loans, gross	40	36		
1602 Interest receivable	5	2		
1699 Value of assets related to direct loans	45	38		
1999 Total assets	45	38		
LIABILITIES:				
Federal liabilities:				
2102 Interest payable	5	2		
2103 Debt	40	36		
2999 Total liabilities	45	38		
4999 Total liabilities and net position	45	38		

Note: Consistent with Government-wide practice, information for 2004 and 2005 was not required to be collected.

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

Identification code 69-4164-0-3-401	2003 actual	2004 est.	2005 est.
Budgetary resources available for obligation:			
22.40 Capital transfer to general fund		-1	
Change in obligated balances:			
72.40 Obligated balance, start of year		1	
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements		1	

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	2002 actual	2003 actual	2004 est.	2005 est.
ASSETS:				
1207 Non-Federal assets: Advances and prepayments		1		
1999 Total assets		1		

LIABILITIES:				
2202	Non-Federal liabilities: Interest payable	1		
2999	Total liabilities	1		
NET POSITION:				
3999	Total net position			
4999	Total liabilities and net position	1		

Note: Consistent with Government-wide practice, information for 2004 and 2005 was not required to be collected.

AMTRAK CORRIDOR IMPROVEMENT LOANS LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-0720-0-1-401				
2003 actual 2004 est. 2005 est.				
New budget authority (gross), detail:				
Mandatory:				
69.00	Offsetting collections (cash)	3		
69.47	Portion applied to repay debt	-3		
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	-3		
Net budget authority and outlays:				
89.00	Budget authority	-3		
90.00	Outlays	-3		

Status of Direct Loans (in millions of dollars)

Identification code 69-0720-0-1-401				
2003 actual 2004 est. 2005 est.				
Cumulative balance of direct loans outstanding:				
1210	Outstanding, start of year	3		
1251	Repayments: Repayments and prepayments	-3		
1290	Outstanding, end of year			

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.

Balance Sheet (in millions of dollars)

Identification code 69-0720-0-1-401				
2002 actual 2003 actual 2004 est. 2005 est.				
ASSETS:				
1601	Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable: Direct loans, gross	3		
1999	Total assets	3		
LIABILITIES:				
2105	Federal liabilities: Federal liabilities; Other	3		
2999	Total liabilities	3		
4999	Total liabilities and net position	3		

Note: Consistent with Government-wide practice, information for 2004 and 2005 was not required to be collected.

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 region-wide transportation planning; and transit operations. In addition to im-

proving 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 FTA budget includes program streamlining and consolidation to support the President's goal of creating a citizen-centered, outcome-based government. The Administration proposes consolidating the myriad of separate transit programs in order to give States and localities additional flexibility to better meet the mobility needs in their communities. This consolidation has the added benefit of reducing the administrative burden on grantees, since fewer separate grant applications would be required. In addition, the FTA proposes new initiatives, including performance incentives and the President's New Freedom Initiative.

In 2005, \$7,266 million is proposed for transit programs.

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

(In millions of dollars)				
Obligation Limitations:				
	2003 actual	2004 est.	2005 est.	
Administrative expenses, general fund	15	14	80	
Administrative expenses, trust fund	58	60		
Subtotal, obligation limitation	73	74		
Transit planning and research, general fund	24	25		
Transit planning and research, trust fund	159	100		
Subtotal, obligation limitation	183	125		
University transportation centers, general fund	1	1		
University transportation centers, trust fund	5	5		
Subtotal, obligation limitation	6	6		
Job access and reverse commute, general fund	0	5		
Job access and reverse commute, trust fund	104	99		
Subtotal, obligation limitation	104	104		
Formula grants, general fund	713	714		
Formula grants, trust fund	4057	3053		
Subtotal, obligation limitation	4770	3767		
Capital investment grants, general fund	680	693		
Capital investment grants, trust fund	2428	2495		
Subtotal, obligation limitation	3108	3189		
Major Capital Investment Grants, general funds			1234	
Major Capital Investment Grants, trust funds			329	
Total			1563	
Formula Grants and Research, trust funds			5,623	
Trust fund share of expenses, total budget authority (non-add)	[6,811]	[5,813]	[329]	
Trust fund share of expenses, available for obligation (non-add)	[6,811]	[5,813]	[329]	
Total FTA, obligation limitation	8,244	7,265	7,266	

Note.—In 2003, P.L. 108-7, the Consolidated Appropriations Act, Sec. 601 reduced funding by .65 percent. The 2003 funds reflect the transfer of \$1,069 million from FHWA to FTA and \$1 million in funds transferred from FTA to FHWA. The budget assumes that flex funding transfers 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, **[\$15,100,000] \$79,931,000: Provided, [That no more than \$75,500,000 of budget authority shall be available for these purposes: Provided further, That of the funds available not to exceed \$970,938 shall be available for the Office of the Administrator; not to exceed \$6,755,434 shall be available for the Office of Administration; not to exceed \$3,892,622 shall be available for the Office of the Chief Counsel; not to exceed \$1,168,780 shall be available for the Office of Communication and Congressional Affairs; not to exceed \$7,157,766 shall be available for the Office of Program Management; not to exceed \$6,231,332 shall be available for the Office of Budget and Policy; not to exceed \$4,854,892 shall be available for the Office of Demonstration and Innovation; not to exceed \$2,717,034 shall be available for the Office of Civil Rights; not to exceed \$3,667,320 shall be available for the Office of Planning; not to exceed \$19,050,044 shall be available for regional offices; and not to exceed \$16,838,838**

General and special funds—Continued

ADMINISTRATIVE EXPENSES—Continued

shall be available for the central account: *Provided further*, That the Administrator is authorized to transfer funds appropriated for an office of the Federal Transit Administration: *Provided further*, That no appropriation for an office shall be increased or decreased by more than 3 percent by all such transfers: *Provided further*, That any change in funding greater than 3 percent shall be submitted for approval to the House and Senate Committees on Appropriations: *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, \$2,000,000 shall be reimbursed to the Department of Transportation's Office of Inspector General for costs associated with audits and investigations of transit-related issues, including reviews of new fixed guideway systems[: *Provided further*, That not less than \$2,200,000 for the National transit database shall remain available until expended: *Provided further*, That upon submission to the Congress of the fiscal year 2005 President's budget, the Secretary of Transportation shall transmit to Congress the annual report on new starts, proposed allocations of funds for fiscal year 2005: *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 report has not been submitted to the Congress. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-1120-0-1-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Direct program	72	75	80
01.01 Reimbursable program	1		
10.00 Total new obligations	73	75	80
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	75	75	80
23.95 Total new obligations	-73	-75	-80
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	15	15	80
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	59	60	
68.10 Change in uncollected customer payments from Federal sources (unexpired)	1		
68.90 Spending authority from offsetting collections (total discretionary)	60	60	
70.00 Total new budget authority (gross)	75	75	80
Change in obligated balances:			
72.40 Obligated balance, start of year	14	13	8
73.10 Total new obligations	73	75	80
73.20 Total outlays (gross)	-73	-81	-79
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-1		
74.40 Obligated balance, end of year	13	8	9
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	65	68	72
86.93 Outlays from discretionary balances	8	13	7
87.00 Total outlays (gross)	73	81	79
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources Against gross budget authority only:	-59	-60	
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-1		
Net budget authority and outlays:			
89.00 Budget authority	15	15	80
90.00 Outlays	16	21	79

For 2005, \$79.9 million is requested to fund the personnel and other support costs associated with management and direction of FTA programs. FTA continues to focus on the President's Management Agenda, long-term management of the Federal workforce, and fostering a citizen-centered, results-based government that is organized to be flexible and lean.

FTA remains committed to continuing aggressive efforts to increase efficiency and productivity within available staffing resources, and to improve the services offered to its customers. FTA has been a leader in the Department by expanding its automated systems to provide direct access by our customers. The Transportation Electronic Award and Management 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	2003 actual	2004 est.	2005 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	41	44	46
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	42	45	47
12.1 Civilian personnel benefits	9	10	11
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	5	5	6
23.3 Communications, utilities, and miscellaneous charges	2	2	2
25.2 Other services	12	12	12
31.0 Equipment	1		1
99.0 Direct obligations	72	75	80
99.0 Reimbursable obligations	1		
99.9 Total new obligations	73	75	80

Personnel Summary

Identification code 69-1120-0-1-401	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	509	517	527
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	5		

**MAJOR CAPITAL INVESTMENT GRANTS
(INCLUDING TRANSFER OF FUNDS)**

For necessary expenses to carry out 49 U.S.C. 5303-5305, and 5309, \$1,234,192,000, to remain available until expended: *Provided*, That no more than \$1,563,198,000 of budget authority shall be available for these purposes, of which \$1,531,934,040 is for new fixed guideway systems and \$31,263,960 is for metropolitan and statewide planning activities.

Program and Financing (in millions of dollars)

Identification code 69-1139-0-1-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Major capital investment grants			1,563
10.00 Total new obligations			1,563
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			1,563
23.95 Total new obligations			-1,563
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			1,234
68.00 Spending authority from offsetting collections: Offsetting collections (cash)			329
70.00 Total new budget authority (gross)			1,563
Change in obligated balances:			
73.10 Total new obligations			1,563
73.20 Total outlays (gross)			-187
74.40 Obligated balance, end of year			1,376
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority			187
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources			-329

Net budget authority and outlays:		
89.00	Budget authority	1,234
90.00	Outlays	-142

New Starts.—\$ 1,532 million for the construction of new fixed guideway systems and extensions to existing fixed guideway systems. The Administration proposes to expand the New Starts program to make new non-fixed guideway transportation corridor systems and extensions (“small starts”) eligible for funding, in order to more cost-effectively address the transit needs of some communities. In order to accommodate growth in the “small starts” category and ensure that meritorious New Starts projects can be funded in the future, FTA seeks a modest increase in the New Starts program. FTA has made significant gains in controlling major project costs. FTA’s goal is that for 100 percent of the projects, the current total estimated project cost will not exceed the project’s baseline cost estimate by more than 5 percent. FTA achieved this goal in FY 2003.

Planning.—\$3.1 million for Metropolitan and Statewide Planning activities. This portion of the Metropolitan and Statewide planning activities will be funded from Major Capital Investment Grants. Fixed guideway modernization funding is provided in the Formula Grants and Research account.

Object Classification (in millions of dollars)

Identification code 69–1139–0–1–401	2003 actual	2004 est.	2005 est.
25.2 Other services			15
41.0 Grants, subsidies, and contributions			1,548
99.9 Total new obligations			1,563

【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, \$767,800,000, to remain available until expended: *Provided*, That no more than \$3,839,000,000 of budget authority shall be available for these purposes: *Provided further*, That notwithstanding section 3008 of Public Law 105–178, \$50,000,000 of the funds 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.”】 (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69–1129–0–1–401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.02 Urban formula-capital	4,174	3,312	1,593
00.03 Alaska Railroad	10	5	5
00.05 Elderly and disabled	93	98	8
00.06 Nonurban formula	261	219	100
00.07 Over-the-road-bus	7	11	4
00.08 Emergency response funds	1	7	
10.00 Total new obligations	4,546	3,652	1,710
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1,278	1,554	1,668
22.00 New budget authority (gross)	4,773	3,766	
22.10 Resources available from recoveries of prior year obligations	49		
22.22 Unobligated balance transferred from other accounts			42
23.90 Total budgetary resources available for obligation	6,100	5,320	1,710
23.95 Total new obligations	-4,546	-3,652	-1,710
24.40 Unobligated balance carried forward, end of year	1,554	1,668	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	768	768	
40.35 Appropriation permanently reduced	-5	-5	
41.00 Transferred to other accounts	-50	-50	
43.00 Appropriation (total discretionary)	713	713	

68.00	Spending authority from offsetting collections: Offsetting collections (cash)	4,060	3,053	
70.00	Total new budget authority (gross)	4,773	3,766	
Change in obligated balances:				
72.40	Obligated balance, start of year	6,694	6,797	6,486
73.10	Total new obligations	4,546	3,652	1,710
73.20	Total outlays (gross)	-4,394	-3,963	-3,379
73.45	Recoveries of prior year obligations	-49		
74.40	Obligated balance, end of year	6,797	6,486	4,817
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	925	394	
86.93	Outlays from discretionary balances	3,469	3,569	3,379
87.00	Total outlays (gross)	4,394	3,963	3,379
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-4,060	-3,053	
Net budget authority and outlays:				
89.00	Budget authority	713	713	
90.00	Outlays	334	910	3,379

Beginning in 2005, Formula Grants will be funded as a Trust Fund account.

Performance Metrics (in millions of dollars)

Identification code 69–1129–0–1–401	2003 actual	2004 est.	2005 est.
1000 Transit Ridership—% change in transit passenger miles traveled, per transit market	2	2	
1000 Bus Fleet Condition—average condition of bus fleet, poor to excellent rating scale of 1–5	3	3	

Object Classification (in millions of dollars)

Identification code 69–1129–0–1–401	2003 actual	2004 est.	2005 est.
25.2 Other services	18	18	5
41.0 Grants, subsidies, and contributions	4,528	3,634	1,705
99.9 Total new obligations	4,546	3,652	1,710

【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.】 (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69–1136–0–1–401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Direct Program Activity	6	12	
10.00 Total new obligations (object class 41.0)	6	12	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year		6	
22.00 New budget authority (gross)	12	6	
23.90 Total budgetary resources available for obligation	12	12	
23.95 Total new obligations	-6	-12	
24.40 Unobligated balance carried forward, end of year	6		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	1	1	
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	11	5	
70.00 Total new budget authority (gross)	12	6	
Change in obligated balances:			
72.40 Obligated balance, start of year	11	13	17
73.10 Total new obligations	6	12	
73.20 Total outlays (gross)	-3	-8	-8
74.40 Obligated balance, end of year	13	17	9
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		1	

General and special funds—Continued

【UNIVERSITY TRANSPORTATION RESEARCH】—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-1136-0-1-401	2003 actual	2004 est.	2005 est.
86.93 Outlays from discretionary balances	3	7	8
87.00 Total outlays (gross)	3	8	8
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-11	-5	
Net budget authority and outlays:			
89.00 Budget authority	1	1	
90.00 Outlays	-7	3	8

Beginning in 2005, University Transportation Research will be funded in the Formula Grants and Research account.

【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, \$25,200,000, to remain available until expended: *Provided*, That no more than \$126,000,000 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)), \$60,385,600 is available for metropolitan planning (49 U.S.C. 5303, 5304, and 5305), \$12,614,400 is available for State planning (49 U.S.C. 5313(b)); and \$35,500,000 is available for the national planning and research program (49 U.S.C. 5314).】 (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-1137-0-1-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Direct program	182	135	30
09.01 Reimbursable program	16	20	
10.00 Total new obligations	198	155	30
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	35	40	30
22.00 New budget authority (gross)	199	145	
22.10 Resources available from recoveries of prior year obligations	4		
23.90 Total budgetary resources available for obligation	238	185	30
23.95 Total new obligations	-198	-155	-30
24.40 Unobligated balance carried forward, end of year	40	30	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	24	25	
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	159	120	
68.10 Change in uncollected customer payments from Federal sources (unexpired)	16		
68.90 Spending authority from offsetting collections (total discretionary)	175	120	
70.00 Total new budget authority (gross)	199	145	
Change in obligated balances:			
72.40 Obligated balance, start of year	268	262	258
73.10 Total new obligations	198	155	30
73.20 Total outlays (gross)	-185	-159	-145
73.45 Recoveries of prior year obligations	-4		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-16		
74.40 Obligated balance, end of year	262	258	143
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	20	33	
86.93 Outlays from discretionary balances	165	126	145
87.00 Total outlays (gross)	185	159	145

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-159	-120	
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-16		
Net budget authority and outlays:			
89.00 Budget authority	24	25	
90.00 Outlays	26	39	145

In 2005, the National Research program, Transit Cooperative Research, and National Transit Institute are funded in the Formula Grants and Research account. Funds supporting metropolitan and statewide planning activities are made available from the Formula Grants and Research account and the Major Capital Investment grants account. The Rural Transit Assistance program will be funded within the Formula Grants and Research account as part of the Non-urbanized Area Formula Program.

Object Classification (in millions of dollars)

Identification code 69-1137-0-1-401	2003 actual	2004 est.	2005 est.
Direct obligations:			
25.5 Research and development contracts	31	32	
41.0 Grants, subsidies, and contributions	151	103	30
99.0 Direct obligations	182	135	30
99.0 Reimbursable obligations	16	20	
99.9 Total new obligations	198	155	30

【JOB ACCESS AND REVERSE COMMUTE GRANTS】

【(INCLUDING TRANSFER OF FUNDS)】

【For necessary expenses to carry out section 3037 of the Federal Transit Act of 1998, \$25,000,000, to remain available until expended: *Provided*, That no more than \$125,000,000 of budget authority shall be available for these purposes: *Provided further*, That up to \$300,000 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: *Provided further*, That \$20,000,000 of the funds provided under this heading shall be transferred to and merged with funds 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”: *Provided further*, That \$2,331,545 in unobligated balances made available in Public Law 106-69 and \$2,182,937 in unobligated balances made available in Public Law 106-346 to carry out section 3037 of Public Law 105-178, as amended, shall be transferred to and merged with funds for new fixed guideway systems under “Federal Transit Administration, Capital Investment Grants”.】 (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-1125-0-1-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Direct Program Activity	136	154	59
10.00 Total new obligations (object class 41.0)	136	154	59
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	145	114	59
22.00 New budget authority (gross)	105	104	
22.21 Unobligated balance transferred to other accounts	-1	-5	
23.90 Total budgetary resources available for obligation	249	213	59
23.95 Total new obligations	-136	-154	-59
24.40 Unobligated balance carried forward, end of year	114	59	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	30	25	
41.00 Transferred to other accounts	-30	-20	
43.00 Appropriation (total discretionary)		5	

68.00	Spending authority from offsetting collections: Offsetting collections (cash)	105	99	.....
70.00	Total new budget authority (gross)	105	104	.....
Change in obligated balances:				
72.40	Obligated balance, start of year	109	160	207
73.10	Total new obligations	136	154	59
73.20	Total outlays (gross)	-84	-108	-104
74.40	Obligated balance, end of year	160	207	163
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	4	5	.....
86.93	Outlays from discretionary balances	80	103	104
87.00	Total outlays (gross)	84	108	104
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-105	-99	.....
Net budget authority and outlays:				
89.00	Budget authority		5	.....
90.00	Outlays	-21	9	104

In 2005, funds requested for the Job Access and Reverse Commute program are included in the Formula Grants and Research account.

