

DEPARTMENT OF TRANSPORTATION

Trust Funds

21ST CENTURY CLEAN TRANSPORTATION PLAN INVESTMENTS

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year clean transportation plan authorization legislation, for the payment of obligations incurred in this account in carrying out the Future Freight System, Climate-Smart Performance Formula Grants, 21st Century Regions Grants, Clean Communities Grants, Resilient Transportation Grants, Rapid-Growth Area Transit, Transit Formula Grants, Rail Service Improvement, Motor Carrier Safety Operations and Programs, Motor Carrier Safety Grants, and Autonomous Vehicle Development programs in such legislation, \$17,935,000,000 to be derived from the Transportation Trust Fund in fiscal year 2017 and to remain available until expended: Provided, that funds available for the implementation or execution of such programs shall not exceed total obligations of \$17,935,000,000 in fiscal year 2017.

21ST CENTURY CLEAN TRANSPORTATION PLAN INVESTMENTS

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-8518-4-7-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Climate infrastructure			17,935
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			17,935
1137 Appropriations applied to liquidate contract authority			-17,935
Contract authority, mandatory:			
1600 Contract authority			17,935
1900 Budget authority (total)			17,935
1930 Total budgetary resources available			17,935
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			17,935
3020 Outlays (gross)			-4,247
3050 Unpaid obligations, end of year			13,688
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			13,688
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			17,935
Outlays, gross:			
4100 Outlays from new mandatory authority			4,247
4180 Budget authority, net (total)			17,935
4190 Outlays, net (total)			4,247
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)			17,935

This account provides \$17.9 billion in resources to support the 21st Century Clean Transportation Plan investment initiative. These resources are part of the over \$25 billion proposed in 2017 in the Department of Transportation for this initiative to invest in a new, sustainable transportation system that expands transportation options, builds resilient and connected communities, and integrates new technologies.

Contract Authority

(\$ millions)

	2017 request	2017-2026 avg
Federal Highway Administration		
Future Freight System	2,000	1,000
Climate-Smart Performance Formula Funds	2,000	1,650
21st Century Regions Grant Program	1,000	6,100

Clean Communities Grant Program	1,000	1,445
Resilient Transportation Grant Program	1,500	750
Federal Transit Administration		
Rapid-Growth Area Transit Program	525	660
Transit Formula Grants	5,860	6,099
Federal Railroad Administration		
Rail Service Improvement Program	3,700	4,260
National Highway Traffic Safety Administration		
Autonomous Vehicle Development	200	390
Federal Motor Carrier Safety Administration		
Safety Investments	150	150

— \$2.0 billion would be provided for a multi-modal freight program that strengthens America's exports and trade by providing grants for innovative rail, highway, and port projects.

— \$2.0 billion would be provided to create a Climate-Smart Performance Formula Fund program that would reward States that make investments to mitigate transportation impacts like air pollution.

— \$1.0 billion would be provided for a 21st Century Regions Grant program to empower metropolitan and regional planners to implement regional-scale transportation and land-use strategies that achieve significant reductions in per capita greenhouse gas emissions and vehicles miles traveled while improving climate resilience.

— \$1.0 billion would be provided for a Clean Communities Grant program that would provide grants to support transit oriented development, reconnect downtowns, clean up brownfields, implement complete streets policies, and pursue other policies that make our cities greener and improve livability.

— \$1.5 billion would be provided for Resilient Transportation competitive grants to spur investments that bolster resilience to climate impacts.

— \$525 million would be provided to create a new Rapid Growth Area Transit program for fast growing communities to implement multi-modal solutions to challenges caused by rapid growth.

— \$5.9 billion would be provided to invest in the safety, performance, and efficiency of transit systems.

— \$3.7 billion would be provided for competitive grants to support the Administration's commitment to high-speed rail and advanced rail technologies.

— \$200 million would be provided to invest in vehicle research and deployment to get commercial autonomous vehicles on the road both more quickly and more safely.

— \$150 million would be provided to ensure that new technologies are integrated safely into our transportation system.

Object Classification (in millions of dollars)

Identification code 069-8518-4-7-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
41.0 Grants, subsidies, and contributions			17,185
92.0 Undistributed			750
99.9 Total new obligations			17,935

OFFICE OF THE SECRETARY

Federal Funds

RESEARCH AND TECHNOLOGY

For necessary expenses related to the Office of the Assistant Secretary for Research and Technology, **[\$13,000,000] \$18,007,000**, of which **[\$8,218,000] \$12,618,000** shall remain available until September 30, **[2018] 2019: Provided**, 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: *Provided further*, That any reference in law, regulation, judicial proceedings, or elsewhere to the Research and Innovative Technology Administration shall continue to be deemed to be a reference to the Office of the Assistant Secretary for Research and Technology of the Department of Transportation. (Department of Transportation Appropriations Act, 2016.)

RESEARCH AND TECHNOLOGY—Continued

Program and Financing (in millions of dollars)

Identification code 069–1730–0–1–407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Salaries and administrative expenses	5	5	5
0002 Alternative fuels research & development	1	1	.....
0003 Research development & technology coordination .....	.....	1	1
0004 Nationwide differential global positioning system	9	6	.....
0005 Positioning navigation & timing .....	.....	3	2
0006 GPS to Air Force .....	.....	.....	10
0100 Direct program by activities, subtotal	15	16	18
0799 Total direct obligations	15	16	18
0802 Transportation safety institute	13	24	20
0803 Other programs .....	.....	1	1
0809 Reimbursable program by activities, subtotal	13	25	21
0899 Total reimbursable obligations	13	25	21
0900 Total new obligations	28	41	39
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	10	7	.....
1021 Recoveries of prior year unpaid obligations	8	.....	.....
1050 Unobligated balance (total)	18	7	.....
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	13	13	18
Spending authority from offsetting collections, discretionary:			
1700 Collected	10	21	21
1701 Change in uncollected payments, Federal sources	–6	.....	.....
1750 Spending auth from offsetting collections, disc (total)	4	21	21
1900 Budget authority (total)	17	34	39
1930 Total budgetary resources available	35	41	39
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	7	.....	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	25	20	4
3010 Obligations incurred, unexpired accounts	28	41	39
3011 Obligations incurred, expired accounts	3	.....	.....
3020 Outlays (gross)	–26	–57	–42
3040 Recoveries of prior year unpaid obligations, unexpired	–8	.....	.....
3041 Recoveries of prior year unpaid obligations, expired	–2	.....	.....
3050 Unpaid obligations, end of year	20	4	1
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–7	–1	–1
3070 Change in uncollected pymts, Fed sources, unexpired	6	.....	.....
3090 Uncollected pymts, Fed sources, end of year	–1	–1	–1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	18	19	3
3200 Obligated balance, end of year	19	3	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	17	34	39
Outlays, gross:			
4010 Outlays from new discretionary authority	11	33	37
4011 Outlays from discretionary balances	15	24	5
4020 Outlays, gross (total)	26	57	42
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–8	–21	–21
4033 Non-Federal sources	–2	.....	.....
4040 Offsets against gross budget authority and outlays (total)	–10	–21	–21
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	6	.....	.....
4070 Budget authority, net (discretionary)	13	13	18
4080 Outlays, net (discretionary)	16	36	21
4180 Budget authority, net (total)	13	13	18
4190 Outlays, net (total)	16	36	21

The Office of the Assistant Secretary for Research and Technology is responsible for facilitating and reviewing the Department's research, development, and technology portfolio as well as enhancing the data collection

and statistical analysis programs to support data-driven decision-making. The Office of the Assistant Secretary for Research and Technology is also responsible for Positioning, Navigation, and Timing (PNT) technology, PNT policy coordination, and spectrum management.

The Office of the Assistant Secretary for Research and Technology oversees and provides direction to the following programs and activities:

The Bureau of Transportation Statistics (BTS) manages and shares statistical knowledge and information on the Nation's transportation systems, including statistics on freight movement, geospatial transportation information, and transportation economics. BTS is funded by an allocation from the Federal Highway Administration's Federal-Aid Highways account.

The University Transportation Centers (UTC) advance U.S. technology and expertise in many transportation-related disciplines through grants for transportation education, research, and technology transfer at university-based centers of excellence. The UTC Program funding is provided to the Office of the Assistant Secretary for Research and Technology through an allocation from the Federal Highway Administration.

The John A. Volpe National Transportation Systems Center (Cambridge, MA) provides expertise in research, analysis, technology deployment, and other technical knowledge to the Department of Transportation (DOT) and non-DOT customers on specific transportation system projects or issues on a fee-for-service basis.

The Transportation Safety Institute (TSI) (Oklahoma City, OK) develops and conducts safety, security, and environmental training, products, and services for both the public and private sector on a fee-for-service and tuition basis.

Object Classification (in millions of dollars)

Identification code 069–1730–0–1–407	2015 actual	2016 est.	2017 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	4	4	4
12.1 Civilian personnel benefits	1	1	1
23.1 Rental payments to GSA	1	1	1
25.3 Other goods and services from Federal sources	9	9	13
99.0 Direct obligations	15	15	19
99.0 Reimbursable obligations	13	26	20
99.9 Total new obligations	28	41	39

Employment Summary

Identification code 069–1730–0–1–407	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	22	21	21
2001 Reimbursable civilian full-time equivalent employment	39	39	39
3001 Allocation account civilian full-time equivalent employment	65	65	65

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, \$108,750,000, of which not to exceed \$2,734,000 shall be available for the immediate Office of the Secretary; not to exceed \$1,025,000 shall be available for the immediate Office of the Deputy Secretary; not to exceed \$20,609,000 shall be available for the Office of the General Counsel; not to exceed \$9,941,000 shall be available for the Office of the Under Secretary of Transportation for Policy; not to exceed \$13,697,000 shall be available for the Office of the Assistant Secretary for Budget and Programs; not to exceed \$2,546,000 shall be available for the Office of the Assistant Secretary for Governmental Affairs; not to exceed \$25,925,000 shall be available for the Office of the Assistant Secretary for Administration; not to exceed \$2,029,000 shall be available for the Office of Public Affairs; not to exceed \$1,737,000 shall be available for the Office of the Executive Secretariat; not to exceed \$1,434,000 shall be available for the Office of Small and Disadvantaged Business Utilization; not to exceed \$10,793,000 shall be available for the Office of Intelligence, Security, and Emergency Response; and not to exceed \$16,280,000 shall be available for the Office of the Chief Information Officer: *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 notice of any change in funding greater than 5 percent shall be submitted for approval to the House and Senate Committees on Appropriations] \$114,396,000: *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: *Provided further*, That not later than 60 days after the date of enactment of this Act, the Secretary of Transportation shall transmit to Congress the final Comprehensive Truck Size and Weight Limits Study, as required by section 32801 of Public Law 112–141]. (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069–0102–0–1–407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 General administration	104	112	118
0002 SCASDP grants	7	11	
0004 Cyber and Personnel Security	3		
0100 Subtotal Direct Obligations	114	123	118
0799 Total direct obligations	114	123	118
0801 Salaries and Expenses (Reimbursable)	5	8	9
0900 Total new obligations	119	131	127
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	11	9	3
1012 Unobligated balance transfers between expired and unexpired accounts	3		
1050 Unobligated balance (total)	14	9	3
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	105	109	114
Spending authority from offsetting collections, discretionary:			
1700 Collected	13	16	12
1900 Budget authority (total)	118	125	126
1930 Total budgetary resources available	132	134	129
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	–4		
1941 Unexpired unobligated balance, end of year	9	3	2
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	46	51	21
3010 Obligations incurred, unexpired accounts	119	131	127
3011 Obligations incurred, expired accounts	1		
3020 Outlays (gross)	–114	–161	–126
3041 Recoveries of prior year unpaid obligations, expired	–1		
3050 Unpaid obligations, end of year	51	21	22
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	46	51	21
3200 Obligated balance, end of year	51	21	22
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	118	125	126
Outlays, gross:			
4010 Outlays from new discretionary authority	97	114	115
4011 Outlays from discretionary balances	17	47	11
4020 Outlays, gross (total)	114	161	126
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–11	–13	–10
4033 Non-Federal sources	–2	–3	–2
4040 Offsets against gross budget authority and outlays (total)	–13	–16	–12
4070 Budget authority, net (discretionary)	105	109	114
4080 Outlays, net (discretionary)	101	145	114
4180 Budget authority, net (total)	105	109	114
4190 Outlays, net (total)	101	145	114

The Office of the Secretary is responsible for the overall planning, coordination, and administration of the Department's programs. Funding supports the Secretary, Deputy Secretary, Under Secretary for Policy,

Secretarial Officers, and their immediate staffs, who provide federal transportation policy development and guidance, institutional and public liaison activities, and other program support to ensure effective management and operation of the Department.

Object Classification (in millions of dollars)

Identification code 069–0102–0–1–407	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	42	52	53
11.3 Other than full-time permanent	5	4	4
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	48	57	58
12.1 Civilian personnel benefits	14	17	17
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	9	9	9
25.2 Other services from non-Federal sources	9	6	6
25.3 Other goods and services from Federal sources	23	21	26
31.0 Equipment	3	1	1
41.0 Grants, subsidies, and contributions	7	11	
99.0 Direct obligations	114	123	118
99.0 Reimbursable obligations	5	8	9
99.9 Total new obligations	119	131	127

Employment Summary

Identification code 069–0102–0–1–407	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	403	490	496
2001 Reimbursable civilian full-time equivalent employment	22	20	29

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU

For necessary expenses for the establishment and administration of a new National Surface Transportation and Innovative Finance Bureau (the Bureau) within the Office of the Secretary of Transportation, to remain available until expended, \$3,000,000: Provided, That the Secretary of Transportation shall use such amount for the necessary expenses to establish the Bureau and to fulfill the responsibilities of the Bureau, as detailed in section 9001 of the Fixing America's Surface Transportation (FAST) Act (Public Law 114–94) (49 U.S.C. 116): Provided further, That the Secretary may consolidate any office or office function, including the administration of the programs listed in 49 U.S.C. 116(d)(1), within the U.S. Department of Transportation, and transfer any staffing or budgetary resources into the Bureau that the Secretary determines has duties, resources, or expertise that support the purpose of the Bureau.

Program and Financing (in millions of dollars)

Identification code 069–0170–0–1–401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Direct program activity			3
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation			3
1930 Total budgetary resources available			3
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			3
3020 Outlays (gross)			–3
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			3
Outlays, gross:			
4010 Outlays from new discretionary authority			3
4180 Budget authority, net (total)			3
4190 Outlays, net (total)			3

The Fixing America's Surface Transportation (FAST) Act (Public Law 114–94) was enacted on December 4, 2015. Among the new provisions

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU—Continued included in this Act, is the establishment of a new National Surface Transportation and Innovative Finance Bureau (the Bureau) within the Office of the Secretary of Transportation that will align, coordinate, or consolidate aspects of the U.S. Department of Transportation's (USDOT) existing surface transportation innovative finance programs with or within the new Bureau. The FAST Act calls for the Bureau to fulfill a number of specific responsibilities, including the following: Provide assistance and communicate best practices and financing and funding opportunities to entities eligible under USDOT infrastructure finance programs; Administer the application process for USDOT infrastructure finance programs; Administer the application process for a new Nationally Significant Freight and Highway Projects program; Reduce uncertainty and delays related to environmental reviews and permitting, as well as project delivery and procurement risks and costs for projects financed by the USDOT infrastructure finance programs and the new Nationally Significant Freight and Highways Projects programs; Increase transparency and the public availability of information regarding projects financed by the USDOT infrastructure finance programs and the new Nationally Significant Freight and Highway Projects program; and Promote best practices in procurement for projects financed by the USDOT infrastructure finance programs and the new Nationally Significant Freight and Highway Projects program by developing benchmarks related to procurement. The Bureau will build on a number of actions that USDOT has taken to advance these goals, including the establishment of USDOT's Build America Transportation Investment Center in 2014 as a single point of contact and coordination for states, municipalities and project sponsors looking to utilize federal transportation expertise, apply for federal transportation credit programs, and explore ways to access private capital through public private partnerships. Notably, in their explanatory statement of the FAST Act, Congressional conferees explicitly recognized the accomplishments of the Administration's Build America Investment Initiative to increase infrastructure investment and economic growth. To assist with establishing the Bureau, the FAST Act provides the Secretary with certain authorities to redirect personnel and budgetary resources, if necessary, to support the establishment and effectiveness of the Bureau. These authorities are available for two years. The FAST Act requires that, within 90 days of enactment and in 90-day intervals thereafter, USDOT report to Congress on how these authorities are being implemented, and any additional legislative actions that may be needed. The Bureau will be managed by an Executive Director reporting to the Under Secretary of Transportation for Policy. The FAST Act also establishes a new Council on Credit and Finance (the Council) chaired by the Deputy Secretary, which is charged with the review and approval of innovative finance applications, making recommendations to the Secretary, and reviewing approved projects on a regular basis. The Council may build on the Credit Council that USDOT had previously established through administrative measures.

Object Classification (in millions of dollars)

Identification code 069–0170–0–1–401	2015 actual	2016 est.	2017 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent			1
25.1 Advisory and assistance services			1
99.0 Direct obligations			2
99.5 Adjustment for rounding			1
99.9 Total new obligations			3

Employment Summary

Identification code 069–0170–0–1–401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment			12

NATIONAL INFRASTRUCTURE INVESTMENTS

For capital investments in surface transportation infrastructure, \$500,000,000, to remain available through September 30, 2019: *Provided*, That the Secretary of Transportation shall distribute funds provided under this heading as discretionary grants to be awarded to a State, local government, transit agency, or a collaboration among such entities on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region: *Provided further*, That projects eligible for funding provided under this heading shall include, but not be limited to, highway or bridge projects eligible under title 23, United States Code; public transportation projects eligible under chapter 53 of title 49, United States Code; passenger and freight rail transportation projects; and port infrastructure investments (including inland port infrastructure and land ports of entry): *Provided further*, That the Secretary may use up to 20 percent of the funds made available under this heading for the purpose of paying the subsidy and administrative costs of projects eligible for Federal credit assistance under chapter 6 of title 23, United States Code, if the Secretary finds that such use of the funds would advance the purposes of this paragraph: *Provided further*, That in distributing funds provided under this heading, the Secretary shall take such measures so as to ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and the investment in a variety of transportation modes: *Provided further*, That a grant funded under this heading shall be not less than \$5,000,000 and not greater than \$100,000,000: *Provided further*, That not more than 20 percent of the funds made available under this heading may be awarded to projects in a single State: *Provided further*, That the Federal share of the costs for which an expenditure is made under this heading shall be, at the option of the recipient, up to 80 percent: *Provided further*, That the Secretary shall give priority to projects that require a contribution of Federal funds in order to complete an overall financing package: *Provided further*, That not less than 20 percent of the funds provided under this heading shall be for projects located in rural areas: *Provided further*, That for projects located in rural areas, the minimum grant size shall be \$1,000,000 and the Secretary may increase the Federal share of costs above 80 percent: *Provided further*, That projects conducted using funds provided under this heading must comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code: *Provided further*, That the Secretary shall conduct a new competition to select the grants and credit assistance awarded under this heading: *Provided further*, That the Secretary may retain up to \$20,000,000 of the funds provided under this heading, and may transfer portions of those funds to the Administrators of the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration and the Maritime Administration, to fund the award and oversight of grants and credit assistance made under the National Infrastructure Investments program. (Department of Transportation Appropriations Act, 2016.)

Program and Financing (in millions of dollars)

Identification code 069–0143–0–1–401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 National Infrastructure Investments Grants	362	1,186	
0002 Award & Oversight	10	13	11
0900 Total new obligations	372	1,199	11
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	600	728	29
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	500	500	
1930 Total budgetary resources available	1,100	1,228	29
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	728	29	18
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1,215	1,110	1,781
3010 Obligations incurred, unexpired accounts	372	1,199	11
3020 Outlays (gross)	–475	–528	–525
3041 Recoveries of prior year unpaid obligations, expired	–2		
3050 Unpaid obligations, end of year	1,110	1,781	1,267
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1,215	1,110	1,781
3200 Obligated balance, end of year	1,110	1,781	1,267
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	500	500	

Outlays, gross:				
4011	Outlays from discretionary balances	475	528	525
4180	Budget authority, net (total)	500	500	.....
4190	Outlays, net (total)	475	528	525

Summary of Budget Authority and Outlays (in millions of dollars)

	2015 actual	2016 est.	2017 est.
Enacted/requested:			
Budget Authority	500	500	.....
Outlays	475	528	525
Amounts included in the adjusted baseline:			
Budget Authority .....	.....	.....	510
Legislative proposal, subject to PAYGO:			
Budget Authority .....	.....	.....	-510
Total:			
Budget Authority	500	500	.....
Outlays	475	528	525

The Office of the Secretary's (OST) National Infrastructure Investments program, also known as the Transportation Generating Economic Recovery (TIGER) program, provides funding for grant awards or credit assistance on a competitive basis for capital investments in surface transportation infrastructure that will have a significant impact on the Nation, a metropolitan area or a region. No funds are requested in this account for 2017. The Administration is proposing funding for this program within the multi-year clean transportation plan proposal. As part of that proposal, programs currently administered from this account would be continued in a new National Infrastructure Investments Trust Fund account that would be funded from the Multimodal Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 069-0143-0-1-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	1	1	1
11.1 Full-time permanent - Allocation	1	2	2
11.9 Total personnel compensation	2	3	3
21.0 Travel and transportation of persons - Allocation .....	.....	1	1
25.1 Advisory and assistance services	2	2	2
25.2 Other services from non-Federal sources - Allocation	3	5	5
25.3 Other goods and services from Federal sources - Allocation	2	1	1
41.0 Grants, subsidies, and contributions - Allocation	362	1,186	.....
99.0 Direct obligations	371	1,198	12
99.5 Adjustment for rounding	1	1	-1
99.9 Total new obligations	372	1,199	11

Employment Summary

Identification code 069-0143-0-1-401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	7	10	10

NATIONAL INFRASTRUCTURE INVESTMENTS
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069-0143-7-1-401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		-500	.....
Appropriations, mandatory:			
1200 Appropriation		500	510
1900 Budget authority (total)			510
1930 Total budgetary resources available			510
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			510
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		-500	.....
Outlays, gross:			
4011 Outlays from discretionary balances		-528	-525

Mandatory:				
4090	Budget authority, gross .....	.....	500	510
Outlays, gross:				
4101	Outlays from mandatory balances .....	.....	528	525
4180	Budget authority, net (total) .....	.....	.....	510
4190	Outlays, net (total) .....	.....	.....	.....

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2016 enacted and baseline budget authority and outlays as mandatory for comparability purposes; and to calculate the spending increase above the baseline subject to PAYGO.

NATIONAL INFRASTRUCTURE INVESTMENTS

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069-0143-9-1-401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-500	.....	.....
Appropriations, mandatory:			
1200 Appropriation	500	.....	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-500	.....	.....
Outlays, gross:			
4011 Outlays from discretionary balances	-475	.....	.....
Mandatory:			
4090 Budget authority, gross	500	.....	.....
Outlays, gross:			
4101 Outlays from mandatory balances	475	.....	.....
4180 Budget authority, net (total) .....	.....	.....	.....
4190 Outlays, net (total) .....	.....	.....	.....

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2015 actual budget authority and outlays as mandatory for comparability purposes.

NATIONAL INFRASTRUCTURE INVESTMENTS

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-0143-4-1-401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			-510
1930 Total budgetary resources available			-510
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-510
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			-510
4180 Budget authority, net (total)			-510
4190 Outlays, net (total)			

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER

Program and Financing (in millions of dollars)

Identification code 069-4522-0-4-407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0801 Working Capital Fund, Volpe National Transportation Systems Cent (Reimbursable)	329	260	330
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	283	249	249
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	316	260	330
1701 Change in uncollected payments, Federal sources	-21		
1750 Spending auth from offsetting collections, disc (total)	295	260	330
1930 Total budgetary resources available	578	509	579
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	249	249	249
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	154	161	
3010 Obligations incurred, unexpired accounts	329	260	330
3020 Outlays (gross)	-322	-421	-330
3050 Unpaid obligations, end of year	161		
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-98	-77	-77
3070 Change in uncollected pymts, Fed sources, unexpired	21		
3090 Uncollected pymts, Fed sources, end of year	-77	-77	-77
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	56	84	-77
3200 Obligated balance, end of year	84	-77	-77
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	295	260	330
Outlays, gross:			
4010 Outlays from new discretionary authority	216	260	330
4011 Outlays from discretionary balances	106	161	
4020 Outlays, gross (total)	322	421	330
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-313	-260	-330
4033 Non-Federal sources	-3		
4040 Offsets against gross budget authority and outlays (total)	-316	-260	-330
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	21		
4080 Outlays, net (discretionary)	6	161	
4180 Budget authority, net (total)			
4190 Outlays, net (total)	6	161	

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

Object Classification (in millions of dollars)

Identification code 069-4522-0-4-407	2015 actual	2016 est.	2017 est.
Reimbursable obligations:			
Personnel compensation:			
11.1 Full-time permanent	54	52	55
11.3 Other than full-time permanent	6	3	6
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	61	56	62
12.1 Civilian personnel benefits	19	14	19
21.0 Travel and transportation of persons	4	4	4
23.3 Communications, utilities, and miscellaneous charges	3	6	3
25.2 Other services from non-Federal sources	8	63	55
25.3 Other goods and services from Federal sources		1	1
25.4 Operation and maintenance of facilities	6	5	5
25.5 Research and development contracts	211	99	162
25.7 Operation and maintenance of equipment		1	1

26.0	Supplies and materials	1		
31.0	Equipment	15	8	16
32.0	Land and structures	1	3	2
99.9	Total new obligations	329	260	330

Employment Summary

Identification code 069-4522-0-4-407	2015 actual	2016 est.	2017 est.
2001 Reimbursable civilian full-time equivalent employment	548	532	555

SUPPLEMENTAL DISCRETIONARY GRANTS FOR A NATIONAL SURFACE TRANSPORTATION SYSTEM, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 069-0106-0-1-401	2015 actual	2016 est.	2017 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	187	114	
3020 Outlays (gross)	-73	-114	
3050 Unpaid obligations, end of year	114		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	187	114	
3200 Obligated balance, end of year	114		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	73	114	
4180 Budget authority, net (total)			
4190 Outlays, net (total)	73	114	

This American Recovery and Reinvestment Act of 2009 program provided funding for grant awards to State and local governments or transit agencies on a competitive basis for capital investments in surface transportation infrastructure resulting in a significant impact on the Nation, a metropolitan area or a region. Of the amount appropriated, not to exceed \$200,000,000 could be used to pay the subsidy and administrative costs of projects eligible for federal credit assistance under U.S.C. 23 Chapter 6, the Transportation Infrastructure Finance and Innovation Act. No funding is requested for this program in 2017.

FINANCIAL MANAGEMENT CAPITAL

For necessary expenses for [upgrading and] enhancing the Department of Transportation's financial systems and re-engineering business processes, [\$5,000,000] \$4,000,000, to remain available through September 30, [2017] 2018. (Department of Transportation Appropriations Act, 2016.)

Program and Financing (in millions of dollars)

Identification code 069-0116-0-1-407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Financial management capital	5	12	4
0900 Total new obligations (object class 25.2)	5	12	4
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4	7	
1050 Unobligated balance (total)	4	7	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	5	5	4
Spending authority from offsetting collections, discretionary:			
1700 Collected	3		
1900 Budget authority (total)	8	5	4
1930 Total budgetary resources available	12	12	4
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	7		

Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1		2
3010	Obligations incurred, unexpired accounts	5	12
3020	Outlays (gross)	-5	-10
			-4
3050	Unpaid obligations, end of year	2	2
Memorandum (non-add) entries:			
3100	Obligated balance, start of year		2
3200	Obligated balance, end of year	2	2
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	8	5
	Outlays, gross:		
4010	Outlays from new discretionary authority	5	4
4011	Outlays from discretionary balances		6
			1
4020	Outlays, gross (total)	5	10
	Offsets against gross budget authority and outlays:		
	Offsetting collections (collected) from:		
4030	Federal sources	-3	
4180	Budget authority, net (total)	5	5
4190	Outlays, net (total)	2	10
			4

This appropriation provides funds to enhance DOT's financial systems and to re-engineer business processes. These funds will assist DOT in automating manual processes, improve reporting capabilities and comply with required mandates.

DATA ACT COMPLIANCE

For necessary expenses to support the Department's activities related to the implementation of the Digital Accountability and Transparency Act (DATA Act; Public Law 113–101), \$4,000,000, to include changes in business processes, workforce, or information technology to support high quality, transparent Federal spending information: Provided, That such amount is available only to supplement and not supplant existing DATA Act activities: Provided further, That, notwithstanding section 404 of this Act, portions of such amount may be transferred to the Department's Operating Administrations for DATA Act implementation activities.

Program and Financing (in millions of dollars)

Identification code 069–0668–0–1–407			
	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001	DATA Act Compliance (Direct)		4
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation		4
1930	Total budgetary resources available		4
Change in obligated balance:			
Unpaid obligations:			
3010	Obligations incurred, unexpired accounts		4
3020	Outlays (gross)		-2
3050	Unpaid obligations, end of year		2
Memorandum (non-add) entries:			
3200	Obligated balance, end of year		2
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross		4
	Outlays, gross:		
4010	Outlays from new discretionary authority		2
4180	Budget authority, net (total)		4
4190	Outlays, net (total)		2

This appropriation provides funding to assist the Department of Transportation in meeting the requirements of the Digital Accountability and Transparency Act of 2014 (DATA Act), including disclosure of all Federal spending and standardization of spending data. Portions of the funding may be transferred to the Department's Operating Administrations for DATA Act implementation activities. The funding also includes \$0.5 million for the Enterprise Services Center (ESC) to implement the DATA Act

for their client agencies and replaces the amount ESC would have otherwise passed on to their clients.

Object Classification (in millions of dollars)

Identification code 069–0668–0–1–407			
	2015 actual	2016 est.	2017 est.
Direct obligations:			
25.2	Other services from non-Federal sources		3
25.3	Other goods and services from Federal sources		1
99.9	Total new obligations		4

U.S. DIGITAL SERVICES

For necessary expenses for the salaries and expenses, and other operational costs necessary to establish and deploy a Digital Service team, to be used to improve and ensure the continued efficiency and effectiveness in the implementation of the Department's digital services for high-priority, high-impact program areas, \$1,000,000, to remain available until September 30, 2018.

Program and Financing (in millions of dollars)

Identification code 069–0665–0–1–407			
	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001	Digital Services		1
0900	Total new obligations (object class 11.1)		1
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation		1
1930	Total budgetary resources available		1
Change in obligated balance:			
Unpaid obligations:			
3010	Obligations incurred, unexpired accounts		1
3020	Outlays (gross)		-1
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross		1
	Outlays, gross:		
4010	Outlays from new discretionary authority		1
4180	Budget authority, net (total)		1
4190	Outlays, net (total)		1

This appropriation will fund a Digital Services team that will focus on transforming the Department of Transportation's digital services having the greatest impact on citizens and businesses so they are easier to use and more cost-effective to build and maintain. These digital services experts will bring to bear private sector best practices in the disciplines of design, software engineering, and product management on the Department's most important services.

Employment Summary

Identification code 069–0665–0–1–407			
	2015 actual	2016 est.	2017 est.
1001	Direct civilian full-time equivalent employment		5

CYBER SECURITY INITIATIVES

For necessary expenses for cyber security initiatives, including necessary upgrades to wide area network and information technology infrastructure, improvement of network perimeter controls and identity management, testing and assessment of information technology against business, security, and other requirements, implementation of Federal cyber security initiatives and information infrastructure enhancements, and implementation of enhanced security controls on network devices, [and enhancement of cyber security workforce training tools, \$8,000,000] \$15,000,000, to remain available through September 30, [2017] 2018. (Department of Transportation Appropriations Act, 2016.)

CYBER SECURITY INITIATIVES—Continued

Program and Financing (in millions of dollars)

Identification code 069–0159–0–1–407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Cyber Security Initiatives (Direct)	5	12	15
0100 Direct program activities, subtotal	5	12	15
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4	4	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	5	8	15
1930 Total budgetary resources available	9	12	15
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	4		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	3	1	4
3010 Obligations incurred, unexpired accounts	5	12	15
3020 Outlays (gross)	–7	–9	–12
3050 Unpaid obligations, end of year	1	4	7
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3	1	4
3200 Obligated balance, end of year	1	4	7
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	5	8	15
Outlays, gross:			
4010 Outlays from new discretionary authority		5	9
4011 Outlays from discretionary balances	7	4	3
4020 Outlays, gross (total)	7	9	12
4180 Budget authority, net (total)	5	8	15
4190 Outlays, net (total)	7	9	12

This appropriation will fund cyber security initiatives, including necessary upgrades to the wide area network and information technology infrastructure. The funding will support key program enhancements, infrastructure improvements, and contractual resources to enhance the security of the Department of Transportation network and reduce the risk of security breaches.

Object Classification (in millions of dollars)

Identification code 069–0159–0–1–407	2015 actual	2016 est.	2017 est.
Direct obligations:			
23.3 Communications, utilities, and miscellaneous charges	1	4	4
25.1 Advisory and assistance services	1	1	1
25.7 Operation and maintenance of equipment	1	1	3
31.0 Equipment	2	6	7
99.9 Total new obligations	5	12	15

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, **[\$9,678,000] \$9,751,000.** (Department of Transportation Appropriations Act, 2016.)

Program and Financing (in millions of dollars)

Identification code 069–0118–0–1–407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Office of Civil Rights	9	10	10
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	10	10	10
1930 Total budgetary resources available	10	10	10
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	–1		

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2	3	3
3010 Obligations incurred, unexpired accounts	9	10	10
3020 Outlays (gross)	–8	–10	–10
3050 Unpaid obligations, end of year	3	3	3
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2	3	3
3200 Obligated balance, end of year	3	3	3

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	10	10	10
Outlays, gross:			
4010 Outlays from new discretionary authority	7	9	9
4011 Outlays from discretionary balances	1	1	1
4020 Outlays, gross (total)	8	10	10
4180 Budget authority, net (total)	10	10	10
4190 Outlays, net (total)	8	10	10

The Office of Civil Rights provides Department-wide leadership for all civil rights activities, including employment opportunity and enforcement of laws and regulations that prohibit discrimination in the financing and operation of transportation programs with Federal resources. The office also is responsible for non-discrimination policy development, analysis, coordination and compliance, promotes an organizational culture that values workforce diversity, and handles all civil rights cases related to Department of Transportation employees.

Object Classification (in millions of dollars)

Identification code 069–0118–0–1–407	2015 actual	2016 est.	2017 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	4	5	5
12.1 Civilian personnel benefits	1	1	1
25.2 Other services from non-Federal sources	4	4	4
99.9 Total new obligations	9	10	10

Employment Summary

Identification code 069–0118–0–1–407	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	39	53	53

[MINORITY BUSINESS OUTREACH] SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH

For necessary expenses [of Minority Business Resource Center] for small and disadvantaged business utilization and outreach activities, **[\$3,084,000] \$4,646,000**, to remain available until September 30, **[2017] 2018: Provided**, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation. (Department of Transportation Appropriations Act, 2016.)

Program and Financing (in millions of dollars)

Identification code 069–0119–0–1–407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Minority business outreach	2	5	5
0002 Bonding Assistance Program	1	5	
0900 Total new obligations	3	10	5
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	7	7	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	3	3	5
1930 Total budgetary resources available	10	10	5
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	7		

Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	2	1	1
3010	Obligations incurred, unexpired accounts	3	10	5
3020	Outlays (gross)	-4	-10	-4
3050	Unpaid obligations, end of year	1	1	2
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	2	1	1
3200	Obligated balance, end of year	1	1	2

Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	3	3	5
Outlays, gross:				
4010	Outlays from new discretionary authority	1	3	4
4011	Outlays from discretionary balances	3	7	.....
4020	Outlays, gross (total)	4	10	4
4180	Budget authority, net (total)	3	3	5
4190	Outlays, net (total)	4	10	4

This appropriation includes funding for the Office of Small and Disadvantaged Business Utilization, formerly funded in the Salaries and Expenses appropriation, and for outreach activities, formerly funded in the Minority Business Outreach appropriation. Funding is used to ensure that: (1) the small and disadvantaged business policies and programs of the Secretary of Transportation are developed and implemented throughout the Department in a fair, efficient, and effective manner, and (2) effective outreach activities are in place to assist small, women-owned, Native American, and other disadvantaged business firms in securing contracts and subcontracts resulting from transportation-related Federal support.

Object Classification (in millions of dollars)

Identification code 069-0119-0-1-407	2015 actual	2016 est.	2017 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent .....	.....	.....	1
41.0 Grants, subsidies, and contributions	2	9	3
99.0 Direct obligations	2	9	4
99.5 Below Reporting Threshold	1	1	1
99.9 Total new obligations	3	10	5

Employment Summary

Identification code 069-0119-0-1-407	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	3	4	13

NEW HEADQUARTERS BUILDING**Program and Financing** (in millions of dollars)

Identification code 069-0147-0-1-407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 New Headquarters Building	2	.....	.....
0900 Total new obligations (object class 31.0)	2	.....	.....
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	.....	.....
1021 Recoveries of prior year unpaid obligations	1	.....	.....
1050 Unobligated balance (total)	2	.....	.....
1930 Total budgetary resources available	2	.....	.....

Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	1	1	.....
3010	Obligations incurred, unexpired accounts	2	.....	.....
3020	Outlays (gross)	-1	-1	.....
3040	Recoveries of prior year unpaid obligations, unexpired	-1	.....	.....
3050	Unpaid obligations, end of year	1	.....	.....
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	1	1	.....

3200	Obligated balance, end of year	1	.....	.....
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances	1	1	.....
4180	Budget authority, net (total) .....	.....	.....	.....
4190	Outlays, net (total)	1	1	.....

This appropriation financed the costs for the new Department of Transportation headquarters, which consolidated all operating administrations headquarters functions (except FAA) from various locations into a single state-of-the-art, efficient leased building in the District of Columbia. No funding is requested for this program in 2017.

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, **[\$8,500,000] \$17,043,000: Provided,** That of such amount, **[\$2,500,000] \$4,000,000** shall be for necessary expenses to establish *and implement* an Interagency Infrastructure Permitting Improvement Center (IIPIC), *including an online database Permitting Dashboard*, that will *develop and implement* reforms to improve inter-agency coordination and the expediting of projects related to the permitting and environmental review of major transportation infrastructure projects **[including one-time expenses to]** *and develop and deploy* information technology tools to track project schedules and metrics and improve the transparency and accountability of the permitting process: *Provided further,* That there may be transferred to this appropriation, to remain available until expended, amounts *transferred* from other Federal agencies for expenses incurred under this heading for IIPIC activities not related to transportation infrastructure: *Provided further,* That the tools and analysis developed by the IIPIC shall be available to other Federal agencies for the permitting and review of major infrastructure projects not related to transportation only to the extent that other Federal agencies provide funding to the Department as provided for under the previous proviso. (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069-0142-0-1-407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Transportation policy and planning	8	13	8
0002 Safe skies	2	.....	.....
0003 Interagency Infrastructure Permitting Improvement Center (IIPIC) .....	.....	3	4
0004 Clean Energy R&D .....	.....	.....	5
0100 Total direct program	10	16	17
0799 Total direct obligations	10	16	17
0801 Transportation Planning, Research, and Development (Reimbursable)	2	1	.....
0900 Total new obligations	12	17	17

Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	8	7	.....
1011 Unobligated balance transfer from other acct [072-1037]	1	.....	.....
1012 Unobligated balance transfers between expired and unexpired accounts	1	.....	.....
1021 Recoveries of prior year unpaid obligations	1	.....	.....
1050 Unobligated balance (total)	11	7	.....
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	6	9	17
Spending authority from offsetting collections, discretionary:			
1700 Collected .....	.....	1	.....
1701 Change in uncollected payments, Federal sources	2	.....	.....
1750 Spending auth from offsetting collections, disc (total)	2	1	.....
1900 Budget authority (total)	8	10	17
1930 Total budgetary resources available	19	17	17
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	7	.....	.....

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT—Continued
Program and Financing—Continued

Identification code 069–0142–0–1–407	2015 actual	2016 est.	2017 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	7	8	9
3010 Obligations incurred, unexpired accounts	12	17	17
3020 Outlays (gross)	–9	–16	–12
3040 Recoveries of prior year unpaid obligations, unexpired	–1		
3041 Recoveries of prior year unpaid obligations, expired	–1		
3050 Unpaid obligations, end of year	8	9	14
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–2	–4	–4
3070 Change in uncollected pymts, Fed sources, unexpired	–2		
3090 Uncollected pymts, Fed sources, end of year	–4	–4	–4
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	5	4	5
3200 Obligated balance, end of year	4	5	10
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	8	10	17
Outlays, gross:			
4010 Outlays from new discretionary authority		5	7
4011 Outlays from discretionary balances	9	11	5
4020 Outlays, gross (total)	9	16	12
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources		–1	
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	–2		
4070 Budget authority, net (discretionary)	6	9	17
4080 Outlays, net (discretionary)	9	15	12
4180 Budget authority, net (total)	6	9	17
4190 Outlays, net (total)	9	15	12

This appropriation finances research and studies concerned with planning, analysis, and information development needed to support the Secretary's responsibilities in the formulation of national transportation policies and the coordination of national-level transportation planning. Funding also supports departmental leadership in areas such as regulatory modernization, energy conservation, environmental and safety impacts of transportation, aviation economic policy and international transportation issues. The program activities include contracts with other Federal agencies, educational institutions, non-profit research organizations, and private firms. This appropriation also finances the Interagency Infrastructure Permitting Improvement Center, including an online database Permitting Dashboard, to support permitting/environmental review reforms to improve interagency coordination and make the process for federal approval for major infrastructure projects more efficient.

Object Classification (in millions of dollars)

Identification code 069–0142–0–1–407	2015 actual	2016 est.	2017 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	3	4	5
12.1 Civilian personnel benefits	1	1	1
25.1 Advisory and assistance services	5	8	9
25.2 Other services from non-Federal sources		2	1
25.3 Other goods and services from Federal sources	1	1	1
99.0 Direct obligations	10	16	17
99.0 Reimbursable obligations	2	1	
99.9 Total new obligations	12	17	17

Employment Summary

Identification code 069–0142–0–1–407	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	24	36	39

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND

Program and Financing (in millions of dollars)

Identification code 069–5423–0–2–402	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Essential air service and rural airport improvement	101	104	119
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	40	58	57
1021 Recoveries of prior year unpaid obligations	9		
1050 Unobligated balance (total)	49	58	57
Budget authority:			
Appropriations, mandatory:			
1221 Appropriations transferred from other acct (069–5422)	103	111	104
1232 Appropriations and/or unobligated balance of appropriations temporarily reduced	–8	–8	
1260 Appropriations, mandatory (total)	95	103	104
Spending authority from offsetting collections, mandatory:			
1800 Collected	16		
1823 New and/or unobligated balance of spending authority from offsetting collections temporarily reduced	–1		
1850 Spending auth from offsetting collections, mand (total)	15		
1900 Budget authority (total)	110	103	104
1930 Total budgetary resources available	159	161	161
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	58	57	42
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	27	30	25
3010 Obligations incurred, unexpired accounts	101	104	119
3020 Outlays (gross)	–89	–109	–103
3040 Recoveries of prior year unpaid obligations, unexpired	–9		
3050 Unpaid obligations, end of year	30	25	41
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	27	30	25
3200 Obligated balance, end of year	30	25	41
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	110	103	104
Outlays, gross:			
4100 Outlays from new mandatory authority	36	62	62
4101 Outlays from mandatory balances	53	47	41
4110 Outlays, gross (total)	89	109	103
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4120 Federal sources	–16		
4180 Budget authority, net (total)	94	103	104
4190 Outlays, net (total)	73	109	103

The Federal Aviation Reauthorization Act of 1996 (P.L. 104–264) authorized the collection of user fees for services provided by the Federal Aviation Administration (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 (EAS) program and rural airport improvements. In addition, the FAA Modernization and Reauthorization Act (P.L. 112–95) requires that, in any fiscal year, overflight fees collected in excess of \$50 million will be available to carry out the EAS program.

Object Classification (in millions of dollars)

Identification code 069–5423–0–2–402	2015 actual	2016 est.	2017 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
41.0 Grants, subsidies, and contributions	100	102	117
99.0 Direct obligations	101	103	118
99.5 Adjustment for rounding		1	1
99.9 Total new obligations	101	104	119

Employment Summary

Identification code 069–5423–0–2–402	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	12	14	14

WORKING CAPITAL FUND

For necessary expenses for operating costs and capital outlays of the Working Capital Fund, not to exceed \$190,039,000 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 majority approval of the Working Capital Fund Steering Committee and approval of the Secretary: *Provided further*, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees. (Department of Transportation Appropriations Act, 2016.)

Program and Financing (in millions of dollars)

Identification code 069–4520–0–4–407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0801 DOT service center activities	170	190	190
0802 Non-DOT service center activities	211	363	364
0900 Total new obligations	381	553	554
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	59	76	76
1021 Recoveries of prior year unpaid obligations	19		
1050 Unobligated balance (total)	78	76	76
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	379	553	554
1930 Total budgetary resources available	457	629	630
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	76	76	76
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	56	53	39
3010 Obligations incurred, unexpired accounts	381	553	554
3020 Outlays (gross)	–365	–567	–569
3040 Recoveries of prior year unpaid obligations, unexpired	–19		
3050 Unpaid obligations, end of year	53	39	24
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–22	–22	–22
3090 Uncollected pymts, Fed sources, end of year	–22	–22	–22
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	34	31	17
3200 Obligated balance, end of year	31	17	2
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	379	553	554
Outlays, gross:			
4010 Outlays from new discretionary authority	332	547	548
4011 Outlays from discretionary balances	33	20	21
4020 Outlays, gross (total)	365	567	569
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–377	–551	–552
4033 Non-Federal sources	–2	–2	–2
4040 Offsets against gross budget authority and outlays (total)	–379	–553	–554
4080 Outlays, net (discretionary)	–14	14	15
4180 Budget authority, net (total)			
4190 Outlays, net (total)	–14	14	15

The Working Capital Fund finances common administrative services and other services that are centrally performed in the interest of economy and

efficiency. The fund is financed through agreements with the Department of Transportation operating administrations and other customers.

Object Classification (in millions of dollars)

Identification code 069–4520–0–4–407	2015 actual	2016 est.	2017 est.
Reimbursable obligations:			
Personnel compensation:			
11.1 Full-time permanent	21	25	26
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	22	26	27
12.1 Civilian personnel benefits	7	7	8
13.0 Benefits for former personnel	2	2	2
22.0 Transportation of things	1	1	1
23.1 Rental payments to GSA	8	8	8
23.3 Communications, utilities, and miscellaneous charges	7	13	9
25.2 Other services from non-Federal sources	69	34	43
25.3 Other goods and services from Federal sources	40	78	74
25.7 Operation and maintenance of equipment	11	13	10
26.0 Supplies and materials	205	362	363
31.0 Equipment	9	9	9
99.9 Total new obligations	381	553	554

Employment Summary

Identification code 069–4520–0–4–407	2015 actual	2016 est.	2017 est.
2001 Reimbursable civilian full-time equivalent employment	222	385	392

MINORITY BUSINESS RESOURCE CENTER PROGRAM

For the cost of guaranteed loans, [\$336,000] \$339,000, 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, [\$597,000] \$602,000. (Department of Transportation Appropriations Act, 2016.)

Program and Financing (in millions of dollars)

Identification code 069–0155–0–1–407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
Credit program obligations:			
0733 Guaranteed loan subsidy, admin expenses, and upward reestimates	1	1	1
0900 Total new obligations (object class 99.5)	1	1	1
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	1	1	1
1930 Total budgetary resources available	1	1	1
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	1	1	1
3020 Outlays (gross)	–1	–1	–1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1	1	1
Outlays, gross:			
4010 Outlays from new discretionary authority	1	1	1
4180 Budget authority, net (total)	1	1	1
4190 Outlays, net (total)	1	1	1

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

Identification code 069–0155–0–1–407	2015 actual	2016 est.	2017 est.
Guaranteed loan levels supportable by subsidy budget authority:			
215001 Minority Business Resource Center Loan Guarantees	1	13	14
Guaranteed loan subsidy (in percent):			
232001 Minority Business Resource Center Loan Guarantees	2.27	2.50	2.36

MINORITY BUSINESS RESOURCE CENTER PROGRAM—Continued

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program—Continued

Identification code 069–0155–0–1–407	2015 actual	2016 est.	2017 est.
232999 Weighted average subsidy rate	2.27	2.50	0.00
Administrative expense data:			
3510 Budget authority	1	1	1
3590 Outlays from new authority	1	1	1

This program 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 the subsidy costs for this program associated with guaranteed loans, as well as administrative expenses of this program.

Employment Summary

Identification code 069–0155–0–1–407	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	1		

MINORITY BUSINESS RESOURCE CENTER GUARANTEED LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 069–4082–0–3–407	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	1
1930 Total budgetary resources available	1	1	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1
4180 Budget authority, net (total)			
4190 Outlays, net (total)			

Status of Guaranteed Loans (in millions of dollars)

Identification code 069–4082–0–3–407	2015 actual	2016 est.	2017 est.
Position with respect to appropriations act limitation on commitments:			
2111 Guaranteed loan commitments from current-year authority	18	13	14
2142 Uncommitted loan guarantee limitation	–17		
2150 Total guaranteed loan commitments	1	13	14
2199 Guaranteed amount of guaranteed loan commitments	1	10	11
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	4	1	13
2231 Disbursements of new guaranteed loans	1	13	14
2251 Repayments and prepayments	–4	–1	–13
2290 Outstanding, end of year	1	13	14
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	1	10	14

Trust Funds

NATIONAL INFRASTRUCTURE INVESTMENTS (TRANSPORTATION TRUST FUND)

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year clean transportation plan authorization legislation, \$1,250,000,000, to be derived from the Transportation Trust Fund (Multimodal Account), to remain available until expended, for payment of obligations for the National Infrastructure Investments program authorized under title 23, United States Code, as amended by such authorization: Provided, That funds available for

the National Infrastructure Investments program authorized under title 23, United States Code, shall not exceed total obligations of \$1,250,000,000, to remain available for obligation until September 30, 2019: Provided further, That the Secretary may retain up to \$20,000,000 of the funds provided for this program, and may transfer portions of those funds to Administrators of the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration, and the Federal Maritime Administration, to fund the award and oversight of Grants and credit assistance made under the National Infrastructure Investments program.

NATIONAL INFRASTRUCTURE INVESTMENTS (TRANSPORTATION TRUST FUND)

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069–8372–4–7–401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 National Infrastructure Investment Grants			1,230
0900 Total new obligations (object class 41.0)			1,230
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			1,250
1137 Appropriations applied to liquidate contract authority			–1,250
Contract authority, mandatory:			
1600 Contract authority			1,250
1900 Budget authority (total)			1,250
1930 Total budgetary resources available			1,250
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			20
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			1,230
3050 Unpaid obligations, end of year			1,230
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			1,230
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			1,250
4180 Budget authority, net (total)			1,250
4190 Outlays, net (total)			
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)			1,250

The 2017 Budget presents the Office of the Secretary's clean transportation plan proposal and account structure, including the creation of a new National Infrastructure Investments account. The Administration proposes to fund this account from the Multimodal Account of the *Transportation Trust Fund*.

The 2017 Budget request includes \$1.25 billion for this account. For 2017, this account's program includes: funding for grant awards or credit assistance on a competitive basis for capital investments in surface transportation infrastructure that will have a significant impact on the Nation, a metropolitan area or a region.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of the multi-year clean transportation plan proposal. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

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, **[\$175,000,000]** \$150,000,000, to be derived from the Airport and Airway Trust Fund, to remain available until expended: Provided, That in determining between or among carriers

competing to provide service to a community, the Secretary may consider the relative subsidy requirements of the carriers: *Provided further*, That basic essential air service minimum requirements shall not include the 15-passenger capacity requirement under subsection 41732(b)(3) of title 49, United States Code: *Provided further*, That none of the funds in this Act or any other Act shall be used to enter into a new contract with a community located less than 40 miles from the nearest small hub airport before the Secretary has negotiated with the community over a local cost share: *Provided further*, That amounts authorized to be distributed for the essential air service program under subsection 41742(b) of title 49, United States Code, shall be made available immediately from amounts otherwise provided to the Administrator of the Federal Aviation Administration: *Provided further*, That the Administrator may reimburse such amounts from fees credited to the account established under section 45303 of title 49, United States Code. (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069–8304–0–7–402	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Payments to air carriers	166	171	171
0900 Total new obligations (object class 41.0)	166	171	171
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	12	17	21
1021 Recoveries of prior year unpaid obligations	16	.....	.....
1050 Unobligated balance (total)	28	17	21
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	155	175	150
1930 Total budgetary resources available	183	192	171
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	17	21	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	34	38	49
3010 Obligations incurred, unexpired accounts	166	171	171
3020 Outlays (gross)	–146	–160	–160
3040 Recoveries of prior year unpaid obligations, unexpired	–16	.....	.....
3050 Unpaid obligations, end of year	38	49	60
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	34	38	49
3200 Obligated balance, end of year	38	49	60
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	155	175	150
Outlays, gross:			
4010 Outlays from new discretionary authority	93	105	90
4011 Outlays from discretionary balances	53	55	70
4020 Outlays, gross (total)	146	160	160
4180 Budget authority, net (total)	155	175	150
4190 Outlays, net (total)	146	160	160

Through 1997, the Essential Air Service program was funded from the Airport and Airway Trust Fund. Starting in 1998, the Federal Aviation Administration reauthorization funded it as a mandatory program supported by overflight fees under the Essential Air Service and Rural Airport Improvement Fund. In addition to mandatory funding supported by overflight fees, direct appropriations from the Airport and Airway Trust Fund to Payments to Air Carriers have been enacted every year beginning in 2002 to meet the needs of the essential air service program. For 2017, \$150 million is requested from the Airport and Airway Trust Fund for Payments to Air Carriers.

ADMINISTRATIVE PROVISIONS

SEC. 101. None of the funds made available in this Act to the Department of Transportation [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] *shall be transferred to the Working Capital Fund without majority approval of the Working Capital Fund Steering Committee and approval of the Secretary.*

SEC. 102. Notwithstanding section 3324 of title 31, United States Code, in addition to authority provided by section 327 of title 49, United States Code, the Department's Working Capital Fund is hereby authorized to provide payments in advance to vendors that are necessary to carry out the Federal transit pass transportation fringe benefit program under Executive Order 13150 and section 3049 of Public Law 109–59: *Provided*, That the Department shall include adequate safeguards in the contract with the vendors to ensure timely and high-quality performance under the contract.

SEC. 103. The Secretary shall post on the Web site of the Department of Transportation a schedule of all meetings of the Credit Council, including the agenda for each meeting, and require the Credit Council to record the decisions and actions of each meeting.

SEC. 104. In addition to authority provided by section 327 of title 49, United States Code, the Department's Working Capital Fund is hereby authorized to provide partial or full payments in advance and accept subsequent reimbursements from all Federal agencies for transit benefit distribution services that are necessary to carry out the Federal transit pass transportation fringe benefit program under Executive Order No. 13150 and section 3049 of Public Law 109–59: *Provided*, That the Department shall maintain a reasonable operating reserve in the Working Capital Fund, to be expended in advance to provide uninterrupted transit benefits to Government employees, provided that such reserve will not exceed one month of benefits payable: *Provided further*, that such reserve may be used only for the purpose of providing for the continuation of transit benefits, provided that the Working Capital Fund will be fully reimbursed by each customer agency for the actual cost of the transit benefit. (*Department of Transportation Appropriations Act, 2016.*)

FEDERAL AVIATION ADMINISTRATION

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

[In millions of dollars]			
	2015 actual	2016 est.	2017 est.
Budget Authority:			
Operations	9,741	9,910	9,994
General Fund	[1,146]	[1,988]	[2,386]
Facilities and Equipment (Trust Fund)	2,600	2,855	2,838
Research, Engineering and Development (Trust Fund)	157	166	168
Grants-in-Aid for Airports (Trust Fund)	3,220	3,350	2,900
Aviation User Fees	16	0	0
Total net	15,734	16,281	15,900
Obligations:			
Operations	9,754	9,937	10,024
Facilities and Equipment (Trust Fund)	2,669	2,908	3,011
Research, Engineering and Development (Trust Fund)	163	177	168
Grants-in-Aid for Airports (Trust Fund)	3,514	3,350	2,900
Aviation Insurance Revolving Fund	7	2	1
Total net	16,107	16,374	16,104
Outlays:			
Operations	9,689	10,076	10,174
Facilities and Equipment (Trust Fund)	2,619	2,735	2,907
Research, Engineering and Development (Trust Fund)	156	177	185
Grants-in-Aid for Airports (Trust Fund)	3,140	3,415	3,366
Aviation User Fees	17	0	0
Aviation Insurance Revolving Fund	14	–28	–52
Administrative Services Franchise Fund	6	–16	3
Total net	15,641	16,359	16,583

Federal Funds

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

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

OPERATIONS—Continued

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 112–95, [\$9,909,724,000] \$9,994,352,000 of which [\$7,922,000,000] \$7,608,000,000 shall be derived from the Airport and Airway Trust Fund, of which not to exceed \$7,505,293,000 shall be available for air traffic organization activities; not to exceed \$1,258,411,000 shall be available for aviation safety activities; not to exceed \$17,800,000 shall be available for commercial space transportation activities; not to exceed \$760,500,000 shall be available for finance and management activities; not to exceed \$60,089,000 shall be available for NextGen and operations planning activities; not to exceed \$100,880,000 shall be available for security and hazardous materials safety; and not to exceed \$206,751,000 shall be available for staff offices: *Provided*, That not to exceed 2 percent of any budget activity, except for aviation safety budget activity, may be transferred to any budget activity under this heading: *Provided further*, That no transfer may increase or decrease any appropriation by more than 2 percent: *Provided further*, That any transfer in excess of 2 percent shall be treated as a re-programming of funds under section 405 of this Act and shall not be available for obligation or expenditure except in compliance with the procedures set forth in that section: *Provided further*, That not later than March 31 of each fiscal year hereafter, the Administrator of the Federal Aviation Administration shall transmit to Congress an annual update to the report submitted to Congress in December 2004 pursuant to section 221 of Public Law 108–176: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 for each day after March 31 that such report has not been submitted to the Congress: *Provided further*, That not later than March 31 of each fiscal year hereafter, the Administrator shall transmit to Congress a companion report that describes a comprehensive strategy for staffing, hiring, and training flight standards and aircraft certification staff in a format similar to the one utilized for the controller staffing plan, including stated attrition estimates and numerical hiring goals by fiscal year: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 per day for each day after March 31 that such report has not been submitted to Congress: *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 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, as offsetting collections, 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 \$154,400,000 shall be for the contract tower program, including the contract tower cost share program: *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 not later than 60 days after enactment of this Act, the Administrator shall review and update the agency's "Community Involvement Manual" related to new air traffic procedures, public outreach and community involvement: *Provided further*, That the Administrator shall complete and implement a plan which enhances community involvement techniques and proactively addresses concerns associated with performance based navigation projects: *Provided further*, That the Administrator shall transmit, in electronic format, the community involvement manual and plan to the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure, and the Senate Committee on Commerce, Science and Transportation not later than 180 days after enactment of this Act. (Department of Transportation Appropriations Act, 2016.)

Program and Financing (in millions of dollars)

Identification code 069–1301–0–1–402	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Air Traffic Organization (ATO)	7,400	7,522	7,555
0002 NextGen	60	60	60
0003 Finance & Management	755	761	774
0004 Regulation and certification	1,230	1,270	1,299
0005 Commercial space transportation	17	18	20
0006 Security & Hazardous Materials Safety	99	99	107
0007 Staff offices	292	207	209

0100	Direct Program Activities Subtotal	9,754	9,937	10,024
0799	Total direct obligations	9,754	9,937	10,024
0801	Operations (Reimbursable)	146	191	191
0900	Total new obligations	9,900	10,128	10,215
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	43	43	45
1021	Recoveries of prior year unpaid obligations	5	.....	.....
1050	Unobligated balance (total)	48	43	45
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	1,146	1,988	2,386
Spending authority from offsetting collections, discretionary:				
1700	Collected	8,695	8,142	7,828
1701	Change in uncollected payments, Federal sources	65	.....	.....
1750	Spending auth from offsetting collections, disc (total)	8,760	8,142	7,828
1900	Budget authority (total)	9,906	10,130	10,214
1930	Total budgetary resources available	9,954	10,173	10,259
Memorandum (non-add) entries:				
1940	Unobligated balance expiring	–11	.....	.....
1941	Unexpired unobligated balance, end of year	43	45	44
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	1,529	1,503	1,335
3010	Obligations incurred, unexpired accounts	9,900	10,128	10,215
3011	Obligations incurred, expired accounts	58	.....	.....
3020	Outlays (gross)	–9,901	–10,296	–10,394
3040	Recoveries of prior year unpaid obligations, unexpired	–5	.....	.....
3041	Recoveries of prior year unpaid obligations, expired	–78	.....	.....
3050	Unpaid obligations, end of year	1,503	1,335	1,156
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	–162	–125	–125
3070	Change in uncollected pymts, Fed sources, unexpired	–65	.....	.....
3071	Change in uncollected pymts, Fed sources, expired	102	.....	.....
3090	Uncollected pymts, Fed sources, end of year	–125	–125	–125
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	1,367	1,378	1,210
3200	Obligated balance, end of year	1,378	1,210	1,031
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	9,906	10,130	10,214
Outlays, gross:				
4010	Outlays from new discretionary authority	8,590	8,940	9,015
4011	Outlays from discretionary balances	1,311	1,356	1,379
4020	Outlays, gross (total)	9,901	10,296	10,394
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	–8,769	–8,097	–7,783
4033	Non-Federal sources	–33	–45	–45
4034	Offsetting governmental collections	–5	.....	.....
4040	Offsets against gross budget authority and outlays (total)	–8,807	–8,142	–7,828
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	–65	.....	.....
4052	Offsetting collections credited to expired accounts	112	.....	.....
4060	Additional offsets against budget authority only (total)	47	.....	.....
4070	Budget authority, net (discretionary)	1,146	1,988	2,386
4080	Outlays, net (discretionary)	1,094	2,154	2,566
4180	Budget authority, net (total)	1,146	1,988	2,386
4190	Outlays, net (total)	1,094	2,154	2,566
Memorandum (non-add) entries:				
5093	Expired unavailable balance, SOY: Offsetting collections	1	1	1
5095	Expired unavailable balance, EOY: Offsetting collections	1	1	1

For 2017, the Budget requests \$9,994 million for Federal Aviation Administration (FAA) operations. These funds will be used to continue to promote aviation safety and efficiency. The Budget provides funding for the Air Traffic Organization (ATO) which is responsible for managing 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. The Budget also funds the Aviation Safety Organization which ensures the safe operation of the airlines and certifies new aviation products. In addition, the request also funds regulation of the commercial space

transportation industry, as well as FAA policy oversight and overall management functions.

Object Classification (in millions of dollars)

Identification code 069–1301–0–1–402	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	4,511	4,628	4,677
11.3 Other than full-time permanent	29	30	31
11.5 Other personnel compensation	409	376	376
11.9 Total personnel compensation	4,949	5,034	5,084
12.1 Civilian personnel benefits	1,891	1,940	1,960
13.0 Benefits for former personnel	2	1	1
21.0 Travel and transportation of persons	155	155	157
22.0 Transportation of things	23	24	24
23.1 Rental payments to GSA	119	127	138
23.2 Rental payments to others	57	64	64
23.3 Communications, utilities, and miscellaneous charges	284	301	303
24.0 Printing and reproduction	7	6	6
25.1 Advisory and assistance services	571	664	643
25.2 Other services from non-Federal sources	1,501	1,434	1,458
26.0 Supplies and materials	131	123	125
31.0 Equipment	59	57	54
32.0 Land and structures	1	2	2
41.0 Grants, subsidies, and contributions	1	2	2
42.0 Insurance claims and indemnities	3	3	3
99.0 Direct obligations	9,754	9,937	10,024
99.0 Reimbursable obligations	146	191	191
99.9 Total new obligations	9,900	10,128	10,215

Employment Summary

Identification code 069–1301–0–1–402	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	39,923	40,383	40,530
2001 Reimbursable civilian full-time equivalent employment	230	222	222

FACILITIES AND EQUIPMENT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 069–1304–0–1–402	2015 actual	2016 est.	2017 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	1	1
3050 Unpaid obligations, end of year	1	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1	1	1
3200 Obligated balance, end of year	1	1	1
4180 Budget authority, net (total)			
4190 Outlays, net (total)			

The American Recovery and Reinvestment Act of 2009 provided \$200 million to Federal Aviation Administration's (FAA) Facilities & Equipment account, which finances major capital investments related to modernizing and improving air traffic control and airway facilities, equipment, and systems. Funds were appropriated from the General Fund of the U.S. Treasury and available for obligation through 2010. The funding is being used to upgrade, modernize, and improve FAA power systems, air route traffic control centers, air traffic control towers, terminal radar approach control facilities, and navigation and landing equipment.