Performance Metrics (in millions of dollars)

Identification code 69-1125-0-1-401	2003 actual	2004 est.	2005 est.
0001 Job Access and Reverse Commute—number of accessible employment sites estimate	23,500	25,000	.....

**【CAPITAL INVESTMENT GRANTS】
【(INCLUDING TRANSFER OF FUNDS)】**

【For necessary expenses to carry out 49 U.S.C. 5308, 5309, 5318, and 5327, \$627,500,000, to remain available until expended: *Provided*, That no more than \$3,137,500,000 of budget authority shall be available for these purposes: *Provided further*, That there shall be available for fixed guideway modernization, \$1,206,506,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, \$607,200,000, which shall include \$50,000,000 made available under 5309(m)(3)(C) of this title, plus \$50,000,000 transferred from “Federal Transit Administration, Formula Grants” and \$20,000,000 transferred from “Federal Transit Administration, Job Access and Reverse Commute Grants”; and there shall be available for new fixed guideway systems \$1,323,794,000, together with \$2,331,545 in unobligated balances made available in Public Law 106-69 and \$2,182,937 in unobligated balances made available in Public Law 106-346 to carry out section 3037 of Public Law 105-178, as amended, to be available as follows:

- Atlanta, Georgia, Northwest Corridor BRT, \$2,149,413;
- Baltimore, Maryland, Central Light Rail Double Track Project, \$40,000,000;
- BART San Francisco Airport (SFO), California, Extension Project, \$100,000,000;
- Birmingham—Transit Corridor, Alabama, \$3,500,000;
- Boston, Massachusetts, Silver Line Phase III, \$2,000,000;
- Charlotte, North Carolina, South Corridor Light Rail Project, \$12,000,000;
- Chicago, Illinois, Metra Commuter Rail Expansions and Extensions, \$52,000,000;
- Chicago, Illinois, Ravenswood Reconstruction, \$10,000,000;
- Chicago, Illinois, Transit Authority, Douglas Branch Reconstruction, \$85,000,000;
- Dallas, Texas, North Central Light Rail Extension, \$30,161,283;
- Denver, Colorado, Southeast Corridor LRT (T-REX), \$80,000,000;
- East Side Access Project, New York, Phase I, \$75,000,000;
- Euclid Corridor Transportation Project, Ohio, \$11,000,000;
- Fort Lauderdale, Florida, Tri-Rail Commuter Project, \$18,410,000;
- Hawaii and Alaska Ferry Boats, \$10,296,000;
- Houston Advanced Metro Transit Plan, Texas, \$8,000,000;
- Integrated Intermodal project, Rhode Island, \$3,000,000;
- Kenosha-Racine-Milwaukee Commuter Rail Extension, Wisconsin, \$3,250,000;

- Las Vegas, Nevada, Resort Corridor Fixed Guideway, MOS, \$20,000,000;
- Little Rock, Arkansas, River Rail Streetcar Project, \$3,000,000;
- Maine Marine Highway, \$1,550,000;
- Memphis, Tennessee, Medical Center Rail Extension, \$9,247,588;
- Minneapolis, Minnesota, Hiawatha Corridor Light Rail Transit (LRT), \$74,980,000;
- Minneapolis, Minnesota, Northstar Corridor Rail Project, \$5,750,000;
- New Orleans, Louisiana, Canal Street Streetcar Project, \$23,291,373;
- New York, Second Avenue Subway, \$2,000,000;
- Newark, New Jersey, Rail Link (NERL) MOS1, \$22,566,022;
- Northern Oklahoma Regional Multimodal Transportation System, \$3,000,000;
- Northern, New Jersey, Hudson-Bergen Light Rail (MOS2), \$100,000,000;
- Phase II, LA to Pasadena Metro Gold Line Light Rail Project, \$4,000,000;
- Philadelphia, Pennsylvania, Schuylkill Valley Metro, \$14,000,000;
- Phoenix, Arizona, Central Phoenix/East Valley Light Rail Transit Project, \$13,000,000;
- Pittsburgh, Pennsylvania, North Shore Connector, \$10,000,000;
- Pittsburgh, Pennsylvania, Stage II Light Rail Transit Reconstruction, \$32,243,442;
- Portland, Oregon, Interstate MAX Light Rail Extension, \$77,500,000;
- Raleigh, North Carolina, Triangle Transit Authority Regional Rail Project, \$5,500,000;
- Regional Commuter Rail (Weber County to Salt Lake City), Utah, \$9,000,000;
- Salt Lake City, Utah, Medical Center LRT Extension, \$30,663,361;
- San Diego, California, Mission Valley East Light Rail Transit Extension, \$65,000,000;
- San Diego, California, Oceanside-Escondido Rail Project, \$48,000,000;
- San Francisco, California, Muni Third Street Light Rail Project, \$9,000,000;
- San Jose, California, Silicon Valley Rapid Transit Corridor, \$2,000,000;
- Scranton, Pennsylvania, NY City Rail Service, \$2,500,000;
- Seattle, Washington, Sound Transit Central Link Initial Segment, \$75,000,000;
- South Shore Commuter Rail Service capacity enhancement, \$1,000,000;
- Stamford, Connecticut, Urban Transitway & Intermodal Transportation Center Improvements, \$4,000,000;
- Tren Urbano Rapid Transit System, San Juan, PR, \$20,000,000;
- VRE Parking Improvements, Virginia, \$3,000,000;
- Washington, DC/VA Dulles Corridor Rapid Transit Project, \$20,000,000;
- Washington, DC/MD, Largo Extension, \$65,000,000;
- Western North Carolina Rail Passenger Service, \$1,000,000;
- Wilmington, Delaware, Train Station Improvements, \$1,500,000;
- Wilsonville to Beaverton, Oregon, Commuter Rail, \$3,250,000;
- and
- Yarmouth to Auburn Line, Maine, \$1,000,000.】 (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-1134-0-1-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Capital investment grants	2,972	3,070	1,501
00.02 Emergency Supplemental P.L. 107-117	56	1	.....
00.03 Lower Manhattan Recovery P.L. 107-206	52	1,516	196
09.00 Federal Emergency Management P.L. 107-206 Reimbursable (FEMA)		2,067	681
10.00 Total new obligations	3,082	6,654	2,378
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	3,092	5,874	2,414
22.00 New budget authority (gross)	5,861	3,189	.....
22.10 Resources available from recoveries of prior year obligations	5	.....	.....
22.21 Unobligated balance transferred to other accounts	-3	.....	.....
22.22 Unobligated balance transferred from other accounts	1	5	.....

General and special funds—Continued

[CAPITAL INVESTMENT GRANTS]—Continued

[(INCLUDING TRANSFER OF FUNDS)]—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-1134-0-1-401	2003 actual	2004 est.	2005 est.
23.90 Total budgetary resources available for obligation	8,956	9,068	2,414
23.95 Total new obligations	-3,082	-6,654	-2,378
24.40 Unobligated balance carried forward, end of year	5,874	2,414	36
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	607	628	
40.35 Appropriation permanently reduced	-4	-4	
41.00 Transferred to other accounts	-3		
42.00 Transferred from other accounts	80	70	
43.00 Appropriation (total discretionary)	680	694	
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	5,181	2,495	
70.00 Total new budget authority (gross)	5,861	3,189	
Change in obligated balances:			
72.40 Obligated balance, start of year	3,592	4,032	6,693
73.10 Total new obligations	3,082	6,654	2,378
73.20 Total outlays (gross)	-2,636	-3,993	-3,401
73.45 Recoveries of prior year obligations	-5		
74.40 Obligated balance, end of year	4,032	6,693	5,671
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	764	382	
86.93 Outlays from discretionary balances	1,872	3,611	3,401
87.00 Total outlays (gross)	2,636	3,993	3,401
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-5,181	-2,495	
Net budget authority and outlays:			
89.00 Budget authority	680	694	
90.00 Outlays	-2,545	1,498	3,401

In 2005, funds requested for fixed guideway modernization are included under the Formula Grants and Research account. Funding for new major capital investment grants (i.e., New Starts) is being proposed in a new account, Major Capital Investment Grants.

Performance Metrics (in millions of dollars)

Identification code 69-1134-0-1-401	2003 actual	2004 est.	2005 est.
1000 New Starts—percent of projects that do not exceed baseline costs by more than 5 percent	100	100	
1000 New Starts—% change in transit passenger miles traveled, per transit market	2		

Object Classification (in millions of dollars)

Identification code 69-1134-0-1-401	2003 actual	2004 est.	2005 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
25.2 Other services	15	33	19
41.0 Grants, subsidies, and contributions	3,064	4,553	1,677
99.0 Direct obligations	3,080	4,587	1,697
99.0 Reimbursable obligations	2	2,067	681
99.9 Total new obligations	3,082	6,654	2,378

Personnel Summary

Identification code 69-1134-0-1-401	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	5	10	10

RESEARCH, TRAINING, AND HUMAN RESOURCES

Program and Financing (in millions of dollars)

Identification code 69-1121-0-1-401	2003 actual	2004 est.	2005 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	1	1	
73.20 Total outlays (gross)		-1	
74.40 Obligated balance, end of year	1		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances		1	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays		1	

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

INTERSTATE TRANSFER GRANTS—TRANSIT

Program and Financing (in millions of dollars)

Identification code 69-1127-0-1-401	2003 actual	2004 est.	2005 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	-33		
22.10 Resources available from recoveries of prior year obligations	2		
22.22 Unobligated balance transferred from other accounts			10
23.90 Total budgetary resources available for obligation	-31		10
23.97 Deficiency	31		
24.40 Unobligated balance carried forward, end of year			10
Change in obligated balances:			
72.40 Obligated balance, start of year	22	10	6
73.20 Total outlays (gross)	-9	-4	-3
73.45 Recoveries of prior year obligations	-2		
74.40 Obligated balance, end of year	10	6	3
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	9	4	3
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	9	4	3
Memorandum (non-add) entries:			
91.90 Unpaid obligations, end of year: Deficiency	31		

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	2003 actual	2004 est.	2005 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	1	1
24.40 Unobligated balance carried forward, end of year	1	1	1
Change in obligated balances:			
72.40 Obligated balance, start of year	32	21	12
73.20 Total outlays (gross)	-11	-9	-6
74.40 Obligated balance, end of year	21	12	6
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	11	9	6
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	11	9	6

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

In 2005, no additional liquidating cash is requested to pay previous obligations in the Discretionary Grants account.

MISCELLANEOUS EXPIRED ACCOUNTS

Program and Financing (in millions of dollars)

Identification code 69-1122-0-1-401	2003 actual	2004 est.	2005 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	-6		3
22.10 Resources available from recoveries of prior year obligations	2	2	
23.90 Total budgetary resources available for obligation	-4	2	3
23.97 Deficiency	4	2	
24.40 Unobligated balance carried forward, end of year		3	3
Change in obligated balances:			
72.40 Obligated balance, start of year	4	1	1
73.45 Recoveries of prior year obligations	-2	-2	
74.40 Obligated balance, end of year	1	1	1
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			
Memorandum (non-add) entries:			
91.90 Unpaid obligations, end of year: Deficiency	4		

This schedule displays program balances that are no longer required.

Trust Funds

DISCRETIONARY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8191-0-7-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Discretionary grants	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	47	55	55
22.00 New budget authority (gross)	1		
22.10 Resources available from recoveries of prior year obligations	8		
22.21 Unobligated balance transferred to other accounts			-52
23.90 Total budgetary resources available for obligation	56	55	3
23.95 Total new obligations	-1		
24.40 Unobligated balance carried forward, end of year	55	55	3
New budget authority (gross), detail:			
Discretionary:			
68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)	1		
Change in obligated balances:			
72.40 Obligated balance, start of year	749	448	187
73.10 Total new obligations	1		
73.20 Total outlays (gross)	-293	-263	-121
73.45 Recoveries of prior year obligations	-8		
74.40 Obligated balance, end of year	448	187	66
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	1		
86.93 Outlays from discretionary balances	292	263	121
87.00 Total outlays (gross)	293	263	121
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			
90.00 Outlays	292	263	121

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, \$5,847,200,000, to remain available until expended, and to be derived from the Mass Transit Account of the Highway Trust Fund: *Provided*, That \$3,071,200,000 shall be paid to the Federal Transit Administration's formula grants account: *Provided further*, That \$100,800,000 shall be paid to the Federal Transit Administration's transit planning and research account: *Provided further*, That \$60,400,000 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 \$100,000,000 shall be paid to the Federal Transit Administration's job access and reverse commute grants program: *Provided further*, That \$2,510,000,000 shall be paid to the Federal Transit Administration's capital investment grants account] 5305, 5309, and 5327, \$329,006,000, to remain available until expended, to be derived from the Mass Transit Account of the Highway Trust Fund, and to be paid to the Federal Transit Administration's major capital investment grants account. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-8350-0-7-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Administrative expenses	58	60	
00.02 Job access and reverse commute	104	100	
00.03 Formula programs	4,057	3,053	
00.04 University transportation research	5	5	
00.05 Transit planning and research	159	100	
00.06 Capital investment grants	2,428	2,495	
00.07 Major Capital Investment			329
10.00 Total new obligations (object class 94.0)	6,811	5,813	329
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year Contract Authority	29	29	29
22.00 New budget authority (gross)	6,811	5,813	329
23.90 Total budgetary resources available for obligation	6,840	5,842	358
23.95 Total new obligations	-6,811	-5,813	-329
24.40 Unobligated balance carried forward, end of year Contract Authority	29	29	29
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	5,781	5,847	329
40.35 Appropriation permanently reduced	-38	-34	
40.49 Portion applied to liquidate contract authority used	-6,811	-5,813	-329
41.00 Transferred to other accounts	-1		
42.00 Transferred from other accounts	1,069		
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority	5,781	5,847	329
66.35 Contract authority permanently reduced	-38	-34	
66.61 Transferred to other accounts	-1		
66.62 Transferred from other accounts	1,069		
66.90 Contract authority (total mandatory)	6,811	5,813	329
70.00 Total new budget authority (gross)	6,811	5,813	329
Change in obligated balances:			
73.10 Total new obligations	6,811	5,813	329
73.20 Total outlays (gross)	-6,810	-5,813	-329
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	6,810	5,813	329
Net budget authority and outlays:			
89.00 Budget authority	6,811	5,813	329
90.00 Outlays	6,811	5,813	329

General and special funds—Continued

TRUST FUND SHARE OF EXPENSES—Continued

(HIGHWAY TRUST FUND)—Continued

For 2005, 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]		
	2003 actual	2004 est.	2005 est.
Unexpended balance, start of year	6,096	4,823	3,550
Cash income during the year, Governmental receipts:			
Motor fuel taxes	4,762	4,801	4,973
Total annual income	4,762		
Cash outlays during the year:			
Discretionary grants/Major capital investments	292	261	121
Formula Grants and Research	0	0	578
Trust fund share of transit programs	5,743	5,813	329
Total annual outlays	6,035	6,074	1,028
Unexpended balance, end of year	4,823	3,550	7,495

Trust Funds

FORMULA GRANTS AND RESEARCH

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

None of the funds in this Act shall be available for programs, the obligations for which are in excess of the \$5,622,871,000 for formula grants and research, to be derived from the Mass Transit Account of the Highway Trust Fund, together with reimbursements received by the Federal Transit Administration, to remain available until expended. Within the obligation limitation of \$5,622,871,000, not more than the following shall be available:

\$114,554,280 for Planning programs authorized under 49 U.S.C. 5305;

\$3,700,000 for the National Transit database authorized under 49 U.S.C. 5335;

\$4,849,950 for grants to the Alaska Railroad for improvements to its passenger operations under 49 U.S.C. 5307;

\$6,950,000 for the Rural Transportation Accessibility Incentive program authorized under section 3038 of the Transportation Equity Act for the 21st Century, as amended;

\$44,618,892 for programs authorized under 49 U.S.C. 5312–5315 and 5322, of which \$8,410,661 for transit cooperative research under section 5313, \$4,078,167 for the National Transit Institute under section 5315, including not more than \$1,000,000 for workplace safety under section 5315(a)(16), and \$32,130,064 for national research programs under sections 5312–5314 and 5322;

\$147,889,575 for the New Freedom Program authorized under 49 U.S.C. 5317;

\$3,493,906 for the Bus Testing program authorized under 49 U.S.C. 5318;

\$6,000,000 for University Transportation Research authorized under 49 U.S.C. 5505;

\$366,573,696 for grants to other than urbanized areas authorized under 49 U.S.C. 5311, of which \$7,331,474 for the rural transit assistance program;

\$88,779,567 for financial assistance for services for elderly persons and persons with disabilities authorized under 49 U.S.C. 5310;

\$152,987,241 for financial assistance for job access and reverse commute projects;

\$1,238,675,430 for fixed guideway modernization grants authorized under section 5307 and apportioned in accordance with section 5337, and

\$3,443,798,463 for grants to urbanized areas authorized under 49 U.S.C. 5307, and apportioned in accordance with 49 U.S.C. 5336.