AVIATION USER FEES

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069–5422–0–2–402	2015 actual	2016 est.	2017 est.
0100 Balance, start of year	20	8	16
0198 Rounding adjustment	–1		
0199 Balance, start of year	19	8	16

Receipts:

Current law:			
1110 Aviation User Fees, Overflight Fees	100	111	104
2000 Total: Balances and receipts	119	119	120
Appropriations:			
Current law:			
2101 Aviation User Fees	–119	–111	–104
2132 Essential Air Service and Rural Airport Improvement Fund	8	8	
2199 Total current law appropriations	–111	–103	–104
2999 Total appropriations	–111	–103	–104
5099 Balance, end of year	8	16	16

Program and Financing (in millions of dollars)

Identification code 069–5422–0–2–402	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Other Collections	16		
0100 Direct program activities, subtotal	16		
0900 Total new obligations (object class 25.2)	16		
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2	2	2
1050 Unobligated balance (total)	2	2	2
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	119	111	104
1220 Appropriations transferred to other accts (069–5423)	–103	–111	–104
1260 Appropriations, mandatory (total)	16		
1900 Budget authority (total)	16		
1930 Total budgetary resources available	18	2	2
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	2	2	2

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1		
3010 Obligations incurred, unexpired accounts	16		
3020 Outlays (gross)	–17		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1		

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross	16		
Outlays, gross:			
4100 Outlays from new mandatory authority	16		
4101 Outlays from mandatory balances	1		
4110 Outlays, gross (total)	17		
4180 Budget authority, net (total)	16		
4190 Outlays, net (total)	17		

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 Federal Aviation Administration to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Budget estimates that \$104 million in overflight fees will be collected in 2017.

AVIATION INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 069–4120–0–3–402	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0801 Program Administration	1	1	1
0802 Insurance Claims	1		
0803 Refunds	5	1	
0900 Total new obligations	7	2	1

AVIATION INSURANCE REVOLVING FUND—Continued

Program and Financing—Continued

Identification code 069-4120-0-3-402	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2,145	2,132	2,159
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	-6	29	53
1930 Total budgetary resources available	2,139	2,161	2,212
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	2,132	2,159	2,211
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2	1	2
3010 Obligations incurred, unexpired accounts	7	2	1
3020 Outlays (gross)	-8	-1	-1
3050 Unpaid obligations, end of year	1	2	2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2	1	2
3200 Obligated balance, end of year	1	2	2
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	-6	29	53
Outlays, gross:			
4100 Outlays from new mandatory authority		1	1
4101 Outlays from mandatory balances	8		
4110 Outlays, gross (total)	8	1	1
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4121 Interest on Federal securities	10	-29	-53
4123 Non-Federal sources	-4		
4130 Offsets against gross budget authority and outlays (total)	6	-29	-53
4170 Outlays, net (mandatory)	14	-28	-52
4180 Budget authority, net (total)			
4190 Outlays, net (total)	14	-28	-52
Memorandum (non-add) entries:			
5000 Total investments, SOY: Federal securities: Par value	2,137	2,126	2,140
5001 Total investments, EOY: Federal securities: Par value	2,126	2,140	2,192

The fund provides direct support for the aviation insurance program (chapter 443 of title 49, U.S. Code). In December 2014, Congress sunset part of the aviation insurance program. Specifically, Congress returned U.S. air carriers to the commercial aviation market for all of their war risk insurance coverage by ending the FAA's authority to provide war risk insurance for a premium. Pursuant to 49 U.S.C. 44305, the FAA may provide insurance without premium at the request of the Secretary of Defense or the head of a department, agency, or instrumentality designated by the President when the Secretary of Defense or the designated head agrees to indemnify the Secretary of Transportation against all losses covered by the insurance. The "non-premium" aviation insurance program is authorized through December 31, 2018.

Object Classification (in millions of dollars)

Identification code 069-4120-0-3-402	2015 actual	2016 est.	2017 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
42.0 Projected Insurance claims and indemnities	1		
44.0 Refunds	5	1	
99.9 Total new obligations	7	2	1

Employment Summary

Identification code 069-4120-0-3-402	2015 actual	2016 est.	2017 est.
2001 Reimbursable civilian full-time equivalent employment	4	4	4

ADMINISTRATIVE SERVICES FRANCHISE FUND

Program and Financing (in millions of dollars)

Identification code 069-4562-0-4-402	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0801 Accounting Services	71	49	50
0804 Information Services	112	124	125
0806 Multi Media	3	4	4
0807 FLLI (formerly CMEL/Training)	8	10	10
0808 International Training	3	4	4
0810 Logistics	215	198	200
0811 Aircraft Maintenance	72	65	64
0812 Acquisition	8	7	7
0900 Total new obligations	492	461	464
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	186	185	203
1021 Recoveries of prior year unpaid obligations	40		
1050 Unobligated balance (total)	226	185	203
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	449	479	478
1701 Change in uncollected payments, Federal sources	2		
1750 Spending auth from offsetting collections, disc (total)	451	479	478
1930 Total budgetary resources available	677	664	681
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	185	203	217
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	176	173	171
3010 Obligations incurred, unexpired accounts	492	461	464
3020 Outlays (gross)	-455	-463	-481
3040 Recoveries of prior year unpaid obligations, unexpired	-40		
3050 Unpaid obligations, end of year	173	171	154
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	2		
3070 Change in uncollected pymts, Fed sources, unexpired	-2		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	178	173	171
3200 Obligated balance, end of year	173	171	154
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	451	479	478
Outlays, gross:			
4010 Outlays from new discretionary authority	338	326	325
4011 Outlays from discretionary balances	117	137	156
4020 Outlays, gross (total)	455	463	481
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-448	-479	-478
4033 Non-Federal sources	-1		
4040 Offsets against gross budget authority and outlays (total)	-449	-479	-478
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-2		
4080 Outlays, net (discretionary)	6	-16	3
4180 Budget authority, net (total)			
4190 Outlays, net (total)	6	-16	3

In 1997, the Federal Aviation Administration (FAA) established a franchise fund to finance operations where the costs for goods and services provided are charged to the users on a fee-for-service 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, travel, duplicating services, multi-media services, information technology, material management (logistics), and aircraft maintenance.

Object Classification (in millions of dollars)

Identification code 069-4562-0-4-402	2015 actual	2016 est.	2017 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	127	139	142
12.1 Civilian personnel benefits	43	50	50

21.0	Travel and transportation of persons	5	6	6
22.0	Transportation of things	6	5	5
23.3	Communications, utilities, and miscellaneous charges	13	12	12
25.2	Other services from non-Federal sources	216	154	155
26.0	Supplies and materials	74	87	86
31.0	Equipment	7	7	7
42.0	Insurance claims and indemnities	1	1	1
99.9	Total new obligations	492	461	464

Employment Summary

Identification code 069-4562-0-4-402	2015 actual	2016 est.	2017 est.
2001 Reimbursable civilian full-time equivalent employment	1,645	1,823	1,822

Trust Funds**AIRPORT AND AIRWAY TRUST FUND****Program and Financing** (in millions of dollars)

Identification code 069-8103-0-7-402	2015 actual	2016 est.	2017 est.
4180 Budget authority, net (total)			
4190 Outlays, net (total)			
Memorandum (non-add) entries:			
5000 Total investments, SOY: Federal securities: Par value	12,759	12,716	11,444
5001 Total investments, EOY: Federal securities: Par value	12,716	11,444	10,299

Section 9502 of Title 26, U.S. Code, provides for amounts equivalent to the funds received in the U.S. 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, Federal Aviation Administration 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:

Status of Funds (in millions of dollars)

Identification code 069-8103-0-7-402	2015 actual	2016 est.	2017 est.
Unexpended balance, start of year:			
0100 Balance, start of year	14,187	14,071	14,277
0999 Total balance, start of year	14,187	14,071	14,277
Cash income during the year:			
Current law:			
Receipts:			
1110 Excise Taxes, Airport and Airway Trust Fund	14,268	14,351	15,063
1130 Grants-in-aid for Airports (Airport and Airway Trust Fund)	1	1	1
1130 Facilities and Equipment (Airport and Airway Trust Fund)	34	36	36
1150 Interest, Airport and Airway Trust Fund			
1150 Interest, Airport and Airway Trust Fund	274	264	303
1160 Facilities and Equipment (Airport and Airway Trust Fund)	28	16	16
1160 Research, Engineering and Development (Airport and Airway Trust Fund)	3	3	3
1199 Income under present law	14,608	14,671	15,422
1999 Total cash income	14,608	14,671	15,422
Cash outgo during year:			
Current law:			
2100 Payments to Air Carriers [021-04-8304-0]	-146	-160	-160
2100 Trust Fund Share of FAA Activities (Airport and Airway Trust Fund) [021-12-8104-0]	-8,595	-7,922	-7,608
2100 Grants-in-aid for Airports (Airport and Airway Trust Fund) [021-12-8106-0]	-3,141	-3,416	-3,367
2100 Facilities and Equipment (Airport and Airway Trust Fund) [021-12-8107-0]	-2,681	-2,787	-2,959
2100 Research, Engineering and Development (Airport and Airway Trust Fund) [021-12-8108-0]	-159	-180	-188
2199 Outgo under current law	-14,722	-14,465	-14,282
2999 Total cash outgo (-)	-14,722	-14,465	-14,282

Surplus or deficit:			
3110 Excluding interest	-388	-58	837
3120 Interest	274	264	303
3199 Subtotal, surplus or deficit	-114	206	1,140
3298 Rounding adjustment	-2		
3299 Total adjustments	-2		
Unexpended balance, end of year:			
4100 Uninvested balance (net), end of year	1,355	2,833	5,118
4200 Airport and Airway Trust Fund	12,716	11,444	10,299
4999 Total balance, end of year	14,071	14,277	15,417

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

[(INCLUDING TRANSFER OF FUNDS)]

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, [\$3,600,000,000] \$3,500,000,000, 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 [\$3,350,000,000] \$2,900,000,000 in fiscal year [2016] 2017, 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 section 47109(a) of title 49, United States Code, the Government's share of allowable project costs under paragraph (2) for subgrants or paragraph (3) of that section shall be 95 percent for a project at other than a large or medium hub airport that is a successive phase of a multi-phased construction project for which the project sponsor received a grant in fiscal year 2011 for the construction project: *Provided further*, That notwithstanding any other provision of law, of funds limited under this heading, not more than [\$107,100,000] \$107,691,000 shall be obligated for administration, not less than \$15,000,000 shall be available for the Airport Cooperative Research Program, and not less than [\$31,000,000] \$31,375,000 shall be available for Airport Technology Research, and \$5,000,000, to remain available until expended, shall be available and transferred to "Office of the Secretary, Salaries and Expenses" to carry out the Small Community Air Service Development Program: *Provided further*, That in addition to airports eligible under section 41743 of title 49, such program may include the participation of an airport that serves a community or consortium that is not larger than a small hub airport, according to FAA hub classifications effective at the time the Office of the Secretary issues a request for proposals. (Department of Transportation Appropriations Act, 2016.)

Program and Financing (in millions of dollars)

Identification code 069-8106-0-7-402	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Grants-in-aid for airports	3,355	3,192	2,746
0002 Personnel and related expenses	107	107	108
0003 Airport technology research	30	31	31
0005 Small community air service	7	5	
0006 Airport Cooperative Research	15	15	15
0100 Total direct program	3,514	3,350	2,900
0799 Total direct obligations	3,514	3,350	2,900
0801 Grants-in-aid for Airports (Airport and Airway Trust Fund) (Reimbursable)		1	1
0900 Total new obligations	3,514	3,351	2,901

GRANTS-IN-AID FOR AIRPORTS (AIRPORT AND AIRWAY TRUST FUND)—Continued
Program and Financing—Continued

Identification code 069-8106-0-7-402	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	144	16	16
1001 Discretionary unobligated balance brought fwd, Oct 1	144	1	.....
1021 Recoveries of prior year unpaid obligations	165	.....	.....
1050 Unobligated balance (total)	309	16	16
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	3,200	3,600	3,500
1137 Appropriations applied to liquidate contract authority	-3,200	-3,600	-3,500
Contract authority, mandatory:			
1600 Contract authority (Reauthorization)	3,350	3,350	3,350
1600 Contract authority (49 USC 48112)	130	.....	.....
1620 Contract authority and/or unobligated balance of contract authority permanently reduced	-260	.....	.....
1640 Contract authority, mandatory (total)	3,220	3,350	3,350
Spending authority from offsetting collections, discretionary:			
1700 Collected	1	1	1
1900 Budget authority (total)	3,221	3,351	3,351
1930 Total budgetary resources available	3,530	3,367	3,367
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	16	16	466
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	5,210	5,418	5,353
3010 Obligations incurred, unexpired accounts	3,514	3,351	2,901
3020 Outlays (gross)	-3,141	-3,416	-3,367
3040 Recoveries of prior year unpaid obligations, unexpired	-165	.....	.....
3050 Unpaid obligations, end of year	5,418	5,353	4,887
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	5,210	5,418	5,353
3200 Obligated balance, end of year	5,418	5,353	4,887
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1	1	1
Outlays, gross:			
4010 Outlays from new discretionary authority	316	446	397
4011 Outlays from discretionary balances	2,825	2,970	2,970
4020 Outlays, gross (total)	3,141	3,416	3,367
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources	-1	-1	-1
Mandatory:			
4090 Budget authority, gross	3,220	3,350	3,350
4180 Budget authority, net (total)	3,220	3,350	3,350
4190 Outlays, net (total)	3,140	3,415	3,366
Memorandum (non-add) entries:			
5052 Obligated balance, SOY: Contract authority	3,744	3,764	3,514
5053 Obligated balance, EOY: Contract authority	3,764	3,514	3,364
5061 Limitation on obligations (Transportation Trust Funds)	3,513	3,350	2,900

Summary of Budget Authority and Outlays (in millions of dollars)

	2015 actual	2016 est.	2017 est.
Enacted/requested:			
Budget Authority	3,220	3,350	3,350
Outlays	3,140	3,415	3,366
Legislative proposal, not subject to PAYGO:			
Budget Authority .....	.....	.....	-450
Total:			
Budget Authority	3,220	3,350	2,900
Outlays	3,140	3,415	3,366

Subchapter I of chapter 471, title 49, U.S. Code 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. The 2017 budget request proposes to lower funding for the airport grants program to \$2.9 billion, offset in part by eliminating passenger and cargo entitlement funding for large hub airports. To assist those airports that need the most

help, the Administration proposes to focus Federal grants to support smaller commercial and general aviation airports that do not have access to additional revenue or other outside sources of capital. The Budget also proposes to allow all commercial service airports to increase the non-Federal Passenger Facility Charge, thereby giving airports greater flexibility to generate their own revenue. The combination of these changes to the AIP and PFC programs will allow airports to effectively transition to a reduced AIP level without hindering their ability to meet existing capital needs of the national airport system.

Object Classification (in millions of dollars)

Identification code 069-8106-0-7-402	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	65	67	68
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	67	69	70
12.1 Civilian personnel benefits	21	21	21
21.0 Travel and transportation of persons	2	3	3
23.2 Rental payments to others	1	1	1
25.1 Advisory and assistance services	27	25	26
25.2 Other services from non-Federal sources	2	9	10
25.3 Other goods and services from Federal sources	22	12	12
25.4 Operation and maintenance of facilities	1	1	1
25.7 Operation and maintenance of equipment	4	5	8
26.0 Supplies and materials	1	1	1
31.0 Equipment	3	1	1
32.0 Land and structures .....	.....	1	1
41.0 Grants, subsidies, and contributions	3,358	3,196	2,745
94.0 Financial transfers	6	5	.....
99.0 Direct obligations	3,514	3,350	2,900
99.0 Reimbursable obligations .....	.....	1	1
99.9 Total new obligations	3,514	3,351	2,901

Employment Summary

Identification code 069-8106-0-7-402	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	579	609	610
2001 Reimbursable civilian full-time equivalent employment .....	.....	1	2

GRANTS-IN-AID FOR AIRPORTS (AIRPORT AND AIRWAY TRUST FUND)

(Legislative proposal, not subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-8106-2-7-402	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Budget authority:			
Contract authority, mandatory:			
1600 Contract authority (Reauthorization)			-450
1900 Budget authority (total)			-450
1930 Total budgetary resources available			-450
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-450
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			-450
4180 Budget authority, net (total)			-450
4190 Outlays, net (total)			
Memorandum (non-add) entries:			
5053 Obligated balance, EOY: Contract authority			-450

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 national airspace systems 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, including aircraft for aviation regulation and certification; to be derived from the Airport and Airway Trust Fund, **[\$2,855,000,000]** \$2,838,000,000, of which **[\$470,049,000]** \$639,300,000 shall remain available until September 30, **[2016]** 2017, and **[\$2,384,951,000]** \$2,198,700,000 shall remain available until September 30, **[2018]** 2019: *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, improvement, and modernization of national airspace systems: *Provided further*, That no later than March 31, the Secretary of Transportation shall transmit to the Congress an investment plan for the Federal Aviation Administration which includes funding for each budget line item for fiscal years **[2017]** 2018 through **[2021]** 2022, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 per day for each day after March 31 that such report has not been submitted to Congress]. (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069-8107-0-7-402	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Engineering, development, test and evaluation	271	206	133
0002 Procurement and modernization of air traffic control (ATC) facilities and equipment	1,537	1,831	1,768
0003 Procurement and modernization of non-ATC facilities and equipment	176	175	221
0004 Mission support	223	226	250
0005 Personnel and related expenses	459	470	489
0006 Hurricane Sandy	3		
0007 ADS-B Subscription and WAAS GEOs			150
0100 Subtotal, direct program	2,669	2,908	3,011
0799 Total direct obligations	2,669	2,908	3,011
0801 Facilities and Equipment (Airport and Airway Trust Fund) (Reimbursable)	84	89	90
0900 Total new obligations	2,753	2,997	3,101
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1,255	1,235	1,145
1021 Recoveries of prior year unpaid obligations	57		
1050 Unobligated balance (total)	1,312	1,235	1,145
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	2,600	2,855	2,838
Spending authority from offsetting collections, discretionary:			
1700 Collected	51	52	52
1701 Change in uncollected payments, Federal sources	30		
1750 Spending auth from offsetting collections, disc (total)	81	52	52
1900 Budget authority (total)	2,681	2,907	2,890
1930 Total budgetary resources available	3,993	4,142	4,035
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-5		
1941 Unexpired unobligated balance, end of year	1,235	1,145	934
Special and non-revolving trust funds:			
1950 Other balances withdrawn and returned to unappropriated receipts	21		
1951 Unobligated balance expiring	5		
1952 Expired unobligated balance, start of year	67	57	78
1953 Expired unobligated balance, end of year	52	78	78
1954 Unobligated balance canceling	21		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1,534	1,528	1,738
3010 Obligations incurred, unexpired accounts	2,753	2,997	3,101
3011 Obligations incurred, expired accounts	5		
3020 Outlays (gross)	-2,681	-2,787	-2,959
3040 Recoveries of prior year unpaid obligations, unexpired	-57		
3041 Recoveries of prior year unpaid obligations, expired	-26		
3050 Unpaid obligations, end of year	1,528	1,738	1,880

Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-59	-63	-63
3070 Change in uncollected pymts, Fed sources, unexpired	-30		
3071 Change in uncollected pymts, Fed sources, expired	26		
3090 Uncollected pymts, Fed sources, end of year	-63	-63	-63
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1,475	1,465	1,675
3200 Obligated balance, end of year	1,465	1,675	1,817
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	2,681	2,907	2,890
Outlays, gross:			
4010 Outlays from new discretionary authority	1,054	1,229	1,318
4011 Outlays from discretionary balances	1,627	1,558	1,641
4020 Outlays, gross (total)	2,681	2,787	2,959
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-28	-16	-16
4033 Non-Federal sources	-34	-36	-36
4040 Offsets against gross budget authority and outlays (total)	-62	-52	-52
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-30		
4052 Offsetting collections credited to expired accounts	11		
4060 Additional offsets against budget authority only (total)	-19		
4070 Budget authority, net (discretionary)	2,600	2,855	2,838
4080 Outlays, net (discretionary)	2,619	2,735	2,907
4180 Budget authority, net (total)	2,600	2,855	2,838
4190 Outlays, net (total)	2,619	2,735	2,907

Funding in this account provides for the deployment of communications, navigation, surveillance, and related capabilities within the National Airspace System (NAS). This includes funding for several activities of the Next Generation Air Transportation System, a joint effort between the Department of Transportation, the National Aeronautics and Space Administration, and the Departments of Defense, Homeland Security, and Commerce to improve the safety, capacity, security, and environmental performance of the NAS. The funding request supports the Federal Aviation Administration's comprehensive plan for modernizing, maintaining, and improving air traffic control and airway facilities services.

Object Classification (in millions of dollars)

Identification code 069-8107-0-7-402	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	300	307	313
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	9	8	8
11.9 Total personnel compensation	310	316	322
12.1 Civilian personnel benefits	92	97	99
21.0 Travel and transportation of persons	42	42	48
22.0 Transportation of things	2	3	3
23.2 Rental payments to others	38	50	50
23.3 Communications, utilities, and miscellaneous charges	41	51	62
25.1 Advisory and assistance services	1,552	1,610	1,699
25.2 Other services from non-Federal sources	86	130	133
25.3 Other goods and services from Federal sources	33	40	30
25.4 Operation and maintenance of facilities	76	93	95
25.5 Research and development contracts	1	2	
25.7 Operation and maintenance of equipment	63	84	80
25.8 Subsistence and support of persons	1	2	1
26.0 Supplies and materials	31	47	50
31.0 Equipment	174	190	236
32.0 Land and structures	122	144	100
41.0 Grants, subsidies, and contributions	2	5	3
43.0 Interest and dividends	3	2	
99.0 Direct obligations	2,669	2,908	3,011
99.0 Reimbursable obligations	84	89	90
99.9 Total new obligations	2,753	2,997	3,101

Employment Summary

Identification code 069-8107-0-7-402	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	2,619	2,629	2,655

FACILITIES AND EQUIPMENT—Continued
Employment Summary—Continued

Identification code 069–8107–0–7–402	2015 actual	2016 est.	2017 est.
2001 Reimbursable civilian full-time equivalent employment	68	68	68

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, **[\$166,000,000]** *\$167,500,000*, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, **[2018]** *2019*: *Provided*, That there may be credited to this appropriation as offsetting collections, funds received from States, counties, municipalities, other public authorities, and private sources, which shall be available for expenses incurred for research, engineering, and development. (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069–8108–0–7–402	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0011 Improve aviation safety	92	101	99
0012 Economic Competitiveness	20	35	25
0013 Reduce environmental impact of aviation	39	36	38
0014 Improve the efficiency of mission support	12	5	6
0100 Subtotal, direct program	163	177	168
0799 Total direct obligations	163	177	168
0801 Research, Engineering and Development (Airport and Airway Trust (Reimbursable))	3	3	3
0900 Total new obligations	166	180	171
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	67	61	50
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	68	61	50
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	157	166	168
Spending authority from offsetting collections, discretionary:			
1700 Collected	2	3	3
1701 Change in uncollected payments, Federal sources	1		
1750 Spending auth from offsetting collections, disc (total)	3	3	3
1900 Budget authority (total)	160	169	171
1930 Total budgetary resources available	228	230	221
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	–1		
1941 Unexpired unobligated balance, end of year	61	50	50
Special and non-revolving trust funds:			
1951 Unobligated balance expiring	1		
1952 Expired unobligated balance, start of year	5	5	
1953 Expired unobligated balance, end of year	4		
1954 Unobligated balance canceling	1		

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	135	141	141
3010 Obligations incurred, unexpired accounts	166	180	171
3020 Outlays (gross)	–159	–180	–188
3040 Recoveries of prior year unpaid obligations, unexpired	–1		
3050 Unpaid obligations, end of year	141	141	124
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–4	–4	–4
3070 Change in uncollected pymts, Fed sources, unexpired	–1		
3071 Change in uncollected pymts, Fed sources, expired	1		
3090 Uncollected pymts, Fed sources, end of year	–4	–4	–4
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	131	137	137
3200 Obligated balance, end of year	137	137	120

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	160	169	171
Outlays, gross:			
4010 Outlays from new discretionary authority	47	76	77
4011 Outlays from discretionary balances	112	104	111
4020 Outlays, gross (total)	159	180	188
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–3	–3	–3
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	–1		
4052 Offsetting collections credited to expired accounts	1		
4070 Budget authority, net (discretionary)	157	166	168
4080 Outlays, net (discretionary)	156	177	185
4180 Budget authority, net (total)	157	166	168
4190 Outlays, net (total)	156	177	185

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. The proposed funding is allocated to the following performance goal areas of the Federal Aviation Administration: improve safety, economic competitiveness, and environmental performance of the National Airspace System. The request includes funding for several research and development activities of the Next Generation Air Transportation System (NextGen), as well as activities related to unmanned aircraft systems.

Object Classification (in millions of dollars)

Identification code 069–8108–0–7–402	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	26	29	30
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	27	30	31
12.1 Civilian personnel benefits	8	9	9
21.0 Travel and transportation of persons	1	2	2
25.1 Advisory and assistance services	23	25	23
25.2 Other services from non-Federal sources	53	57	52
25.3 Other goods and services from Federal sources	2	2	2
25.4 Operation and maintenance of facilities	2	2	2
25.5 Research and development contracts	17	19	18
25.7 Operation and maintenance of equipment	1	1	1
26.0 Supplies and materials	2	2	2
31.0 Equipment	2	2	2
41.0 Grants, subsidies, and contributions	25	26	24
99.0 Direct obligations	163	177	168
99.0 Reimbursable obligations	3	3	3
99.9 Total new obligations	166	180	171

Employment Summary

Identification code 069–8108–0–7–402	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	234	249	249

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

Program and Financing (in millions of dollars)

Identification code 069–8104–0–7–402	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Payment to Operations	8,595	7,922	7,608
0900 Total new obligations (object class 94.0)	8,595	7,922	7,608
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	8,595	7,922	7,608
1930 Total budgetary resources available	8,595	7,922	7,608

Change in obligated balance:				
Unpaid obligations:				
3010	Obligations incurred, unexpired accounts	8,595	7,922	7,608
3020	Outlays (gross)	-8,595	-7,922	-7,608
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	8,595	7,922	7,608
Outlays, gross:				
4010	Outlays from new discretionary authority	8,595	7,922	7,608
4180	Budget authority, net (total)	8,595	7,922	7,608
4190	Outlays, net (total)	8,595	7,922	7,608

For 2017, the Budget proposes \$9,994 million for Federal Aviation Administration Operations, of which \$7,608 million would be provided from the Airport and Airway Trust Fund.

ADMINISTRATIVE PROVISIONS

SEC. 110. None of the funds in this Act may be used to compensate in excess of 600 technical staff-years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 2016. **■**

SEC. 111. 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. 112. *110.* The Administrator of the Federal Aviation Administration **may** *shall* reimburse amounts made available to satisfy 49 U.S.C. 41742(a)(1) from fees credited under 49 U.S.C. 45303 and any amount remaining in such account at the close of that fiscal year may be made available to satisfy section 41742(a)(1) for the subsequent fiscal year.

SEC. 113. *111.* Amounts collected under section 40113(e) of title 49, United States Code, shall be credited to the appropriation current at the time of collection, to be merged with and available for the same purposes of such appropriation.

SEC. 114. *112.* None of the funds in this Act shall be available for paying premium pay under subsection 5546(a) of title 5, United States Code, to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay.

SEC. 115. *113.* 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.

SEC. 116. The Secretary shall apportion to the sponsor of an airport that received scheduled or unscheduled air service from a large certified air carrier (as defined in part 241 of title 14 Code of Federal Regulations, or such other regulations as may be issued by the Secretary under the authority of section 41709) an amount equal to the minimum apportionment specified in 49 U.S.C. 47114(c), if the Secretary determines that airport had more than 10,000 passenger boardings in the preceding calendar year, based on data submitted to the Secretary under part 241 of title 14, Code of Federal Regulations. **■**

SEC. 117. *114.* None of the funds in this Act may be obligated or expended for retention bonuses for an employee of the Federal Aviation Administration without the prior written approval of the Assistant Secretary for Administration of the Department of Transportation.

SEC. 118. Notwithstanding any other provision of law, none of the funds made available under this Act or any prior Act may be used to implement or to continue to implement any limitation on the ability of any owner or operator of a private aircraft to obtain, upon a request to the Administrator of the Federal Aviation Administration, a blocking of that owner's or operator's aircraft registration number from any display of the Federal Aviation Administration's Aircraft Situational Display to Industry data that is made available to the public, except data made available to a Government agency, for the noncommercial flights of that owner or operator. **■**

SEC. 119. None of the funds in this Act shall be available for salaries and expenses of more than nine political and Presidential appointees in the Federal Aviation Administration. **■**

SEC. 119A. None of the funds made available under this Act may be used to increase fees pursuant to section 44721 of title 49, United States Code, until the FAA provides to the House and Senate Committees on Appropriations a report that justifies

all fees related to aeronautical navigation products and explains how such fees are consistent with Executive Order 13642. **■**

SEC. 119B. None of the funds in this Act may be used to close a regional operations center of the Federal Aviation Administration or reduce its services unless the Administrator notifies the House and Senate Committees on Appropriations not less than 90 full business days in advance. **■**

SEC. 119C. 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. **■** (*Department of Transportation Appropriations Act, 2016.*)

FEDERAL HIGHWAY ADMINISTRATION

The Fixing America's Surface Transportation (FAST) Act (Public Law 114-94), signed into law by President Obama on December 4, 2015, provides five years of stable funding that will create jobs, strengthen our transportation system, grow our economy, and allow States to initiate sound, multi-year investments. The 2017 Budget, which reflects the second year of the five-year FAST Act, provides the needed funding to: improve the safety, condition and performance America's roads and bridges; support American exports by improving movement within the Nation's freight networks; improve regional coordination by Metropolitan Planning Organizations to stimulate economic development; and advance the Climate Action Plan by building more resilient infrastructure, and encouraging sounder transportation planning.

The 2017 Federal Highway Administration (FHWA) Budget consists of \$44,025 million in budget authority and \$43,531 million in outlays (with both totals excluding transfers from the General Fund).

The table below reflects the budget authority requested for all existing FHWA programs.

In addition to the budget authority provided by the FAST Act, as reflected in the table below, \$7,500 million in new budget authority is requested through the 21st Century Clean Transportation Plan investment initiative for the following new FHWA-administered programs: Future Freight System; Climate Smart Performance Program; 21st Century Regions Grants Program; Clean Communities Grant Program; and Resilience Competition.

Inclusive of the 21st Century Clean Transportation Plan proposal, \$51,525 million in resources is being requested in 2017 for FHWA.

[In millions of dollars]			
	2015 actual	2016 est.	2017 est.
Budget Authority:			
Federal-aid highways contract authority (TTF)	40,941	43,050	44,005
Federal-aid subject to limitation	40,256	42,361	43,266
Federal-aid highways exempt from the limitation	685	689	739
Miscellaneous appropriations (TIFIA upward reestimate GF)	159	216	0
Miscellaneous trust funds (TF)	20	20	20
Total Budget Authority	41,120	43,286	44,025
Total Discretionary	0	0	0
Total Mandatory	41,120	43,286	44,025
Obligation Limitation:			
Federal-aid highways (TF)	40,256	42,361	43,266

Note: Numbers may not add due to rounding. Totals do not include transfers with the Federal Transit Administration and the National Highway Traffic Safety Administration. Federal-aid Highways contract authority reflects sequestration in 2015 and 2016. The table does not include the \$7,500 million in new budget authority requested through the 21st Century Clean Transportation Plan investment initiative.

Federal Funds

MISCELLANEOUS APPROPRIATIONS

Program and Financing (in millions of dollars)

Identification code 069-9911-0-1-401		2015 actual	2016 est.	2017 est.
Obligations by program activity:				
0002	69-X-0538 STP	22	38	38
0003	69-X-991 All Others	10	14	14
0083	69-X-0505 TIFIA	159	216	.....
0900	Total new obligations (object class 41.0)	191	268	52

MISCELLANEOUS APPROPRIATIONS—Continued
Program and Financing—Continued

Identification code 069-9911-0-1-401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	189	171	119
1021 Recoveries of prior year unpaid obligations	14		
1050 Unobligated balance (total)	203	171	119
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation	159	216	
1900 Budget authority (total)	159	216	
1930 Total budgetary resources available	362	387	119
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	171	119	67
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	99	71	77
3010 Obligations incurred, unexpired accounts	191	268	52
3020 Outlays (gross)	-205	-262	-51
3040 Recoveries of prior year unpaid obligations, unexpired	-14		
3050 Unpaid obligations, end of year	71	77	78
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	99	71	77
3200 Obligated balance, end of year	71	77	78
Budget authority and outlays, net:			
Discretionary:			
4011 Outlays, gross:			
Outlays from discretionary balances	46	46	51
Mandatory:			
4090 Budget authority, gross	159	216	
Outlays, gross:			
4100 Outlays from new mandatory authority	159	216	
4180 Budget authority, net (total)	159	216	
4190 Outlays, net (total)	205	262	51

This consolidated schedule shows the obligation and outlay of amounts appropriated from the General Fund for miscellaneous programs. The schedule reflects a Transportation Infrastructure Finance and Innovation (TIFIA) Act program upward re-estimate and interest on the re-estimate of \$159 million for 2015 and \$216 million for 2016. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted July 6, 2012, includes the TIFIA Act program upward subsidy re-estimate with this account instead of its previous inclusion in the Federal-aid Highways account. No further discretionary appropriations are requested for 2017.

EMERGENCY RELIEF PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0500-0-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Emergency Relief Program (Direct)	473	321	321
0900 Total new obligations (object class 41.0)	473	321	321
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	950	643	322
1021 Recoveries of prior year unpaid obligations	166		
1050 Unobligated balance (total)	1,116	643	322
1930 Total budgetary resources available	1,116	643	322
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	643	322	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	870	604	409
3010 Obligations incurred, unexpired accounts	473	321	321
3020 Outlays (gross)	-573	-516	-365
3040 Recoveries of prior year unpaid obligations, unexpired	-166		
3050 Unpaid obligations, end of year	604	409	365

Memorandum (non-add) entries:			
3100 Obligated balance, start of year	870	604	409
3200 Obligated balance, end of year	604	409	365

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	573	516	365
4180 Budget authority, net (total)			
4190 Outlays, net (total)	573	516	365

FHWA is authorized to receive additional General Fund discretionary funding as needed. In 2012, \$1,662 million was enacted to remain available until expended, and in 2013, \$2,022 million was enacted to remain available until expended, both for necessary expenses resulting from major disasters declared pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.).

No further appropriations are requested for this account in 2017.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

Program and Financing (in millions of dollars)

Identification code 069-0640-0-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Appalachian Development Highway System	1		
0900 Total new obligations (object class 41.0)	1		
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	50	49	49
1050 Unobligated balance (total)	50	49	49
1930 Total budgetary resources available	50	49	49
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	49	49	49
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	25	12	7
3010 Obligations incurred, unexpired accounts	1		
3020 Outlays (gross)	-14	-5	-3
3050 Unpaid obligations, end of year	12	7	4
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	25	12	7
3200 Obligated balance, end of year	12	7	4
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	14	5	3
4180 Budget authority, net (total)			
4190 Outlays, net (total)	14	5	3

Funding for this program is used for the necessary expenses relating to construction of, and improvements to, corridors of the Appalachian Development Highway System. This schedule shows the obligation and outlay of amounts made available in prior years.

No funding is requested for 2017.

STATE INFRASTRUCTURE BANKS

Program and Financing (in millions of dollars)

Identification code 069-0549-0-1-401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	1
1930 Total budgetary resources available	1	1	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1
4180 Budget authority, net (total)			
4190 Outlays, net (total)			

In 1997, FHWA received an appropriation from the General Fund for the State Infrastructure Banks (SIBs) program. This schedule shows the obligation and outlay of that funding.

All of the funds have been provided to the States to capitalize the infrastructure banks. Because the funding was provided as grants, and not loans, FHWA will not receive reimbursements of amounts expended for the SIBs program. No new budgetary resources are requested in 2017.

HIGHWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 069-0504-0-1-401	2015 actual	2016 est.	2017 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	147	1	1
3011 Obligations incurred, expired accounts	22		
3020 Outlays (gross)	-108		
3041 Recoveries of prior year unpaid obligations, expired	-60		
3050 Unpaid obligations, end of year	1	1	1
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-2		
3061 Adjustments to uncollected pymts, Fed sources, brought forward, Oct 1	2		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	147	1	1
3200 Obligated balance, end of year	1	1	1
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	108		
4180 Budget authority, net (total)			
4190 Outlays, net (total)	108		

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

Identification code 069-0504-0-1-401	2015 actual	2016 est.	2017 est.
Direct loan subsidy outlays:			
134001 Tiger TIFIA Direct Loans (ARRA)	1		
Direct loan reestimates:			
135001 Tiger TIFIA Direct Loans (ARRA)	-1	-2	

Enacted on February 17, 2009, the American Recovery and Reinvestment Act of 2009 (Recovery Act) provided \$27.5 billion from the General Fund to the Federal Highway Administration (FHWA), of which \$26.6 billion was apportioned to States based on formulas described in the Recovery Act and \$0.9 billion was allocated to programs identified in the Recovery Act, including the Indian Reservation Roads Program, Park Roads and Parkway Program, Forest Highway Program, Refuge Roads Program, Disadvantaged Business Enterprise Bonding Assistance, Territorial Highway Program, Puerto Rico Highway Program, and the Ferry Boat Discretionary Program. Administrative oversight funds were available through September 30, 2012 and all other funds were available through September 30, 2010. The FHWA Recovery Act funds have been used to invest in transportation, environmental protection, and other infrastructure that will provide longer term economic benefits to the Nation. The Recovery Act funds augmented existing investments, authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users, enabled States, regional, and local governments to accelerate to completion a number of highway infrastructure projects planned or underway. Since the Recovery Act was enacted in February 2009, more than 42,000 miles of pavement across the United States have been improved. As of September 30, 2015, States have expended 100% of Recovery Act obligations and closed 12,585 of 12,913 projects. As of September 30, 2015 Recovery Act funds are cancelled and are no longer available for expenditure. No new budget authority is requested for 2017.

PAYMENT TO THE TRANSPORTATION TRUST FUND

Program and Financing (in millions of dollars)

Identification code 069-0534-0-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Payment to the Transportation Trust Fund (Direct)	8,068	70,000	
0900 Total new obligations (object class 94.0)	8,068	70,000	
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation	8,068	70,000	
1930 Total budgetary resources available	8,068	70,000	
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	8,068	70,000	
3020 Outlays (gross)	-8,068	-70,000	
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	8,068	70,000	
Outlays, gross:			
4100 Outlays from new mandatory authority	8,068	70,000	
4180 Budget authority, net (total)	8,068	70,000	
4190 Outlays, net (total)	8,068	70,000	

Summary of Budget Authority and Outlays (in millions of dollars)

	2015 actual	2016 est.	2017 est.
Enacted/requested:			
Budget Authority	8,068	70,000	
Outlays	8,068	70,000	
Legislative proposal, subject to PAYGO:			
Budget Authority			19,000
Outlays			19,000
Total:			
Budget Authority	8,068	70,000	19,000
Outlays	8,068	70,000	19,000

For 2015, Section 2002 of Public Law 114-41, Surface Transportation and Veterans Health Care Choice Improvement Act of 2015, authorized additional appropriations from the General Fund of the Treasury to the Highway Account and Mass Transit Account of the Highway Trust Fund in the amounts of \$6.068 billion and \$2.0 billion, respectively. This payment was not subject to sequestration, per OMB A-11 Section 100.15, because the budgetary resources were enacted after the Sequestration Order for Fiscal Year 2015 was signed. For 2016, Section 31202 of Public Law 114-94, Fixing America's Surface Transportation (FAST) Act, authorized additional appropriations from the General Fund of the Treasury to the Highway Account and Mass Transit Account of the Highway Trust Fund in the amounts of \$51.9 billion and \$18.1 billion, respectively. This payment was not subject to sequestration, per OMB A-11 Section 100.15, because the budgetary resources were enacted after the *Joint Committee Reductions for Fiscal Year 2016* was signed.

PAYMENT TO THE TRANSPORTATION TRUST FUND

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-0534-4-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Payment to the Transportation Trust Fund (Direct)			19,000
0900 Total new obligations (object class 41.0)			19,000
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			19,000
1930 Total budgetary resources available			19,000

PAYMENT TO THE TRANSPORTATION TRUST FUND—Continued
Program and Financing—Continued

Identification code 069-0534-4-1-401	2015 actual	2016 est.	2017 est.
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			19,000
3020 Outlays (gross)			-19,000
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			19,000
Outlays, gross:			
4100 Outlays from new mandatory authority			19,000
4180 Budget authority, net (total)			19,000
4190 Outlays, net (total)			19,000

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM DIRECT LOAN
FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 069-4123-0-3-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations	2,982	3,673	3,736
0713 Payment of interest to Treasury	265	356	416
0740 Negative subsidy obligations	13		
0742 Downward reestimate paid to receipt account	158	190	
0743 Interest on downward reestimates	15	16	
0900 Total new obligations	3,433	4,235	4,152
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4	2	
1050 Unobligated balance (total)	4	2	
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	3,082	3,200	3,112
Spending authority from offsetting collections, mandatory:			
1800 Collected	1,505	698	706
1801 Change in uncollected payments, Federal sources	158	736	491
1825 Spending authority from offsetting collections applied to repay debt	-1,314	-401	-47
1850 Spending auth from offsetting collections, mand (total)	349	1,033	1,150
1900 Budget authority (total)	3,431	4,233	4,262
1930 Total budgetary resources available	3,435	4,235	4,262
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	2		110
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	9,557	11,165	12,824
3010 Obligations incurred, unexpired accounts	3,433	4,235	4,152
3020 Outlays (gross)	-1,825	-2,576	-6,829
3050 Unpaid obligations, end of year	11,165	12,824	10,147
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-601	-759	-1,495
3070 Change in uncollected pymts, Fed sources, unexpired	-158	-736	-491
3090 Uncollected pymts, Fed sources, end of year	-759	-1,495	-1,986
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	8,956	10,406	11,329
3200 Obligated balance, end of year	10,406	11,329	8,161
Financing authority and disbursements, net:			
Mandatory:			
4090 Budget authority, gross	3,431	4,233	4,262
Financing disbursements:			
4110 Outlays, gross (total)	1,825	2,576	6,829
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources: subsidy from program account	-78	-128	-481
4120 Federal sources: Upward Reestimate	-106	-149	
4120 Federal sources: Interest on upward reestimate	-53	-67	
4122 Interest on uninvested funds	-43	-48	-55
4123 Non-Federal sources - Interest payments	-102	-87	-127

4123 Non-Federal sources - Principal payments	-1,123	-219	-43
4130 Offsets against gross budget authority and outlays (total)	-1,505	-698	-706
Additional offsets against financing authority only (total):			
4140 Change in uncollected pymts, Fed sources, unexpired	-158	-736	-491
4160 Budget authority, net (mandatory)	1,768	2,799	3,065
4170 Outlays, net (mandatory)	320	1,878	6,123
4180 Budget authority, net (total)	1,768	2,799	3,065
4190 Outlays, net (total)	320	1,878	6,123

Status of Direct Loans (in millions of dollars)

Identification code 069-4123-0-3-401	2015 actual	2016 est.	2017 est.
Position with respect to appropriations act limitation on obligations:			
1111 Direct loan obligations from current-year authority	2,982	3,673	3,736
1150 Total direct loan obligations	2,982	3,673	3,736
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	8,314	10,330	13,216
1231 Disbursements: Direct loan disbursements	1,825	2,038	6,363
1251 Repayments: Repayments and prepayments	-1,123	-219	-43
1261 Adjustments: Capitalized interest	1,314	1,067	1,515
1290 Outstanding, end of year	10,330	13,216	21,051

Balance Sheet (in millions of dollars)

Identification code 069-4123-0-3-401	2014 actual	2015 actual
ASSETS:		
1101 Federal assets: Fund balances with Treasury	26	26
Net value of assets related to post-1991 direct loans receivable:		
1401 Direct loans receivable, gross	8,314	10,330
1402 Interest receivable	19	19
1405 Allowance for subsidy cost (-)	-439	-439
1499 Net present value of assets related to direct loans	7,894	9,910
1999 Total assets	7,920	9,936
LIABILITIES:		
2103 Federal liabilities: Debt	7,920	9,936
4999 Total liabilities and net position	7,920	9,936

TIFIA GENERAL FUND PROGRAM ACCOUNT, FEDERAL HIGHWAY ADMINISTRATION,
TRANSPORTATION

Program and Financing (in millions of dollars)

Identification code 069-0542-0-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
Credit program obligations:			
0705 Reestimates of direct loan subsidy		39	
0706 Interest on reestimates of direct loan subsidy		1	
0900 Total new obligations (object class 41.0)		40	
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation		40	
1900 Budget authority (total)		40	
1930 Total budgetary resources available		40	
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	14	4	2
3010 Obligations incurred, unexpired accounts		40	
3020 Outlays (gross)	-10	-42	-2
3050 Unpaid obligations, end of year	4	2	
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	14	4	2
3200 Obligated balance, end of year	4	2	
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	10	2	2
Mandatory:			
4090 Budget authority, gross		40	

Outlays, gross:			
4100	Outlays from new mandatory authority	40	.....
4180	Budget authority, net (total)	40	.....
4190	Outlays, net (total)	10	42 2

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

Identification code 069-0542-0-1-401	2015 actual	2016 est.	2017 est.
Direct loan subsidy outlays:			
134001	TIFIA TIGER Direct Loans	10	.....
Direct loan reestimates:			
135001	TIFIA TIGER Direct Loans	40	.....

The Office of the Secretary of Transportation (OST) received appropriations totaling \$1,127 million for TIGER discretionary grants as part of the 2010 and 2011 Department of Transportation (DOT) appropriations acts. The appropriations authorized DOT to pay subsidy and administrative costs, not to exceed \$300 million, of projects eligible for Federal credit assistance under Chapter 6 of Title 23 United States Code. In 2012, \$45 million was provided for TIGER discretionary grants as part of the 2012 DOT appropriation act to pay subsidy and administrative costs. OST has delegated the authority to negotiate and administer Transportation Infrastructure Finance Innovation Act of 1998 loans under this program to the Federal Highway Administration.

No further amounts are requested for 2017.

TIFIA GENERAL FUND DIRECT LOAN FINANCING ACCOUNT, FEDERAL HIGHWAY
ADMINISTRATION, TRANSPORTATION**Program and Financing** (in millions of dollars)

Identification code 069-4348-0-3-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
Credit program obligations:			
0713	Payment of interest to Treasury	17	29 35
0900	Total new obligations	17	29 35
Budgetary resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1 .....	.....	339
Financing authority:			
Borrowing authority, mandatory:			
1400	Borrowing authority	11	326 78
Spending authority from offsetting collections, mandatory:			
1800	Collected	16	44 6
1801	Change in uncollected payments, Federal sources	-10	-2 -2
1850	Spending auth from offsetting collections, mand (total)	6	42 4
1900	Budget authority (total)	17	368 82
1930	Total budgetary resources available	17	368 421
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	339	386
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	702	376 96
3010	Obligations incurred, unexpired accounts	17	29 35
3020	Outlays (gross)	-343	-309 -52
3050	Unpaid obligations, end of year	376	96 79
Uncollected payments:			
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-14	-4 -2
3070	Change in uncollected pymts, Fed sources, unexpired	10	2 2
3090	Uncollected pymts, Fed sources, end of year	-4	-2
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	688	372 94
3200	Obligated balance, end of year	372	94 79
Financing authority and disbursements, net:			
Mandatory:			
4090	Budget authority, gross	17	368 82
Financing disbursements:			
4110	Outlays, gross (total)	343	309 52
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120	Federal sources	-10	-39
4120	Federal sources .....	.....	-1

4122	Interest on uninvested funds	-3	.....
4123	Non-Federal sources	-3	-4 -6
4130	Offsets against gross budget authority and outlays (total)	-16	-44 -6
Additional offsets against financing authority only (total):			
4140	Change in uncollected pymts, Fed sources, unexpired	10	2 2
4160	Budget authority, net (mandatory)	11	326 78
4170	Outlays, net (mandatory)	327	265 46
4180	Budget authority, net (total)	11	326 78
4190	Outlays, net (total)	327	265 46

Status of Direct Loans (in millions of dollars)

Identification code 069-4348-0-3-401	2015 actual	2016 est.	2017 est.
Cumulative balance of direct loans outstanding:			
1210	Outstanding, start of year	307	650 869
1231	Disbursements: Direct loan disbursements	326	190 52
1261	Adjustments: Capitalized interest	17	29 35
1290	Outstanding, end of year	650	869 956

Balance Sheet (in millions of dollars)

Identification code 069-4348-0-3-401	2014 actual	2015 actual
ASSETS:		
1401	Net value of assets related to post-1991 direct loans receivable:	307 650
Direct loans receivable, gross		
1999	Total assets	307 650

TIGER TIFIA DIRECT LOAN FINANCING ACCOUNT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 069-4347-0-3-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
Credit program obligations:			
0713	Payment of interest to Treasury	19	23 18
0742	Downward reestimate paid to receipt account	1	1
0743	Interest on downward reestimates .....	.....	1
0900	Total new obligations	20	25 18
Budgetary resources:			
Financing authority:			
Borrowing authority, mandatory:			
1400	Borrowing authority	20	25 6
Spending authority from offsetting collections, mandatory:			
1800	Collected	2	 12
1801	Change in uncollected payments, Federal sources	-1	.....
1825	Spending authority from offsetting collections applied to repay debt	-1	.....
1850	Spending auth from offsetting collections, mand (total) .....	.....	12
1900	Budget authority (total)	20	25 18
1930	Total budgetary resources available	20	25 18
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	9	 25
3010	Obligations incurred, unexpired accounts	20	25 18
3020	Outlays (gross)	-29	.....
3050	Unpaid obligations, end of year .....	.....	25 43
Uncollected payments:			
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-1	.....
3070	Change in uncollected pymts, Fed sources, unexpired	1	.....
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	8	 25
3200	Obligated balance, end of year .....	.....	25 43
Financing authority and disbursements, net:			
Mandatory:			
4090	Budget authority, gross	20	25 18
Financing disbursements:			
4110	Outlays, gross (total)	29	.....
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120	Federal sources	-1	.....
4123	Non-Federal sources	-1	 -12

TIGER TIFIA DIRECT LOAN FINANCING ACCOUNT, RECOVERY ACT—Continued
Program and Financing—Continued

Identification code 069-4347-0-3-401	2015 actual	2016 est.	2017 est.
4130 Offsets against gross budget authority and outlays (total)	-2		-12
Additional offsets against financing authority only (total):			
4140 Change in uncollected pymts, Fed sources, unexpired	1		
4160 Budget authority, net (mandatory)	19	25	6
4170 Outlays, net (mandatory)	27		-12
4180 Budget authority, net (total)	19	25	6
4190 Outlays, net (total)	27		-12

Status of Direct Loans (in millions of dollars)

Identification code 069-4347-0-3-401	2015 actual	2016 est.	2017 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	481	509	531
1231 Disbursements: Direct loan disbursements	9		
1261 Adjustments: Capitalized interest	19	22	17
1290 Outstanding, end of year	509	531	548

Balance Sheet (in millions of dollars)

Identification code 069-4347-0-3-401	2014 actual	2015 actual
ASSETS:		
1401 Net value of assets related to post-1991 direct loans receivable:		
Direct loans receivable, gross	481	509
1999 Total assets	481	509
LIABILITIES:		
2104 Federal liabilities: Resources payable to Treasury	481	509
4999 Total liabilities and net position	481	509

HIGHWAY INFRASTRUCTURE PROGRAMS

Program and Financing (in millions of dollars)

Identification code 069-0548-0-1-401	2015 actual	2016 est.	2017 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	40	12	1
3020 Outlays (gross)	-16	-11	
3041 Recoveries of prior year unpaid obligations, expired	-12		
3050 Unpaid obligations, end of year	12	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	40	12	1
3200 Obligated balance, end of year	12	1	1
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	16	11	
4180 Budget authority, net (total)			
4190 Outlays, net (total)	16	11	

In 2010, the Congress appropriated \$650 million for the restoration, repair, and construction of highway infrastructure, and other activities eligible under paragraph (b) of section 133 of title 23, United States Code.

No further appropriations are requested in 2017.

Trust Funds

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 069-8402-0-8-401	2015 actual	2016 est.	2017 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	4	4	
3020 Outlays (gross)		-4	

3050 Unpaid obligations, end of year	4		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	4	4	
3200 Obligated balance, end of year	4		

Budget authority and outlays, net:

Mandatory:			
Outlays, gross:			
4101 Outlays from mandatory balances		4	
4180 Budget authority, net (total)			
4190 Outlays, net (total)		4	

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. The purchase of right-of-way is an eligible expense of the Federal-Aid Highway program.

This program was terminated by the Transportation Equity Act for the 21st Century of 1998 but will continue to be shown for reporting purposes as loan balances remain outstanding. No new budgetary resources are requested in 2017.

TRANSPORTATION TRUST FUND

Program and Financing (in millions of dollars)

Identification code 069-8102-0-7-401	2015 actual	2016 est.	2017 est.
4180 Budget authority, net (total)			
4190 Outlays, net (total)			
Memorandum (non-add) entries:			
5000 Total investments, SOY: Federal securities: Par value	10,696	7,667	65,248
5001 Total investments, EOY: Federal securities: Par value	7,667	65,248	50,123

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.

The following Status of Funds table presents the status of the proposed Transportation Trust Fund.

Cash balances.—The Status of Funds table begins with the unexpended balance on a "cash basis" at the start of the year. The table shows the amount of cash invested in Federal securities at par value and the amount of cash on hand, i.e., uninvested balance. Next, the table provides the amounts of cash income and cash outlays during each year to show the cash balance at the end of each year.

Revenues.—The Budget presentation includes estimated receipts from existing Highway Trust Fund excise taxes, which would continue to be deposited into the Highway and Mass Transit Accounts of the Highway Trust Fund in the same manner as current law.

General Fund Transfers.—The Moving Ahead for Progress in the 21st Century Act (Public Law 112-141) authorized transfers into the Highway Trust Fund of \$2.4 billion from the Leaking Underground Storage Tank (LUST) Trust Fund in 2012, \$6.2 billion from the General Fund in 2013, and \$12.6 billion from the General Fund in 2014. The Highway and Transportation Funding Act of 2014 (Public Law 113-159) authorized transfers into the Highway Trust Fund of \$1.0 billion from the LUST Trust Fund in FY 2014, and \$9.8 billion from the General Fund in 2014. The Surface Transportation and Veterans Health Care Choice Improvement Act of 2015 (Public Law 114-41) authorized the transfer into the Highway Trust Fund of \$8.068 billion from the General Fund of the Treasury in 2015. This transfer was not subject to sequestration. The Fixing America's Surface Transportation (FAST) Act (Public Law 114-94) authorized the transfer into the Highway Trust Fund of \$70.0 billion from the General Fund of the Treasury in 2016. This transfer was not subject to sequestration.

Status of Funds (in millions of dollars)

Identification code 069-8102-0-7-401	2015 actual	2016 est.	2017 est.
Unexpended balance, start of year:			
0100 Balance, start of year	14,846	11,910	71,021
0999 Total balance, start of year	14,846	11,910	71,021
Cash income during the year:			
Current law:			
Receipts:			
1110 Transportation Trust Fund, Deposits (Highway Account)	35,714	36,253	36,039
1110 Transportation Trust Fund, Deposits (Mass Transit Account)	5,099	5,070	5,029
1120 Motor Carrier Safety Operations and Programs	20	20	20
1130 Federal-aid Highways	73	.....	.....
1150 Earnings on Investments, Transportation Trust Fund	2	11	16
1160 Payment from the General Fund, Transportation Trust Fund (Mass Transit)	2,000	18,100	.....
1160 Transfer from the Leaking Underground Storage Tank Trust Fund, Transportation Trust Fund (Highway Account) .....	.....	100	100
1160 Payment from the General Fund, Transportation Trust Fund (Highway)	6,068	51,900	.....
1160 Federal-aid Highways	92	340	340
1160 Operations and Research (Transportation Trust Fund)	21	30	30
1199 Income under present law	49,089	111,824	41,574
Proposed:			
1210 21st Century Clean Transportation Plan Receipts .....	.....	.....	6,454
Offsetting governmental receipts:			
1260 Payment from the General Fund, Transportation Trust Fund (Highway) .....	.....	.....	19,000
1299 Income proposed .....	.....	.....	25,454
1999 Total cash income	49,089	111,824	67,028
Cash outgo during year:			
Current law:			
2100 Federal-aid Highways [021-15-8083-0]	-41,817	-42,151	-43,386
2100 Right-of-way Revolving Fund Liquidating Account [021-15-8402-0] .....	.....	-4	.....
2100 Miscellaneous Transportation Trust Funds [021-15-9972-0]	-6	-21	-23
2100 National Motor Carrier Safety Program [021-17-8048-0] .....	.....	-12	-1
2100 Motor Carrier Safety Grants [021-17-8158-0]	-276	-331	-352
2100 Motor Carrier Safety Operations and Programs [021-17-8159-0]	-275	-258	-268
2100 Operations and Research (Transportation Trust Fund) [021-18-8016-0]	-129	-164	-178
2100 Highway Traffic Safety Grants [021-18-8020-0]	-655	-749	-720
2100 Discretionary Grants (Transportation Trust Fund, Mass Transit Account) [021-36-8191-0]	-5	-6	.....
2100 Transit Formula Grants [021-36-8350-0]	-8,864	-9,017	-9,661
2199 Outgo under current law	-52,027	-52,713	-54,589
Proposed:			
2200 21st Century Clean Transportation Plan Investments .....	.....	.....	-4,247
2200 Operations and Research (Transportation Trust Fund) .....	.....	.....	-145
2200 Current Passenger Rail Service .....	.....	.....	-1,219
2200 Administrative Expenses (Transportation Trust Fund) .....	.....	.....	-104
2200 Capital Investment Grants .....	.....	.....	-1,015
2299 Outgo under proposed legislation .....	.....	.....	-6,730
2999 Total cash outgo (-)	-52,027	-52,713	-61,319
Surplus or deficit:			
3110 Excluding interest	-2,940	59,100	5,693
3120 Interest	2	11	16
3199 Subtotal, surplus or deficit	-2,938	59,111	5,709
3230 Federal-aid Highways	-83	.....	.....
3230 Federal-aid Highways	-1,246	-1,482	-1,465
3230 Federal-aid Highways	29	.....	.....
3230 Highway Traffic Safety Grants	83	.....	.....
3230 Transit Formula Grants	-29	.....	.....
3230 Transit Formula Grants	1,246	1,482	1,465
3298 Rounding adjustment	2	.....	.....
3299 Total adjustments	2	.....	.....
Unexpended balance, end of year:			
4100 Uninvested balance (net), end of year	4,243	5,773	26,607
4200 Transportation Trust Fund	7,667	65,248	50,123
4999 Total balance, end of year	11,910	71,021	76,730

FEDERAL-AID HIGHWAYS

(CANCELLATION)

(TRANSPORTATION TRUST FUND)

Of the unobligated balances of funds apportioned among the States under chapter 1 of title 23, United States Code, a total of \$2,436,000,000 is hereby permanently cancelled: Provided, That such cancellation shall not apply to funds distributed in accordance with sections 104(b)(3) and 130(f) of title 23, United States Code; section 133(d)(1)(A) of such title; the first sentence of section 133(d)(3)(A) of such title, as in effect on the day before the date of enactment of MAP-21 (Public Law 112-141); sections 133(d)(1) and 163 of such title, as in effect on the day before the date of enactment of SAFETEA-LU (Public Law 109-59); and section 104(b)(5) of such title, as in effect on the day before the date of enactment of MAP-21 (Public Law 112-141): Provided further, That such cancellation shall not apply to funds that are exempt from the obligation limitation or subject to special no-year obligation limitation: Provided further, That the amount to be cancelled from a State shall be determined by multiplying the total amount of the cancellation by the ratio that the unobligated balances subject to the cancellation as of September 30, 2016, for the State; bears to the unobligated balances subject to the cancellation as of September 30, 2016, for all States: Provided further, That the amount to be canceled under this section from each program to which the cancellation applies within a State shall be determined by multiplying the cancellation amount calculated for such State by the ratio that the unobligated balance as of September 30, 2016, for such program in such State; bears to the unobligated balances as of September 30, 2016, for all programs to which the cancellation applies in such State.

LIMITATION ON ADMINISTRATIVE EXPENSES

([HIGHWAY] TRANSPORTATION TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Not to exceed \$425,752,000 \$435,795,000, together with advances and reimbursements received by the Federal Highway Administration, shall be obligated for necessary expenses for administration and operation of the Federal Highway Administration. In addition, not to exceed \$3,248,000 shall be or transferred to the Appalachian Regional Commission in accordance with section 104(a) of title 23, United States Code.

(LIMITATION ON OBLIGATIONS)

([HIGHWAY] TRANSPORTATION TRUST FUND)

Funds available for the implementation or execution of Federal-aid highway and highway safety construction programs authorized under titles 23 and 49, United States Code, and the provisions of the Fixing America's Surface Transportation Act shall not exceed total obligations of \$42,361,000,000 \$43,266,100,000 for fiscal year 2016 2017: Provided, That the Secretary may collect and spend fees, as authorized by title 23, United States Code, to cover the costs of services of expert firms, including counsel, in the field of municipal and project finance to assist in the underwriting and servicing of Federal credit instruments and all or a portion of the costs to the Federal Government of servicing such credit instruments: 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 608 of title 23, United States Code.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

([HIGHWAY] TRANSPORTATION TRUST FUND)

For the payment of obligations incurred in carrying out Federal-aid highway and highway safety construction programs authorized under title 23, United States Code, \$43,100,000,000 \$44,005,100,000 derived from the [Highway] Transportation Trust Fund (other than the Mass Transit Account), to remain available until expended. (Department of Transportation Appropriations Act, 2016.)