FORMULA GRANTS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

For payment of obligations incurred in carrying out 49 U.S.C. 5305, 5307–5308, 5310, 5311, 5318, 5322, 5327, 5335, 5505, 5570–5575, and section 3038 of Public Law 105–178, as amended, \$710,000,000, to remain available until expended, and to be derived from the Mass Transit Account of the Highway Trust Fund.

Program and Financing (in millions of dollars)

Identification code 69–8303–0–7–401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Urbanized area programs			2,585
00.02 Fixed guideway modernization			1,239
00.03 Alaska railroad			5
00.04 Over-the-road bus			7
00.05 National transit database			4
00.06 State administered programs			567
00.07 National research			51
00.08 Planning			115
09.01 Reimbursable program			20
10.00 Total new obligations			4,593
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			5,643
23.95 Total new obligations			–4,593
24.40 Unobligated balance carried forward, end of year			1,050
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)			710
40.49 Portion applied to liquidate contract authority			–710
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority			5,623
Discretionary:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)			20
70.00 Total new budget authority (gross)			5,643
Change in obligated balances:			
73.10 Total new obligations			4,593
73.20 Total outlays (gross)			–598
74.40 Obligated balance, end of year			3,995
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority			598
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources			–20
Net budget authority and outlays:			
89.00 Budget authority			5,623
90.00 Outlays			578

Formula Grants and Research funds totaling \$5,622.9 million are requested in 2005. Formula Grant funds can be used for all transit purposes including planning, bus and railfare purchases, facility repair and construction, maintenance and where eligible, operating expenses. These funds help transit succeed in alleviating congestion, ensuring basic mobility, promoting economically vital communities and meeting the requirements of the Americans with Disabilities Act (ADA) and the Clean Air Act (CAA). In 2005, the budget requests \$4.8 million for the Alaska Railroad, \$7 million for the Rural Transportation Accessibility Incentive Program, commonly referred to as the Over-the-Road Bus Accessibility Program, and \$3.7 million for the National Transit Database.

National Transit Database (NTD).—\$3.7 million for operation and maintenance of the NTD system, a database of statistics on the transit industry, and is Congressionally mandated under 49 U.S.C. 5335(a)(1)(2). The NTD provides for the national collection and dissemination of a uniform system of transit system financial accounts and operating data. As set forth in legislative formulas, these data are used in the national allocation of FTA formula funding.

Over-the-Road Bus Accessibility Program.—\$7 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.—\$3,443.8 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. 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.

Fixed Guideway Modernization.—\$1,238.7 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 help ensure that the Nation’s older fixed guideway systems continue to meet the transportation needs of the communities they serve.

State Administered Programs.—\$756.2 million. Nonurbanized Area Formula—\$366.6 million, will be apportioned according to a legislative formula based on 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, including \$7 million for the Rural Transit Assistance Program formerly apportioned from Transit Planning and Research funds. Formula Grants for Elderly and Individuals with Disabilities—\$88.8 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. Job Access and Reverse Commute—\$153 million, to be apportioned to the States by formula 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 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. New Freedom Initiative—\$147.9 million, to provide additional tools to overcome significant barriers facing Americans with disabilities seeking access to jobs and integration into the workforce. FTA is requesting authority to provide \$147.9 million to be allocated to States by formula to fund competitive grants for alternative transportation services so that persons with disabilities have greater access to the workplace.

National and University Research.—\$50.6 million to fund National and University Research. The National Research program is funded at \$32.1 million. These funds will be used to cover costs for FTA’s essential safety and security activities and transit safety data collection. Additional research programs include \$8 million for Transit Cooperative Research, and \$4 million for the National Transit Institute. Under the national component of the program, 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. Proposed funding for the University Transportation Research program is \$6

million. 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.

Planning.—\$114.6 million to fund Metropolitan and State-wide planning activities.

Object Classification (in millions of dollars)

Identification code 69-8303-0-7-401	2003 actual	2004 est.	2005 est.
Direct obligations:			
25.2 Other services			55
25.5 Research and development contracts			10
41.0 Grants, subsidies, and contributions			4,508
99.0 Direct obligations			4,573
99.0 Reimbursable obligations			20
99.9 Total new obligations			4,593

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. (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-4089-0-3-403	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
09.01 Operations and maintenance	13	13	15
09.02 Replacements and improvements	1	2	2
10.00 Total new obligations	14	15	17
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	14	15	15
22.00 New budget authority (gross)	15	15	17
23.90 Total budgetary resources available for obligation	29	30	32
23.95 Total new obligations	-14	-15	-17
24.40 Unobligated balance carried forward, end of year	15	15	15
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	15	15	17
Change in obligated balances:			
72.40 Obligated balance, start of year	3	3	3
73.10 Total new obligations	14	15	17
73.20 Total outlays (gross)	-14	-15	-17
74.40 Obligated balance, end of year	3	3	3
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	14	15	17
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-14	-14	-16
88.40 Non-Federal sources	-1	-1	-1
88.90 Total, offsetting collections (cash)	-15	-15	-17
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 respon-

Public enterprise funds—Continued

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION—Continued

sible for the operation, maintenance and development of the United States portion of the St. Lawrence Seaway between Montreal and Lake Erie. The SLSDC provides a reliable and efficient waterway and lock transportation system for the movement of commercial goods to and from the Great Lakes region of North America. The SLSDC continues to coordinate with its Canadian counterpart to ensure safety and security of the waterway.

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.

Balance Sheet (in millions of dollars)

Identification code 69-4089-0-3-403	2002 actual	2003 actual	2004 est.	2005 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury	3	3		
Other Federal assets:				
1801 Cash and other monetary assets	12	12		
1803 Property, plant and equipment, net	82	80		
1901 Other assets	2	2		
1999 Total assets	99	97		
LIABILITIES:				
Non-Federal liabilities:				
2201 Accounts payable	2	1		
2206 Pension and other actuarial liabilities	2	2		
2999 Total liabilities	4	3		
NET POSITION:				
3100 Invested Capital	97	95		
3300 Cumulative results of operations	-2	-1		
3999 Total net position	95	94		
4999 Total liabilities and net position	99	97		

Note: Consistent with Government-wide practice, information for 2004 and 2005 was not required to be collected.

Object Classification (in millions of dollars)

Identification code 69-4089-0-3-403	2003 actual	2004 est.	2005 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	9	9	10
12.1 Civilian personnel benefits	2	2	2
25.2 Other services	1		
25.4 Operation and maintenance of facilities			2
26.0 Supplies and materials	1	1	
32.0 Land and structures		1	1
99.0 Reimbursable obligations	13	13	15
99.5 Below reporting threshold	1	2	2
99.9 Total new obligations	14	15	17

Personnel Summary

Identification code 69-4089-0-3-403	2003 actual	2004 est.	2005 est.
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	153	157	157

Trust FundsOPERATIONS 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, **[\$14,400,000] \$15,900,000**, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-8003-0-7-403	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Direct Program Activity	14	14	16
10.00 Total new obligations (object class 25.3)	14	14	16
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	14	14	16
23.95 Total new obligations	-14	-14	-16
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	14	14	16
Change in obligated balances:			
73.10 Total new obligations	14	14	16
73.20 Total outlays (gross)	-14	-14	-16
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	14	14	16
Net budget authority and outlays:			
89.00 Budget authority	14	14	16
90.00 Outlays	14	14	16

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:	2003 actual	2004 est.	2005 est.
Research and special programs	40	46	53
Emergency preparedness grants	14	14	14
Pipeline safety	56	53	51
Trust fund share of pipeline safety	7	13	19
Pipeline safety, subtotal	63	66	70
Total budget authority	118	127	137
Program level (obligations):			
Research and special programs	42	47	53
Emergency preparedness grants	14	14	14
Pipeline safety	47	90	70
Trust fund share of pipeline safety	4	20	19
Pipeline safety, subtotal	50	110	89
Volpe transportation systems center (reimbursable)	224	240	252
Total program level	328	411	408
Outlays:			
Research and special programs	100	52	51
Emergency preparedness grants	13	14	14
Pipeline safety	57	60	54
Trust fund share of pipeline safety	4	12	16
Volpe transportation systems center	-5		
Total outlays	169	138	135

Federal Funds**General and special funds:**

RESEARCH AND SPECIAL PROGRAMS

For expenses necessary to discharge the functions of the Research and Special Programs Administration, **[\$46,441,000] \$52,936,000**, of which \$645,000 shall be derived from the Pipeline Safety Fund, and of which **[\$2,510,000] \$3,362,000** shall remain available until September 30, **[2006] 2007: 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. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-0104-0-1-407	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
Direct program:			
00.01 Hazardous materials safety	22	24	25
00.02 Emergency transportation	3	4	5
00.03 Research and technology	2	2	2
00.04 Program and administrative support	15	17	21
01.00 Subtotal direct program	42	47	53
09.01 Reimbursable program	49	55	55
10.00 Total new obligations	91	102	108
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	56	2	
22.00 New budget authority (gross)	36	101	108
23.90 Total budgetary resources available for obligation	92	103	108
23.95 Total new obligations	-91	-102	-108
24.40 Unobligated balance carried forward, end of year	2		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	40	46	52
40.35 Appropriation permanently reduced	-1	-1	
42.00 Transferred from other accounts	1	1	1
43.00 Appropriation (total discretionary)	40	46	53
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	-20	55	55
68.10 Change in uncollected customer payments from Federal sources (unexpired)	15		
68.90 Spending authority from offsetting collections (total discretionary)	-5	55	55
70.00 Total new budget authority (gross)	35	101	108
Change in obligated balances:			
72.40 Obligated balance, start of year	25	19	15
73.10 Total new obligations	91	102	108
73.20 Total outlays (gross)	-90	-107	-106
73.40 Adjustments in expired accounts (net)	7		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-15		
74.10 Change in uncollected customer payments from Federal sources (expired)	3		
74.40 Obligated balance, end of year	19	15	17
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	35	86	91
86.93 Outlays from discretionary balances	55	21	15
87.00 Total outlays (gross)	90	107	106
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	10	-55	-55
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-15		
88.96 Portion of offsetting collections (cash) credited to expired accounts	10		
Net budget authority and outlays:			
89.00 Budget authority	40	46	53
90.00 Outlays	100	52	51

The Research and Special Programs Administration provides 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 manmade disasters affecting transportation in American communities. In 2005, resources are requested for hazardous materials safety, emergency transportation, research and technology, and program support.

Object Classification (in millions of dollars)

Identification code 69-0104-0-1-407	2003 actual	2004 est.	2005 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	14	17	19
11.3 Other than full-time permanent	2	2	2
11.9 Total personnel compensation	16	19	21
12.1 Civilian personnel benefits	4	5	5
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	1	1
24.0 Printing and reproduction	1	1	1
25.1 Advisory and assistance services		3	4
25.2 Other services		3	3
25.3 Other purchases of goods and services from Government accounts	14	8	11
25.5 Research and development contracts		1	1
25.7 Operation and maintenance of equipment	1	1	1
31.0 Equipment	2	2	2
99.0 Direct obligations	42	47	53
99.0 Reimbursable obligations	49	55	55
99.9 Total new obligations	91	102	108

Personnel Summary

Identification code 69-0104-0-1-407	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	205	219	244
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	49	64	64

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, [\$66,305,000] \$70,073,000, of which [\$13,000,000] \$19,000,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, [2006] 2007; of which [\$53,305,000] \$51,073,000 shall be derived from the Pipeline Safety Fund, of which [\$21,828,000] \$23,285,000 shall remain available until September 30, [2006] 2007. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Unavailable Receipts (in millions of dollars)

Identification code 69-5172-0-2-407	2003 actual	2004 est.	2005 est.
01.99 Balance, start of year	18	18	17
Receipts:			
02.60 Pipeline safety user fees, Pipeline Safety, DOT	57	53	51
04.00 Total: Balances and collections	75	71	68
Appropriations:			
05.00 Pipeline safety	-57	-54	-52
07.99 Balance, end of year	18	17	16

Program and Financing (in millions of dollars)

Identification code 69-5172-0-2-407	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
Direct program:			
00.01 Operations	35	43	42
00.02 Research and development	5	14	9
00.03 Grants	7	33	19
10.00 Total new obligations	47	90	70

General and special funds—Continued

PIPELINE SAFETY—Continued
(PIPELINE SAFETY FUND)—Continued
(OIL SPILL LIABILITY TRUST FUND)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-5172-0-2-407	2003 actual	2004 est.	2005 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	3	17	
22.00 New budget authority (gross)	60	73	70
22.10 Resources available from recoveries of prior year obligations	2		
23.90 Total budgetary resources available for obligation	65	90	70
23.95 Total new obligations	-47	-90	-70
23.98 Unobligated balance expiring or withdrawn	-1		
24.40 Unobligated balance carried forward, end of year	17		
New budget authority (gross), detail:			
Discretionary:			
40.20 Appropriation (special fund)	57	54	52
41.00 Transferred to other accounts—	-1	-1	-1
43.00 Appropriation (total discretionary)	56	53	51
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	4	20	19
70.00 Total new budget authority (gross)	60	73	70
Change in obligated balances:			
72.40 Obligated balance, start of year	47	30	40
73.10 Total new obligations	47	90	70
73.20 Total outlays (gross)	-61	-80	-74
73.45 Recoveries of prior year obligations	-2		
74.40 Obligated balance, end of year	30	40	37
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	24	46	44
86.93 Outlays from discretionary balances	37	34	30
87.00 Total outlays (gross)	61	80	74
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-4	-20	-19
Net budget authority and outlays:			
89.00 Budget authority	56	53	51
90.00 Outlays	57	60	54

The Research and Special Programs Administration (RSPA) is responsible for the Department's pipeline safety program. RSPA oversees the safety, security, and environmental protection of pipelines through analysis of data, damage prevention, education and training, enforcement of regulations and standards, research and development, grants for State pipeline safety programs, and emergency planning and response to accidents.

Trust Funds

TRUST FUND SHARE OF PIPELINE SAFETY

Object Classification (in millions of dollars)

Identification code 69-5172-0-2-407	2003 actual	2004 est.	2005 est.
11.1 Personnel compensation: Full-time permanent	10	13	13
12.1 Civilian personnel benefits	3	3	4
21.0 Travel and transportation	2	2	2
23.1 Rental payments to GSA	2	1	1
23.3 Communications, utilities, and miscellaneous charges	1	1	2
25.1 Advisory and assistance services	5	15	15
25.2 Other services		5	5
25.3 Other purchases of goods and services from Government accounts	15	27	5
25.5 Research and development contracts		2	2
31.0 Equipment	2	2	2
41.0 Grants, subsidies, and contributions	7	19	19
99.9 Total new obligations	47	90	70

Personnel Summary

Identification code 69-5172-0-2-407	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	111	156	168

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, [2006: *Provided*, That not more than \$14,300,000 shall be made available for obligation in fiscal year 2004 from amounts made available by 49 U.S.C. 5116(i) and 5127(d)] 2007: *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. (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Unavailable Receipts (in millions of dollars)

Identification code 69-5282-0-2-407	2003 actual	2004 est.	2005 est.
01.99 Balance, start of year	31	26	18
Receipts:			
02.20 Hazardous materials transportation registration, filing, and permit fees	9	6	6
04.00 Total: Balances and collections	40	32	24
Appropriations:			
05.00 Emergency preparedness grants	-14	-14	-14
07.99 Balance, end of year	26	18	10

Program and Financing (in millions of dollars)

Identification code 69-5282-0-2-407	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Grants	13	13	13
00.02 Supplemental training grants	1	1	1
10.00 Total new obligations	14	14	14
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	14	14	14
22.10 Resources available from recoveries of prior year obligations	2		
23.90 Total budgetary resources available for obligation	16	14	14
23.95 Total new obligations	-14	-14	-14
23.98 Unobligated balance expiring or withdrawn	-2		
New budget authority (gross), detail:			
Mandatory:			
60.20 Appropriation (special fund)	14	14	14
Change in obligated balances:			
72.40 Obligated balance, start of year	22	21	21
73.10 Total new obligations	14	14	14
73.20 Total outlays (gross)	-13	-14	-14
73.45 Recoveries of prior year obligations	-2		
74.40 Obligated balance, end of year	21	21	21
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority		1	1
86.98 Outlays from mandatory balances	13	13	13
87.00 Total outlays (gross)	13	14	14
Net budget authority and outlays:			
89.00 Budget authority	14	14	14
90.00 Outlays	13	14	14

Federal hazardous materials law (49 U.S.C. 5101 et seq.), established a national registration program for shippers and carriers of hazardous materials. Starting in 2004, to reduce the unobligated balance in the Emergency Preparedness Grant account, RSPA reduced fees from \$300 to \$150 for small businesses and from \$2,000 to \$300 for large businesses. These reduced fees should result in annual collections

of \$6 million compared to over \$20 million previously. These fees finance emergency preparedness planning and training grants, development of a training curriculum for emergency responders, and technical assistance to States, political subdivisions, and Indian tribes.