Program and Financing (in millions of dollars)

Identification code 069-8083-0-7-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0010 Surface transportation block grant program	11,509	12,507	12,770
0014 National highway performance program	18,459	20,060	20,482
0015 Congestion mitigation and air quality improvement program	1,250	1,358	1,387
0016 Highway safety improvement program	2,699	2,933	2,995
0017 Metropolitan planning program	204	222	226
0018 Transportation alternatives program	319	.....	.....
0019 National highway freight program .....	.....	1,072	1,026
0020 Nationally significant freight and highway projects .....	.....	752	799

FEDERAL-AID HIGHWAYS—Continued
Program and Financing—Continued

Identification code 069–8083–0–7–401	2015 actual	2016 est.	2017 est.
0024 Federal lands and tribal programs	571	700	750
0029 Research, technology and education program	302	327	352
0032 Administration - LAE	407	426	434
0033 Administration - ARC	2	3	3
0058 Other programs	3,875	1,953	1,476
0091 Programs subject to obligation limitation	39,597	42,313	42,700
0211 Exempt Programs	650	703	723
0500 Total direct program	40,247	43,016	43,423
Credit program obligations:			
0701 Direct loan subsidy	223	252	251
0709 Administrative expenses	4	7	7
0791 Direct program activities, subtotal	227	259	258
0799 Total direct obligations	40,474	43,275	43,681
0801 Federal-aid Highways (Reimbursable)	132	340	340
0900 Total new obligations	40,606	43,615	44,021
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	26,148	24,841	23,316
1001 Discretionary unobligated balance brought fwd, Oct 1	519	258	.....
1013 Unobligated balance of contract authority transferred to or from other accounts [069–8350]	15	.....	.....
1020 Adjustment of unobligated bal brought forward, Oct 1	–3	.....	.....
1050 Unobligated balance (total)	26,160	24,841	23,316
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	40,995	43,100	44,005
1120 Appropriations transferred to other accts [069–8350]	–1,246	–1,482	–1,465
1120 Appropriations transferred to other accts [069–8020]	–83	.....	.....
1121 Appropriations transferred from other acct [069–8350]	29	.....	.....
1137 Appropriations applied to liquidate contract authority	–39,695	–41,618	–42,540
Contract authority, discretionary:			
1520 Contract authority and/or unobligated balance of contract authority permanently reduced .....	.....	.....	–2,436
Contract authority, mandatory:			
1600 Contract authority	40,995	43,100	44,005
1610 Transferred to other accounts [069–8350]	–1,459	–1,300	–1,300
1610 Transferred to other accounts [069–8020]	–83	.....	.....
1611 Transferred from other accounts [069–8350]	13	.....	.....
1621 Contract authority temporarily reduced	–54	–50	.....
1640 Contract authority, mandatory (total)	39,412	41,750	42,705
Spending authority from offsetting collections, discretionary:			
1700 Collected	165	340	340
1701 Change in uncollected payments, Federal sources	–290	.....	.....
1750 Spending auth from offsetting collections, disc (total)	–125	340	340
1900 Budget authority (total)	39,287	42,090	40,609
1930 Total budgetary resources available	65,447	66,931	63,925
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	24,841	23,316	19,904
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	65,694	64,483	65,947
3010 Obligations incurred, unexpired accounts	40,606	43,615	44,021
3020 Outlays (gross)	–41,817	–42,151	–43,386
3050 Unpaid obligations, end of year	64,483	65,947	66,582
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–754	–464	–464
3070 Change in uncollected pymts, Fed sources, unexpired	290	.....	.....
3090 Uncollected pymts, Fed sources, end of year	–464	–464	–464
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	64,940	64,019	65,483
3200 Obligated balance, end of year	64,019	65,483	66,118
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	–125	340	–2,096
Outlays, gross:			
4010 Outlays from new discretionary authority	11,124	11,426	11,671
4011 Outlays from discretionary balances	30,076	29,988	30,994
4020 Outlays, gross (total)	41,200	41,414	42,665

Offsets against gross budget authority and outlays:

4030 Offsetting collections (collected) from:			
4033 Federal sources	–92	–340	–340
Non-Federal sources	–73	.....	.....
4040 Offsets against gross budget authority and outlays (total)	–165	–340	–340
Additional offsets against gross budget authority only:			
Change in uncollected pymts, Fed sources, unexpired	290	.....	.....
4070 Budget authority, net (discretionary) .....	.....	.....	–2,436
4080 Outlays, net (discretionary)	41,035	41,074	42,325
Mandatory:			
4090 Budget authority, gross	39,412	41,750	42,705
Outlays, gross:			
4100 Outlays from new mandatory authority	190	186	200
4101 Outlays from mandatory balances	427	551	521
4110 Outlays, gross (total)	617	737	721
4180 Budget authority, net (total)	39,412	41,750	40,269
4190 Outlays, net (total)	41,652	41,811	43,046

Memorandum (non-add) entries:

5052 Obligated balance, SOY: Contract authority	60,961	60,693	60,825
5053 Obligated balance, EOY: Contract authority	60,693	60,825	58,554
5061 Limitation on obligations (Transportation Trust Funds)	40,256	41,061	41,966
5099 Unexpired unavailable balance, SOY: Contract authority	53	107	157
5100 Unexpired unavailable balance, EOY: Contract authority	107	157	157

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

Identification code 069–8083–0–7–401	2015 actual	2016 est.	2017 est.
Direct loan levels supportable by subsidy budget authority:			
115002 TIFIA Direct Loans	2,982	3,673	3,736
115999 Total direct loan levels	2,982	3,673	3,736
Direct loan subsidy (in percent):			
132002 TIFIA Direct Loans	7.48	6.85	6.73
132999 Weighted average subsidy rate	7.48	6.85	6.73
Direct loan subsidy budget authority:			
133002 TIFIA Direct Loans	223	252	251
133999 Total subsidy budget authority	223	252	251
Direct loan subsidy outlays:			
134002 TIFIA Direct Loans	78	128	481
134999 Total subsidy outlays	78	128	481
Direct loan reestimates:			
135002 TIFIA Direct Loans	–14	10	.....
135999 Total direct loan reestimates	–14	10	.....
Administrative expense data:			
3510 Budget authority	5	5	5
3590 Outlays from new authority	5	5	5

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 proposed to be financed from the Highway Account of the Transportation Trust Fund (currently 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.

On December 4, 2015, President Obama signed into law the first long-term, fully-funded surface transportation bill in a decade, the Fixing America's Surface Transportation (FAST) Act. The President has been very clear that increasing investment in our Nation's transportation infrastructure is a top priority. The five-year FAST Act authorization will make our roads and bridges safer, repair and modernize our aging transportation infrastructure, spur economic growth, and create jobs. Moreover, after years of uncertainty, States and local governments can now move forward with critical transportation projects with the confidence that they will have a Federal partner over the long-term. Moving forward with the FAST Act and the resources requested in this budget will allow States and local governments to make significant, critical investments now—investments that will be costlier if deferred. FHWA programs will continue the focus on

safety, streamlines project delivery, and enhanced performance management, while increasing our investment in projects that facilitate the movement of freight, repair structurally deficient bridges, improve safety on rural roads, empower local communities, and provide ladders of opportunity that connect people to employment, education, and services.

The Federal Highway Administration's (FHWA) 2017 budget consists of the following programs: Highway Safety Improvement Program; National Highway Freight Program; National Highway Performance Program; Surface Transportation Block Grant Program; Congestion Mitigation and Air Quality Improvement Program; Metropolitan Transportation Planning Program; Federal Lands and Tribal Transportation Programs; Nationally Significant Freight and Highway Projects; Transportation Infrastructure Finance and Innovation Act (TIFIA) Program; Research, Technology and Education Program; and Federal Allocation Programs.

Highway Safety Improvement Program.—The performance-based Highway Safety Improvement Program (\$2.5 billion) provides funding to significantly reduce traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on Tribal land, and the program is directly tied to the Department's safety goal and Roadway Safety Plan principles. The request represents a modest increase over the Fiscal Year 2015 safety program. Improving roadway safety is a top priority of the Department, and has been designated one of DOT's Agency Priority Goals. FHWA, through national leadership and innovation, focuses on improving the safety of roadway infrastructure on all public roads. The program provides a data- and performance-driven strategic approach to improving traffic safety to reduce fatalities and serious injuries. It strengthens coordination among all highway safety modes, including National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) safety programs in conjunction with all Department safety initiatives. It continues the requirement that each State utilize a Strategic Highway Safety Plan. This statewide, coordinated safety plan provides a comprehensive framework for establishing statewide goals, objectives, and performance targets while ensuring the effective use of safety-focused funding. The Highway Safety Improvement Program includes a \$230 million targeted set-aside, the Railway-Highway Crossings Program, to fund safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.

National Highway Freight Program.—The National Highway Freight Program (\$1.1 billion), is a new formula program established by the FAST Act that will provide States with necessary funds for vital projects that will improve the movement of freight on the National Highway Freight Network, which is comprised of the 41,500-miles Primary Highway Freight System, all other Interstates not on the PHFS, and other State-identified critical rural and urban corridors. The FAST Act requires all States using formula dollars to complete a multimodal State Freight Plan.

National Highway Performance Program.—The National Highway Performance Program (\$22.8 billion) is a formula-based program that focuses significant Federal resources for the following purposes: to support the condition and performance of the National Highway System (NHS); to support the construction of new facilities on the NHS; and to ensure that investments of Federal-aid funds in highway construction support progress toward the achievement of performance targets for the NHS. The program includes performance management features, holds States accountable for achieving performance targets, and provides flexibility to States for making transportation investment decisions. The 220,000-mile NHS is comprised of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. The NHS includes the Interstate System, all principal arterials, intermodal connectors, and other roads important to mobility, commerce, national defense, and intermodal connectivity. The NHS provides mobility to the vast majority of the Nation's population and almost all of its commerce, supports national defense, and promotes intermodal connectivity. While NHS mileage accounts for a small portion of the Nation's public road mileage, it carries 58 percent of all vehicular traffic. The majority of

truck-borne freight uses it at some point in its journey. While the NHS comprises 53 percent of U.S. highway border crossings, it handles 98 percent of the value of total truck trade with Canada and Mexico.

Surface Transportation Block Grant Program.—The Surface Transportation Block Grant Program (\$11.4 billion) provides flexible funding that may be used by States and localities for projects to preserve and improve the condition and performance on any Federal-aid highway, bridges on any public road, and transit capital projects, including intercity bus terminals. Additionally, projects that expand transportation choice and enhance the transportation experience are eligible, such as, bicycle and pedestrian infrastructure and safety programs, historical preservation, and environmental mitigation. The flexible nature of this program allows States to direct funding to areas of greatest need while also fostering innovation. This program gives State transportation agencies the ability to target funding to State and local priorities. States will identify projects for funding in consultation with local transportation officials in rural areas and in cooperation with the Metropolitan Planning Organization (MPO) in metropolitan areas.

Congestion Mitigation and Air Quality Improvement Program.—The Congestion Mitigation and Air Quality (CMAQ) Improvement Program (\$2.4 billion) will help States, local governments, and private-sector sponsors reduce highway congestion and harmful emissions, and assist many areas in reaching attainment of the National Ambient Air Quality Standards (NAAQS), an environmental priority. The CMAQ program provides a flexible funding source for State and local governments to fund transportation projects and programs that are designed to help localities meet the requirements of the Clean Air Act and its amendments, and help reduce regional congestion on transportation networks. CMAQ investments support transportation projects that are designed to reduce the emissions from mobile sources in areas that have been designated as in nonattainment or in maintenance of the NAAQS by the Environmental Protection Agency. To date, each MPO with a transportation management area that serves more than one million people and represents a nonattainment or maintenance area has developed and will continue to update biennially a performance plan to achieve air quality and congestion reduction targets.

Metropolitan Transportation Planning Program.—The Metropolitan Transportation Planning Program (\$336 million) provides funds for use by Metropolitan Planning Organizations (MPOs) for multimodal transportation planning and programming in metropolitan areas. Metropolitan planning activities include: the collection and analysis of data on demographics, trends, and system performance; travel demand and system performance forecasting; identification and prioritization of transportation system improvement needs; and coordination of the planning process and decision-making with the public, elected officials, and stakeholder groups. The planning process will provide consideration for projects that increase safety, support economic vitality, increase accessibility, mobility, and connectivity, protect and enhance the environment, emphasize the preservation of existing infrastructure, and increase security of the transportation system.

Federal Lands and Tribal Transportation Programs.—The Federal Lands and Tribal Transportation Programs (\$1.1 billion) provide funding for transportation projects on Federal and Tribal lands for construction and engineering projects that will: provide multi-modal access to basic community services including safer all-weather access to schools and healthcare facilities for 566 federally-recognized sovereign Tribal governments; improve multi-modal access to recreational areas on public lands/national treasures; and expand economic development in and around Federal and Tribal lands while preserving the environment and reducing congestion.

Nationally Significant Freight and Highway Projects.—The Nationally Significant Freight and Highway Projects (\$850 million) program is a new discretionary grant program, established by the FAST Act, for major highway and freight projects that will achieve national transportation objectives. This program will be led by the newly created National Surface Transportation and Innovative Finance Bureau. Selected projects must re-

FEDERAL-AID HIGHWAYS—Continued

ceive grants of at least \$25 million and have a total project cost of \$100 million or more.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.—The TIFIA Program (\$275 million) provides contract authority to cover the subsidy cost of providing credit assistance for nationally or regionally significant transportation projects. The TIFIA Program leverages Federal dollars in a time of scarce budgetary resources, facilitating private participation in transportation projects and encouraging innovative financing mechanisms that help advance projects sooner. This program offers flexible repayment terms and attracts private capital to facilitate transportation projects that would otherwise go unfunded.

Research, Technology, and Education Program.—The Research, Technology, and Education (RT&E) Program (\$418 million) provides for a comprehensive, nationally-coordinated research, technology, and education program that will advance the Department of Transportation's organizational goals, while accelerating innovation delivery and technology implementation. FHWA research, development and technology activities include: a highway research and development program; a technology and innovation deployment program; an intelligent transportation systems program; and a training and education activities program. The RT&E Program also supports activities in the areas of safety, infrastructure preservation, operations, environmental sustainability, and policy. FHWA is in a unique leadership position to identify and address issues that require high-risk, long-term research, and research on emerging issues of national significance. FHWA's leadership role is necessary to build effective partnerships to maximize the investment in the transportation system. The entire innovation lifecycle is covered under the RT&E Program umbrella from agenda setting to the deployment of technologies and innovations.

Federal Allocation Programs.—This categorization consists of funding (\$404 million) for several important programs: Emergency Relief; Territorial and Puerto Rico Highway Program; Construction of Ferry Boats and Ferry Terminal Facilities; On-the-Job Training; Disadvantaged Business Enterprise; and Highway Use Tax Evasion Projects. The Emergency Relief Program has been funded through a recurring annual authorization of \$100 million since 1972. Emergency Relief funding assists Federal, State, Tribal, and local governments with the expense of repairing serious damage to Federal-aid, Tribal, and Federal Lands highways resulting from natural disasters or catastrophic failures. The Territorial and Puerto Rico Highway Program provides funding for critical highway programs in Puerto Rico and the four territories of American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, and the United States Virgin Islands. The Construction of Ferry Boats and Ferry Terminal Facilities program provides funding for the construction of ferry boats and ferry terminal facilities which will improve connectivity between NHS segments, provide travel mode options, and reduce congestion. The On-the-Job Training program provides funding for developing, conducting, and administering surface transportation and technology training, including skill improvement programs and job readiness. The Disadvantaged Business Enterprise program provides funding for developing, conducting, and administering training and assistance programs to increase the proficiency of minority businesses to compete, on an equal basis, for contracts and subcontracts. The Highway Use Tax Evasion Projects program provides funding to the Internal Revenue Service, other Federal agencies, and the States to carry out intergovernmental enforcement efforts along with training and research to reduce evasion of payment of motor fuel and other highway use taxes, which are the principal sources for Federal and State highway funding.

Object Classification (in millions of dollars)

Identification code 069-8083-0-7-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	301	301	295
11.3 Other than full-time permanent	3	3	3

11.5 Other personnel compensation	39	39	39
11.9 Total personnel compensation	343	343	337
12.1 Civilian personnel benefits	97	97	98
21.0 Travel and transportation of persons	22	22	22
23.1 Rental payments to GSA	31	32	30
23.2 Rental payments to others	1	1	1
23.3 Communications, utilities, and miscellaneous charges	9	9	9
24.0 Printing and reproduction	1	1	1
25.1 Advisory and assistance services	67	67	67
25.2 Other services from non-Federal sources	519	519	519
25.3 Other goods and services from Federal sources	347	347	347
25.4 Operation and maintenance of facilities	48	48	48
25.7 Operation and maintenance of equipment	44	44	44
26.0 Supplies and materials	12	12	12
31.0 Equipment	19	19	19
32.0 Land and structures	32	32	32
33.0 Investments and loans	236	252	251
41.0 Grants, subsidies, and contributions	38,646	41,430	41,844
99.0 Direct obligations	40,474	43,275	43,681
99.0 Reimbursable obligations	132	340	340
99.9 Total new obligations	40,606	43,615	44,021

Employment Summary

Identification code 069-8083-0-7-401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	2,550	2,537	2,537
2001 Reimbursable civilian full-time equivalent employment	236	236	236
3001 Allocation account civilian full-time equivalent employment	3	3	3

MISCELLANEOUS TRUST FUNDS

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069-9971-0-7-999	2015 actual	2016 est.	2017 est.
0100 Balance, start of year	1	1	2
Receipts:			
Current law:			
1130 Advances from State Cooperating Agencies and Foreign Governments, FHA Miscellaneous Trust	20	20	20
1130 Advances for Highway Research Program, Miscellaneous Trust	1	1	1
1130 Deposits for Cooperative Work, International Highway Transportation Outreach Program	-1		
1199 Total current law receipts	20	21	21
1999 Total receipts	20	21	21
2000 Total: Balances and receipts	21	22	23
Appropriations:			
Current law:			
2101 Miscellaneous Trust Funds	-20	-20	-20
5099 Balance, end of year	1	2	3

Program and Financing (in millions of dollars)

Identification code 069-9971-0-7-999	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Advances from State cooperating agencies 69-X-8054	20	33	33
0002 Cooperative work, international highway transportation 69-X-8371	3	5	5
0003 Below reporting threshold	1	1	1
0900 Total new obligations	24	39	39
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	42	41	22
1021 Recoveries of prior year unpaid obligations	3		
1050 Unobligated balance (total)	45	41	22
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	20	20	20
1930 Total budgetary resources available	65	61	42
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	41	22	3

Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	21	20
3010	Obligations incurred, unexpired accounts	24	39
3020	Outlays (gross)	-22	-41
3040	Recoveries of prior year unpaid obligations, unexpired	-3	.....
3050	Unpaid obligations, end of year	20	18
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	21	20
3200	Obligated balance, end of year	20	18
Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross	20	20
Outlays, gross:			
4100	Outlays from new mandatory authority	3	16
4101	Outlays from mandatory balances	19	25
4110	Outlays, gross (total)	22	41
4180	Budget authority, net (total)	20	20
4190	Outlays, net (total)	22	41

The Miscellaneous Trust Funds account reflects work performed by Federal Highway Administration (FHWA) for other parties. FHWA performs the work on a reimbursable basis.

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

Technical assistance, US dollars advances from foreign governments.—FHWA renders technical assistance and acts as agent for the purchase of equipment and materials for carrying out highway programs in foreign countries.

Contributions for highway research programs.—Contributions are received from various sources in support of FHWA transportation research programs. The funds are used primarily in support of pooled-funds projects.

Object Classification (in millions of dollars)

Identification code 069-9971-0-7-999	2015 actual	2016 est.	2017 est.
Direct obligations:			
12.1	Civilian personnel benefits	2	2
25.1	Advisory and assistance services	2	3
25.2	Other services from non-Federal sources	9	16
25.3	Other goods and services from Federal sources	10	17
99.0	Direct obligations	23	38
99.5	Adjustment for rounding	1	1
99.9	Total new obligations	24	39

Employment Summary

Identification code 069-9971-0-7-999	2015 actual	2016 est.	2017 est.
1001	Direct civilian full-time equivalent employment	6	6

MISCELLANEOUS TRANSPORTATION TRUST FUNDS

Program and Financing (in millions of dollars)

Identification code 069-9972-0-7-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0027	Obligations by program activity Miscellaneous highway projects	11	22
0100	Direct program activities, subtotal	11	22
0900	Total new obligations (object class 41.0)	11	22
Budgetary resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	82	75
1021	Recoveries of prior year unpaid obligations	4	.....
1050	Unobligated balance (total)	86	75
1930	Total budgetary resources available	86	75

Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	75	53
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	35	36
3010	Obligations incurred, unexpired accounts	11	22
3020	Outlays (gross)	-6	-21
3040	Recoveries of prior year unpaid obligations, unexpired	-4	.....
3050	Unpaid obligations, end of year	36	37
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	35	36
3200	Obligated balance, end of year	36	37
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011	Outlays from discretionary balances	6	21
4180	Budget authority, net (total) .....	.....	.....
4190	Outlays, net (total)	6	21

This account contains miscellaneous appropriations from the Transportation Trust Fund. Obligations and outlays result from prior year appropriations. No new budget authority is requested for 2017.

ADMINISTRATIVE PROVISIONS

SEC. 120. (a) For fiscal year [2016] 2017, the Secretary of Transportation shall—

(1) not distribute from the obligation limitation for Federal-aid highways—

(A) amounts authorized for administrative expenses and programs by section 104(a) of title 23, United States Code; and

(B) amounts authorized for the Bureau of Transportation Statistics;

(2) not distribute an amount from the obligation limitation for Federal-aid highways that is equal to the unobligated balance of amounts—

(A) made available from the [Highway] Transportation Trust Fund (other than the Mass Transit Account) for Federal-aid highway and highway safety construction programs for previous fiscal years the funds for which are allocated by the Secretary (or apportioned by the Secretary under sections 202 or 204 of title 23, United States Code); and

(B) for which obligation limitation was provided in a previous fiscal year;

(3) determine the proportion that—

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

(B) the total of the sums authorized to be appropriated for the Federal-aid highway and highway safety construction programs (other than sums authorized to be appropriated for provisions of law described in paragraphs (1) through (11) of subsection (b) and sums authorized to be appropriated for section 119 of title 23, United States Code, equal to the amount referred to in subsection (b)(12) for such fiscal year), less the aggregate of the amounts not distributed under paragraphs (1) and (2) of this subsection;

(4) distribute the obligation limitation for Federal-aid highways, less the aggregate amounts not distributed under paragraphs (1) and (2), for each of the programs (other than programs to which paragraph (1) applies) that are allocated by the Secretary under the Fixing America's Surface Transportation Act and title 23, United States Code, or apportioned by the Secretary under sections 202 or 204 of that title, by multiplying—

(A) the proportion determined under paragraph (3); by

(B) the amounts authorized to be appropriated for each such program for such fiscal year; and

(5) distribute the obligation limitation for Federal-aid highways, less the aggregate amounts not distributed under paragraphs (1) and (2) and the amounts distributed under paragraph (4), for Federal-aid highway and highway safety construction programs that are apportioned by the Secretary under title 23, United States Code (other than the amounts apportioned for the National Highway Performance Program in section 119 of title 23, United States Code, that are exempt from the limitation under subsection (b)(12) and the amounts apportioned under sections 202 and 204 of that title) in the proportion that—

(A) amounts authorized to be appropriated for the programs that are apportioned under title 23, United States Code, to each State for such fiscal year; bears to

(B) the total of the amounts authorized to be appropriated for the programs that are apportioned under title 23, United States Code, to all States for such fiscal year.

(b) **EXCEPTIONS FROM OBLIGATION LIMITATION.**—The obligation limitation for Federal-aid highways shall not apply to obligations under or for—

(1) section 125 of title 23, United States Code;

(2) section 147 of the Surface Transportation Assistance Act of 1978 (23 U.S.C. 144 note; 92 Stat. 2714);

(3) section 9 of the Federal-Aid Highway Act of 1981 (95 Stat. 1701);

(4) subsections (b) and (j) of section 131 of the Surface Transportation Assistance Act of 1982 (96 Stat. 2119);

(5) subsections (b) and (c) of section 149 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (101 Stat. 198);

(6) sections 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2027);

(7) section 157 of title 23, United States Code (as in effect on June 8, 1998);

(8) section 105 of title 23, United States Code (as in effect for fiscal years 1998 through 2004, but only in an amount equal to \$639,000,000 for each of those fiscal years);

(9) Federal-aid highway programs for which obligation authority was made available under the Transportation Equity Act for the 21st Century (112 Stat. 107) or subsequent Acts for multiple years or to remain available until expended, but only to the extent that the obligation authority has not lapsed or been used;

(10) section 105 of title 23, United States Code (as in effect for fiscal years 2005 through 2012, but only in an amount equal to \$639,000,000 for each of those fiscal years);

(11) section 1603 of SAFETEA-LU (23 U.S.C. 118 note; 119 Stat. 1248), to the extent that funds obligated in accordance with that section were not subject to a limitation on obligations at the time at which the funds were initially made available for obligation; and

(12) section 119 of title 23, United States Code (but, for each of fiscal years 2013 through [2016] 2017, only in an amount equal to \$639,000,000).

(c) **REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.**—Notwithstanding subsection (a), the Secretary shall, after August 1 of such fiscal year—

(1) revise a distribution of the obligation limitation made available under subsection (a) if an amount distributed cannot be obligated during that fiscal year; and

(2) 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 144 (as in effect on the day before the date of enactment of Public Law 112–141) and 104 of title 23, United States Code.

(d) **APPLICABILITY OF OBLIGATION LIMITATIONS TO TRANSPORTATION RESEARCH PROGRAMS.**—

(1) **IN GENERAL.**—Except as provided in paragraph (2), the obligation limitation for Federal-aid highways shall apply to contract authority for transportation research programs carried out under—

(A) chapter 5 of title 23, United States Code; and

(B) title VI of the Fixing America's Surface Transportation Act.

(2) **EXCEPTION.**—Obligation authority made available under paragraph (1) shall—

(A) remain available for a period of 4 fiscal years; and

(B) 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.

(e) **REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS.**—

(1) **IN GENERAL.**—Not later than 30 days after the date of distribution of obligation limitation under subsection (a), the Secretary shall distribute to the States any funds (excluding funds authorized for the program under section 202 of title 23, United States Code) that—

(A) are authorized to be appropriated for such fiscal year for Federal-aid highway programs; and

(B) the Secretary determines will not be allocated to the States (or will not be apportioned to the States under section 204 of title 23, United States Code), and will not be available for obligation, for such fiscal year because of the imposition of any obligation limitation for such fiscal year.

(2) **RATIO.**—Funds shall be distributed under paragraph (1) in the same proportion as the distribution of obligation authority under subsection (a)(5).

(3) **AVAILABILITY.**—Funds distributed to each State under paragraph (1) shall be available for any purpose described in section 133(b) of title 23, United States Code.

SEC. 121. 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 chapter 63 of title 49, United States Code, 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 highway and highway safety construction programs.

SEC. 122. Not less than 15 days prior to waiving, under his or her statutory authority, any Buy America requirement for Federal-aid highways projects, the Secretary of Transportation shall make an informal public notice and comment opportunity on the intent to issue such waiver and the reasons therefor: *Provided*, That the Secretary shall provide an annual report to the House and Senate Committees on Appropriations on any waivers granted under the Buy America requirements.

SEC. 123. None of the funds in this Act to the Department of Transportation may be used to provide credit assistance unless not less than 3 days before any application approval to provide credit assistance under sections 603 and 604 of title 23, United States Code, the Secretary of Transportation provides notification in writing to the following committees: the House and Senate Committees on Appropriations; the Committee on Environment and Public Works and the Committee on Banking, Housing and Urban Affairs of the Senate; and the Committee on Transportation and Infrastructure of the House of Representatives: *Provided*, That such notification shall include, but not be limited to, the name of the project sponsor; a description of the project; whether credit assistance will be provided as a direct loan, loan guarantee, or line of credit; and the amount of credit assistance.

【SEC. 124. Section 127 of title 23, United States Code, is amended—

(1) in each of subsections (a)(11)(A) and (B) by striking "through December 31, 2031", and

(2) by inserting at the end the following:

"(t) **VEHICLES IN IDAHO.**—A vehicle limited or prohibited under this section from operating on a segment of the Interstate System in the State of Idaho may operate on such a segment if such vehicle-

"(1) has a gross vehicle weight of 129,000 pounds or less;

"(2) other than gross vehicle weight, complies with the single axle, tandem axle, and bridge formula limits set forth in subsection (a); and

"(3) is authorized to operate on such segment under Idaho State law."】

SEC. [125] 124. (a) A State or territory, as defined in section 165 of title 23, United States Code, may use for any project eligible under section 133(b) of title 23 or section 165 of title 23 and located within the boundary of the State or territory any earmarked amount, and any associated obligation limitation, provided that the Department of Transportation for the State or territory for which the earmarked amount was originally designated or directed notifies the Secretary of Transportation of its intent to use its authority under this section and submits a quarterly report to the Secretary identifying the projects to which the funding would be applied. Notwithstanding the original period of availability of funds to be obligated under this section, such funds and associated obligation limitation shall remain available for obligation for a period of 3 fiscal years after the fiscal year in which the Secretary of Transportation is notified. The Federal share of the cost of a project carried out with funds made available under this section shall be the same as associated with the earmark.

(b) In this section, the term "earmarked amount" means—

(1) congressionally directed spending, as defined in rule XLIV of the Standing Rules of the Senate, identified in a prior law, report, or joint explanatory statement, which was authorized to be appropriated or appropriated more than 10 fiscal years prior to the fiscal year in which this Act becomes effective, and administered by the Federal Highway Administration; or

(2) a congressional earmark, as defined in rule XXI of the Rules of the House of Representatives identified in a prior law, report, or joint explanatory statement, which was authorized to be appropriated or appropriated more than 10 fiscal years prior to the fiscal year in which this Act becomes effective, and administered by the Federal Highway Administration.

(c) The authority under subsection (a) may be exercised only for those projects or activities that have obligated less than 10 percent of the amount made available for obligation as of the effective date of this Act, and shall be applied to projects within the same general geographic area within 50 miles for which the funding was designated, except that a State or territory may apply such authority to unexpended balances of funds from projects or activities the State or territory certifies have been closed and for which payments have been made under a final voucher.

(d) The Secretary shall submit consolidated reports of the information provided by the States and territories each quarter to the House and Senate Committees on Appropriations.

【SEC. 126. Notwithstanding any other provision of law, the amount that the Secretary sets aside for fiscal year 2016 under section 130(e)(1) of title 23, United States Code, for the elimination of hazards and the installation of protective devices at

railway-highway crossings shall be \$350,000,000.] (*Department of Transportation Appropriations Act, 2016.*)

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

The Federal Motor Carrier Safety Administration (FMCSA) was established within the Department of Transportation by the Motor Carrier Safety Improvement Act of 1999 (P.L. 106–159). Prior to this legislation, motor carrier safety responsibilities were under the jurisdiction of the Federal Highway Administration.

FMCSA's mission is to promote safe commercial motor vehicle operation and reduce truck and bus crashes. The agency accomplishes this mission by reducing fatalities and property losses associated with commercial motor vehicles through education, regulation, enforcement, and research and innovative technology, thereby achieving a safer and more secure transportation environment. FMCSA is also responsible for enforcing Federal motor carrier safety and hazardous materials regulations for all commercial vehicles entering the United States along its southern and northern borders.

Trust Funds

MOTOR CARRIER SAFETY

Program and Financing (in millions of dollars)

Identification code 069–8055–0–7–401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2	3	3
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	3	3	3
1930 Total budgetary resources available	3	3	3
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	3	3	3
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1		
3040 Recoveries of prior year unpaid obligations, unexpired	–1		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1		
4180 Budget authority, net (total)			
4190 Outlays, net (total)			
Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY: Contract authority	41	41	41
5055 Fund balance in excess of liquidating requirements, EOY: Contract authority	41	41	41

Activities have not been funded in this account since 2005. This schedule shows the obligations and outlays of funding made available for this program in fiscal years prior to 2006.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

Program and Financing (in millions of dollars)

Identification code 069–8048–0–7–401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	9	5	5
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	10	5	5
Budget authority:			
Contract authority, mandatory:			
1620 Contract authority and/or unobligated balance of contract authority permanently reduced	–5		
1930 Total budgetary resources available	5	5	5
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	5	5	5

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	14	13	1
3020 Outlays (gross)		–12	–1
3040 Recoveries of prior year unpaid obligations, unexpired	–1		
3050 Unpaid obligations, end of year	13	1	
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	14	13	1
3200 Obligated balance, end of year	13	1	

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances		12	1
Mandatory:			
4090 Budget authority, gross	–5		
4180 Budget authority, net (total)	–5		
4190 Outlays, net (total)		12	1

Memorandum (non-add) entries:

5052 Obligated balance, SOY: Contract authority	5		
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No funding is requested for this account in 2017.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

([HIGHWAY] TRANSPORTATION TRUST FUND)

For payment of obligations incurred in carrying out sections 31102[, 31104(a), 31106, 31107, 31109, 31309], 31103, 31104, and 31313 of title 49, United States Code[, and sections 4126 and 4128 of Public Law 109–59, as amended by Public Law 112–141], as amended by the Fixing America's Surface Transportation Act, [\$313,000,000] \$367,000,000, to be derived from the [Highway] Transportation Trust Fund (other than the Mass Transit Account) and to remain available until expended: *Provided*, That funds available for the implementation or execution of motor carrier safety programs shall not exceed total obligations of [\$313,000,000] \$367,000,000 in fiscal year [2016] 2017 for "Motor Carrier Safety Grants"; of which [\$218,000,000] \$292,600,000 shall be available for the motor carrier safety assistance program, [\$30,000,000] \$31,200,000 shall be available for commercial driver's license program [improvement grants, \$32,000,000 shall be available for border enforcement grants, \$5,000,000 shall be available for performance and registration information system management grants, \$25,000,000 shall be available for the commercial vehicle information systems and networks deployment program, and \$3,000,000 shall be available for safety data improvement grants: *Provided further*, That, of the funds made available herein for the motor carrier safety assistance program, \$32,000,000 shall be available for audits of new entrant motor carriers] implementation financial assistance program, and \$42,200,000 shall be available for the high priority activities program. (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069–8158–0–7–401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Motor Carrier Safety Assistance Program	217	203	293
0002 Border Enforcement Grants	32	32	
0003 Safety Data Improvement Grants	2	3	
0004 Commercial Driver's License (CDL) Program Improvement Grants	30	30	31
0005 Commercial Vehicle Information Systems	12	25	
0006 Performance and Registration Information System	5	5	
0007 MCSAP High Priority		15	42
0009 Commercial Motor Vehicle Operator (CMV) Grant			1
0900 Total new obligations	298	313	367
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	107	129	129
1021 Recoveries of prior year unpaid obligations	7		
1050 Unobligated balance (total)	114	129	129
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	313	313	367

MOTOR CARRIER SAFETY GRANTS—Continued
Program and Financing—Continued

Identification code 069-8158-0-7-401	2015 actual	2016 est.	2017 est.
1137 Portion applied to liquidate contract authority, Motor Carrier Safety Grants	-313	-313	-367
Contract authority, mandatory:			
1600 Contract authority, Motor Carrier Safety Grants	313	313	367
1900 Budget authority (total)	313	313	367
1930 Total budgetary resources available	427	442	496
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	129	129	129
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	418	433	415
3010 Obligations incurred, unexpired accounts	298	313	367
3020 Outlays (gross)	-276	-331	-352
3040 Recoveries of prior year unpaid obligations, unexpired	-7		
3050 Unpaid obligations, end of year	433	415	430
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	418	433	415
3200 Obligated balance, end of year	433	415	430
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	47	88	103
4011 Outlays from discretionary balances	229	243	249
4020 Outlays, gross (total)	276	331	352
Mandatory:			
4090 Budget authority, gross	313	313	367
4180 Budget authority, net (total)	313	313	367
4190 Outlays, net (total)	276	331	352
Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY: Contract authority	30	30	30
5055 Fund balance in excess of liquidating requirements, EOY: Contract authority	30	30	30
5061 Limitation on obligations (Transportation Trust Funds)	313	313	367

Motor Carrier Safety Grants support States to conduct compliance reviews, identify and apprehend traffic violators, conduct roadside inspections, and support safety audits on new entrant carriers. Using take-down funds, the Federal Motor Carrier Safety Administration (FMCSA) also supports States by conducting training for State agency personnel to accomplish motor carrier safety objectives. In addition, FMCSA reviews State commercial driver's license (CDL) oversight activities to prevent unqualified drivers from being issued CDLs, and is initiating an Innovative Technology program to improve the safety and productivity of commercial vehicles and drivers. The Motor Carriers Safety Grants account maintains the Agency's individual grants under the Compliance, Safety and Accountability Program.

Object Classification (in millions of dollars)

Identification code 069-8158-0-7-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
21.0 Travel and transportation of persons	1	1	1
25.2 Other services from non-Federal sources	3	3	4
41.0 Grants, subsidies, and contributions	294	309	362
99.9 Total new obligations	298	313	367

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

([HIGHWAY] TRANSPORTATION TRUST FUND)

For payment of obligations incurred in the implementation, execution and administration of motor carrier safety operations and programs pursuant to section 31110[(a)-(c)] of title 49, United States Code, [and section 4134 of Public Law 109-59, as amended by Public Law 112-141,] as amended by the Fixing America's

Surface Transportation Act, [\$267,400,000] \$277,200,000, to be derived from the [Highway] Transportation Trust Fund (other than the Mass Transit Account), together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, the sum of which shall remain available until expended: *Provided*, That funds available for implementation, execution or administration of motor carrier safety operations and programs authorized under title 49, United States Code, shall not exceed total obligations of [\$267,400,000] \$277,200,000 for "Motor Carrier Safety Operations and Programs" for fiscal year [2016] 2017, of which [\$9,000,000] \$9,180,000, to remain available for obligation until September 30, [2018] 2019, is for the research and technology program[, and of which \$34,545,000, to remain available for obligation until September 30, 2018, is for information management: *Provided further*, That \$1,000,000 shall be made available for commercial motor vehicle operator grants to carry out section 4134 of Public Law 109-59, as amended by Public Law 112-141, as amended by the Fixing America's Surface Transportation Act]. (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069-8159-0-7-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Operating Expenses	211	218	229
0002 Research and Technology	10	9	9
0003 Information Management	34	35	35
0005 Outreach and Education	4	4	4
0006 Commercial Motor Vehicle Operating Grants	1	1	
0007 Hours of Service Study	4		
0008 Enforcement and Investigative Activities	7		
0009 Commercial Motor Vehicle Additional	1		
0100 Subtotal, direct program	272	267	277
0799 Total direct obligations	272	267	277
0801 Motor Carrier Safety Operations and Programs (Reimbursable)	18	20	20
0900 Total new obligations	290	287	297
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	26	22	22
1001 Discretionary unobligated balance brought fwd, Oct 1	3	5	
1021 Recoveries of prior year unpaid obligations	6		
1050 Unobligated balance (total)	32	22	22
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	260	267	277
1137 Appropriations applied to liquidate contract authority	-259	-267	-277
1160 Appropriation, discretionary (total)	1		
Contract authority, mandatory:			
1600 Contract authority	259	267	277
Spending authority from offsetting collections, discretionary:			
1700 Collected	20	20	20
1900 Budget authority (total)	280	287	297
1930 Total budgetary resources available	312	309	319
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	22	22	22

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	91	100	129
3010 Obligations incurred, unexpired accounts	290	287	297
3020 Outlays (gross)	-275	-258	-268
3040 Recoveries of prior year unpaid obligations, unexpired	-6		
3050 Unpaid obligations, end of year	100	129	158
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	91	100	129
3200 Obligated balance, end of year	100	129	158

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	21	20	20
Outlays, gross:			
4010 Outlays from new discretionary authority	210	220	227
4011 Outlays from discretionary balances	65	38	41
4020 Outlays, gross (total)	275	258	268
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4034 Offsetting governmental collections	-20	-20	-20

Mandatory:				
4090	Budget authority, gross	259	267	277
4180	Budget authority, net (total)	260	267	277
4190	Outlays, net (total)	255	238	248
Memorandum (non-add) entries:				
5054	Fund balance in excess of liquidating requirements, SOY: Contract authority	16	16	16
5055	Fund balance in excess of liquidating requirements, EOY: Contract authority	16	16	16
5061	Limitation on obligations (Transportation Trust Funds)	257	267	277

The Operations and Programs account provides the necessary resources to support program and administrative activities for motor carrier safety. The Federal Motor Carrier Safety Administration (FMCSA) will continue to improve safety and reduce severe and fatal commercial motor vehicles crashes by raising the bar to entry into the commercial motor vehicle industry, by requiring operators to maintain standards to remain in the industry, and by removing high-risk carriers, vehicles, drivers and service providers from operation. Funding supports nationwide motor carrier safety and consumer enforcement efforts, including the continuation of the Compliance, Safety and Accountability Program; regulation and enforcement of movers of household goods, and Federal safety enforcement activities at the borders to ensure that foreign-domiciled carriers entering the U.S. are in compliance with FMCSA Regulations. Resources are also provided to fund regulatory development and implementation, investment in research and technology, and safety outreach and education. The 2017 funding request reflects FMCSA's requirements to fund critical safety and operational facility improvements at border and domestic posts, fund important safety and safety mission support training for FMCSA staff, and to support the effective implementation of FMCSA's programs through the implementation of FMCSA's Program Integration Office.

Object Classification (in millions of dollars)

Identification code 069-8159-0-7-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	95	96	96
11.3 Other than full-time permanent	1	1	2
11.9 Total personnel compensation	96	97	98
12.1 Civilian personnel benefits	30	32	32
21.0 Travel and transportation of persons	9	9	9
23.1 Rental payments to GSA	18	18	18
23.3 Communications, utilities, and miscellaneous charges	3	3	4
24.0 Printing and reproduction	1	1	1
25.2 Other services from non-Federal sources	98	94	100
25.5 Research and development contracts	13	10	10
26.0 Supplies and materials	1	1	2
31.0 Equipment	1	1	1
41.0 Grants, subsidies, and contributions	2	1	2
99.0 Direct obligations	272	267	277
99.0 Reimbursable obligations	18	20	20
99.9 Total new obligations	290	287	297

Employment Summary

Identification code 069-8159-0-7-401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	1,058	1,114	1,117
2001 Reimbursable civilian full-time equivalent employment	53	61	61

ADMINISTRATIVE PROVISIONS

[SEC. 130. (a) Funds appropriated or limited in this Act shall be subject to the terms and conditions stipulated in section 350 of Public Law 107-87 and section 6901 of Public Law 110-28.

(b) Section 350(d) of the Department of Transportation and Related Agencies Appropriation Act, 2002 (Public Law 107-87) is hereby repealed. **]**

[SEC. 131. The Federal Motor Carrier Safety Administration shall send notice of 49 CFR section 385.308 violations by certified mail, registered mail, or another

manner of delivery, which records the receipt of the notice by the persons responsible for the violations. **]**

[SEC. 132. None of the funds limited or otherwise made available under this Act, or any other Act, hereafter, shall be used by the Secretary to enforce any regulation prohibiting a State from issuing a commercial learner's permit to individuals under the age of eighteen if the State had a law authorizing the issuance of commercial learner's permits to individuals under eighteen years of age as of May 9, 2011. **]**

[SEC. 133. None of the funds appropriated or otherwise made available by this Act or any other Act may be used to implement, administer, or enforce sections 395.3(c) and 395.3(d) of title 49, Code of Federal Regulations, and such section shall have no force or effect on submission of the final report issued by the Secretary, as required by section 133 of division K of Public Law 113-235, unless the Secretary and the Inspector General of the Department of Transportation each review and determine that the final report—

(1) meets the statutory requirements set forth in such section; and

(2) establishes that commercial motor vehicle drivers who operated under the restart provisions in effect between July 1, 2013, and the day before the date of enactment of such Public Law demonstrated statistically significant improvement in all outcomes related to safety, operator fatigue, driver health and longevity, and work schedules, in comparison to commercial motor vehicle drivers who operated under the restart provisions in effect on June 30, 2013. **]**

[SEC. 134. None of the funds limited or otherwise made available under the heading "Motor Carrier Safety Operations and Programs" may be used to deny an application to renew a Hazardous Materials Safety Program permit for a motor carrier based on that carrier's Hazardous Materials Out-of-Service rate, unless the carrier has the opportunity to submit a written description of corrective actions taken, and other documentation the carrier wishes the Secretary to consider, including submitting a corrective action plan, and the Secretary determines the actions or plan is insufficient to address the safety concerns that resulted in that Hazardous Materials Out-of-Service rate. **]**

[SEC. 135. None of the funds made available by this Act or previous appropriations Acts under the heading "Motor Carrier Safety Operations and Programs" shall be used to pay for costs associated with design, development, testing, or implementation of a wireless roadside inspection program until 180 days after the Secretary of Transportation certifies to the House and Senate Committees on Appropriations that such program does not conflict with existing non-Federal electronic screening systems, create capabilities already available, or require additional statutory authority to incorporate generated inspection data into safety determinations or databases, and has restrictions to specifically address privacy concerns of affected motor carriers and operators: *Provided*, That nothing in this section shall be construed as affecting the Department's ongoing research efforts in this area. **]**

[SEC. 136. Section 13506(a) of title 49, United States Code, is amended:

(1) in subsection (14) by striking "or";

(2) in subsection (15) by striking "." and inserting "; or"; and

(3) by inserting at the end, "(16) the transportation of passengers by 9 to 15 passenger motor vehicles operated by youth or family camps that provide recreational or educational activities." **]**

[SEC. 137. (a) IN GENERAL.—Section 31112(c)(5) of title 49, United States Code, is amended—

(1) by striking "Nebraska may" and inserting "Nebraska and Kansas may"; and

(2) by striking "the State of Nebraska" and inserting "the relevant state".

(b) CONFORMING AND TECHNICAL AMENDMENTS.—Section 31112(c) of such title is amended—

(1) by striking the subsection designation and heading and inserting the following:

"(c) SPECIAL RULES FOR WYOMING, OHIO, ALASKA, IOWA, NEBRASKA, AND KANSAS.—";

(2) by striking "; and" at the end of paragraph (3) and inserting a semicolon; and

(3) by striking the period at the end of paragraph (4) and inserting "; and". **]**

(Department of Transportation Appropriations Act, 2016.)

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The National Highway Traffic Safety Administration (NHTSA) is responsible for motor vehicle safety, highway safety behavioral programs, motor vehicle information, and automobile fuel economy programs. NHTSA is charged with reducing traffic crashes and deaths and injuries resulting from traffic crashes; establishing motor vehicle safety standards for motor

vehicles and motor vehicle equipment in interstate commerce; carrying out needed safety research and development; and the operation of the National Driver Register.

Federal Funds

CONSUMER ASSISTANCE TO RECYCLE AND SAVE PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0654-0-1-376	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	20	20	20
1930 Total budgetary resources available	20	20	20
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	20	20	20
4180 Budget authority, net (total)			
4190 Outlays, net (total)			

The schedules above illustrate the remaining activity associated with the completed Consumer Assistance to Recycle and Save (Cash for Clunkers) program. No new funds are requested for this program in 2017.

OPERATIONS AND RESEARCH

For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of title 49, United States Code, \$152,800,000, of which \$20,000,000 shall remain available through September 30, 2017. (Department of Transportation Appropriations Act, 2016.)

Program and Financing (in millions of dollars)

Identification code 069-0650-0-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Research and Analysis	33	36	
0002 Rulemaking	18	24	
0003 Enforcement	18	19	
0004 Administrative Expenses	61	74	
0900 Total new obligations	130	153	
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	6	5	5
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	130	153	
1930 Total budgetary resources available	136	158	5
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-1		
1941 Unexpired unobligated balance, end of year	5	5	5
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	72	73	88
3010 Obligations incurred, unexpired accounts	130	153	
3020 Outlays (gross)	-127	-138	-60
3041 Recoveries of prior year unpaid obligations, expired	-2		
3050 Unpaid obligations, end of year	73	88	28
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	72	73	88
3200 Obligated balance, end of year	73	88	28
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	130	153	
Outlays, gross:			
4010 Outlays from new discretionary authority	77	89	
4011 Outlays from discretionary balances	50	49	60
4020 Outlays, gross (total)	127	138	60
4180 Budget authority, net (total)	130	153	
4190 Outlays, net (total)	127	138	60

Summary of Budget Authority and Outlays (in millions of dollars)

	2015 actual	2016 est.	2017 est.
Enacted/requested:			
Budget Authority	130	153	
Outlays	127	138	60
Amounts included in the adjusted baseline:			
Budget Authority			157
Outlays			91
Legislative proposal, subject to PAYGO:			
Budget Authority			-157
Outlays			-91
Total:			
Budget Authority	130	153	
Outlays	127	138	60

The Vehicle Safety programs support activities to reduce highway fatalities, prevent injuries, and reduce their associated economic toll by research into, and implementation of, Federal motor vehicle safety standards. NHTSA's research areas include biomechanics, crash avoidance and mitigation technologies, and vehicle safety issues related to fuel efficiency and alternative fuels. NHTSA's Operation and Research programs fund a broad range of initiatives, including 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, as amended by the Energy Independence and Security Act of 2007; international harmonization of vehicle standards; and consumer information on motor vehicle safety, including the New Car Assessment Program. NHTSA conducts compliance programs for motor vehicle safety and automotive fuel economy standards; investigations of safety-related motor vehicle defects; enforcement of Federal odometer law; support of enforcement of State odometer law; and safety recalls when warranted. Motor vehicle safety research and development supports NHTSA programs through the collection and analysis of crash data to identify safety problems, development of alternative solutions, and assessments of costs, benefits, and effectiveness. Research continues on standards and technologies to improve vehicle crashworthiness and crash avoidance, with emphasis on reducing crashes through vehicle-to-vehicle communication system and active safety technologies.

No funds are requested in this account for 2017. The Administration is proposing funding for these programs within the multi-year clean transportation plan. As part of that proposal, programs currently administered from this account would be continued in an Operations and Research account that would be funded from the Highway Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 069-0650-0-1-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	36	46	
11.5 Other personnel compensation	1	1	
11.9 Total personnel compensation	37	47	
12.1 Civilian personnel benefits	11	11	
23.1 Rental payments to GSA	2	2	
23.3 Communications, utilities, and miscellaneous charges	1	1	
25.1 Advisory and assistance services	15	15	
25.2 Other services from non-Federal sources	48	61	
25.3 Other goods and services from Federal sources	6	6	
25.7 Operation and maintenance of equipment	1	1	
26.0 Supplies and materials	2	2	
31.0 Equipment	4	4	
41.0 Grants, subsidies, and contributions	3	3	
99.9 Total new obligations	130	153	

Employment Summary

Identification code 069–0650–0–1–401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	311	370	.....

OPERATIONS AND RESEARCH
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069–0650–7–1–401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		–153	.....
Appropriations, mandatory:			
1200 Appropriation		153	157
1900 Budget authority (total)			157
1930 Total budgetary resources available			157
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			157
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			–91
3050 Unpaid obligations, end of year			–91
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			–91
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		–153	.....
Outlays, gross:			
4010 Outlays from new discretionary authority		–89	.....
4011 Outlays from discretionary balances		–49	–60
4020 Outlays, gross (total)		–138	–60
Mandatory:			
4090 Budget authority, gross		153	157
Outlays, gross:			
4100 Outlays from new mandatory authority		89	91
4101 Outlays from mandatory balances		49	60
4110 Outlays, gross (total)		138	151
4180 Budget authority, net (total)			157
4190 Outlays, net (total)			91

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2016 enacted and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

OPERATIONS AND RESEARCH
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069–0650–9–1–401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	–130	.....	.....
Appropriations, mandatory:			
1200 Appropriation	130	.....	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	–130	.....	.....
Outlays, gross:			
4010 Outlays from new discretionary authority	–77	.....	.....
4011 Outlays from discretionary balances	–50	.....	.....
4020 Outlays, gross (total)	–127	.....	.....
Mandatory:			
4090 Budget authority, gross	130	.....	.....
Outlays, gross:			
4100 Outlays from new mandatory authority	77	.....	.....

4101 Outlays from mandatory balances	50	.....	.....
4110 Outlays, gross (total)	127	.....	.....
4180 Budget authority, net (total) .....		.....	.....
4190 Outlays, net (total) .....		.....	.....

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2015 actual budget authority and outlays as mandatory for comparability purposes.

OPERATIONS AND RESEARCH
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069–0650–4–1–401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			–157
1930 Total budgetary resources available			–157
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			–157
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			91
3050 Unpaid obligations, end of year			91
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			91
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			–157
Outlays, gross:			
4100 Outlays from new mandatory authority			–91
4180 Budget authority, net (total)			–157
4190 Outlays, net (total)			–91

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

NEXT GENERATION 911 IMPLEMENTATION GRANTS

Program and Financing (in millions of dollars)

Identification code 069–0661–0–1–407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Grants			106
0002 Administration			9
0900 Total new obligations			115
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1			115
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected		115	.....
1930 Total budgetary resources available		115	115
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year		115	.....
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			115
3020 Outlays (gross)			–69
3050 Unpaid obligations, end of year			46
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			46

NEXT GENERATION 911 IMPLEMENTATION GRANTS—Continued
Program and Financing—Continued

Identification code 069-0661-0-1-407	2015 actual	2016 est.	2017 est.
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross		115	
Outlays, gross:			
4101 Outlays from mandatory balances			69
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4120 Federal sources		-115	
4180 Budget authority, net (total)			
4190 Outlays, net (total)		-115	69

The 911 Grant Program was authorized by the Next Generation 911 Advancement Act of 2012, which allows eligible entities to utilize funds to implement and operate 911 services and to train public safety personnel. The program will be funded by \$115 million from the Public Safety Trust Fund. The authority to expend these funds expires on September 30, 2022.

Object Classification (in millions of dollars)

Identification code 069-0661-0-1-407	2015 actual	2016 est.	2017 est.
Direct obligations:			
26.0 Supplies and materials			6
41.0 Grants, subsidies, and contributions			109
99.9 Total new obligations			115

Trust Funds

OPERATIONS AND RESEARCH
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
([HIGHWAY] TRANSPORTATION TRUST FUND)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, and chapter 303 of title 49, United States Code, [\$142,900,000] \$145,900,000, to be derived from the [Highway] Transportation Trust Fund (other than the Mass Transit Account) and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year [2016] 2017, are in excess of [\$142,900,000] \$145,900,000, of which [\$137,800,000] \$140,700,000 shall be for programs authorized under 23 U.S.C. 403 and [\$5,100,000] \$5,200,000 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code: *Provided further*, That within the [\$142,900,000] \$145,900,000 obligation limitation for operations and research, [\$20,000,000] \$20,000,000 shall remain available until September 30, [2017] 2018, and shall be in addition to the amount of any limitation imposed on obligations for future years. (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069-8016-0-7-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Highway safety programs	41	38	38
0002 Research and analysis	31	42	42
0007 National driver register	5	5	5
0008 Administrative Expenses	59	58	61
0100 Total Direct Obligations	136	143	146
0799 Total direct obligations	136	143	146
0801 Operations and Research (Transportation Trust Fund) (Reimbursable)	25	30	30
0900 Total new obligations	161	173	176
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	46	27	27
1001 Discretionary unobligated balance brought fwd, Oct 1	4	1	
1020 Adjustment of unobligated bal brought forward, Oct 1	-5		

1021 Recoveries of prior year unpaid obligations	7		
1050 Unobligated balance (total)	48	27	27
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	139	143	146
1137 Appropriations applied to liquidate contract authority	-139	-143	-146
Contract authority, mandatory:			
1600 Contract authority	119	143	146
Spending authority from offsetting collections, discretionary:			
1700 Collected	21	30	30
1900 Budget authority (total)	140	173	176
1930 Total budgetary resources available	188	200	203
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	27	27	27

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	108	133	142
3010 Obligations incurred, unexpired accounts	161	173	176
3020 Outlays (gross)	-129	-164	-178
3040 Recoveries of prior year unpaid obligations, unexpired	-7		
3050 Unpaid obligations, end of year	133	142	140
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-3	-3	-3
3090 Uncollected pymts, Fed sources, end of year	-3	-3	-3
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	105	130	139
3200 Obligated balance, end of year	130	139	137

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	21	30	30
Outlays, gross:			
4010 Outlays from new discretionary authority	68	100	102
4011 Outlays from discretionary balances	61	64	76
4020 Outlays, gross (total)	129	164	178
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-21	-30	-30
Mandatory:			
4090 Budget authority, gross	119	143	146
4180 Budget authority, net (total)	119	143	146
4190 Outlays, net (total)	108	134	148

Memorandum (non-add) entries:

5054 Fund balance in excess of liquidating requirements, SOY: Contract authority	21	47	47
5055 Fund balance in excess of liquidating requirements, EOY: Contract authority	47	47	47
5061 Limitation on obligations (Transportation Trust Funds)	139	143	146

Summary of Budget Authority and Outlays (in millions of dollars)

	2015 actual	2016 est.	2017 est.
Enacted/requested:			
Budget Authority	119	143	146
Outlays	108	134	148
Legislative proposal, subject to PAYGO:			
Budget Authority			250
Outlays			145
Total:			
Budget Authority	119	143	396
Outlays	108	134	293

The 2017 Budget presents the National Highway Traffic Safety Administration's program and account structure. The Administration proposes to fund this account from the Highway Account of the Transportation Trust Fund.

The Highway Safety Research and Development programs support research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by State and local governments, and various safety associations and organizations. These programs emphasize alcohol and drug countermeasures, driver and passenger occupant protection, traffic enforcement and justice services, emergency medical and trauma care systems, traffic records and licensing, State and community evaluation, motorcycle rider safety, pedestrian and bicycle safety, pupil

transportation, young and older driver safety, and development of improved accident investigation procedures.

NHTSA will continue its efforts to further quantify the magnitude and nature of the emerging problem of distracted driving, assess the impact of distraction on driver behavior and driving performance, and inform public attitudes and opinions about distraction. In addition, NHTSA will continue to analyze the impact of product design on the potential for driver distraction, and assess how to effectively manage driver workload to reduce distraction.

NHTSA will continue to operate the National Driver Register's Problem Driver Pointer System, which helps to identify drivers who have been suspended for or convicted of serious traffic offenses, such as driving under the influence of alcohol or other drugs. Finally, NHTSA will improve its vital data collection and analysis which form the basis of its research, rulemaking, and performance measurement activities.

Object Classification (in millions of dollars)

Identification code 069-8016-0-7-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	18	20	20
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	19	21	21
12.1 Civilian personnel benefits	6	7	8
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	6	6	6
23.3 Communications, utilities, and miscellaneous charges	10	10	10
25.2 Other services from non-Federal sources	47	42	44
25.5 Research and development contracts	21	30	30
26.0 Supplies and materials	1	1	1
31.0 Equipment	1	1	1
41.0 Grants, subsidies, and contributions	24	24	24
99.0 Direct obligations	136	143	146
99.0 Reimbursable obligations	25	30	30
99.9 Total new obligations	161	173	176

Employment Summary

Identification code 069-8016-0-7-401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	169	178	178
2001 Reimbursable civilian full-time equivalent employment	1		

OPERATIONS AND RESEARCH

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

VEHICLE SAFETY

Contingent upon enactment of multi-year clean transportation plan authorization legislation, for payment of obligations incurred to discharge the functions of the Secretary, with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of the title 49, United States Code, as amended by the Fixing America's Transportation Act, \$250,000,000, to be derived from the Transportation Trust Fund (other than the Mass Transit Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for planning or execution of programs the total obligations for which, in fiscal year 2017, are in excess of \$250,000,000: Provided further, That, within the \$250,000,000 obligation limitation for operation and research, \$20,000,000 shall remain available

through September 30, 2018, and shall be in addition to the amount of any limitation imposed on obligations for future years.

OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-8016-4-7-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0002 Research and Analysis			87
0003 Vehicle Safety Program			89
0004 Administrative Expenses			74
0100 Direct program activities, subtotal			250
0900 Total new obligations			250
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			250
1137 Appropriations applied to liquidate contract authority			-250
Contract authority, mandatory:			
1600 Contract authority			250
1900 Budget authority (total)			250
1930 Total budgetary resources available			250
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			250
3020 Outlays (gross)			-145
3050 Unpaid obligations, end of year			105
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			105
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			250
Outlays, gross:			
4100 Outlays from new mandatory authority			145
4180 Budget authority, net (total)			250
4190 Outlays, net (total)			145
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)			250

The 2017 Budget presents the National Highway Traffic Safety Administration's clean transportation plan proposal and account structure, including the creation of a new Operations and Research account. The Administration proposes to fund this account from the Highway Account of the Transportation Trust Fund.

The 2017 Budget request includes \$250 million for this account. For 2017, this account's programs include:

The Vehicle Safety programs support activities to reduce highway fatalities, prevent injuries, and reduce their associated economic toll by research into, and implementation of, Federal motor vehicle safety standards. NHTSA's research areas include biomechanics, crash avoidance and mitigation technologies, and vehicle safety issues related to fuel efficiency and alternative fuels. NHTSA's Operation and Research programs fund a broad range of initiatives, including 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, as amended by the Energy Independence and Security Act of 2007; international harmonization of vehicle standards; and consumer information on motor vehicle safety, including the New Car Assessment Program. NHTSA conducts compliance programs for motor vehicle safety and automotive fuel economy standards; investigations of safety-related motor vehicle defects; enforcement of Federal odometer law; support of enforcement of State odometer law; and safety recalls when warranted. Motor vehicle safety research and development supports NHTSA programs through the collection and analysis of crash data to identify safety problems, development of alternative solutions, and assessments of costs, benefits, and effectiveness. Research continues on stand-

OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)—Continued

ards and technologies to improve vehicle crashworthiness and crash avoidance, with emphasis on reducing crashes through vehicle-to-vehicle communication system and active safety technologies.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of the multi-year clean transportation plan proposal. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 069-8016-4-7-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent			58
11.5 Other personnel compensation			1
11.9 Total personnel compensation			59
12.1 Civilian personnel benefits			18
23.1 Rental payments to GSA			2
23.3 Communications, utilities, and miscellaneous charges			2
25.1 Advisory and assistance services			20
25.2 Other services from non-Federal sources			131
25.3 Other goods and services from Federal sources			7
25.7 Operation and maintenance of equipment			1
26.0 Supplies and materials			3
31.0 Equipment			4
41.0 Grants, subsidies, and contributions			3
99.9 Total new obligations			250

Employment Summary

Identification code 069-8016-4-7-401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment			398

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

([HIGHWAY] TRANSPORTATION TRUST FUND)

For payment of obligations incurred in carrying out provisions of 23 U.S.C. 402, 404, and 405, and section 4001(a)(6) of the Fixing America's Surface Transportation Act, to remain available until expended, **[\$573,332,000] \$585,372,000**, to be derived from the **[Highway] Transportation** Trust Fund (other than the Mass Transit Account): *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 **[2016] 2017**, are in excess of **[\$573,332,000] \$585,372,000** for programs authorized under 23 U.S.C. 402, 404, and 405, and section 4001(a)(6) of the Fixing America's Surface Transportation Act, of which **[\$243,500,000] \$252,300,000** shall be for "Highway Safety Programs" under 23 U.S.C. 402; **[\$274,700,000] \$277,500,000** shall be for "National Priority Safety Programs" under 23 U.S.C. 405; **[\$29,300,000] \$29,500,000** shall be for "High Visibility Enforcement Program" under 23 U.S.C. 404; **[\$25,832,000] \$26,072,000** shall be for "Administrative Expenses" under section 4001(a)(6) of the Fixing America's Surface Transportation Act: *Provided further*, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local or private buildings or structures: *Provided further*, That not to exceed \$500,000 of the funds made available for "National Priority Safety Programs" under 23 U.S.C. 405 for "Impaired Driving Countermeasures" (as described in subsection (d) of that section) shall be available for technical assistance to the States: *Provided further*, That with respect to the "Transfers" provision under 23 U.S.C. **[405(a)(1)(G)] 405(a)(1)(8)**, any amounts transferred to increase the amounts made available under section 402 shall include the obligation authority for such amounts: *Provided further*, That the Administrator shall notify the House and Senate Committees on Appropriations of any exercise of the authority granted under the previous proviso or under 23 U.S.C. **[405(a)(1)(G)] 405(a)(1)(8)** within five days. (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069-8020-0-7-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Section 402 formula grants	247	244	252
0006 Section 3010 High Visibility Enforcement	29	29	30
0011 Administrative Expenses - Chapter 4 of Title 23	25	25	25
0012 Section 406 Safety Belt Performance NASS Modernization (no-year limitation)	10		
0014 Section 405A Occupant Protection Grants	1	36	36
0015 Section 405B State Traffic Information System Improvements	55	40	40
0016 Section 405C Impaired Driving Countermeasures	46	144	146
0017 Section 405D Distracted Driving	142	23	24
0018 Section 405E Motorcyclist Safety	7	4	4
0019 Section 405F State Graduated Driver Licensing Laws	4	14	14
0020 Section 403H In-Vehicle Alcohol Detection Device Research	5	14	14
0021 Section 154/164 Penalties to 402 Program	83		
0900 Total new obligations	654	573	585
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	188	153	154
1020 Adjustment of unobligated bal brought forward, Oct 1	-26		
1021 Recoveries of prior year unpaid obligations	1	1	1
1050 Unobligated balance (total)	163	154	155
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	561	573	585
1121 Appropriations transferred from other acct [069-8083]	83		
1137 Appropriations applied to liquidate contract authority	-644	-573	-585
Contract authority, mandatory:			
1600 Contract authority	561	573	585
1611 Contract authority transferred from other accounts [069-8083]	83		
1640 Contract authority, mandatory (total)	644	573	585
1900 Budget authority (total)	644	573	585
1930 Total budgetary resources available	807	727	740
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	153	154	155
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	914	913	736
3001 Adjustments to unpaid obligations, brought forward, Oct 1	1		
3010 Obligations incurred, unexpired accounts	654	573	585
3020 Outlays (gross)	-655	-749	-720
3040 Recoveries of prior year unpaid obligations, unexpired	-1	-1	-1
3050 Unpaid obligations, end of year	913	736	600
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	915	913	736
3200 Obligated balance, end of year	913	736	600
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	134	235	240
4011 Outlays from discretionary balances	519	514	480
4020 Outlays, gross (total)	653	749	720
Mandatory:			
4090 Budget authority, gross	644	573	585
Outlays, gross:			
4101 Outlays from mandatory balances	2		
4180 Budget authority, net (total)	644	573	585
4190 Outlays, net (total)	655	749	720
Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY: Contract authority	53	78	78
5055 Fund balance in excess of liquidating requirements, EOY: Contract authority	78	78	78
5061 Limitation on obligations (Transportation Trust Funds)	135	573	585

The 2017 Budget presents the National Highway Traffic Safety Administration's program and account structure. The Administration proposes to fund this account from the Highway Account of the Transportation Trust Fund.

NHTSA provides grants to States for activities related to the promotion of highway traffic safety. The Fixing America's Surface Transportation Act provided multi-year surface transportation authorization legislation. For the 2017 Budget the agency is projected to receive \$585.372 million for these grant programs to remain available until expended. Under Section 402, the agency supports State highway safety programs, approved by the Secretary, which are designed to reduce traffic accidents and the resulting deaths, injuries and property damage. The agency will continue to implement and promote the use of performance measures and targets as a condition of approval in these programs and to ensure efficient and effective use of funds. The agency also will use dedicated funds from the program to support high visibility enforcement campaigns in the States that promote the use of seat belts and the reduction of drunk driving. Under Section 405, the agency will make grant awards to States that focus on specific national priority traffic safety areas aimed at reducing highway deaths and injuries. The agency will make grants to States that develop qualifying plans and complying laws in accordance with the statutory criteria. The focus areas under the grant program include occupant protection, state traffic safety information system improvements, impaired driving countermeasures, distracted driving, motorcyclist safety, state graduated driving licensing and non motorized safety programs.