Object Classification (in millions of dollars)			
Identification code 69-5282-0-2-407	2003 actual	2004 est.	2005 est.
41.0 Direct obligations: Grants, subsidies, and contributions	13	13	13
99.5 Below reporting threshold	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	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
09.01 Reimbursable program	224	240	252
10.00 Total new obligations	224	240	252
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	174	182	182
22.00 New budget authority (gross)	229	240	252
22.10 Resources available from recoveries of prior year obligations	3		
23.90 Total budgetary resources available for obligation	406	422	434
23.95 Total new obligations	-224	-240	-252
24.40 Unobligated balance carried forward, end of year	182	182	182
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	226	240	252
68.10 Change in uncollected customer payments from Federal sources (unexpired)	3		
68.90 Spending authority from offsetting collections (total discretionary)	229	240	252
Change in obligated balances:			
72.40 Obligated balance, start of year	-111	-113	-113
73.10 Total new obligations	224	240	252
73.20 Total outlays (gross)	-221	-240	-252
73.45 Recoveries of prior year obligations	-3		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-3		
74.40 Obligated balance, end of year	-113	-113	-113
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	66	240	252
86.93 Outlays from discretionary balances	155		
87.00 Total outlays (gross)	221	240	252
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-226	-239	-251
88.40 Non-Federal sources		-1	-1
88.90 Total, offsetting collections (cash)	-226	-240	-252
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-3		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-5		

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 govern-

mental 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	2003 actual	2004 est.	2005 est.
Personnel compensation:			
11.1 Full-time permanent	41	44	46
11.3 Other than full-time permanent	3	3	3
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	45	48	50
12.1 Civilian personnel benefits	11	10	11
21.0 Travel and transportation of persons	4	3	4
23.3 Communications, utilities, and miscellaneous charges	4	3	4
25.2 Other services	75	55	62
25.3 Other purchases of goods and services from Government accounts	5	7	7
25.4 Operation and maintenance of facilities	2	5	5
25.5 Research and development contracts	67	94	94
26.0 Supplies and materials	1	1	1
31.0 Equipment	9	12	12
32.0 Land and structures	1	2	2
99.9 Total new obligations	224	240	252

Personnel Summary			
Identification code 69-4522-0-4-407	2003 actual	2004 est.	2005 est.
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	556	550	550

Trust Funds			
TRUST FUND SHARE OF PIPELINE SAFETY			
Program and Financing (in millions of dollars)			
Identification code 69-8121-0-7-407	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Direct Program Activity	4	20	19
10.00 Total new obligations (object class 94.0)	4	20	19
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	3	7	
22.00 New budget authority (gross)	7	13	19
23.90 Total budgetary resources available for obligation	10	20	19
23.95 Total new obligations	-4	-20	-19
24.40 Unobligated balance carried forward, end of year	7		
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	7	13	19
Change in obligated balances:			
72.40 Obligated balance, start of year	1	1	9
73.10 Total new obligations	4	20	19
73.20 Total outlays (gross)	-4	-12	-15
74.40 Obligated balance, end of year	1	9	12
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	2	6	9
86.93 Outlays from discretionary balances	2	6	6
87.00 Total outlays (gross)	4	12	15
Net budget authority and outlays:			
89.00 Budget authority	7	13	19
90.00 Outlays	4	12	15

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 Research and Special Programs Administration (RSPA) is responsible for the review, approval and testing of these plans, and for ensuring that the public and the environment are provided with an adequate level of protection from such spills. RSPA does this through data analysis, spill monitoring, pipeline mapping, en-

Intragovernmental funds—Continued

TRUST FUND SHARE OF PIPELINE SAFETY—Continued

vironmental indexing, and advanced 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, **[\$56,000,000] \$59,000,000: 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. (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-0130-0-1-407	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
01.01 General administration	53	55	59
09.01 Reimbursable program	9	8	7
10.00 Total new obligations	62	63	66
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	62	63	66
23.95 Total new obligations	-62	-63	-66
23.98 Unobligated balance expiring or withdrawn	-1		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	53	56	59
40.35 Appropriation permanently reduced		-1	
43.00 Appropriation (total discretionary)	53	55	59
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	8	8	7
68.10 Change in uncollected customer payments from Federal sources (unexpired)	1		
68.90 Spending authority from offsetting collections (total discretionary)	9	8	7
70.00 Total new budget authority (gross)	62	63	66
Change in obligated balances:			
72.40 Obligated balance, start of year	10	10	6
73.10 Total new obligations	62	63	66
73.20 Total outlays (gross)	-63	-68	-66
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-1		
74.40 Obligated balance, end of year	10	6	6
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	55	58	60
86.93 Outlays from discretionary balances	8	10	6
87.00 Total outlays (gross)	63	68	66
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-9	-8	-7
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-1		
88.96 Portion of offsetting collections (cash) credited to expired accounts	1		
Net budget authority and outlays:			
89.00 Budget authority	53	55	59
90.00 Outlays	54	60	59

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, reimbursable funding will be received from the Federal Highway Administration, the Federal Transit Administration, the Federal Aviation Administration, and the National Transportation Safety Board.

Object Classification (in millions of dollars)

Identification code 69-0130-0-1-407	2003 actual	2004 est.	2005 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	27	30	32
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	2	2	2
11.9 Total personnel compensation	30	33	35
12.1 Civilian personnel benefits	10	9	10
21.0 Travel and transportation of persons	2	3	2
23.1 Rental payments to GSA	4	4	4
25.1 Advisory and assistance services	2	2	4
25.2 Other services	1	1	1
25.3 Other purchases of goods and services from Government accounts	3	3	3
31.0 Equipment	1		
99.0 Direct obligations	53	55	59
99.0 Reimbursable obligations	9	8	7
99.9 Total new obligations	62	63	66

Personnel Summary

Identification code 69-0130-0-1-407	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	372	371	397
Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	61	59	38

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, **[\$19,521,000] \$20,521,000 Provided**, That notwithstanding any other provision of law, not to exceed \$1,050,000 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 **[2004] 2005**, to result in a final appropriation from the general fund estimated at no more than **[\$18,471,000] \$19,471,000**. (*Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.*)

Program and Financing (in millions of dollars)

Identification code 69-0301-0-1-401	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
Direct program:			
00.01 Rail carriers	16	16	17
00.02 Other surface transportation carriers	2	2	2
01.00 Total direct obligations	18	18	19
09.12 Reimbursable rail carriers	1	1	1
10.00 Total new obligations	19	19	20
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	1	1

22.00	New budget authority (gross)	19	19	20
23.90	Total budgetary resources available for obligation	20	20	21
23.95	Total new obligations	-19	-19	-20
24.40	Unobligated balance carried forward, end of year	1	1	1
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	18	18	19
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	1	1	1
70.00	Total new budget authority (gross)	19	19	20
Change in obligated balances:				
72.40	Obligated balance, start of year	6	3	1
73.10	Total new obligations	19	19	20
73.20	Total outlays (gross)	-23	-21	-20
74.40	Obligated balance, end of year	3	1	1
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	18	17	18
86.93	Outlays from discretionary balances	5	4	2
87.00	Total outlays (gross)	23	21	20
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	18	18	19
90.00	Outlays	21	20	19

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.

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.

2005 Program Request.—\$20.5 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 2005 appropriation request of \$20.516 million and a request for \$1.050 million from reimbursements from the offsetting collection of user fees. 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 FY 2004 appropriation act, the FY 2005 request reflects offsetting collections as a credit to the appropriation received, to the extent that they are collected.

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

Object Classification (in millions of dollars)				
Identification code 69-0301-0-1-401	2003 actual	2004 est.	2005 est.	
Direct obligations:				
11.1	Personnel compensation: Full-time permanent	12	12	13
12.1	Civilian personnel benefits	2	2	2
23.1	Rental payments to GSA	2	2	2
25.2	Other services	1	1	1
25.3	Other purchases of goods and services from Government accounts	1	1	1
99.0	Direct obligations	18	18	19
99.0	Reimbursable obligations	1	1	1
99.9	Total new obligations	19	19	20

Personnel Summary				
Identification code 69-0301-0-1-401	2003 actual	2004 est.	2005 est.	
Direct:				
1001	Total compensable workyears: Civilian full-time equivalent employment	128	136	136
Reimbursable:				
2001	Total compensable workyears: Civilian full-time equivalent employment	9	9	9

MARITIME ADMINISTRATION

The Maritime Administration (MARAD) is responsible for programs that strengthen the U.S. maritime industry in support of the nation's security and economic needs, as authorized by the Merchant Marine Act. MARAD works closely with the Department of Defense (DOD) and is currently supporting Operation Iraqi Freedom through its sealift program.

MARAD helps provide a seamless, time-phased transition from peacetime to wartime operations, while balancing the defense and commercial elements of the maritime transportation system. MARAD establishes DOD's prioritized use of ports and related intermodal facilities during DOD mobilizations to ensure the smooth flow of military cargo through commercial ports. MARAD also manages the Maritime Security Program, the Voluntary Intermodal Sealift Agreement Program and the Ready Reserve Force, which assure DOD access to commercial and strategic sealift and associated intermodal capacity. Further, MARAD's Education and Training Programs, through the U.S. Merchant Marine Academy and six state maritime schools, help provide skilled U.S. merchant marine officers.

In FY 2005, MARAD requests funds to continue its support of the U.S. as a maritime nation, and to help meet its management challenge to dispose of obsolete merchant-type vessels in the National Defense Reserve Fleet by the end of 2006.

(In millions of dollars)			
Budget authority:	2003 actual	2004 est.	2005 est.
Operations and training	95	106	109
Maritime security program (054)	98	98	99
Ocean freight differential	170	209	189
Maritime guaranteed loan program (Title XI) (403)	29	4	5
Subsidy re-estimate	71	21	.....
Ship disposal	11	16	22
Total budget authority	474	454	424
Obligations:			
Operations and training	103	106	109
Maritime security program (054)	98	99	99
Ocean freight differential	113	94	94
Ready reserve force ¹	1	3	.....
War risk insurance revolving fund .....	.....	1	1
Maritime guaranteed loan program (Title XI) (403)	13	29	30
Subsidy re-estimate	71	21	.....
Ship disposal	6	16	22
Obligations, total direct	405	369	355

	2003 actual	2004 est.	2005 est.
Outlays:			
Operations and training	88	107	110
Operating-differential subsidies	1	2	2
Maritime security program (054)	97	99	99
Ocean freight differential	112	95	94
Ready reserve force ¹	5	6	
Vessel operations revolving fund	14	-63	16
War risk insurance revolving fund	-2	-1	-1
Maritime guaranteed loan program (Title XI) (403)	22	33	30
Subsidy re-estimate	71	21	
Ship construction	-2	4	-2
Ship disposal		19	19
Total outlays	406	322	367

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, **[\$106,997,000] \$109,300,000**, of which **[\$23,600,000] \$23,753,000** shall remain available until September 30, **[2004] 2005**, for salaries and benefits of employees of the United States Merchant Marine Academy; of which **[\$13,500,000] \$13,138,000** shall remain available until expended for capital improvements at the United States Merchant Marine Academy; and of which **[\$8,063,000] \$8,090,000** shall remain available until expended for the State Maritime Schools Schoolship Maintenance and Repair; of which \$500,000 shall remain available until expended for the evaluation and provision of the fourteen commercially strategic ports; and of which \$1,000,000 shall remain available until September 30, 2005, for Maritime Security Professional Training in support of Section 109 of the Maritime Transportation Security Act of 2002]. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-1750-0-1-403	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
Direct program:			
00.01 Merchant Marine Academy	58	56	56
00.02 State marine schools	7	10	10
00.03 MARAD operations	35	40	43
01.00 Subtotal, Direct program	100	106	109
09.01 Reimbursable program	51	69	70
09.02 Gifts and Bequests	3	1	
10.00 Total new obligations	154	176	179
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	7	7	7
22.00 New budget authority (gross)	152	176	179
22.22 Unobligated balance transferred from other accounts	3		
23.90 Total budgetary resources available for obligation	162	183	186
23.95 Total new obligations	-154	-176	-179
23.98 Unobligated balance expiring or withdrawn	-1		
24.40 Unobligated balance carried forward, end of year	7	7	7
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	93	107	109
40.35 Appropriation permanently reduced	-1	-1	
42.00 Transferred from other accounts	3		
43.00 Appropriation (total discretionary)	95	106	109
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	90	70	70
68.10 Change in uncollected customer payments from Federal sources (unexpired)	-33		
68.90 Spending authority from offsetting collections (total discretionary)	57	70	70
70.00 Total new budget authority (gross)	152	176	179
Change in obligated balances:			
72.40 Obligated balance, start of year		31	31
73.10 Total new obligations	154	176	179
73.20 Total outlays (gross)	-178	-176	-179

74.00 Change in uncollected customer payments from Federal sources (unexpired)	33		
74.00 Obligated balance, end of year	31	31	32
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	141	160	163
86.93 Outlays from discretionary balances	37	16	16
87.00 Total outlays (gross)	178	176	179
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Ready Reserve Force/National Defense Reserve Fleet	-38	-36	-36
88.00 Merchant Marine Academy	-4	-4	-4
88.00 Title XI administrative expenses	-4	-4	-4
88.00 Marine Board research program and others	-36	-6	-6
88.00 Port of Anchorage	-5	-19	-20
88.40 Non-Federal sources	-3	-1	
88.90 Total, offsetting collections (cash)	-90	-70	-70
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	33		
Net budget authority and outlays:			
89.00 Budget authority	95	106	109
90.00 Outlays	88	106	109

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 \$109 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	2003 actual	2004 est.	2005 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	41	42	43
11.3 Other than full-time permanent	5	5	5
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	47	48	49
12.1 Civilian personnel benefits	10	9	9
21.0 Travel and transportation of persons	2	1	1
23.1 Rental payments to GSA	1	3	3
23.3 Communications, utilities, and miscellaneous charges	4	2	2
25.2 Other services	14	18	19
25.3 Other purchases of goods and services from Government accounts	6	6	6
25.4 Operation and maintenance of facilities	9	11	11
26.0 Supplies and materials	6	4	5
31.0 Equipment	1	2	2
41.0 Grants, subsidies, and contributions	3	2	2
99.0 Direct obligations	103	106	109
99.0 Reimbursable obligations	51	70	70
99.9 Total new obligations	154	176	179

Personnel Summary

Identification code 69-1750-0-1-403	2003 actual	2004 est.	2005 est.
Direct:			
1001 Total compensable workyears: Civilian full-time equivalent employment	433	485	490

Reimbursable:			
2001 Total compensable workyears: Civilian full-time equivalent employment	422	405	413

SHIP DISPOSAL

For necessary expenses related to the disposal of obsolete vessels in the National Defense Reserve Fleet of the Maritime Administration, **[\$16,211,000] \$21,616,000**, to remain available until expended. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-1768-0-1-403	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Ship disposal	6	16	22
10.00 Total new obligations (object class 25.2)	6	16	22
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year		5	5
22.00 New budget authority (gross)	11	16	22
23.90 Total budgetary resources available for obligation	11	21	27
23.95 Total new obligations	-6	-16	-22
24.40 Unobligated balance carried forward, end of year	5	5	5
Net budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	11	16	22
Change in obligated balances:			
72.40 Obligated balance, start of year		6	3
73.10 Total new obligations	6	16	22
73.20 Total outlays (gross)		-19	-19
74.40 Obligated balance, end of year	6	3	6
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		8	11
86.93 Outlays from discretionary balances		11	8
87.00 Total outlays (gross)		19	19
Net budget authority and outlays:			
89.00 Budget authority	11	16	22
90.00 Outlays		19	19

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 backlog of over 120 ships awaiting disposal as of December 2003. These vessels, many 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. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-1711-0-1-054	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Direct Program Activity	98	98	99
10.00 Total new obligations (object class 41.0)	98	98	99
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	3	3	4
22.00 New budget authority (gross)	98	98	99
23.90 Total budgetary resources available for obligation	101	101	103
23.95 Total new obligations	-98	-98	-99
24.40 Unobligated balance carried forward, end of year	3	4	4
Net budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	99	99	99

40.35 Appropriation permanently reduced	-1	-1	
43.00 Appropriation (total discretionary)	98	98	99
Change in obligated balances:			
72.40 Obligated balance, start of year	8	9	8
73.10 Total new obligations	98	98	99
73.20 Total outlays (gross)	-97	-98	-99
74.40 Obligated balance, end of year	9	8	8
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	89	91	92
86.93 Outlays from discretionary balances	8	7	7
87.00 Total outlays (gross)	97	98	99
Net budget authority and outlays:			
89.00 Budget authority	98	98	99
90.00 Outlays	97	98	99

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.

[SHIP CONSTRUCTION]

[(RESCISSION)]

[Of the unobligated balances available under this heading, **\$4,107,056** are rescinded.] (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)

Program and Financing (in millions of dollars)

Identification code 69-1708-0-1-403	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Direct Program Activity		4	
10.00 Total new obligations (object class 41.0)		4	
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	4	2	2
23.95 Total new obligations		-4	
24.40 Unobligated balance carried forward, end of year	4		4
Net budget authority (gross), detail:			
Discretionary:			
40.36 Unobligated balance permanently reduced		-4	
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	2	2	2
70.00 Total new budget authority (gross)	2	-2	2
Change in obligated balances:			
73.10 Total new obligations		4	
73.20 Total outlays (gross)	-2	-6	-2
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	2	2	2
86.93 Outlays from discretionary balances		4	
87.00 Total outlays (gross)	2	6	2
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-2	-2	-2
Net budget authority and outlays:			
89.00 Budget authority		-4	
90.00 Outlays	-2	4	

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.

General and special funds—Continued

OPERATING-DIFFERENTIAL SUBSIDIES
(LIQUIDATION OF CONTRACT AUTHORITY)

Program and Financing (in millions of dollars)

Identification code 69-1709-0-1-403	2003 actual	2004 est.	2005 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	125	141	141
22.10 Resources available from recoveries of prior year obligations	17		
23.90 Total budgetary resources available for obligation	142	141	141
24.40 Unobligated balance carried forward, end of year	141	141	141
Change in obligated balances:			
72.40 Obligated balance, start of year	32	14	12
73.20 Total outlays (gross)	-1	-2	-2
73.45 Recoveries of prior year obligations	-17		
74.40 Obligated balance, end of year	14	12	10
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	1	2	2
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	1	2	2

The Operating-Differential Subsidies (ODS) account helped 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. This program has been replaced by the Maritime Security Program.