Object Classification (in millions of dollars)

Identification code 069-8020-0-7-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	9	11	12
12.1 Civilian personnel benefits	3	3	3
23.3 Communications, utilities, and miscellaneous charges		12	12
25.2 Other services from non-Federal sources	24	50	50
41.0 Grants, subsidies, and contributions	618	497	508
99.9 Total new obligations	654	573	585

Employment Summary

Identification code 069-8020-0-7-401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	78	91	98

ADMINISTRATIVE PROVISIONS

SEC. 140. An additional \$130,000 shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for section 402 of title 23, United States Code, to pay for travel and related expenses for State management reviews and to pay for core competency development training and related expenses for highway safety staff.

SEC. 141. The limitations on obligations for the programs of the National Highway Traffic Safety Administration set in this Act shall not apply to obligations for which obligation authority was made available in previous public laws but only to the extent that the obligation authority has not lapsed or been used.

SEC. 142. None of the funds made available by this Act may be used to obligate or award funds for the National Highway Traffic Safety Administration's National Roadside Survey.

SEC. 143. None of the funds made available by this Act may be used to mandate global positioning system (GPS) tracking in private passenger motor vehicles without providing full and appropriate consideration of privacy concerns under 5 U.S.C. chapter 5, subchapter II.] (*Department of Transportation Appropriations Act, 2016.*)

FEDERAL RAILROAD ADMINISTRATION

Inclusive of the 21st Century Clean Transportation Plan proposal, \$6,267 million in resources is being requested in 2017 for FRA. The following tables show the funding for Federal Railroad Administration programs:

	2015 actual	2016 est.	2017 est.
Budget Authority:			
Safety and Operations	187	199	213
Safety and Operations (Rescission)	0	-7	0
Railroad Safety Technology Program	0	0	0
Railroad Research and Development	39	39	54

Railroad Research and Development (Rescission)	0	-2	0
Grants to Amtrak	0	0	0
Current Passenger Rail Service (CA) (TF) (M)	0	0	2,300
Rail Service Improvement Program (CA) (TF) (M)	0	0	0
Rail Line Relocation	0	-2	0
Intercity Passenger Rail Grant Program	0	0	0
Capital and Debt Service Grants to Amtrak (Reclassified) (M)	1,140	1,097	0
Operating Subsidy Grants to Amtrak (Reclassified) (M)	250	289	0
Railroad Safety Grants	10	50	0
Capital Assistance for High Speed Rail and Intercity Passenger Grants	0	0	0
Northeast Corridor Improvement Program (Reclassified) (M)	0	19	0
Railroad Rehabilitation and Repair Program	0	0	0
Pennsylvania Station Redevelopment Project	0	0	0
Railroad Rehabilitation and Improvement Program (M/D)	0	2	0
Next Generation High Speed Rail	0	-5	0
Total Budget Authority-Discretionary	236	274	267
Total Budget Authority-Mandatory	1,390	1,405	2,300
Total Budget Authority-Net	1,626	1,679	2,567

Outlays:

Safety and Operations	219	192	203
Railroad Safety Technology Program	4	5	3
Railroad Research and Development	37	38	42
Current Passenger Rail Service (CA) (TF) (M)	0	0	1219
Rail Service Improvement Program (CA) (TF) (M)	0	0	0
Rail Line Relocation	14	10	7
Intercity Passenger Rail Grant Program	13	14	10
Capital and Debt Service Grants to Amtrak (Reclassified) (M)	999	911	431
Operating Subsidy Grants to Amtrak (Reclassified) (M)	250	289	0
Capital Assistance for High Speed Rail and Intercity Passenger Grants	1,096	2,065	3,052
Grants to Amtrak	54	50	40
Railroad Safety Grants	0	6	24
Northeast Corridor Improvement Program (Reclassified) (M)	0	5	10
Railroad Rehabilitation and Repair Program	2	0	0
Pennsylvania Station Redevelopment Project	4	10	10
Railroad Rehabilitation and Improvement Program (M/D)	31	1	1
Next Generation High-Speed Rail	0	1	0
Total Outlays-Discretionary	256	236	255
Total Outlays-Mandatory	2,467	3,361	4,797
Total Outlays-Net	2,723	3,597	5,052

Federal Funds

SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, [\$199,000,000] \$213,298,000, of which [\$15,900,000] \$22,200,000 shall remain available until expended. (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069-0700-0-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Safety and Operations	185	202	215
0002 Activity from RRIF Collections		1	1
0006 Alaska railroad liabilities	1	1	1
0100 Total direct program	186	204	217
0900 Total new obligations	186	204	217
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	14	16	5
1001 Discretionary unobligated balance brought fwd, Oct 1		16	
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	15	16	5
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	187	199	213
1131 Unobligated balance of appropriations permanently reduced		-7	
1160 Appropriation, discretionary (total)	187	192	213
Spending authority from offsetting collections, discretionary:			
1700 Collected	1	1	1
1900 Budget authority (total)	188	193	214
1930 Total budgetary resources available	203	209	219

SAFETY AND OPERATIONS—Continued
Program and Financing—Continued

Identification code 069-0700-0-1-401	2015 actual	2016 est.	2017 est.
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-1		
1941 Unexpired unobligated balance, end of year	16	5	2
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	87	61	82
3010 Obligations incurred, unexpired accounts	186	204	217
3020 Outlays (gross)	-220	-193	-204
3031 Unpaid obligations transferred from other accts [070-0560]	10	10	
3040 Recoveries of prior year unpaid obligations, unexpired	-1		
3041 Recoveries of prior year unpaid obligations, expired	-1		
3050 Unpaid obligations, end of year	61	82	95
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	87	61	82
3200 Obligated balance, end of year	61	82	95
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	188	193	214
Outlays, gross:			
4010 Outlays from new discretionary authority	156	167	186
4011 Outlays from discretionary balances	64	26	18
4020 Outlays, gross (total)	220	193	204
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources	-1	-1	-1
4180 Budget authority, net (total)	187	192	213
4190 Outlays, net (total)	219	192	203

Funds requested in the Safety and Operations account to support the Federal Railroad Administration's (FRA) personnel and administrative expenses, the cost of rail safety inspectors, and other program activities including contracts. Resources are also provided to fund information management, research and technology, safety education, and outreach.

Object Classification (in millions of dollars)

Identification code 069-0700-0-1-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	84	89	94
11.3 Other than full-time permanent	1		
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	86	90	95
12.1 Civilian personnel benefits	29	35	37
21.0 Travel and transportation of persons	11	11	13
23.1 Rental payments to GSA	7	7	7
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.1 Advisory and assistance services	24	31	35
25.2 Other services from non-Federal sources	1	2	2
25.3 Other goods and services from Federal sources	14	15	15
25.4 Operation and maintenance of facilities	1	1	1
25.7 Operation and maintenance of equipment	9	9	9
31.0 Equipment	2	1	1
41.0 Grants, subsidies, and contributions	1	1	1
99.0 Direct obligations	186	204	217
99.9 Total new obligations	186	204	217

Employment Summary

Identification code 069-0700-0-1-401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	836	926	962

RAILROAD SAFETY GRANTS

For necessary expenses related to railroad safety grants, \$50,000,000, to remain available until expended, of which not to exceed \$25,000,000 shall be available to carry out 49 U.S.C. 20167, as in effect the day before the enactment of the Passenger

Rail Reform and Investment Act of 2015 (division A, title XI of the Fixing America's Surface Transportation Act); and not to exceed \$25,000,000 shall be made available to carry out 49 U.S.C. 20158. (Department of Transportation Appropriations Act, 2016.)

Program and Financing (in millions of dollars)

Identification code 069-0702-0-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Rail Safety Grants		20	40
0900 Total new obligations (object class 41.0)		20	40
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1		10	40
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	10	50	
1930 Total budgetary resources available	10	60	40
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	10	40	
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1			14
3010 Obligations incurred, unexpired accounts		20	40
3020 Outlays (gross)		-6	-24
3050 Unpaid obligations, end of year		14	30
Memorandum (non-add) entries:			
3100 Obligated balance, start of year			14
3200 Obligated balance, end of year		14	30
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	10	50	
Outlays, gross:			
4010 Outlays from new discretionary authority		5	
4011 Outlays from discretionary balances		1	24
4020 Outlays, gross (total)		6	24
4180 Budget authority, net (total)	10	50	
4190 Outlays, net (total)		6	24

Funding for this program was provided in 2015 for competitive grants for grade crossing and track improvement on rail routes that transport energy products. For 2016, \$50 million was provided for Railroad Safety Infrastructure Improvement grants and Railroad Safety Technology grants. No new funds are requested in this account for 2017.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, [\$39,100,000] \$53,500,000, to remain available until expended. (Department of Transportation Appropriations Act, 2016.)

Program and Financing (in millions of dollars)

Identification code 069-0745-0-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Railroad system issues	4	4	4
0002 Human factors	6	6	6
0012 Track Program	11	11	11
0013 Rolling Stock Program	10	10	25
0014 Train Control and Communication	8	8	8
0100 Total direct program	39	39	54
0799 Total direct obligations	39	39	54
0801 Railroad Research and Development (Reimbursable)		2	2
0900 Total new obligations	39	41	56
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	8	10	8
1021 Recoveries of prior year unpaid obligations	2		
1050 Unobligated balance (total)	10	10	8

Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	39	39	54
1131	Unobligated balance of appropriations permanently reduced		-2	
1160	Appropriation, discretionary (total)	39	37	54
Spending authority from offsetting collections, discretionary:				
1700	Collected		2	2
1900	Budget authority (total)	39	39	56
1930	Total budgetary resources available	49	49	64
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	10	8	8
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	39	39	40
3010	Obligations incurred, unexpired accounts	39	41	56
3020	Outlays (gross)	-37	-40	-44
3040	Recoveries of prior year unpaid obligations, unexpired	-2		
3050	Unpaid obligations, end of year	39	40	52
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-1	-1	-1
3090	Uncollected pymts, Fed sources, end of year	-1	-1	-1
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	38	38	39
3200	Obligated balance, end of year	38	39	51
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	39	39	56
Outlays, gross:				
4010	Outlays from new discretionary authority	16	12	18
4011	Outlays from discretionary balances	21	28	26
4020	Outlays, gross (total)	37	40	44
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources		-2	-2
4180	Budget authority, net (total)	39	37	54
4190	Outlays, net (total)	37	38	42

Funding requested in the Railroad Research and Development Program is focused on improving railroad safety. It provides scientific and engineering support for the Federal Railroad Administration's rail safety rulemaking and enforcement efforts. It also identifies and develops emerging technologies for the rail industry to adopt voluntarily. The outcomes of the research and development reduced accidents and incidents. The program also supports intercity passenger rail development by providing technical assistance, equipment specifications, proposal evaluations and Buy America compliance. In addition to improving safety, the program contributes significantly towards achieving the Department of Transportation's (DOT) other strategic goals, e.g., state of good repair.

The program focuses on the following areas of research:

Track Program.—Reducing derailments due to track related causes.

Rolling Stock Program.—Reducing derailments due to equipment failures, to minimize the consequences of derailments, and to minimize hazardous material releases.

Train Control and Communication.—Reducing train to train collisions and train collisions with objects on the line of grade crossings.

Human Factors Program.—Reducing accidents caused by human error.

Railroad System Issues Program.—Prioritizing Research and Development (R&D) projects on the basis of relevance to safety risk reduction and other DOT goals.

Object Classification (in millions of dollars)

Identification code 069-0745-0-1-401				
2015 actual				
2016 est.				
2017 est.				
Direct obligations:				
25.1	Advisory and assistance services	3	4	4
25.3	Other goods and services from Federal sources	4	5	5
25.5	Research and development contracts	27	26	41
31.0	Equipment	1		
41.0	Grants, subsidies, and contributions	4	4	4
99.0	Direct obligations	39	39	54
99.0	Reimbursable obligations		2	2

99.9	Total new obligations	39	41	56
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PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Program and Financing (in millions of dollars)

Identification code 069-0723-0-1-401				
2015 actual				
2016 est.				
2017 est.				
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	33	29	19
3020	Outlays (gross)	-4	-10	-10
3050	Unpaid obligations, end of year	29	19	9
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	33	29	19
3200	Obligated balance, end of year	29	19	9
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances	4	10	10
4180	Budget authority, net (total)			
4190	Outlays, net (total)	4	10	10

Funds are used to redevelop the Pennsylvania Station in New York City, which involves renovating the James A. Farley Post Office building. 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, FRA received an advance appropriation of \$20 million for 2001, 2002, and 2003. In 2001, the Congress specified that the \$20 million advance appropriation for the Farley Building be used exclusively for fire and life safety initiatives. No new funds are requested for this program in 2017.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Program and Financing (in millions of dollars)

Identification code 069-0704-0-1-401				
2015 actual				
2016 est.				
2017 est.				
Obligations by program activity:				
0007	Capital And Debt Grant Sandy Mitigation	50	32	
0009	Sandy Oversight	1		
0900	Total new obligations	51	32	
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	83	32	
1930	Total budgetary resources available	83	32	
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	32		
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	61	58	40
3010	Obligations incurred, unexpired accounts	51	32	
3020	Outlays (gross)	-54	-50	-40
3050	Unpaid obligations, end of year	58	40	
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	61	58	40
3200	Obligated balance, end of year	58	40	
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances	54	50	40
4180	Budget authority, net (total)			
4190	Outlays, net (total)	54	50	40

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 President, with the advice and consent of the Senate. Amtrak is not an

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION—Continued
agency or instrument of the U.S. Government, although since the railroad's creation FRA has provided it annual grants for operating and capital costs.

Prior to 2006, FRA received annual appropriations in this account for grants to Amtrak. Since that time, FRA has received individual appropriations for capital, operating, and efficiency incentive grants.

In addition, the American Recovery and Reinvestment Act of 2009 (Recovery Act) provided \$1.3 billion to Amtrak for capital grants, of which \$450 million was for improving security and \$850 million was for improving infrastructure.

In 2013, FRA received \$112 million in this account from the Disaster Relief Appropriations Act of FY 2013 (P.L. 113–2) to fund Amtrak's recovery from Super storm Sandy, including \$30 million for repair work and \$81 million for disaster mitigation projects. FRA also received a \$185 million transfer from the Federal Transit Administration for the Hudson Yards disaster resiliency project in New York City. No funds are requested for this account for 2017.

Object Classification (in millions of dollars)

Identification code 069–0704–0–1–401	2015 actual	2016 est.	2017 est.
Direct obligations:			
25.1 Advisory and assistance services	1	32	.....
41.0 Grants, subsidies, and contributions	50	.....	.....
99.9 Total new obligations	51	32	.....

OPERATING GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

【To enable the Secretary of Transportation to make quarterly grants to the National Railroad Passenger Corporation, in amounts based on the Secretary's assessment of the Corporation's seasonal cash flow requirements, for the operation of intercity passenger rail, as authorized by section 101 of the Passenger Rail Investment and Improvement Act of 2008 (division B of Public Law 110–432), as in effect the day before the enactment of the Passenger Rail Reform and Investment Act of 2015 (division A, title XI of the Fixing America's Surface Transportation Act), \$288,500,000, to remain available until expended: *Provided*, That the amounts available under this paragraph shall be available for the Secretary to approve funding to cover operating losses for the 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 not later than 60 days after enactment of this Act, the Corporation shall transmit, in electronic format, to the Secretary and the House and Senate Committees on Appropriations the annual budget, business plan, the 5-Year Financial Plan for fiscal year 2016 required under section 204 of the Passenger Rail Investment and Improvement Act of 2008 and the comprehensive fleet plan for all Amtrak rolling stock: *Provided further*, That the budget, business plan and the 5-Year Financial Plan shall include annual information on the maintenance, refurbishment, replacement, and expansion for all Amtrak rolling stock consistent with the comprehensive fleet plan: *Provided further*, That the Corporation shall provide monthly performance reports in an electronic format which shall describe the work completed to date, any changes to the business plan, and the reasons for such changes as well as progress against the milestones and target dates of the 2012 performance improvement plan: *Provided further*, That the Corporation's budget, business plan, 5-Year Financial Plan, semiannual reports, monthly reports, comprehensive fleet plan and all supplemental reports or plans comply with requirements in Public Law 112–55: *Provided further*, That none of the funds provided in this Act may be used to support any route on which Amtrak offers a discounted fare of more than 50 percent off the normal peak fare: *Provided further*, That the preceding proviso does not apply to routes where the operating loss as a result of the discount is covered by a State and the State participates in the setting of fares.】 (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069–0121–0–1–401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Operating subsidy grants	250	289	.....

0900	Total new obligations (object class 41.0)	250	289	.....
Budgetary resources:				
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	250	289	.....
1930	Total budgetary resources available	250	289	.....
Change in obligated balance:				
Unpaid obligations:				
3010	Obligations incurred, unexpired accounts	250	289	.....
3020	Outlays (gross)	–250	–289	.....
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	250	289	.....
Outlays, gross:				
4010	Outlays from new discretionary authority	250	289	.....
4180	Budget authority, net (total)	250	289	.....
4190	Outlays, net (total)	250	289	.....

Summary of Budget Authority and Outlays (in millions of dollars)

	2015 actual	2016 est.	2017 est.
Enacted/requested:			
Budget Authority	250	289	.....
Outlays	250	289	.....
Amounts included in the adjusted baseline:			
Budget Authority			294
Outlays			294
Legislative proposal, subject to PAYGO:			
Budget Authority			–294
Outlays			–294
Total:			
Budget Authority	250	289	.....
Outlays	250	289	.....

The Federal Railroad Administration receives appropriations to this account to make quarterly grants to the National Railroad Passenger Corporation for the operation of intercity passenger rail.

No funds are requested for this account in 2017. The Administration is proposing funding for these programs within the multi-year clean transportation plan proposal. As part of that proposal, programs currently administered from this account would be continued in a new Current Passenger Rail Service account that would be funded from the Rail Account of the Transportation Trust Fund.

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069–0121–7–1–401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	–289	.....
Appropriations, mandatory:			
1200	Appropriation	289	294
1900	Budget authority (total)		294
1930	Total budgetary resources available		294
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year		294
Change in obligated balance:			
Unpaid obligations:			
3020	Outlays (gross)		–294
3050	Unpaid obligations, end of year		–294
Memorandum (non-add) entries:			
3200	Obligated balance, end of year		–294
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	–289	.....
Outlays, gross:			
4010	Outlays from new discretionary authority	–289	.....
Mandatory:			
4090	Budget authority, gross	289	294

Outlays, gross:			
4100	Outlays from new mandatory authority	289	294
4180	Budget authority, net (total)		294
4190	Outlays, net (total)		294

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2016 enacted and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069-0121-9-1-401		2015 actual	2016 est.	2017 est.
Budgetary resources:				
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	-250		
Appropriations, mandatory:				
1200	Appropriation	250		
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	-250		
Outlays, gross:				
4010	Outlays from new discretionary authority	-250		
Mandatory:				
4090	Budget authority, gross	250		
Outlays, gross:				
4100	Outlays from new mandatory authority	250		
4180	Budget authority, net (total)			
4190	Outlays, net (total)			

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-0121-4-1-401		2015 actual	2016 est.	2017 est.
Budgetary resources:				
Budget authority:				
Appropriations, mandatory:				
1200	Appropriation			-294
1930	Total budgetary resources available			-294
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year			-294
Change in obligated balance:				
Unpaid obligations:				
3020	Outlays (gross)			294
3050	Unpaid obligations, end of year			294
Memorandum (non-add) entries:				
3200	Obligated balance, end of year			294
Budget authority and outlays, net:				
Mandatory:				
4090	Budget authority, gross			-294
Outlays, gross:				
4100	Outlays from new mandatory authority			-294
4180	Budget authority, net (total)			-294
4190	Outlays, net (total)			-294

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

【To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation for capital investments as authorized by sections 101(c), 102, and 219(b) of the Passenger Rail Investment and Improvement Act of 2008 (division B of Public Law 110-432), as in effect the day before the enactment of the Passenger Rail Reform and Investment Act of 2015 (division A, title XI of the Fixing America's Surface Transportation Act), \$1,101,500,000, to remain available until expended, of which not to exceed \$160,200,000 shall be for debt service obligations as authorized by section 102 of such Act: *Provided*, That of the amounts made available under this heading, not less than \$50,000,000 shall be made available to bring Amtrak-served facilities and stations into compliance with the Americans with Disabilities Act: *Provided further*, That after an initial distribution of up to \$200,000,000, which shall be used by the Corporation as a working capital account, all remaining funds shall be provided to the Corporation only on a reimbursable basis: *Provided further*, That of the amounts made available under this heading, up to \$50,000,000 may be used by the Secretary to subsidize operating losses of the Corporation should the funds provided under the heading "Operating Grants to the National Railroad Passenger Corporation" be insufficient to meet operational costs for fiscal year 2016: *Provided further*, That the Secretary may retain up to one-half of 1 percent of the funds provided under this heading to fund the costs of project management and oversight of activities authorized by subsections 101(a) and 101(c) of division B of Public Law 110-432, of which up to \$500,000 may be available for technical assistance for States, the District of Columbia, and other public entities responsible for the implementation of section 209 of division B of Public Law 110-432: *Provided further*, That the Secretary shall approve funding for capital expenditures, including advance purchase orders of materials, for the Corporation only after receiving and reviewing a grant request for each specific capital project justifying the Federal support to the Secretary's satisfaction: *Provided further*, That except as otherwise provided herein, none of the funds under this heading may be used to subsidize operating losses of the Corporation: *Provided further*, That none of the funds under this heading may be used for capital projects not approved by the Secretary of Transportation or on the Corporation's fiscal year 2016 business plan: *Provided further*, That in addition to the project management oversight funds authorized under section 101(d) of division B of Public Law 110-432, the Secretary may retain up to an additional \$3,000,000 of the funds provided under this heading to fund expenses associated with implementing section 212 of division B of Public Law 110-432, including the amendments made by section 212 to section 24905 of title 49, United States Code: *Provided further*, That Amtrak shall conduct a business case analysis on capital investments that exceed \$10,000,000 in life-cycle costs: *Provided further*, That each contract for a capital acquisition that exceeds \$10,000,000 in life-cycle costs shall state that funding is subject to the availability of appropriated funds provided by an appropriations Act.】 (Department of Transportation Appropriations Act, 2016.)

Program and Financing (in millions of dollars)

Identification code 069-0125-0-1-401		2015 actual	2016 est.	2017 est.
Obligations by program activity:				
0002	Capital & Debt Service Grants	1,079	1,060	
0005	Grants Oversight	1	10	
0006	Northeast Corridor Commission		8	
0007	American Disability Act (ADA)	50	50	
0900	Total new obligations	1,130	1,128	
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	22	32	1
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	1,140	1,102	
1131	Unobligated balance of appropriations permanently reduced		-5	
1160	Appropriation, discretionary (total)	1,140	1,097	
1930	Total budgetary resources available	1,162	1,129	1
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	32	1	1
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	169	300	517
3010	Obligations incurred, unexpired accounts	1,130	1,128	
3020	Outlays (gross)	-999	-911	-431
3050	Unpaid obligations, end of year	300	517	86

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION—Continued
Program and Financing—Continued

Identification code 069-0125-0-1-401	2015 actual	2016 est.	2017 est.
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	169	300	517
3200 Obligated balance, end of year	300	517	86
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1,140	1,097	.....
Outlays, gross:			
4010 Outlays from new discretionary authority	835	711	.....
4011 Outlays from discretionary balances	164	200	431
4020 Outlays, gross (total)	999	911	431
4180 Budget authority, net (total)	1,140	1,097	.....
4190 Outlays, net (total)	999	911	431
Summary of Budget Authority and Outlays (in millions of dollars)			
	2015 actual	2016 est.	2017 est.
Enacted/requested:			
Budget Authority	1,140	1,097	.....
Outlays	999	911	431
Amounts included in the adjusted baseline:			
Budget Authority			1,117
Outlays			724
Legislative proposal, subject to PAYGO:			
Budget Authority			-1,117
Outlays			-724
Total:			
Budget Authority	1,140	1,097	.....
Outlays	999	911	431

The Federal Railroad Administration receives appropriations to this account to make grants to the National Railroad Passenger Corporation for capital investments.

No funds are requested in this account for 2017. The Administration is proposing funding for these programs within the multi-year clean transportation plan proposal. As part of that proposal, programs currently administered from this account would be continued in a new Current Passenger Rail Service account that would be funded from the Rail Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 069-0125-0-1-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	.....
25.1 Advisory and assistance services		9	.....
41.0 Grants, subsidies, and contributions	1,129	1,118	.....
99.9 Total new obligations	1,130	1,128	.....

Employment Summary

Identification code 069-0125-0-1-401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	3	5	.....

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069-0125-7-1-401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		-1,097	.....
Appropriations, mandatory:			
1200 Appropriation		1,097	1,117
1900 Budget authority (total)			1,117
1930 Total budgetary resources available			1,117

1941	Memorandum (non-add) entries:			
	Unexpired unobligated balance, end of year			1,117
	Change in obligated balance:			
	Unpaid obligations:			
3020	Outlays (gross)			-724
3050	Unpaid obligations, end of year			-724
	Memorandum (non-add) entries:			
3200	Obligated balance, end of year			-724
	Budget authority and outlays, net:			
	Discretionary:			
4000	Budget authority, gross	-1,097		.....
	Outlays, gross:			
4010	Outlays from new discretionary authority	-711		.....
4011	Outlays from discretionary balances	-200		-431
4020	Outlays, gross (total)	-911		-431
	Mandatory:			
4090	Budget authority, gross	1,097		1,117
	Outlays, gross:			
4100	Outlays from new mandatory authority	711		724
4101	Outlays from mandatory balances	200		431
4110	Outlays, gross (total)	911		1,155
4180	Budget authority, net (total)			1,117
4190	Outlays, net (total)			724

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2016 enacted and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069-0125-9-1-401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-1,140		.....
Appropriations, mandatory:			
1200 Appropriation	1,140		.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-1,140		.....
Outlays, gross:			
4010 Outlays from new discretionary authority	-835		.....
4011 Outlays from discretionary balances	-164		.....
4020 Outlays, gross (total)	-999		.....
Mandatory:			
4090 Budget authority, gross	1,140		.....
Outlays, gross:			
4100 Outlays from new mandatory authority	835		.....
4101 Outlays from mandatory balances	164		.....
4110 Outlays, gross (total)	999		.....
4180 Budget authority, net (total) .....			.....
4190 Outlays, net (total) .....			.....

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs

into the Transportation Trust Fund. This schedule reclassifies 2015 actual budget authority and outlays as mandatory for comparability purposes.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-0125-4-1-401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			-1,117
1930 Total budgetary resources available			-1,117
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-1,117
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			724
3050 Unpaid obligations, end of year			724
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			724
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			-1,117
Outlays, gross:			
4100 Outlays from new mandatory authority			-724
4180 Budget authority, net (total)			-1,117
4190 Outlays, net (total)			-724

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

EMERGENCY RAILROAD REHABILITATION AND REPAIR

Program and Financing (in millions of dollars)

Identification code 069-0124-0-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Emergency Railroad Rehabilitation and Repair	2		
0900 Total new obligations (object class 41.0)	2		
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2		
1930 Total budgetary resources available	2		
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	2		
3020 Outlays (gross)	-2		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	2		
4180 Budget authority, net (total)			
4190 Outlays, net (total)	2		

Funding for this program was provided in a supplemental appropriation in 2008. This program provides discretionary grants to States to repair and rehabilitate Class II and Class III railroad infrastructure damaged by hurricanes, floods, and other natural disasters in areas for which the President declared a major disaster under title IV of the Robert T. Stafford Disaster

Relief and Emergency Assistance Act of 1974. No new funding is requested in 2017 for this program.

INTERCITY PASSENGER RAIL GRANT PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0715-0-1-401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	19	20	20
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	20	20	20
1930 Total budgetary resources available	20	20	20
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	20	20	20
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	40	26	12
3020 Outlays (gross)	-13	-14	-10
3040 Recoveries of prior year unpaid obligations, unexpired	-1		
3050 Unpaid obligations, end of year	26	12	2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	40	26	12
3200 Obligated balance, end of year	26	12	2
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	13	14	10
4180 Budget authority, net (total)			
4190 Outlays, net (total)	13	14	10

This competitive grant program encourages state participation in passenger rail service. Under this program, a State or States may apply for grants for up to 50 percent of the cost of capital investments necessary to support improved intercity passenger rail service that either requires no operating subsidy or for which the State or States agree to provide any needed operating subsidy. To qualify for funding, States must include intercity passenger rail service as an integral part of statewide transportation planning as required under 23 U.S.C. 135. Additionally, the specific project must be on the Statewide Transportation Improvement Plan at the time of application.

No new funds are requested for this program in 2017.

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE

Program and Financing (in millions of dollars)

Identification code 069-0719-0-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0003 Capital Assistance High-Speed Rail Corridors and IPR Service Grants			58
0004 Capital Assistance High-Speed Rail Corridors and IPR Service Oversight	5	4	3
0900 Total new obligations	5	4	61
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	68	65	61
1021 Recoveries of prior year unpaid obligations	2		10
1050 Unobligated balance (total)	70	65	71
1930 Total budgetary resources available	70	65	71
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	65	61	10
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	7,324	6,211	4,150
3010 Obligations incurred, unexpired accounts	5	4	61

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER
RAIL SERVICE—Continued

Program and Financing—Continued

Identification code 069-0719-0-1-401	2015 actual	2016 est.	2017 est.
3020 Outlays (gross)	-1,096	-2,065	-3,052
3040 Recoveries of prior year unpaid obligations, unexpired	-2		-10
3041 Recoveries of prior year unpaid obligations, expired	-20		
3050 Unpaid obligations, end of year	6,211	4,150	1,149
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	7,324	6,211	4,150
3200 Obligated balance, end of year	6,211	4,150	1,149
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	1,096	2,065	3,052
4180 Budget authority, net (total)			
4190 Outlays, net (total)	1,096	2,065	3,052

Through this program, FRA provides capital grants to States to invest and improve intercity passenger rail service, including the development of new high-speed rail capacity. Activity in this account includes the \$8 billion provided by the American Recovery and Reinvestment Act of 2009 and an additional \$2.1 billion provided in subsequent enacted appropriations. No funds are requested in this account for 2017.