OCEAN FREIGHT DIFFERENTIAL

Program and Financing (in millions of dollars)

Identification code 69-1751-0-1-403	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Ocean freight differential—20% Excess Freight	113	313	50
00.02 Ocean freight differential—Incremental		94	44
10.00 Total new obligations (object class 22.0)	113	407	94
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	164		
22.00 New budget authority (gross)	170	521	189
22.40 Capital transfer to general fund	-164	-114	-95
22.70 Balance of authority to borrow withdrawn	-56		
23.90 Total budgetary resources available for obligation	114	407	94
23.95 Total new obligations	-113	-407	-94
New budget authority (gross), detail:			
Mandatory:			
60.00 Appropriation	114	114	95
67.10 Authority to borrow	170	407	94
70.00 Total new budget authority (gross)	170	521	189
Change in obligated balances:			
72.40 Obligated balance, start of year		1	
73.10 Total new obligations	113	407	94
73.20 Total outlays (gross)	-112	-407	-94
74.40 Obligated balance, end of year	1		
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	112	407	94
Net budget authority and outlays:			
89.00 Budget authority	170	521	189
90.00 Outlays	112	407	94

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 com-

pared 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.

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.

READY RESERVE FORCE

Program and Financing (in millions of dollars)

Identification code 69-1710-0-1-054	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.02 Maintenance and operations	1	3	
10.00 Total new obligations (object class 25.2)	1	3	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	4	3	
23.95 Total new obligations	-1	-3	
24.40 Unobligated balance carried forward, end of year	3		
Change in obligated balances:			
72.40 Obligated balance, start of year	6	3	
73.10 Total new obligations	1	3	
73.20 Total outlays (gross)	-5	-6	
74.40 Obligated balance, end of year	3		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	5	6	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	5	6	

The Ready Reserve Force (RRF) is comprised of Government-owned, U.S.-flag merchant ships laid up in the National Defense Reserve Fleet (NDRF), and maintained in an advanced state of readiness to meet surge shipping requirements during a national emergency. Funding for the RRF account is included in appropriations for the Department of Defense (DOD). However, the program is managed by MARAD through reimbursements from DOD that are reflected in MARAD's Vessel Operations Revolving Fund account.

The obligations shown above are the spendout of funding appropriated directly to MARAD prior to 1996.

Public enterprise funds:

VESSEL OPERATIONS REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4303-0-3-403	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
09.01 Reimbursable program	440	425	325
10.00 Total new obligations	440	425	325
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	8	5	6
22.00 New budget authority (gross)	436	426	326
23.90 Total budgetary resources available for obligation	444	431	332
23.95 Total new obligations	-440	-425	-325
24.40 Unobligated balance carried forward, end of year	5	6	7
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	382	426	326
68.10 Change in uncollected customer payments from Federal sources (unexpired)	54		
68.90 Spending authority from offsetting collections (total discretionary)	436	426	326

Change in obligated balances:				
72.40	Obligated balance, start of year	39	28	90
73.10	Total new obligations	440	425	325
73.20	Total outlays (gross)	-396	-363	-342
74.00	Change in uncollected customer payments from Federal sources (unexpired)	-54		
74.40	Obligated balance, end of year	28	90	73
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	340	383	293
86.93	Outlays from discretionary balances	56	-20	49
87.00	Total outlays (gross)	396	363	342
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00	Ready Reserve Force	-234	-225	-225
88.00	Activations and deactivations	-102	-48	-48
88.00	Afloat Prepositioning Force (APF) and Army Prepositioning Stock (APS)	-38	-30	-30
88.00	DOD exercises and other	-7	-22	-22
88.00	Iraqi Freedom		-100	
88.40	Non-Federal sources	-1	-1	-1
88.90	Total, offsetting collections (cash)	-382	-426	-326
Against gross budget authority only:				
88.95	Change in uncollected customer payments from Federal sources (unexpired)	-54		
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	14	-63	16

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. MARAD has a separate account which receives direct appropriations for its ship disposal program.

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. 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				
		2003 actual	2004 est.	2005 est.
21.0	Travel and transportation of persons	3	3	3
23.3	Communications, utilities, and miscellaneous charges	21	21	21
24.0	Printing and reproduction	2	2	2
25.2	Other services	376	361	261
26.0	Supplies and materials	36	36	36
31.0	Equipment	1	1	1
42.0	Insurance claims and indemnities	1	1	1
99.9	Total new obligations	440	425	325

WAR RISK INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)				
Identification code 69-4302-0-3-403				
		2003 actual	2004 est.	2005 est.
Obligations by program activity:				
00.01	Direct Program Activity		1	1
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	36	37	38
22.00	New budget authority (gross)	2	1	1
23.90	Total budgetary resources available for obligation	38	38	39
23.95	Total new obligations		-1	-1
24.00	Unobligated balance carried forward, end of year	37	38	38
New budget authority (gross), detail:				
Discretionary:				
68.00	Spending authority from offsetting collections (gross): Offsetting collections (cash)	2	1	1
Change in obligated balances:				
72.40	Obligated balance, start of year			1
73.10	Total new obligations		1	1
73.20	Total outlays (gross)	-2		
74.40	Obligated balance, end of year		1	2
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	2	1	1
86.93	Outlays from discretionary balances		-1	-1
87.00	Total outlays (gross)	2		
Offsets:				
Against gross budget authority and outlays:				
88.20	Offsetting collections (cash) from: Interest on Federal securities	-2	-1	-1
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	31	36	38
92.02	Total investments, end of year: Federal securities: Par value	36	38	39

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

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4301-0-3-403				
		2003 actual	2004 est.	2005 est.
Cumulative balance of guaranteed loans outstanding:				
2210	Outstanding, start of year	108	81	51
2251	Repayments and prepayments	-27	-30	-30
2290	Outstanding, end of year	81	51	21
Memorandum:				
2299	Guaranteed amount of guaranteed loans outstanding, end of year	78	48	18

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.

Credit accounts—Continued

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT

For administrative expenses to carry out the guaranteed loan program, not to exceed **[\$4,498,000] \$4,764,000**, which shall be transferred to and merged with the appropriation for Operations and Training: *Provided, That the Secretary of Transportation may charge fees from applicants for the cost of independent analyses associated with markets, technology, financial structures or other risk factors for any transaction for which an application for a loan guarantee commitment has been made; Provided further, That such funds from the collected fees shall be credited to and merged with this account to be available until September 30, 2006 for the costs of carrying out these analyses. (Division F, H.R. 2673, Consolidated Appropriations Bill, 2004.)*

Program and Financing (in millions of dollars)

Identification code 69-1752-0-1-403	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.02 Loan guarantee subsidy	9	25	25
00.07 Reestimates of loan guarantee subsidy	66	13	
00.08 Interest on reestimates of loan guarantee subsidy	5	8	
00.09 Administrative expense	4	4	5
10.00 Total new obligations	84	50	30
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	21	37	25
22.00 New budget authority (gross)	100	25	5
22.10 Resources available from recoveries of prior year obligations		13	
23.90 Total budgetary resources available for obligation	121	75	30
23.95 Total new obligations	-84	-50	-30
24.40 Unobligated balance carried forward, end of year	37	25	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	29	4	5
Mandatory:			
60.00 Appropriation	71	21	
70.00 Total new budget authority (gross)	100	25	5
Change in obligated balances:			
72.40 Obligated balance, start of year	28	20	2
73.10 Total new obligations	84	50	30
73.20 Total outlays (gross)	-93	-55	-30
73.45 Recoveries of prior year obligations		-13	
74.40 Obligated balance, end of year	20	2	2
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	4	4	5
86.93 Outlays from discretionary balances	18	30	25
86.97 Outlays from new mandatory authority	71	21	
87.00 Total outlays (gross)	93	55	30
Net budget authority and outlays:			
89.00 Budget authority	100	25	5
90.00 Outlays	93	55	30

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

Identification code 69-1752-0-1-403	2003 actual	2004 est.	2005 est.
Guaranteed loan levels supportable by subsidy budget authority:			
215001 Risk category 1A			
215002 Risk category 1B			
215003 Risk category 1C			
215004 Risk category 2A	150	200	
215005 Risk category 2B	181	175	
215006 Risk category 2C	14	35	
215007 Risk category 3			
215008 Risk category 1			35
215009 Risk category 2			70
215010 Risk category 3			110
215011 Risk category 4			105
215012 Risk category 5			35
215013 Risk category 6			15
215901 Total loan guarantee levels	345	410	370
Guaranteed loan subsidy (in percent):			
232001 Risk category 1A	1.69	2.31	0.00

232002 Risk category 1B	2.22	2.86	0.00
232003 Risk category 1C	2.76	3.40	0.00
232004 Risk category 2A	4.37	5.10	0.00
232005 Risk category 2B	5.98	6.79	0.00
232006 Risk category 2C	7.57	8.44	0.00
232007 Risk category 3	12.74	13.56	0.00
232008 Risk category 1	0.00	0.00	1.87
232009 Risk category 2	0.00	0.00	4.01
232010 Risk category 3	0.00	0.00	5.79
232011 Risk category 4	0.00	0.00	7.82
232012 Risk category 5	0.00	0.00	10.96
232013 Risk category 6	0.00	0.00	21.47
232901 Weighted average subsidy rate	6.09	6.10	6.76
Guaranteed loan subsidy budget authority:			
233001 Risk category 1A			
233002 Risk category 1B			
233003 Risk category 1C			
233004 Risk category 2A	6	10	
233005 Risk category 2B	14	12	
233006 Risk category 2C	1	3	
233007 Risk category 3			
233008 Risk category 1			1
233009 Risk category 2			3
233010 Risk category 3			6
233011 Risk category 4			8
233012 Risk category 5			4
233013 Risk category 6			3
233901 Total subsidy budget authority	21	25	25
Guaranteed loan subsidy outlays:			
234001 Risk category 1A			
234002 Risk category 1B			
234003 Risk category 1C			
234004 Risk category 2A	2	14	
234005 Risk category 2B	17	12	
234006 Risk category 2C		4	
234007 Risk category 3			
234008 Risk category 1			1
234009 Risk category 2			3
234010 Risk category 3			6
234011 Risk category 4			8
234012 Risk category 5			4
234013 Risk category 6			3
234901 Total subsidy outlays	19	30	25
Guaranteed loan upward reestimate subsidy budget authority:			
235008 Risk category 1	71	21	
235901 Total upward reestimate budget authority	71	21	
Guaranteed loan downward reestimate subsidy budget authority:			
237008 Risk category 1	-59	-34	
237901 Total downward reestimate subsidy budget authority	-59	-34	
Administrative expense data:			
351001 Budget authority	4	4	5
359001 Outlays from new authority	4	4	5

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 outlayed. The schedule above shows the post-transfer amounts for 2003. For 2004 and 2005, the schedule displays pre-transfer amounts in order to comply with the Federal Credit Reform Act of 1990.

In an effort to reduce corporate subsidies, no new funds for loan guarantees are requested for 2005.

Object Classification (in millions of dollars)

Identification code 69-1752-0-1-403	2003 actual	2004 est.	2005 est.
25.2 Other services	4	4	5
41.0 Grants, subsidies, and contributions	80	46	25
99.9 Total new obligations	84	50	30

MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4304-0-3-999	2003 actual	2004 est.	2005 est.
Obligations by program activity:			
00.01 Default Claims		30	35
00.03 Default Related Activities	4		
00.91 Direct Program by Activities—Subtotal (1 level)	4	30	35
Downward re-estimates:			
08.02 Downward re-estimates	39	29	
08.04 Interest on downward re-estimates	20	5	
08.91 Subtotal, downward re-estimates	59	34	
10.00 Total new obligations	63	64	35
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	225	317	318
22.00 New financing authority (gross)	167	82	64
22.60 Portion applied to repay debt	-12	-17	
23.90 Total budgetary resources available for obligation	380	382	382
23.95 Total new obligations	-63	-64	-35
24.00 Unobligated balance carried forward, end of year	317	318	347
New financing authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	130	82	64
68.10 Change in uncollected customer payments from Federal sources (unexpired)	37		
68.90 Spending authority from offsetting collections (total discretionary)	167	82	64
Change in obligated balances:			
72.40 Obligated balance, start of year		-35	-2
73.10 Total new obligations	63	64	35
73.20 Total financing disbursements (gross)	-61	-31	-35
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-37		
74.40 Obligated balance, end of year	-35	-2	-2
87.00 Total financing disbursements (gross)	61	31	35
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Program account	-19	-30	-25
88.00 Federal sources: Payments from program account—Upward reestimate	-71	-21	
88.25 Interest on uninvested funds	-15	-10	-15
88.40 Loan Repayment	-14	-14	-14
88.40 Fees and other payments	-11	-7	-10
88.90 Total, offsetting collections (cash)	-130	-82	-64
Against gross financing authority only:			
88.95 Change in receivables from program accounts	-37		
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements	-69	-51	-29

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4304-0-3-999	2003 actual	2004 est.	2005 est.
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders			
2121 Limitation available from carry-forward		608	
2143 Uncommitted limitation carried forward	-608		
2150 Total guaranteed loan commitments	-608	608	
2199 Guaranteed amount of guaranteed loan commitments	-608	608	

Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	4,176	3,465	3,864
2231 Disbursements of new guaranteed loans	305	529	410
2251 Repayments and prepayments	-143	-100	-100
Adjustments:			
2262 Terminations for default that result in acquisition of property		-30	-35
2264 Other adjustments, net	-873		
2290 Outstanding, end of year	3,465	3,864	4,139

Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	3,465	3,864	4,139

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 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	2002 actual	2003 actual	2004 est.	2005 est.
ASSETS:				
Federal assets:				
1101 Fund balances with Treasury	225	298		
Investments in US securities:				
1106 Receivables, net	400	370		
1999 Total assets	625	668		
LIABILITIES:				
2101 Federal liabilities: Accounts payable	29	17		
2204 Non-Federal liabilities: Liabilities for loan guarantees	596	651		
2999 Total liabilities	625	668		
4999 Total liabilities and net position	625	668		

Note: Consistent with Government-wide practice, information for 2004 and 2005 was not required to be collected.

GENERAL FUND RECEIPT ACCOUNTS

(in millions of dollars)

	2003 actual	2004 est.	2005 est.
Offsetting receipts from the public:			
69-085500 Hazardous materials transportation registration, filing, and permit fees, Administrative costs	1	1	1
69-272830 Maritime (title XI) loan program, Downward reestimates of subsidies	59	34	
69-273530 Alameda corridor, Downward reestimates of subsidies		69	
69-276030 Downward reestimates, railroad rehabilitation and improvement program		5	
69-276830 Transportation infrastructure finance and innovation program, interest on downward reestimates		1	
General Fund Offsetting receipts from the public	60	110	1

TITLE III—GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

SEC. [101] 301. 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: *Provided*, That, the Federal Aviation Administration shall accept such equipment, which shall thereafter be operated and maintained by FAA in accordance with agency criteria.

[SEC. 102. None of the funds in this Act may be used to compensate in excess of 350 technical staff-years under the federally funded re-

(INCLUDING TRANSFERS OF FUNDS)—Continued

search and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 2004.]

[SEC. 103. None of the funds made available in this Act may be used for engineering work related to an additional runway at Louis Armstrong New Orleans International Airport.]

[SEC. 104. None of the funds in this Act shall be used to pursue or adopt guidelines or regulations requiring airport sponsors to provide to the Federal Aviation Administration without cost building construction, maintenance, utilities and expenses, or space in airport sponsor-owned buildings for services relating to air traffic control, air navigation, or weather reporting: *Provided*, That the prohibition of funds in this section does not apply to negotiations between the agency and airport sponsors to achieve agreement on “below-market” rates for these items or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.]

SEC. [105] 302. For an airport project that the Administrator of the Federal Aviation Administration (FAA) determines will add critical airport capacity to the national air transportation system, the Administrator is authorized to accept funds from an airport sponsor, including entitlement funds provided under the “Grants-in-Aid for Airports” program, for the FAA to hire additional staff or obtain the services of consultants: *Provided*, That the Administrator is authorized to accept and utilize such funds only for the purpose of facilitating the timely processing, review, and completion of environmental activities associated with such project.

[SEC. 106. None of the funds appropriated or limited by this Act may be used to change weight restrictions or prior permission rules at Teterboro Airport in Teterboro, New Jersey.]

[SEC. 107. None of the funds appropriated or otherwise made available by this Act may be obligated or expended to establish or implement a pilot program under which not more than 10 designated essential air service communities located in proximity to hub airports are required to assume 10 percent of their essential air subsidy costs for a 4-year period, commonly referred to as the EAS local participation program.]

[SEC. 108. Notwithstanding any other provision of law, the costs of construction of terminal and hangar buildings are allowable for an airport development project at Somerset-Pulaski County Airport-J.T. Wilson Field, Kentucky and at Pryor Field Regional Airport, Decatur, Alabama, under chapter 471 of title 49, United States Code.]

SEC. [110] 303. (a) For fiscal year [2004] 2005, 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)(1)(A) of title 23, United States Code, for the highway use tax evasion program, for the Bureau of Transportation Statistics and for the programs, projects, and activities for which funds are made available under the heading “Federal-Aid Highways, Miscellaneous Highway and Highway Safety Programs” in this Act;

(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 prior fiscal years the funds for which are allocated by the Secretary;

(3) determine the ratio that—

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

(B) the total of the sums authorized to be appropriated for Federal-aid highways and highway safety construction programs (other than sums authorized to be appropriated for 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) for section 201 of the Appalachian Regional Development Act of 1965 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; and

(6) distribute the obligation limitation provided for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) and amounts distributed under paragraphs (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.

(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; (8) under section 105 of title 23, United States Code (but, only in an amount equal to \$639,000,000 for such fiscal year); and for Federal-aid highway programs for which obligation authority was made available under the Transportation Equity Act for the 21st Century or subsequent public laws for multiple years or to remain available until used, but only to the extent that such obligation authority has not lapsed or been used.

(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 Efficiency Act of 1991 (105 Stat. 1943–1945).

(d) APPLICABILITY OF OBLIGATION LIMITATIONS TO THE TIFIA, PROGRAM AND TRANSPORTATION RESEARCH PROGRAMS.—The obligation limitation shall apply to the TIFIA program carried out under chapter 1 of title 23, United States Code, and 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.

(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) Of the obligation authority distributed to a State under subsection (a)(6), an [mount] amount of obligation authority equal to the amount for each surface transportation project in such State identified in section 115 of the statement of managers accompanying this Act shall be available for carrying out each project.

(h) The obligation limitation made available for the programs, projects, and activities for which funds are made available under the heading, "Federal-Aid Highways, Miscellaneous Highway and Highway Safety Program" of this Act 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.

[SEC. 111. Notwithstanding any other provision of law:

(1) Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032; 112 Stat. 191; 115 Stat. 871) is amended—

(A) in paragraph (42), by striking "Fulton, Mississippi," the first time that it appears and all that follows to the end of the paragraph and inserting "Fulton, Mississippi."; and

(B) by adding at the end the following:

"(45) The United States Route 78 Corridor from Memphis, Tennessee, to Corridor X of the Appalachian development highway system near Fulton, Mississippi, and Corridor X of the Appalachian development highway system extending from near Fulton, Mississippi, to near Birmingham, Alabama."

(2) Section 1105(e)(5) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032; 115 Stat. 872) is amended—

(A) in subparagraph (A) by striking "(A) IN GENERAL.—The portions" and all that follows through the end of the first sentence and inserting:

"(A) IN GENERAL.—The portions of the routes referred to in subsection (c)(1), subsection (c)(3) (relating solely to the Kentucky Corridor), clauses (i), (ii), and (except with respect to Georgetown County) (iii) of subsection (c)(5)(B), subsection (c)(9), subsections (c)(18) and (c)(20), subsection (c)(36), subsection (c)(37), subsection (c)(40), subsection (c)(42), and subsection (c)(45) that are not a part of the Interstate System are designated as future parts of the Interstate System."; and

(B) by adding the following at the end of subparagraph (B)(i): "The route referred to in subsection (c)(45) is designated as Interstate Route I-22."]

[SEC. 112. Notwithstanding any other provision of law, in section 1602 of the Transportation Equity Act for the 21st Century—

(1) item number 230 is amended by striking "Monroe County transportation improvements on Long Pond Road, Pattonwood Road, and Lyell Road" and inserting "Route 531/Brockport-Rochester Corridor in Monroe County, New York".

(2) Item number 1149 is amended by striking "Traffic Mitigation Project on William Street and Losson Road in Cheektowaga" and inserting "Study and implement mitigation and diversion options for William Street and Broadway Street in Cheektowaga, I-90 Corridor Study; Interchange 53 to Interchange 49, PIN 552830 and Cheektowaga Rails to Trails, PIN 575508".

(3) Item number 476 is amended by striking "Expand Perkins Road in Baton Rouge" and inserting "Feasibility study, design, and construction of a connector between Louisiana Highway 1026 and I-12 in Livingston Parish".

(4) Item 4 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century, relating to construction of a bike path in Michigan, is amended by striking "between Mount Clemens and New Baltimore" and inserting "for the Macomb Orchard Trail in Macomb County".

(5) Item number 1077 is amended by striking "Construct I-95-I-26 interchange, Orangeburg Co" and inserting "Expand Transpor-

tation Research Center, South Carolina State University, Orangeburg, SC".

(6) Item number 897 is amended by striking "Upgrade Bishop Ford Expressway/142nd St. interchange" and inserting "Road upgrade and access road near the intersection of I-80 and I-57 in Country Club Hills, Illinois".

(7) Item number 436 is amended by inserting after "Ohio River Major Investment Study Project, Kentucky and Indiana" the following: ", and preliminary engineering and right of way acquisition associated with the project".]

SEC. [113] 304. 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. 114. Intelligent Transportation Systems appropriations made to the State of Wisconsin in Public Law 105-277, Public Law 106-69, and Public Law 107-87 shall not be subject to the limitations of Public Law 105-178, section 5208(d), 23 U.S.C. 502 note.]

[SEC. 115. Notwithstanding any other provision of law, from the available unobligated balances under the programs for which funds are authorized under sections 1101(a)(1), 1101(a)(2), 1101(a)(3), 1101(a)(4), and 1101(a)(5) of Public Law 105-178, as amended, of each State for which a project or projects in such State identified under this section in the statement of managers accompanying this Act shall be made available for necessary expenses to carry out such project: *Provided*, That the amount identified for each such project shall be made available from the State's unobligated balance in any of the five specified programs for which the project would be eligible, such selection to be at the option of the State: *Provided further*, That if a project is not otherwise eligible for funding under one of the five programs, then such project shall be deemed eligible and shall be funded from the unobligated balance of funds made available for the program for which funds are authorized under section 1101(a)(4) of Public Law 105-178, as amended, but not including funds set aside pursuant to 133(d) of title 23, United States Code: *Provided further*, That funds made available under this section may, at the request of a State, be transferred by the Secretary to another Federal agency to carry out a project funded under this section, such funds to be then administered by the procedures of the Federal agency to which such funds may be transferred: *Provided further*, That all funds made available for obligation under this section shall be available in the same manner as though such funds were apportioned under chapter one of title 23, United States Code, except that the Federal share payable on account of any program, project, or activity carried out with funds made available under this heading shall be 100 percent and such funds shall remain available for obligation until expended: *Provided further*, That all funds made available in this section shall be subject to any limitation on obligations for Federal-aid highways and highway safety construction programs set forth in this Act or any other Act.]

[SEC. 116. Notwithstanding Public Law 105-178, section 5208(d), Intelligent Transportation Systems appropriations for—

(1) Wausau-Stevens Point-Wisconsin Rapids, Wisconsin, in Public Law 105-277 and Public Law 106-69 shall be available for use in the counties of Ashland, Barron, Bayfield, Burnett, Chippewa, Douglas, Iron, Lincoln, Marathon, Polk, Portage, Price, Rusk, Sawyer, Taylor, Washburn, Wood, Clark, Langlade, and Oneida; and

(2) the City of Superior and Douglas County, Wisconsin, in Public Law 106-69 shall be available for use in the City of Superior and northern Wisconsin.]

[SEC. 117. (a) IN GENERAL.—As soon as practicable after the date of enactment of this Act, the Secretary of Transportation shall enter into an agreement with the State of Nevada, the State of Arizona, or both, to provide a method of funding for construction of a Hoover Dam Bypass Bridge from funds allocated for the Federal Lands Highway Program under section 202(b) of title 23, United States Code.

(b) METHODS OF FUNDING.—

(1) The agreement entered into under subsection (a) shall provide for funding in a manner consistent with the advance construction and debt instrument financing procedures for Federal-aid highways set forth in section 115 and 122 of title 23, except that the funding source may include funds made available under the Federal Lands Highway Program.

(2) Eligibility for funding under this subsection shall not be construed as a commitment, guarantee, or obligation on the part of

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the United States to provide for payment of principal or interest of an eligible debt financing instrument as so defined in section 122, nor create a right of a third party against the United States for payment under an eligible debt financing instrument. The agreement entered into pursuant to subsection (a) shall make specific reference to this provision of law.

(3) The provisions of this section do not limit the use of other available funds for which the project referenced in subsection (a) is eligible.]

[SEC. 118. Section 1108 of the Intermodal Surface Transportation Efficiency Act of 1991, item number 8, is amended by striking “To relocate” and all that follows through “Street” and inserting the following, “For road improvements and non-motorized enhancements in the Detroit East Riverfront, Detroit, Michigan”.]

[SEC. 119. The funds provided under the heading “Transportation and Community and System Preservation Program” in Conference Report 106–940 for the Lodge Freeway pedestrian overpass, Detroit, Michigan, shall be transferred to, and made available for, enhancements in the East Riverfront, Detroit, Michigan.]

[SEC. 120. The funds provided under the heading “Transportation and Community and System Preservation Program” in Conference Report 107–308 for the Eastern Market pedestrian overpass park, shall be transferred to, and made available for, enhancements in the East Riverfront, Detroit, Michigan.]

[SEC. 121. KANSAS RECREATION AREAS. Any unexpended balances of the amounts made available by the Consolidated Appropriations Resolution, 2003 (Public Law 108–7) from the Federal-aid highway account for improvements to Council Grove Lake, Kansas, shall be available to make improvements to Richey Cove, Santa Fe Recreation Area, Canning Creek Recreation Area, and other areas in the State of Kansas.]

[SEC. 122. Section 330 of Public Law 108–7 is amended to read as follows: In addition to amounts otherwise made available in this Act, to enable the Secretary of Transportation to make grants for surface transportation projects, \$90,600,000 to remain available until expended: *Provided*, That notwithstanding any other provision of law, the surface transportation projects identified in the Joint Explanatory Statement of the Committee of Conference accompanying this Act are also eligible for funding made available by the immediately preceding clause of this provision: *Provided further*, That notwithstanding any other provision of law and the immediately preceding clause of this provision, the Secretary of Transportation may use amounts made available by this section to make grants for any surface transportation project otherwise eligible for funding under title 23 or title 49 of the United States Code.]

[SEC. 123. (a) Section 14501 of title 40, United States Code is amended in the third sentence by striking “three thousand and twenty-five” and inserting “three thousand and ninety”.

(b) There is hereby designated as Corridor X–1 in Alabama an addition to the Appalachian development highway system. Corridor X–1 shall extend approximately sixty-five miles along the alignment of the Birmingham Northern Beltline from Interstate 20/59, in the vicinity of Interstate 459 southwest of Birmingham, and extending northward crossing State Route 269 and Corridor X and continuing eastward crossing Interstate 65, United States Route 31, State Route 79, State Route 75, Interstate 59, United States Route 11, United States Route 411, and connecting to Interstate 20 to the east of Birmingham. Corridor X–1 shall be developed as a multi-lane freeway, with interchanges at appropriate crossroad locations.]

[SEC. 124. MOTORIST INFORMATION CONCERNING PHARMACY SERVICES. (a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall amend the Manual on Uniform Traffic Control Devices to include a provision permitting information to be provided to motorists to assist motorists in locating licensed 24-hour pharmacy services open to the public.

(b) LOGO PANEL.—The provision under subsection (a) may allow placement of a logo panel that displays information disclosing the names or logos of pharmacies described in subsection (a) that are located within 3 miles of an interchange on the Federal-aid system (as defined in section 101 of title 23, United States Code).]

[SEC. 125. Notwithstanding any other provision of law, funds obligated for pre-implementation costs, project design, and implementation costs of the I–15 Congestion Pricing Project, also known as the I–15 FasTrack project located in the city of San Diego shall be eligible for funding the costs incurred under such project. The

Federal share payable for the total cost of the project shall not exceed 80 percent.]

[SEC. 126. The project name in House Report 108–10, delineating projects referenced in Division I, Section 330, of the Fiscal Year 2003 Omnibus Appropriations Act, Public Law 108–7, is amended by striking “Freight Enhancement KY Highlands, Kentucky,” and inserting “Kentucky Highlands, Freight Enhancement Revolving Loan Fund, Kentucky”. Notwithstanding any other provision of law, such revolving loan fund shall be eligible for the funding made available under this section and administered consistent with section 1511 of Public Law 105–178, except that such assistance shall be to assist in financing freight enhancement projects and that capitalization of such fund shall be limited to the amount made available by Division I, Section 330 of Public Law 108–7.]

[SEC. 127. The amount made available for obligation in fiscal year 2003 for the project Kannapolis Parkway & Interstate 85 Interchange-Kannapolis, North Carolina as specified in section 329 of Public Law 108–7 and on page 1317 of the Joint Committee of the Conference pursuant to the Joint Resolution Making Consolidated Appropriations for fiscal year 2003 shall be reprogrammed and transferred to and made available for obligation for “Kannapolis Industrial Park Access Road-Kannapolis, North Carolina”.]

[SEC. 128. Section 378 of the Department of Transportation and Related Agencies Appropriations Act, 2001 (as enacted into law by Public Law 106–346; 114 Stat. 1356A–40) is amended by striking “\$5,000,000 for improvements to US 73 from State Avenue North to Marxen Road in Wyandotte County, Kansas” and inserting “\$5,000,000 for improvements to US 73 from State Avenue north to Marxen Road, and along US 73 on State Avenue eastward to its terminus at I–435, in Wyandotte County, Kansas”.]

[SEC. 129. Section 375 of division I of the Consolidated Appropriations Resolution, 2003 (117 Stat. 428) is amended by inserting before the period at the end the following: “, including construction of a connector road between the newly relocated State Route 1045 and Saint Vincent College, Latrobe, PA”.]

[SEC. 130. Funds appropriated or limited in this Act shall be subject to the terms and conditions stipulated in section 350 of Public Law 107–87, including that the Secretary submit a report to the House and Senate Appropriations Committees annually on the safety and security of transportation into the United States by Mexico-domiciled motor carriers.]

[SEC. 131. No funds appropriated or otherwise made available by this Act may be used to implement or enforce any provisions of the Final Rule, issued on April 16, 2003 (Docket No. FMCSA–97–2350), with respect to either of the following:

(1) The operators of utility service vehicles, as that term is defined in section 395.2 of title 49, Code of Federal Regulations.

(2) Maximum daily hours of service for drivers engaged in the transportation of property or passengers to or from a motion picture or television production site located within a 100-air mile radius of the work reporting location of such drivers.]

[SEC. 140. 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: *Provided*, That 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: *Provided further*, That \$10,000,000 of the funds allocated under section 157 of title 23, United States Code, shall be used as directed by the National Highway Traffic Safety Administrator to purchase national paid advertising (including production and placement) to support national safety belt mobilizations: *Provided further*, That, of the funds allocated under section 163 of title 23, United States Code, \$2,750,000 shall be used as directed by the Administrator to support national impaired driving mobilizations and enforcement efforts, \$14,000,000 shall be used as directed by the Administrator to purchase national paid advertising (including production and placement) to support such national impaired driving mobilizations and enforcement efforts, \$500,000 shall be used as directed by the Administrator to conduct an evaluation of alcohol-impaired driving messages, and \$3,000,000 shall be used as directed by the Administrator to conduct an impaired driving demonstration program.]

SEC. [141] 305. Notwithstanding any other provision of law, funds appropriated or limited in the Act to educate the motoring public on how to share the road safely with commercial motor vehicles

shall be administered by the National Highway Traffic Safety Administration.

[SEC. 142. Notwithstanding any other provision of law, for fiscal year 2004 the Secretary of Transportation is authorized to use amounts made available to carry out section 157 of title 23, United States Code, to make innovative project allocations, not to exceed the prior year's amounts for such allocations, before making incentive grants for use of seat belts.]

[SEC. 143. Notwithstanding any other provision of law, for fiscal year 2004 the Secretary of Transportation is authorized to use the amounts made available to carry out section 163 of title 23, United States Code, to support national mobilizations that target impaired drivers, in cooperation with the States and nonprofit safety organizations that have been active participants in such mobilizations. Such support shall include impaired driving enforcement grants, broadcast advertising to be used as directed by the Secretary, evaluation of these activities, and a demonstration project to test new and improved strategies in States where the largest gains in reducing alcohol-related fatalities can be made, as determined by the Secretary.]

SEC. [150] 306. To authorize the Surface Transportation Board to direct the continued operation of certain commuter rail passenger transportation operations in emergency situations, and for other purposes:

(a) Section 11123 of title 49, United States Code, is amended—

(1) in subsection (a)—

(A) by inserting “failure of existing commuter rail passenger transportation operations caused by a cessation of service by the National Railroad Passenger Corporation,” after “cessation of operations.”;

(B) by striking “or” at the end of paragraph (3);

(C) by striking the period at the end of paragraph (4)(C) and inserting “; or”; and

(D) by adding at the end the following new paragraph:

“(5) in the case of a failure of existing freight or commuter rail passenger transportation operations caused by a cessation of service by the National Railroad Passenger Corporation, direct the continuation of the operations and dispatching, maintenance, and other necessary infrastructure functions related to the operations.”;

(2) in subsection (b)(3)—

(A) by striking “When” and inserting “(A) Except as provided in subparagraph (B), when”; and

(B) by adding at the end the following new subparagraph:

“(B) In the case of a failure of existing freight or commuter rail passenger transportation operations caused by a cessation of service by the National Railroad Passenger Corporation, the Board shall provide funding to fully reimburse the directed service provider for its costs associated with the activities directed under subsection (a), including the payment of increased insurance premiums. The Board shall order complete indemnification against any and all claims associated with the provision of service to which the directed rail carrier may be exposed.”;

(3) by adding the following new paragraph at the end of subsection (c):

“(4) In the case of a failure of existing freight or commuter rail passenger transportation operations caused by cessation of service by the National Railroad Passenger Corporation, the Board may not direct a rail carrier to undertake activities under subsection (a) to continue such operations unless—

“(A) the Board first affirmatively finds that the rail carrier is operationally capable of conducting the directed service in a safe and efficient manner; and

“(B) the funding for such directed service required by subparagraph (B) of subsection (b)(3) is provided in advance in appropriations Acts.”; and

(4) by adding at the end the following new subsections:

“(e) For purposes of this section, the National Railroad Passenger Corporation and any entity providing commuter rail passenger transportation shall be considered rail carriers subject to the Board's jurisdiction.

“(f) For purposes of this section, the term ‘commuter rail passenger transportation’ has the meaning given that term in section 24102(4).”.

(b) Section 24301(c) of title 49, United States Code, is amended by inserting “11123,” after “except for sections”.

SEC. [151] 307. For the purpose of assisting State-supported intercity rail service, in order to demonstrate whether competition will provide higher quality rail passenger service at reasonable prices, the Secretary of Transportation, working with affected States, shall develop and implement a procedure for fair competitive bidding by

Amtrak and non-Amtrak operators for State-supported routes: *Provided*, That in the event a State desires to select or selects a non-Amtrak operator for the route, the State may make an agreement with Amtrak to use facilities and equipment of, or have services provided by, Amtrak under terms agreed to by the State and Amtrak to enable the non-Amtrak operator to provide the State-supported service: *Provided further*, That if the parties cannot agree on terms, the Secretary shall, as a condition of receipt of Federal grant funds, order that the facilities and equipment be made available and the services be provided by Amtrak under reasonable terms and compensation: *Provided further*, That when prescribing reasonable compensation to Amtrak, the Secretary shall consider quality of service as a major factor when determining whether, and the extent to which, the amount of compensation shall be greater than the incremental costs of using the facilities and providing the services: *Provided further*, That the Secretary may reprogram up to \$2,500,000 from the Amtrak operating grant funds for costs associated with the implementation of the fair bid procedure and demonstration of competition under this section.

SEC. [160] 308. The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation.

SEC. [161] 309. 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] *Major Capital Investment Grants*” for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, [2006] 2007, and other recoveries, shall be made available for other projects under 49 U.S.C. 5309.

SEC. [162] 310. Notwithstanding any other provision of law, any funds appropriated before October 1, [2003] 2004, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure may be transferred to and administered under the most recent appropriation heading for any such section.

[SEC. 163. 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 boat routes and technology: *Provided further*, That notwithstanding 49 U.S.C. 5302(a)(7), funds made available for Alaska or Hawaii ferry boats may be used to acquire passenger ferry boats and to provide passenger ferry transportation services within areas of the State of Hawaii under the control or use of the National Park Service.]

[SEC. 164. Notwithstanding any other provision of law, funds made available to the Colorado Roaring Fork Transportation Authority under “Federal Transit Administration, Capital investment grants” in Public Laws 106–69 and 106–346 shall be available for expenditure on park and ride lots in Carbondale and Glenwood Springs, Colorado as part of the Roaring Fork Valley Bus Rapid Transit project.]

[SEC. 165. Notwithstanding any other provision of law, unobligated funds made available for a new fixed guideway systems projects under the heading “Federal Transit Administration, Capital Investment Grants” in any appropriations act prior to this Act may be used during this fiscal year to satisfy expenses incurred for such projects.]

[SEC. 166. (a) IN GENERAL.—The Secretary shall establish a pilot program to determine the benefits of encouraging cooperative procurement of major capital equipment under sections 5307, 5309, and 5311. The program shall consist of three pilot projects. Cooperative procurements in these projects may be carried out by grantees, consortiums of grantees, or members of the private sector acting as agents of grantees.

(b) **FEDERAL SHARE.—**Notwithstanding any other provision of law, the Federal share for a grant under this pilot program shall be 90 percent of the net project cost.

(c) **PERMISSIBLE ACTIVITIES.—**

(1) **DEVELOPING SPECIFICATIONS.—**Cooperative specifications may be developed either by the grantees or their agents.

(2) **REQUESTS FOR PROPOSALS.—**To the extent permissible under state and local law, cooperative procurements under this section may be carried out, either by the grantees or their agents, by

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issuing one request for proposal for each cooperative procurement, covering all agencies that are participating in the procurement.

(3) **BEST AND FINAL OFFERS.**—The cost of evaluating best and final offers either by the grantees or their agents, is an eligible expense under this program.

(d) **TECHNOLOGY.**—To the extent feasible, cooperative procurements under this section shall maximize use of Internet-based software technology designed specifically for transit buses and other major capital equipment to develop specifications; aggregate equipment requirements with other transit agencies; generate cooperative request for proposal packages; create cooperative specifications; and automate the request for approved equals process.

(e) **ELIGIBLE EXPENSES.**—The cost of the permissible activities under (c) and procurement under (d) are eligible expenses under the pilot program.

(f) **PROPORTIONATE CONTRIBUTIONS.**—Cooperating agencies may contribute proportionately to the non-Federal share of any of the eligible expenses under (e).

(g) **OUTREACH.**—The Secretary shall conduct outreach on cooperative procurement. Under this program the Secretary shall: (1) offer technical assistance to transit agencies to facilitate the use of cooperative procurement of major capital equipment and (2) conduct seminars and conferences for grantees, nationwide, on the concept of cooperative procurement of major capital equipment.

(h) **REPORT.**—Not later than 30 days after delivery of the base order under each of the pilot projects, the Secretary shall submit to the House and Senate Committees on Appropriations a report on the results of that pilot project. Each report shall evaluate any savings realized through the cooperative procurement and the benefits of incorporating cooperative procurement, as shown by that project, into the mass transit program as a whole.】

【SEC. 167. Notwithstanding any other provision of law, new fixed guideway system funds available for the Yosemite, California, area regional transportation system project, in the Department of Transportation and Related Agencies Appropriations Act, 2002, Public Law 107-87, under “Capital Investment Grants”, in the amount of \$400,000 shall be available for obligation for the replacement, rehabilitation, or purchase of buses or related equipment, or the construction of bus related facilities: *Provided*, That this amount shall be in addition to the amount available in fiscal year 2002 for these purposes.】

【SEC. 168. Notwithstanding any other provision of law, for the purpose of calculating the non-New Starts share of the total project cost of both phases of San Francisco Muni’s Third Street Light Rail Transit project for fiscal year 2004, the Secretary of Transportation shall include all non-New Starts contributions made towards Phase 1 of the two-phase project for engineering, final design and construction, and also shall allow non-New Starts funds expended on one element or phase of the project to be used to meet the non-New Starts share requirement of any element or phase of the project: *Provided further*, That none of the funds provided in this Act for the San Francisco Muni Third Street Light Rail Transit Project shall be obligated if the Federal Transit Administration determines that the project is found to be “not recommended” after evaluation and computation of revised transportation system user benefit data.】

【SEC. 169. Notwithstanding any other provision of law, funds made available under “Federal Transit Administration, Capital Investment Grants” in Public Law 105-277 for the Cleveland Berea Red Line Extension to the Hopkins International Airport project may be used for the Euclid Corridor Transportation Project.】

【SEC. 170. Notwithstanding any other provision of law, funds designated to the Community Transportation Association of America (CTAA) on pages 1305 through 1307 of the Joint Explanatory Statement of the Committee of Conference for Public Law 108-7 may be available to CTAA for any project or activity authorized under section 3037 of Public Law 105-178 upon receipt of an application.】

【SEC. 171. After the last section of the Federal Transit Act, 49 U.S.C. Chapter 53, add the following section:

“SEC. 3042. UTAH TRANSPORTATION PROJECTS.

“(a) **COORDINATION.**—FTA and FHWA are directed to work with the Utah Transit Authority and the Utah Department of Transportation to coordinate the development regional commuter rail and the northern segment of I-15 reconstruction located in the Wasatch Front corridor extending from Brigham City to Payson, Utah. Coordination includes integration of preliminary engineering and design, a sim-

plified method for allocating project costs among eligible FTA and FHWA funding sources, and a unified accounting and audit process.

“(b) **GOVERNMENTAL FUNDING.**—For purposes of determining and allocating the nongovernmental and governmental share of costs, the following projects comprise a related program of projects: regional commuter rail, the TRAX light rail system, TRAX extensions to the Medical Center and to the Gateway Intermodal Center, and the northern segment of I-15 reconstruction. The governmental share of project costs appropriated from the Section 5309 New Start program shall conform to the share specified in the extension or reauthorization of TEA21.”.】

【SEC. 172. Funds apportioned to the Charleston Area Regional Transportation Authority to carry out section 5307 of title 49, United States Code, may be used to lease land, equipment, or facilities used in public transportation from another governmental authority in the same geographic area: *Provided*, That the non-Federal share under section 5307 may include revenues from the sale of advertising and concessions: *Provided further*, That this provision shall remain in effect until September 30, 2004, or until the Federal interest in the land, equipment or facilities leased reaches 80 percent of its fair market value at disposition, whichever occurs first.】

【SEC. 173. Notwithstanding any other provision of law, funds designated to the Pennsylvania Cumberland/Dauphin County Corridor I project in committee reports accompanying this Act may be available to the recipient for any project activities authorized under sections 5307 and 5309 of title 49, United States Code.】

【SEC. 174. To the extent that funds provided by the Congress for the Memphis Medical Center light rail extension project through the Section 5309 “new fixed guideway systems” program remain available upon the closeout of the project, Federal Transit Administration is directed to permit the Memphis Area Transit Authority to use all of those funds for planning, engineering, design, construction or acquisition projects pertaining to the Memphis Regional Rail Plan. Such funds shall remain available until expended.】

【SEC. 175. Section 30303(d)(3) of the Transportation Equity Act for the 21st Century (Public Law 105-178) is amended by inserting at the end:

“(D) Memphis-Shelby International Airport intermodal facility.”.】

【SEC. 176. For fiscal year 2004, Section 3027 of the Transportation Equity Act for the 21st Century (49 U.S.C. 5307 note; 112 Stat. 366), as amended, is amended by adding at the end the following:

“(3) **SERVICES FOR ELDERLY AND PERSONS WITH DISABILITIES.**—

In addition to assistance made available under paragraph (1), the Secretary may provide assistance under section 5307 of title 49, United States Code, to a transit provider that operates 25 or fewer vehicles in an urbanized area with a population of at least 200,000 to finance the operating costs of equipment and facilities used by the transit provider in providing mass transportation services to elderly and persons with disabilities, provided that such assistance to all entities shall not exceed \$10,000,000 annually.”.】

【SEC. 177. None of the funds in this Act shall be available to any Federal transit grantee after February 1, 2004, involved directly or indirectly, in any activity that promotes the legalization or medical use of any substance listed in schedule I of section 202 of the Controlled Substances Act (21 U.S.C. 812 et seq.).】

SEC. 【180】 311. 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.

SEC. 【181】 312. 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.

SEC. 【501】 313. During the current fiscal year applicable appropriate to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms or allowances therefor, as authorized by law (5 U.S.C. 5901-5902).

SEC. 【503】 314. 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. [504] 315. None of the funds in this Act shall be available for salaries and expenses of more than [106] 116 political and Presidential appointees in the Department of Transportation [Provided, That none of the personnel covered by this provision may be assigned on temporary detail outside the Department of Transportation].

SEC. [508] 316. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

SEC. [509] 317. (a) No recipient of funds made available in this Act shall disseminate personal information (as defined in 18 U.S.C. 2725(3)) obtained by a State department of motor vehicles in connection with a motor vehicle record as defined in 18 U.S.C. 2725(1), except as provided in 18 U.S.C. 2721 for a use permitted under 18 U.S.C. 2721.

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

SEC. [510] 318. 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"] "Formula Grants 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. [511] 319. Notwithstanding any other provisions of law, rule or regulation, the Secretary of Transportation is authorized to allow the issuer of any preferred stock heretofore sold to the Department to redeem or repurchase such stock upon the payment to the Department of an amount determined by the Secretary.

SEC. [512] 320. None of the funds in title I of 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 3 full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling [\$1,000,000] \$2,000,000 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. [516] 321. Rebates, refunds, incentive payments, minor fees and other funds received by the Department of Transportation from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department of Transportation and allocated to elements of the Department of Transportation using fair and equitable criteria and such funds shall be available until expended.

SEC. [518] 322. Amounts made available in this or any other Act that the Secretary determines represent improper payments by the Department of Transportation to a third party contractor under a financial assistance award, which are recovered pursuant to law, shall be available—

(1) to reimburse the actual expenses incurred by the Department of Transportation in recovering improper payments; and

(2) to pay contractors for services provided in recovering improper payments: *Provided*, That amounts in excess of that required for paragraphs (1) and (2)—

(A) shall be credited to and merged with the appropriation from which the improper payments were made, and shall be available for the purposes and period for which such appropriations are available; or

(B) if no such appropriation remains available, shall be deposited in the Treasury as miscellaneous receipts: *Provided*, That [prior to the transfer of any such recovery to an appropriations account,] the Secretary shall [notify] report annually to the House and Senate Committees on Appropriations [of] the amount and reasons for [such transfer] these transfers: *Provided further*, That for purposes of this section, the term "improper payments", has the same meaning as that provided in section 2(d)(2) of Public Law 107–300.

SEC. [519] 323. The Secretary of Transportation is authorized to transfer the unexpended balances available for the bonding assistance

program from "Office of the Secretary, Salaries and expenses" to "Minority Business Outreach". (*Division F, H.R. 2673, Consolidated Appropriations Bill, FY 2004.*)

SEC. 324. Notwithstanding subchapter II of chapter 417, title 49, United States Code, and section 332 of Public Law 106–69 (49 U.S.C. 41731 note), subsidies for essential air service, or ground or other services supporting such transportation, shall be provided as follows:

(a) An eligible place may receive subsidy for essential air service only if the place contributes from non-Federal sources a portion of the subsidy determined by the Secretary as follows: an eligible place located fewer than 100 highway miles from the nearest large or medium hub airport, 75 highway miles from the nearest small hub airport, or 50 highway miles from the nearest non-hub airport with jet service shall be eligible only for surface transportation subsidies and must contribute not less than 50 percent; places that are more than 210 highway miles from the nearest large or medium hub airport shall provide 10 percent; and any other eligible place shall contribute not less than 25 percent. As used herein, "highway miles" means the shortest driving distance as determined by the Federal Highway Administration.

(b) The Secretary shall provide subsidy first to the most isolated community, as determined in accordance with subsection (a), that requires subsidy and is willing and able to provide the portion of its subsidy need from non-Federal sources specified in subsection (a), and then the next most isolated community requiring subsidy and willing and able to provide the portion of its subsidy need from non-Federal sources as specified in paragraph (a), and so on, in order, until the Secretary has obligated not more than the amounts received by the Federal Aviation Administration under 49 U.S.C. 45301(a)(1), and credited to the Airport and Airway Trust Fund, in the prior two fiscal years and estimated to be received and credited in the current fiscal year.

(c) 26 U.S.C. 9502(b), is amended by (i) in subparagraph (1)(D) by striking "and" and (ii) by adding the following after paragraph (2): "(3) fees received into Treasury under 49 U.S.C. 45301(a)(1) (relating to overflight fees), notwithstanding 49 U.S.C. 45303(c)."

(d) 26 U.S.C. 9502(d), is amended by inserting after paragraph (6), "(7) Essential Air Service Program—Amounts deposited in the Airport and Airway Trust Fund from the collection of overflight fees, established under 49 U.S.C. 45301(a)(1), are authorized to be appropriated to carry out those obligations of the United States incurred under subchapter II of chapter 417, title 49."

(e) If a community becomes eligible to receive subsidy after the Secretary has obligated funds in accordance with subsections (a) and (b) of this section, the Secretary shall determine the community's eligibility for subsidy in accordance with those subsections, making whatever recalculations are required. In making such recalculation, the Secretary may deny subsidy for any time in the future to any community already receiving subsidy.

(f) 49 U.S.C. 41733(e) is amended by inserting a period after "level of service" and striking the remainder.

(g) There are no minimum service requirements for eligible places. Service may consist, among others, of ground transportation, single-engine, single-pilot operations, air taxi, charter service, or regionalized service.

(h) In determining between or among carriers competing to provide service at a community, the Secretary shall consider the relative subsidy requirements of the carriers.

(i) 49 U.S.C. 41742(a)(1) is amended by striking from "to the account established under section 45303" to the end and replacing it with "to the Airport and Airway Trust Fund, such sums as necessary are authorized to be appropriated".

(j) Balances of amounts previously collected pursuant to 49 U.S.C. 45301 shall be transferred to Payments to Air Carriers Receipt Account.

SEC. 325. From unobligated balances in the Federal Transit Administration's Discretionary Grants account, not to exceed \$72,792,311 shall be transferred as follows: to the Federal Transit Administration's Formula Grants account, not to exceed \$42,190,828; and to the Interstate Transfer Grants—Transit account, not to exceed \$30,601,483: *Provided*, That these unobligated balances are used, together with Formula Grant funds that are available for reapportionment in such account, to restore obligation authority reduced due to a prior deficiency.

Notes: Section 167, Division H, H.R. 2673, Consolidated Appropriations Bill, 2004, appropriate additional amounts for the Department of Transportation for 2004. The language is presented with the Government-wide general provisions.

TITLE V—GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

【SEC. 502. Such sums as may be necessary for fiscal year 2004 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act or previous appropriations Acts.】

SEC. 【505】 501. 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. 【506】 502. None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year, nor may any be transferred to other appropriations, unless expressly so provided herein.

SEC. 【507】 503. 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. 513. For the purpose of any applicable law, for fiscal year 2004, the city of Norman, Oklahoma, shall be considered to be part of the Oklahoma City Transportation Management Area.】

【SEC. 514. None of the funds in title I of this Act may be obligated for the Office of the Secretary of Transportation to approve assessments or reimbursable agreements pertaining to funds appropriated to the modal administrations in this Act, except for activities underway on the date of enactment of this Act, unless such assessments or agreements have completed the normal reprogramming process for Congressional notification.】

【SEC. 515. None of the funds made available in this Act may be transferred to any department, agency, or instrumentality of the United States Government, except pursuant to a transfer made by, or transfer authority provided in, this Act or any other appropriations Act.】

【SEC. 517. Funds provided in this Act for the Working Capital Fund shall be reduced by \$17,816,000, which limits fiscal year 2004 Working Capital Fund obligational authority for elements of the Department of Transportation funded in this Act to no more than \$98,899,000: *Provided*, That such reductions from the budget request shall be allocated by the Department of Transportation to each appropriations account in proportion to the amount included in each account for the Working Capital Fund.】

SEC. 【520】 504. None of the funds made available by this Act shall be available for any activity or for paying the salary of any Government employee where funding an activity or paying a salary to a Government employee would result in a decision, determination, rule, regulation, or policy that would prohibit the enforcement of section 307 of the Tariff Act of 1930.

【SEC. 521. (a) IN GENERAL.—The Secretary of Transportation—

(1) shall, without regard to any fiscal year limitation, maintain in full force and effect the restrictions imposed under Federal Aviation Administration Notices to Airmen FDC 3/2122, FDC 3/2123, and FDC 2/0199; and

(2) may not grant any waivers or exemptions from such restrictions, except—

(A) as authorized by air traffic control for operational or safety purposes;

(B) with respect to an event, stadium, or other venue—

(i) for operational purposes;

(ii) for the transport of team members, officials of the governing body, and immediate family members and guests of such team members and officials to and from such event, stadium, or venue;

(iii) in the case of a sporting event, for the transport of equipment or parts to and from such sporting event;

(iv) to permit a broadcast rights holder to provide broadcast coverage of such event, stadium, or venue; and

(v) for safety and security purposes related to such event, stadium, or venue; and

(C) to allow the operation of an aircraft in restricted airspace to the extent necessary to arrive at or depart from an airport using standard air traffic control procedures.

(b) LIMITATIONS ON USE OF FUNDS.—None of the funds appropriated or otherwise made available by title I of this Act may be obligated or expended to terminate or limit the restrictions imposed under the Federal Aviation Administration Notices to Airmen re-

ferred to in subsection (a), or to grant waivers of, or exemptions from, such restrictions except as provided under subsection (a)(2).

(c) BROADCAST CONTRACTS NOT AFFECTED.—Nothing in this section shall be construed to affect contractual rights pertaining to any broadcasting agreement.】

【SEC. 522. No part of any appropriation contained in this Act shall be available to pay the salary for any person filling a position, other than a temporary position, formerly held by an employee who has left to enter the Armed Forces of the United States and has satisfactorily completed his period of active military or naval service, and has within 90 days after his release from such service or from hospitalization continuing after discharge for a period of not more than 1 year, made application for restoration to his former position and has been certified by the Office of Personnel Management as still qualified to perform the duties of his former position and has not been restored thereto.】

SEC. 【523】 505. No funds appropriated pursuant to this Act may be expended by an entity unless the entity agrees that in expending the assistance the entity will comply with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a–10c, popularly known as the “Buy America Act”).

SEC. 【524】 506. (a) PURCHASE OF AMERICAN-MADE EQUIPMENT AND PRODUCTS.—Hereafter, in the case of any equipment or products that may be authorized to be purchased with financial assistance provided under this Act, it is the sense of the Congress that entities receiving such assistance should, in expending the assistance, purchase only American-made equipment and products.

(b) NOTICE TO RECIPIENTS OF ASSISTANCE.—In providing financial assistance under this Act, the Secretary of the Treasury shall provide to each recipient of the assistance a notice describing the statement made in subsection (a) by the Congress.

SEC. 【525】 507. Hereafter, 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, such person shall be ineligible to receive any contract or subcontract made with funds provided pursuant to 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. 【526】 508. Except as otherwise specifically provided by law, not to exceed 50 percent of unobligated balances remaining available at the end of fiscal year 【2004】 2005 from appropriations made available for salaries and expenses for fiscal year 【2004】 2005 in this Act, shall remain available through September 30, 【2005】 2006, for each such account for the purposes authorized: *Provided*, That a request shall be submitted to the Committees on Appropriations 【for approval】 15 days prior to the expenditure of such funds: *Provided further*, That these requests shall be made in compliance with reprogramming guidelines.

SEC. 【527】 509. None of the funds made available in this Act may be used by the Executive Office of the President to request from the Federal Bureau of Investigation any official background investigation report on any individual, except when—

(1) such individual has given his or her express written consent for such request not more than 6 months prior to the date of such request and during the same presidential administration; or

(2) such request is required due to extraordinary circumstances involving national security.

SEC. 【528】 510. The cost accounting standards promulgated under section 26 of the Office of Federal Procurement Policy Act (Public Law 93–400; 41 U.S.C. 422) shall not apply with respect to a contract under the Federal Employees Health Benefits Program established under chapter 89 of title 5, United States Code.

SEC. 【529】 511. For the purpose of resolving litigation and implementing any settlement agreements regarding the nonforeign area cost-of-living allowance program, the Office of Personnel Management may accept and utilize (without regard to any restriction on unanticipated travel expenses imposed in an Appropriations Act) funds made available to the Office pursuant to court approval.

SEC. 【530】 512. No funds appropriated or otherwise made available under this Act shall be made available to any person or entity that has been convicted of violating the Buy American Act (41 U.S.C. 10a–10c).

SEC. 【531】 513. No funds appropriated by this Act shall be available to pay for an abortion, or the administrative expenses in connection with any health plan under the Federal employees health benefits program which provides any benefits or coverage for abortions.

SEC. [532] 514. The provision of section 531 shall not apply where the life of the mother would be endangered if the fetus were carried to term, or the pregnancy is the result of an act of rape or incest.

【SEC. 533. None of the funds provided in this Act, provided by previous appropriations Acts to the agencies or entities funded in this Act that remain available for obligation or expenditure in fiscal year 2004, or provided from any accounts in the Treasury derived by the collection of fees and available to the agencies funded by this Act, shall be available for obligation or expenditure through a reprogramming of funds that—

- (1) creates a new program;
- (2) eliminates a program, project, or activity;
- (3) increases funds for any program, project, or activity for which funds have been denied or restricted by the Congress;
- (4) proposes to use funds directed for a specific activity by either the House or Senate Committees on Appropriations for a different purpose;
- (5) augments existing programs, projects, or activities in excess of \$5,000,000 or 10 percent, whichever is greater; or
- (6) reduces existing programs, projects, or activities by \$5,000,000 or 10 percent, whichever is greater,

unless prior approval is received from the House and Senate Committees on Appropriations.】

【SEC. 534. None of the funds made available in this Act may be used to require a State or local government to post a traffic control device or variable message sign, or any other type of traffic warning sign, in a language other than English, except with respect to the names of cities, streets, places, events, or signs related to an international border.】

SEC. [535] 515. EXEMPTION FROM LIMITATIONS ON PROCUREMENT OF FOREIGN INFORMATION TECHNOLOGY THAT IS A COMMERCIAL ITEM.—【(a) EXEMPTION.—】In order to promote Government access to commercial information technology, the restriction on purchasing nondomestic articles, materials, and supplies set forth in the Buy American Act (41 U.S.C. 10a et seq.), shall not apply to the acquisition by the Federal Government of information technology (as defined in section 11101 of title 40, United States Code, that is a commercial item (as defined in section 4(12) of the Office of Federal Procurement Policy Act (41 U.S.C. 403(12)).

【(b) DEFINITION.—Section 11101(6) of title 40, United States Code, is amended—

- (1) in subparagraph (A), by inserting after “storage,” the following: “analysis, evaluation,”; and
- (2) in subparagraph (B), by striking “ancillary equipment,” and inserting “ancillary equipment (including imaging peripherals, input, output, and storage devices necessary for security and surveillance), peripheral equipment designed to be controlled by the central processing unit of a computer.”.】

【SEC. 536. It is the sense of the House of Representatives that empowerment zones within cities should have the necessary flexibility to expand to include relevant communities so that empowerment zone benefits are equitably distributed.】

【SEC. 537. It is the sense of the House of Representatives that all census tracts contained in an empowerment zone, either fully or partially, should be equitably accorded the same benefits.】

SEC. [538] 516. None of the funds made available in this Act may be used to finalize, implement, administer, or enforce—

- (1) the proposed rule relating to the determination that real estate brokerage is an activity that is financial in nature or incidental to a financial activity published in the Federal Register on January 3, 2001 (66 Fed. Reg. 307 et seq.); or
- (2) the revision proposed in such rule to section 1501.2 of title 12 of the Code of Federal Regulations.

【SEC. 539. It is the sense of Congress that, after proper documentation, justification, and review, the Department of Transportation should consider programs to reimburse general aviation ground support services at Ronald Reagan Washington National Airport, and airports located within fifteen miles of Ronald Reagan Washington National Airport, for their financial losses due to Government actions after the terrorist attacks of September 11, 2001.】

【SEC. 540. It is the sense of the House of Representatives that public private partnerships (PPPs) could help eliminate some of the cost drivers behind complex, capital-intensive highway and transit projects. The House of Representatives encourages the Secretary of Transportation to apply available funds to select projects that are in the development phase, eligible under title 23 and title 49, United States Code, except 23 U.S.C. 133(b)(8), and that employ a PPP strategy.】

【SEC. 541. Section 414(h) of title 39, United States Code, is amended by striking “2003” and inserting “2005”.】

【SEC. 542. None of the funds in title I of this Act may be used to adopt rules or regulations concerning travel agent service fees unless the Department of Transportation publishes in the Federal Register revisions to the proposed rule and provides a period for additional public comment on such proposed rule for a period not less than 60 days.】

【SEC. 543. (a) Section 103 of the Presidential Recordings and Materials Preservation Act (Public Law 93–526; 44 U.S.C. 2111 note) is amended by striking the second sentence and inserting the following: “The Archivist may transfer such recordings and materials to a Presidential archival depository in accordance with section 2112 of title 44, United States Code.”.

(b) Nothing in section 103 of the Presidential Recordings and Materials Preservation Act (Public Law 93–526; 44 U.S.C. 2111 note), as amended by subsection (a), may be construed as affecting public access to the recordings and materials referred to in that section as provided in regulations promulgated pursuant to section 104 of such Act.】

【SEC. 544. AMENDMENTS TO OKLAHOMA CITY NATIONAL MEMORIAL ACT OF 1997. (a) SHORT TITLE.—This section may be cited as the “Oklahoma City National Memorial Act Amendments of 2003”.

(b) FOUNDATION DEFINED; CONFORMING AMENDMENT.—Section 3 of the Oklahoma City National Memorial Act of 1997 (16 U.S.C. 450ss–1) is amended—

- (1) by redesignating paragraphs (1), (2), and (3) as paragraphs (2), (3), and (4), respectively;

(2) by inserting immediately preceding paragraph (2) (as so redesignated by paragraph (1) of this subsection) the following new paragraph:

“(1) FOUNDATION.—The term ‘Foundation’ means the Oklahoma City National Memorial Foundation, a not-for-profit corporation that is—

“(A) described in section 501(c)(3) of the Internal Revenue Code of 1986;

“(B) exempt from taxation under section 501(a) of such Code; and

“(C) dedicated to the support of the Memorial.”; and

(3) in paragraph (3), by striking “designated under section 5(a)”.

(c) ADMINISTRATION OF MEMORIAL BY FOUNDATION.—Section 4 of the Oklahoma City National Memorial Act of 1997 (16 U.S.C. 450ss–2) is amended—

(1) in subsection (a)—

(A) by striking “a unit” and inserting “an affiliate”; and

(B) by striking the second sentence;

(2) by redesignating subsection (b) as subsection (c);

(3) by inserting after subsection (a) the following new subsection:

“(b) ADMINISTRATION OF MEMORIAL.—The Foundation shall administer the Memorial in accordance with this Act and the general objectives of the ‘Memorial Mission Statement’, adopted March 26, 1996, by the Foundation.”; and

(4) in subsection (c) (as so redesignated by paragraph (2) of this subsection) by striking “1997 hereafter” and all that follows through the final period and inserting “1997. The map shall be on file and available for public inspection in the appropriate office of the Foundation.”.

(d) TRANSFER OF MEMORIAL PROPERTY, RIGHTS, AUTHORITIES, AND DUTIES.—Section 5 of the Oklahoma City National Memorial Act of 1997 (16 U.S.C. 450ss–3) is amended to read as follows:

“SEC. 5. TRANSFER OF MEMORIAL PROPERTY, RIGHTS, AUTHORITIES, AND DUTIES.

“(a) TRANSFER OF MEMORIAL PROPERTY.—

“(1) IN GENERAL.—Not later than 90 days after the date of the enactment of the Oklahoma City National Memorial Act Amendments of 2003, the Trust shall transfer to the Foundation—

“(A) all assets of the Trust, including all real and personal property of the Memorial, any appurtenances, buildings, facilities, monuments, contents, artifacts, contracts and contract rights, accounts, deposits, intangibles, trademarks, trade names, copyrights, all other intellectual property, all other real and personal property of every kind and character comprising the Memorial, and any amounts appropriated for the Trust;

“(B) any property owned by the Trust that is adjacent or related to the Memorial; and

“(C) all property maintained for the Memorial, together with all rights, authorities, and duties relating to the ownership, administration, operation, and management of the Memorial.

“(2) SUBSEQUENT GIFTS.—Any artifact, memorial, or other personal property that is received by, or is intended by any person to be given to, the Trust after the date of transfer of property under paragraph (1) shall be the property of the Foundation.

“(b) ASSUMPTION OF TRUST OBLIGATIONS.—Any obligations of the Trust relating to the Memorial that have been approved by the Trust before the date on which the property is transferred under subsection (a) shall become the responsibility of the Foundation on the date of the transfer.

“(c) DISSOLUTION OF TRUST.—Not later than 30 days after the transfer under subsection (a) is completed—

“(1) the Trust shall be dissolved; and

“(2) the Trust shall notify the Secretary of the date of dissolution.

“(d) AUTHORITY TO ENTER INTO AGREEMENTS.—The Secretary, acting through the National Park Service, is authorized to enter into 1 or more cooperative agreements with the Foundation for the National Park Service to provide interpretive services related to the Memorial and such other assistance as may be agreed upon between the Secretary and the Foundation. The costs of the services and other agreed assistance shall be paid by the Secretary.

“(e) GENERAL SERVICES ADMINISTRATION AUTHORITY.—The Administrator of General Services shall provide, on a non-reimbursable basis, services necessary for the facilitation of the transfer of the Memorial to the Foundation.

“(f) LIMITATION.—Nothing in this Act shall prohibit the use of State and local law enforcement for the purposes of security related to the Memorial.”

(e) REPEAL OF DUTIES AND AUTHORITIES OF TRUST.—

(1) IN GENERAL.—Section 6 of the Oklahoma City National Memorial Act of 1997 (16 U.S.C. 450ss-4) is repealed.

(2) EFFECTIVE DATE.—The repeal under this subsection shall take effect upon the transfer of the Memorial property, rights, authorities, and duties pursuant to the amendments made by subsection (d).

(f) AUTHORIZATION OF APPROPRIATIONS.—Section 7 of the Oklahoma City National Memorial Act of 1997 (16 U.S.C. 450ss-5) is amended—

(1) in paragraph (1), by inserting “for an endowment fund subject to paragraph (2)” after “the sum of \$5,000,000”; and

(2) in paragraph (2)—

(A) by striking “Trust or to the Oklahoma City Memorial”; and

(B) by striking “or operation” and inserting “operation, or endowment”.

(g) AUTHORIZATION OF SECRETARY TO REIMBURSE PREVIOUS COSTS PAID BY FOUNDATION OR TRUST.—To the extent that funds are made available for the Trust, the Secretary of the Interior shall reimburse the Oklahoma City National Memorial Foundation for funds obligated or expended by the Oklahoma City National Memorial Foundation or the Oklahoma City National Memorial Trust to the Secretary of the Interior for interpretive services, security, and other costs and services related to the Oklahoma City National Memorial before the date of the enactment of this Act. The Oklahoma City National Memorial Foundation may use such reimbursed funds for the operation, maintenance, and permanent endowment of the Oklahoma City National Memorial.

(h) REPEAL OF DISPOSITION OF SITE OF ALFRED P. MURRAH FEDERAL BUILDING.—Section 8 of the Oklahoma City National Memorial Act of 1997 (16 U.S.C. 450ss-6) is repealed.

(i) REPEAL OF STUDY REQUIREMENT.—Section 9 of the Oklahoma City National Memorial Act of 1997 (16 U.S.C. 450ssa-7) is repealed.】

【SEC. 545. Notwithstanding any other provision of law, the unobligated balance of funds made available to the District of Columbia under item 70 in the table contained in section 1106(b)(2) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240; 105 Stat. 2047) and the unobligated balance of funds made available to the District of Columbia under item 554 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105-178, as amended; 112 Stat. 277) shall be made available to carry out a project for the replacement of the existing bridge on Kenilworth Avenue over Nannie Helen Burroughs Avenue and for a ferry and ferry facility project on the Anacostia River.】

【SEC. 546. Section 345(6), Division I, of Public Law 108-7 is amended by adding at the end of the section the following “In implementing section 345(6) the Secretary may also modify the permitted uses of draws on the lines of credit to include any repair and replacement costs.”.】

【SEC. 547. Notwithstanding any other provision of law, projects and activities described in the statement of managers accompanying this Act under the headings “Federal-Aid Highways” and “Federal Transit Administration” shall be eligible for fiscal year 2004 funds made available for the program for which each project or activity is so designated and projects and activities under the heading “Job Access and Reverse Commute Grants” shall be awarded those grants upon receipt of an application.】 (*Division F, H.R. 2673, Consolidated Appropriations Bill, FY 2004.*)