Object Classification (in millions of dollars)

Identification code 069-0719-0-1-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
11.3 Personnel compensation: Other than full-time permanent	1		
25.1 Advisory and assistance services	4	4	3
41.0 Grants, subsidies, and contributions			58
99.9 Total new obligations	5	4	61

Employment Summary

Identification code 069-0719-0-1-401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	3	3	3

NEXT GENERATION HIGH-SPEED RAIL

Program and Financing (in millions of dollars)

Identification code 069-0722-0-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0003 Next Generation High-Speed Rail		5	
0900 Total new obligations (object class 41.0)		5	
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	9	10	
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	10	10	
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced		-5	
1930 Total budgetary resources available	10	5	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	10		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2	1	5
3010 Obligations incurred, unexpired accounts		5	
3020 Outlays (gross)		-1	
3040 Recoveries of prior year unpaid obligations, unexpired	-1		
3050 Unpaid obligations, end of year	1	5	5
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2	1	5

3200 Obligated balance, end of year	1	5	5
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		-5	
Outlays, gross:			
4011 Outlays from discretionary balances		1	
4180 Budget authority, net (total)		-5	
4190 Outlays, net (total)		1	

The Next Generation High-Speed Rail Program funds research, development, technology demonstration programs, and the planning and analysis required to evaluate high speed rail technology proposals. No new funds are requested for this program in 2017.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0123-0-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Northeast Corridor Improvement Program	1	5	14
0900 Total new obligations (object class 41.0)	1	5	14
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1		14
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		19	
1930 Total budgetary resources available	1	19	14
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year		14	
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1		1	1
3010 Obligations incurred, unexpired accounts	1	5	14
3020 Outlays (gross)		-5	-10
3050 Unpaid obligations, end of year	1	1	5
Memorandum (non-add) entries:			
3100 Obligated balance, start of year		1	1
3200 Obligated balance, end of year	1	1	5

Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		19	
Outlays, gross:			
4010 Outlays from new discretionary authority		5	
4011 Outlays from discretionary balances			10
4020 Outlays, gross (total)		5	10
4180 Budget authority, net (total)		19	
4190 Outlays, net (total)		5	10

Summary of Budget Authority and Outlays (in millions of dollars)

	2015 actual	2016 est.	2017 est.
Enacted/requested:			
Budget Authority		19	
Outlays		5	10
Amounts included in the adjusted baseline:			
Budget Authority			19
Outlays			5
Legislative proposal, subject to PAYGO:			
Budget Authority			-19
Outlays			-5
Total:			
Budget Authority		19	
Outlays		5	10

This program provided funds to continue the upgrade of passenger rail service in the corridor between Washington, District of Columbia, and Boston, Massachusetts. Since 2001, capital funding has been provided in the National Railroad Passenger Corporation (Amtrak) appropriation. For 2016, \$19 million was provided for grants to Amtrak for shared use infra-

structure on the Northeast Corridor identified in the Northeast Corridor Operations Advisory Commission's 5 year capital plan. No funds are requested for this account in 2017. The Administration is proposing funding for these programs within the multi-year clean transportation plan proposal. As part of that proposal, programs currently administered from this account would be continued in a new Current Passenger Rail Account account that would be funded from the Rail Account of the Transportation Trust Fund.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069-0123-7-1-401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		-19	
Appropriations, mandatory:			
1200 Appropriation		19	19
1900 Budget authority (total)			19
1930 Total budgetary resources available			19
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			19
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			-5
3050 Unpaid obligations, end of year			-5
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			-5
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		-19	
Outlays, gross:			
4010 Outlays from new discretionary authority		-5	
4011 Outlays from discretionary balances			-10
4020 Outlays, gross (total)		-5	-10
Mandatory:			
4090 Budget authority, gross		19	19
Outlays, gross:			
4100 Outlays from new mandatory authority		5	5
4101 Outlays from mandatory balances			10
4110 Outlays, gross (total)		5	15
4180 Budget authority, net (total)			19
4190 Outlays, net (total)			5

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2016 enacted and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-0123-4-1-401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			-19
1930 Total budgetary resources available			-19
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-19
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			5
3050 Unpaid obligations, end of year			5

3200	Memorandum (non-add) entries:			
	Obligated balance, end of year			5
	Budget authority and outlays, net:			
	Mandatory:			
4090	Budget authority, gross			-19
	Outlays, gross:			
4100	Outlays from new mandatory authority			-5
4180	Budget authority, net (total)			-19
4190	Outlays, net (total)			-5

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0716-0-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Rail line relocation	3	3	3
0900 Total new obligations (object class 41.0)	3	3	3
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	11	10	5
1021 Recoveries of prior year unpaid obligations	2		
1050 Unobligated balance (total)	13	10	5
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced		-2	
1930 Total budgetary resources available	13	8	5
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	10	5	2
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	32	19	12
3010 Obligations incurred, unexpired accounts	3	3	3
3020 Outlays (gross)	-14	-10	-7
3040 Recoveries of prior year unpaid obligations, unexpired	-2		
3050 Unpaid obligations, end of year	19	12	8
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	32	19	12
3200 Obligated balance, end of year	19	12	8
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		-2	
Outlays, gross:			
4011 Outlays from discretionary balances	14	10	7
4180 Budget authority, net (total)		-2	
4190 Outlays, net (total)	14	10	7

This program provides Federal assistance to States for relocating or making necessary improvements to local rail lines. No new funds are requested for this program in 2017.

RAIL SAFETY TECHNOLOGY PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0701-0-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Direct program activity	1		
0900 Total new obligations (object class 41.0)	1		

RAIL SAFETY TECHNOLOGY PROGRAM—Continued
Program and Financing—Continued

Identification code 069-0701-0-1-401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1		
1930 Total budgetary resources available	1		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	11	8	3
3010 Obligations incurred, unexpired accounts	1		
3020 Outlays (gross)	-4	-5	-3
3050 Unpaid obligations, end of year	8	3	
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	11	8	3
3200 Obligated balance, end of year	8	3	
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	4	5	3
4180 Budget authority, net (total)			
4190 Outlays, net (total)	4	5	3

The Railroad Safety Technology Program is a competitive grant program for the deployment of train control technologies to passenger and freight rail carriers, railroad suppliers, and State and local governments. Projects may include the deployment of train control technologies, train control component technologies, processor-based technologies, electronically controlled pneumatic brakes, rail integrity inspection systems, rail integrity warning systems, switch position indicators and monitors, remote control power switch technologies, track integrity circuit technologies, and other new technologies that improve the safety of railroad systems.

FRA has given priority to projects that make technologies interoperable between railroad systems; accelerate the deployment of train control technology on high risk corridors, such as those that have high volumes of hazardous materials shipments, or over which commuter or passenger trains operate; or benefit both passenger and freight safety and efficiency.

No new funds are requested in this account for fiscal year 2017.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

The Secretary of Transportation is authorized to issue direct loans and loan guarantees pursuant to sections 501 through 504 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), as amended, such authority to exist as long as any such direct loan or loan guarantee is outstanding¹. *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 2016¹. (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069-0750-0-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
Credit program obligations:			
0705 Reestimates of direct loan subsidy	4		
0706 Interest on reestimates of direct loan subsidy	27		
0709 Administrative expenses		2	
0791 Direct program activities, subtotal	31	2	
0900 Total new obligations	31	2	
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		2	
Appropriations, mandatory:			
1200 Appropriation	31		
1900 Budget authority (total)	31	2	

1930 Total budgetary resources available	31	2	
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1			1
3010 Obligations incurred, unexpired accounts	31	2	
3020 Outlays (gross)	-31	-1	-1
3050 Unpaid obligations, end of year		1	
Memorandum (non-add) entries:			
3100 Obligated balance, start of year			1
3200 Obligated balance, end of year		1	
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		2	
Outlays, gross:			
4010 Outlays from new discretionary authority		1	
4011 Outlays from discretionary balances			1
4020 Outlays, gross (total)		1	1
Mandatory:			
4090 Budget authority, gross	31		
Outlays, gross:			
4100 Outlays from new mandatory authority	31		
4180 Budget authority, net (total)	31	2	
4190 Outlays, net (total)	31	1	1

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

Identification code 069-0750-0-1-401	2015 actual	2016 est.	2017 est.
Direct loan levels supportable by subsidy budget authority:			
115001 Railroad Rehabilitation and Improvement Financing Direct Loans	982	600	600
Direct loan subsidy (in percent):			
132001 Railroad Rehabilitation and Improvement Financing Direct Loans	-2.09	0.00	0.00
132999 Weighted average subsidy rate	-2.09	0.00	0.00
Direct loan subsidy budget authority:			
133001 Railroad Rehabilitation and Improvement Financing Direct Loans	-21		
Direct loan reestimates:			
135001 Railroad Rehabilitation and Improvement Financing Direct Loans	-27	-8	

The Transportation Equity Act of the 21st Century of 1998 established the Railroad Rehabilitation and Improvement Financing loan and loan guarantee program. The Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users, changed the program to allow FRA to issue direct loan and loan guarantees up to \$35,000,000,000, and it required that no less than \$7,000,000,000 be reserved for projects primarily benefiting freight railroads other than Class I carriers. The program was expanded by the Rail Safety Improvement Act of 2008 and again by the Fixing America's Surface Transportation Act in 2015. The funding may be used: (1) to acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, or shops; (2) to refinance debt; or (3) to develop and establish new intermodal or railroad facilities, (4) to reimburse related planning and design expenses; (5) and to finance (by December 2019) certain economic development related to passenger rail stations. For 2016, \$1.96 million was made available to assist Class II and Class III railroads to applicant expenses in preparing to apply and applying for direct loans and loan guarantees.

Object Classification (in millions of dollars)

Identification code 069-0750-0-1-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
25.1 Advisory and assistance services		2	
43.0 Interest and dividends	31		
99.9 Total new obligations	31	2	

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 069-4420-0-3-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations	982	600	600
0713 Payment of interest to Treasury	38	38	38
0740 Negative subsidy obligations	20		
0742 Downward reestimate paid to receipt account	50	7	
0743 Interest on downward reestimates	8	1	
0900 Total new obligations	1,098	646	638
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	7	21	
1050 Unobligated balance (total)	7	21	
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	1,058	600	600
Spending authority from offsetting collections, mandatory:			
1800 Offsetting collections (interest on uninvested funds)	3	3	3
1800 Offsetting collections (principal-borrowers)	26	60	60
1800 Offsetting collections (upward reestimate)	31		
1800 Offsetting collections (interest-borrowers)	31	27	27
1800 Collected	4	10	10
1825 Spending authority from offsetting collections applied to repay debt	-41	-75	-62
1850 Spending auth from offsetting collections, mand (total)	54	25	38
1900 Budget authority (total)	1,112	625	638
1930 Total budgetary resources available	1,119	646	638
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	21		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	262	1,162	1,172
3010 Obligations incurred, unexpired accounts	1,098	646	638
3020 Outlays (gross)	-198	-636	-636
3050 Unpaid obligations, end of year	1,162	1,172	1,174
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	262	1,162	1,172
3200 Obligated balance, end of year	1,162	1,172	1,174
Financing authority and disbursements, net:			
Mandatory:			
4090 Budget authority, gross	1,112	625	638
Financing disbursements:			
4110 Outlays, gross (total)	198	636	636
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources	-31		
4122 Interest on uninvested funds	-3	-3	-3
4123 Credit Risk Premium	-4	-10	-10
4123 Principal Repayment	-26	-60	-60
4123 Interest Repayment	-31	-27	-27
4130 Offsets against gross budget authority and outlays (total)	-95	-100	-100
4160 Budget authority, net (mandatory)	1,017	525	538
4170 Outlays, net (mandatory)	103	536	536
4180 Budget authority, net (total)	1,017	525	538
4190 Outlays, net (total)	103	536	536

Status of Direct Loans (in millions of dollars)

Identification code 069-4420-0-3-401	2015 actual	2016 est.	2017 est.
Position with respect to appropriations act limitation on obligations:			
1111 Direct loan obligations from current-year authority	982	600	600
1150 Total direct loan obligations	982	600	600
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	890	967	1,478
1231 Disbursements: Direct loan disbursements	102	598	598
1251 Repayments: Repayments and prepayments	-25	-60	-60
1263 Write-offs for default: Direct loans		-27	-1
1290 Outstanding, end of year	967	1,478	2,015

Balance Sheet (in millions of dollars)

Identification code 069-4420-0-3-401	2014 actual	2015 actual
ASSETS:		
1401 Net value of assets related to post-1991 direct loans receivable:	890	967
1999 Direct loans receivable, gross		
2105 Total assets	890	967
LIABILITIES:		
4999 Federal liabilities: Other	890	967
4999 Total liabilities and net position	890	967

Trust Funds

CURRENT PASSENGER RAIL SERVICE

(Legislative proposal, not subject to PAYGO)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year clean transportation plan authorization legislation, funds available for the Current Passenger Rail Service Program authorized under title 49, United States Code, shall not exceed total obligations of \$2,300,000,000, to remain available until expended: Provided, That the Secretary may retain up to one-half of one percent of the funds limited under this heading to fund program administration and oversight.

CURRENT PASSENGER RAIL SERVICE

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year clean transportation plan authorization legislation, \$2,300,000,000 to be derived from the Rail Account of the Transportation Trust Fund and to remain available until expended, for payment of obligations incurred in carrying out the Current Passenger Rail Service Program authorized under title 49, United States Code.

CURRENT PASSENGER RAIL SERVICE

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-8320-4-7-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Current Passenger Rail Service			2,288
0002 Program Oversight			12
0900 Total new obligations			2,300
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			2,300
1137 Appropriations applied to liquidate contract authority			-2,300
Contract authority, mandatory:			
1600 Contract authority			2,300
1900 Budget authority (total)			2,300
1930 Total budgetary resources available			2,300
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			2,300
3020 Outlays (gross)			-1,219
3050 Unpaid obligations, end of year			1,081
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			1,081
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			2,300
Outlays, gross:			
4100 Outlays from new mandatory authority			1,219
4180 Budget authority, net (total)			2,300
4190 Outlays, net (total)			1,219
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)			2,300

CURRENT PASSENGER RAIL SERVICE—Continued

The 2017 budget presents the Federal Railroad Administration (FRA) proposed reauthorization program account structure, including the creation of a new Current Passenger Rail Service account. The Administration proposes to fund this account from the Rail Account of the Transportation Trust Fund (TTF). Through the Current Passenger Rail Service program, FRA will make grants according to the authorities provided in the Fixing America's Surface Transportation (FAST) Act, specifically FAST Act Sections 11101 and 11103. Section 11101 authorizes Grants to Amtrak including grants for the Northeast Corridor and the National Network, which includes Amtrak's state-supported routes, long-distance routes, and other Amtrak costs not allocated to the Northeast Corridor. Section 11103 authorizes FRA to make grants under the Federal State Partnership for State of Good Repair program to bring publicly-owned or Amtrak-owned infrastructure, equipment, and facilities into a state of good repair. The 2017 Budget includes \$1.9 million for Grants to Amtrak and \$400 million for Federal State Partnership for State of Good Repair.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of the multi-year clean transportation plan proposal. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 069-8320-4-7-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent			1
25.1 Advisory and assistance services			11
41.0 Grants, subsidies, and contributions			2,288
99.9 Total new obligations			2,300

Employment Summary

Identification code 069-8320-4-7-401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment			7

ADMINISTRATIVE PROVISIONS

(INCLUDING RESCISSIONS AND CANCELLATIONS)

【SEC. 150. The Secretary of Transportation may receive and expend cash, or receive and utilize spare parts and similar items, from non-United States Government sources to repair damages to or replace United States Government owned automated track inspection cars and equipment as a result of third-party liability for such damages, and any amounts collected under this section shall be credited directly to the Safety and Operations account of the Federal Railroad Administration, and shall remain available until expended for the repair, operation and maintenance of automated track inspection cars and equipment in connection with the automated track inspection program.】

SEC. 【151】150. None of the funds provided to the National Railroad Passenger Corporation may be used to fund any overtime costs in excess of \$35,000 for any individual employee: *Provided*, That the President of Amtrak may waive the cap set in the previous proviso for specific employees when the President of Amtrak determines such a cap poses a risk to the safety and operational efficiency of the system: *Provided further*, That the President of Amtrak shall report to the House and Senate Committees on Appropriations each quarter of the calendar year on waivers granted to employees and amounts paid above the cap for each month within such quarter and delineate the reasons each waiver was granted: *Provided further*, That the President of Amtrak shall report to the House and Senate Committees on Appropriations by March 1, 【2016】2017, a summary of all overtime payments incurred by the Corporation for 【2015】2016 and the three prior calendar years: *Provided further*, That such summary shall include the total number of employees that received waivers and the total overtime payments the Corporation paid to those employees receiving waivers for each month for 【2015】2016 and for the three prior calendar years.

【SEC. 152. Of the unobligated balances of funds available to the Federal Railroad Administration from the "Railroad Research and Development" account, \$1,960,000 is permanently rescinded: *Provided*, That such amounts are made available to enable the Secretary of Transportation to assist Class II and Class III railroads with eligible projects pursuant to sections 501 through 504 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), as amended: *Provided further*, That such funds shall be available for applicant expenses in preparing to apply and applying for direct loans and loan guarantees: *Provided further*, That these funds shall remain available until expended.】

【SEC. 153. Of the unobligated balances of funds available to the Federal Railroad Administration, the following funds are hereby rescinded: \$5,000,000 of the unobligated balances of funds made available to fund expenses associated with implementing section 212 of division B of Public Law 110-432 in the Capital and Debt Service Grants to the National Railroad Passenger Corporation account of the Consolidated and Further Continuing Appropriations Act, 2015; and \$14,163,385 of the unobligated balances of funds made available from the following accounts in the specified amounts—"Grants to the National Railroad Passenger Corporation", \$267,019; "Next Generation High-Speed Rail", \$4,944,504; "Rail Line Relocation and Improvement Program", \$2,241,385; and "Safety and Operations", \$6,710,477: *Provided*, That such amounts are made available to enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation as authorized by section 101(c) of the Passenger Rail Investment and Improvement Act of 2008 (division B of Public Law 110-432) for state-of-good-repair backlog and infrastructure improvements on Northeast Corridor shared-use infrastructure identified in the Northeast Corridor Infrastructure and Operations Advisory Commission's approved 5-year capital plan: *Provided further*, That these funds shall remain available until expended and shall be available for grants in an amount not to exceed 50 percent of the total project cost, with the required matching funds to be provided consistent with the Commission's cost allocation policy.】

SEC. 151. *Notwithstanding any other provision of law, including specifically, but not limited to, section 1302 of title 40, United States Code, the Federal Railroad Administration shall have authority to enter into contracts, leases, agreements, other transactions, and to commit to obligations in connection with third-party contracts or agreements, with any entity, for whatever term and under such conditions as the Secretary of Transportation determines to be in the best interests of the Government, for the operation and maintenance of the Transportation Technology Center near Pueblo, Colorado, and to enable the use of the property at the Transportation Technology Center. (Department of Transportation Appropriations Act, 2016.)*

FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration (FTA) provides grant funding to State and local governments, public and private transit operators and other recipients to enhance public transportation across the United States. FTA programs fund the construction of new public transit systems, purchase and maintain transit vehicles and equipment, subsidize limited public transit operations, support regional transportation planning efforts, and improve technology and service methods critical to the delivery of public transportation. In 2015, a new five year surface transportation authorization law was enacted—Fixing America's Surface Transportation Act or the FAST Act. The FAST Act provides steady and predictable funding for five years and a renewed focus on reinvesting in and modernizing transit assets to help bring transit systems throughout the country into a state of good repair.

FTA's budget proposal builds on the successes of the previous authorization of MAP-21 and includes new features in the FAST Act. The account structure is generally comparable to FTA's funding under MAP-21, except where Congress consolidated programs in other accounts and moved them into the Transit Formula Grants account. The Administration proposes \$19.9 billion for FTA in 2017. This proposal includes \$9.7 billion to support FTA's base formula programs that provide assistance to transit agencies in both urban and rural areas, with an additional investment in programs improving the state of good repair of rail transit and recapitalizing bus and bus facilities through a new discretionary grant program. The budget request also includes funding to help finance the installation of positive train control systems for eligible transit providers. The Administration proposes \$ 3.5 billion in new budget authority for Capital Investment Grants, to support new fixed guideway investments (New Starts and Small Starts) as well as

projects aimed at improving or restoring the core capacity of existing fixed guideway systems. Within the total, the Budget proposes \$6.4 billion in resources for FTA programs in the 21st Century Clean Transportation Plan Investments account.

The Administration's proposal demonstrates a strong commitment to build on the strengths of MAP-21 to improve the condition and safety of transit while enhancing economic opportunities in communities and the quality of life for all Americans. The table below presents actual funding enacted for 2015 and 2016 and the requested 2017 funding. Additional detail is provided in the program budget schedules that follow.

[In millions of dollars]			
	2015 Actual	2016 Enacted	2017 Request
Budget Authority:			
Transit Formula Grants (TF)	8,595	8,595	9,734
Capital Investment Grants (TF)	2,120	2,177	3,500
Administrative Expenses (TF)	106	108	115
Transit Research (Reclassified) (GF)	33	33	0
Technical Assistance and Training (GF)	5	5	0
Washington Metropolitan Area Transit Authority (GF)	150	150	150
Total Budget Authority	11,009	11,783	13,499
Total Discretionary	2,414	2,435	150
Total Mandatory	8,595	8,595	13,349

Note: Totals may not add due to rounding, and amounts do not include transfers with the Federal Highway Administration.

Federal Funds

ADMINISTRATIVE EXPENSES

For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, \$108,000,000, of which not more than \$6,500,000 shall be available to carry out the provisions of 49 U.S.C. 5329 and not less than \$1,000,000 shall be available to carry out the provisions of 49 U.S.C. 5326: *Provided*, That none of the funds provided or limited in this Act may be used to create a permanent office of transit security under this heading: *Provided further*, That upon submission to the Congress of the fiscal year 2017 President's budget, the Secretary of Transportation shall transmit to Congress the annual report on New Starts, including proposed allocations for fiscal year 2017. (Department of Transportation Appropriations Act, 2016.)

Program and Financing (in millions of dollars)

Identification code 069-1120-0-1-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Administrative expenses	100	100	.....
0002 Transit Safety Oversight	5	7	.....
0003 Transit Asset Management	1	1	.....
0900 Total new obligations	106	108	.....
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	106	108	.....
1900 Budget authority (total)	106	108	.....
1930 Total budgetary resources available	106	108	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	14	13	11
3010 Obligations incurred, unexpired accounts	106	108	.....
3011 Obligations incurred, expired accounts .....	.....	2	2
3020 Outlays (gross)	-106	-110	-5
3041 Recoveries of prior year unpaid obligations, expired	-1	-2	-2
3050 Unpaid obligations, end of year	13	11	6
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	14	13	11
3200 Obligated balance, end of year	13	11	6
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	106	108	.....
Outlays, gross:			
4010 Outlays from new discretionary authority	96	103	.....

4011 Outlays from discretionary balances	10	7	5
4020 Outlays, gross (total)	106	110	5
4180 Budget authority, net (total)	106	108	.....
4190 Outlays, net (total)	106	110	5

Summary of Budget Authority and Outlays (in millions of dollars)

	2015 actual	2016 est.	2017 est.
Enacted/requested:			
Budget Authority	106	108	.....
Outlays	106	110	5
Amounts included in the adjusted baseline:			
Budget Authority .....	.....	.....	112
Outlays .....	.....	.....	106
Legislative proposal, subject to PAYGO:			
Budget Authority .....	.....	.....	-112
Outlays .....	.....	.....	-106
Total:			
Budget Authority	106	108	.....
Outlays	106	110	5

The Federal Transit Administration's (FTA) Administrative Expenses appropriation provides resources for salaries, benefits, and administrative expenses for 560 full-time equivalents employees (FTEs) to carry out the Agency's stewardship of over \$19.9 billion in Federal funds. Priorities for the 2017 Administrative Expenses appropriation include enhancement of the Office of Safety and Oversight's workforce to strengthen and expand the framework of the robust State Safety Oversight Program and Safety for all modes of transit, including Accident Investigation Oversight; the implementation of the FAST Act to include required rulemakings, policy updates, and strategic planning; the provision of technical assistance to grantees during project development and program implementation; Capital Project Management Oversight and grantee compliance; and support for Transit Asset Management activities, which includes developing objective standards to measure capital asset condition and collecting data on the asset condition of the FTA grantees. No funds are requested in this account for 2017. The Administration is proposing funding for these programs within the multi-year clean transportation plan proposal. As part of that proposal, programs currently administered from this account will be continued in a new Administrative Expenses account that will be funded from the Mass Transit Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 069-1120-0-1-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	54	57	.....
11.3 Other than full-time permanent	1	1	.....
11.5 Other personnel compensation	1	1	.....
11.9 Total personnel compensation	56	59	.....
12.1 Civilian personnel benefits	17	17	.....
21.0 Travel and transportation of persons	2	2	.....
23.1 Rental payments to GSA	7	8	.....
23.3 Communications, utilities, and miscellaneous charges	1	1	.....
25.2 Other services from non-Federal sources	1	1	.....
25.3 Other goods and services from Federal sources	18	16	.....
25.4 Operation and maintenance of facilities	1	1	.....
25.7 Operation and maintenance of equipment	2	2	.....
31.0 Equipment	1	1	.....
99.9 Total new obligations	106	108	.....

ADMINISTRATIVE EXPENSES—Continued
Employment Summary

Identification code 069–1120–0–1–401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	512	521	.....

ADMINISTRATIVE EXPENSES
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069–1120–7–1–401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Administrative expenses			104
0002 Transit safety oversight			7
0003 Transit asset management			1
0900 Total new obligations			112
Budgetary resources:			
Budget authority:			
1100 Appropriations, discretionary:			
Appropriation		–108	.....
Appropriations, mandatory:			
1200 Appropriation		108	112
1900 Budget authority (total)			112
1930 Total budgetary resources available			112
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			112
3020 Outlays (gross)			–106
3050 Unpaid obligations, end of year			6
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			6
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		–108	.....
Outlays, gross:			
4010 Outlays from new discretionary authority		–103	.....
4011 Outlays from discretionary balances		–7	–5
4020 Outlays, gross (total)		–110	–5
Mandatory:			
4090 Budget authority, gross		108	112
Outlays, gross:			
4100 Outlays from new mandatory authority		103	106
4101 Outlays from mandatory balances		7	5
4110 Outlays, gross (total)		110	111
4180 Budget authority, net (total)			112
4190 Outlays, net (total)			106

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2016 enacted and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

Object Classification (in millions of dollars)

Identification code 069–1120–7–1–401	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent			62
11.3 Other than full-time permanent			1
11.5 Other personnel compensation			1
11.9 Total personnel compensation			64
12.1 Civilian personnel benefits			17
21.0 Travel and transportation of persons			2
23.1 Rental payments to GSA			9
25.2 Other services from non-Federal sources			1
25.3 Other goods and services from Federal sources			16
25.4 Operation and maintenance of facilities			1
25.7 Operation and maintenance of equipment			1
31.0 Equipment			1

99.9 Total new obligations 112

ADMINISTRATIVE EXPENSES
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069–1120–9–1–401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Budget authority:			
1100 Appropriations, discretionary:			
Appropriation		–106	.....
1200 Appropriations, mandatory:			
Appropriation		106	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		–106	.....
Outlays, gross:			
4010 Outlays from new discretionary authority		–96	.....
4011 Outlays from discretionary balances		–10	.....
4020 Outlays, gross (total)		–106	.....
Mandatory:			
4090 Budget authority, gross		106	.....
Outlays, gross:			
4100 Outlays from new mandatory authority		96	.....
4101 Outlays from mandatory balances		10	.....
4110 Outlays, gross (total)		106	.....
4180 Budget authority, net (total)			
4190 Outlays, net (total)			

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2015 actual budget authority and outlays as mandatory for comparability purposes.

ADMINISTRATIVE EXPENSES
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069–1120–4–1–401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Administrative expenses			–104
0002 Transit safety oversight			–7
0003 Transit asset management			–1
0900 Total new obligations			–112
Budgetary resources:			
Budget authority:			
1200 Appropriations, mandatory:			
Appropriation			–112
1930 Total budgetary resources available			–112
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			–112
3020 Outlays (gross)			106
3050 Unpaid obligations, end of year			–6
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			–6

Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			–112
Outlays, gross:			
4100 Outlays from new mandatory authority			–106
4180 Budget authority, net (total)			–112
4190 Outlays, net (total)			–106

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that

the proposal properly accounts for requested program growth in the new trust fund accounts.

Object Classification (in millions of dollars)

Identification code 069–1120–4–1–401	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent			–62
11.3 Other than full-time permanent			–1
11.5 Other personnel compensation			–1
11.9 Total personnel compensation			–64
12.1 Civilian personnel benefits			–17
21.0 Travel and transportation of persons			–2
23.1 Rental payments to GSA			–9
25.2 Other services from non-Federal sources			–1
25.3 Other goods and services from Federal sources			–16
25.4 Operation and maintenance of facilities			–1
25.7 Operation and maintenance of equipment			–1
31.0 Equipment			–1
99.9 Total new obligations			–112

JOB ACCESS AND REVERSE COMMUTE GRANTS

Program and Financing (in millions of dollars)

Identification code 069–1125–0–1–401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	
1050 Unobligated balance (total)	1	1	
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced		–1	
1930 Total budgetary resources available	1		
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	4	3	
3020 Outlays (gross)	–1	–3	
3050 Unpaid obligations, end of year	3		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	4	3	
3200 Obligated balance, end of year	3		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		–1	
Outlays, gross:			
4011 Outlays from discretionary balances	1	3	
4180 Budget authority, net (total)		–1	
4190 Outlays, net (total)	1	3	

Activities have not been funded in the Job Access and Reverse Commute Grants account since 2005. In 2016, the unobligated balance remaining in this account was permanently rescinded. Urbanized Area formula grants may be used to support job access and reverse commute projects in 2017.

JOB ACCESS AND REVERSE COMMUTE GRANTS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069–1125–7–1–401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced		1	
Appropriations, mandatory:			
1200 Appropriation		–1	

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross		1	
Outlays, gross:			
4011 Outlays from discretionary balances		–3	
Mandatory:			
4090 Budget authority, gross		–1	
Outlays, gross:			
4101 Outlays from mandatory balances		3	
4180 Budget authority, net (total)			
4190 Outlays, net (total)			

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2016 enacted and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

JOB ACCESS AND REVERSE COMMUTE GRANTS

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069–1125–9–1–401	2015 actual	2016 est.	2017 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances		–1	
Mandatory:			
Outlays, gross:			
4101 Outlays from mandatory balances		1	
4180 Budget authority, net (total)			
4190 Outlays, net (total)			

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current general Fund programs into the Transportation Trust Fund. This schedule reclassifies 2015 actual budget authority and outlays as mandatory for comparability purposes.

GRANTS TO WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

For grants to the Washington Metropolitan Area Transit Authority as authorized under section 601 of division B of Public Law 110–432, \$150,000,000, to remain available until expended: *Provided*, That the Secretary of Transportation shall approve grants for capital and preventive maintenance expenditures for the Washington Metropolitan Area Transit Authority only after receiving and reviewing a request for each specific project: *Provided further*, That prior to approving such grants, the Secretary shall certify that the Washington Metropolitan Area Transit Authority is making progress to improve its safety management system in response to the Federal Transit Administration's 2015 safety management inspection: *Provided further*, That prior to approving such grants, the Secretary shall certify that the Washington Metropolitan Area Transit Authority is making progress toward full implementation of the corrective actions identified in the 2014 Financial Management Oversight Review Report: *Provided further*, That the Secretary shall determine that the Washington Metropolitan Area Transit Authority has placed the highest priority on those investments that will improve the safety of the system before approving such grants: *Provided further*, That the Secretary, in order to ensure safety throughout the rail system, may waive the requirements of section 601(e)(1) of [title VI] Division B of Public Law 110–432 (112 Stat. 4968). (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069–1128–0–1–401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Washington Metropolitan Area Transit Authority	282	150	150
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	150	18	18
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	150	150	150

GRANTS TO WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY—Continued
Program and Financing—Continued

Identification code 069–1128–0–1–401	2015 actual	2016 est.	2017 est.
1930 Total budgetary resources available	300	168	168
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	18	18	18
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	169	353	319
3010 Obligations incurred, unexpired accounts	282	150	150
3020 Outlays (gross)	–98	–184	–154
3050 Unpaid obligations, end of year	353	319	315
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	169	353	319
3200 Obligated balance, end of year	353	319	315
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	150	150	150
Outlays, gross:			
4010 Outlays from new discretionary authority		38	38
4011 Outlays from discretionary balances	98	146	116
4020 Outlays, gross (total)	98	184	154
4180 Budget authority, net (total)	150	150	150
4190 Outlays, net (total)	98	184	154

The Federal Rail Safety Improvements Act, 2008, (P.L. 110–432, Title VI, Sec. 601), provided authorization for capital and preventive maintenance projects for the Washington Metropolitan Area Transit Authority (WMATA). Funding will help WMATA address its reinvestment and maintenance backlog to improve the safety and reliability of service and to expand existing system capacity to meet growing demand. The Secretary of Transportation shall approve grants for Capital and preventive maintenance expenditures for WMATA only after receiving and reviewing a request for each specific project. The Secretary shall certify that the Washington Metropolitan Area Transit Authority is making progress to improve its safety management system in response to the Federal Transit Administration's 2015 safety management inspection prior to approving grants. The Secretary shall certify that WMATA is making progress toward full implementation of the corrective actions identified in the 2014 Financial Management Oversight Review Report. The Secretary shall determine that WMATA has placed the highest priority on those investments that will improve the safety of the system before approving such grants. The Secretary in order to ensure safety throughout the rail system, may waive the requirements of section 601(e) (1) of title VI of Public Law 110–432 (112 Stat. 4968).

Object Classification (in millions of dollars)

Identification code 069–1128–0–1–401	2015 actual	2016 est.	2017 est.
Direct obligations:			
25.2 Other services from non-Federal sources	1		
41.0 Grants, subsidies, and contributions	281	150	150
99.9 Total new obligations	282	150	150

FORMULA GRANTS

Program and Financing (in millions of dollars)

Identification code 069–1129–0–1–401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0004 Other Programs	1		
0900 Total new obligations (object class 41.0)	1		
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	31	44	44

1021 Recoveries of prior year unpaid obligations	12		
1050 Unobligated balance (total)	43	44	44
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	2		
1900 Budget authority (total)	2		
1930 Total budgetary resources available	45	44	44
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	44	44	44

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	184	128	
3010 Obligations incurred, unexpired accounts	1		
3020 Outlays (gross)	–45	–128	
3040 Recoveries of prior year unpaid obligations, unexpired	–12		
3050 Unpaid obligations, end of year	128		
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–2	–2	–2
3090 Uncollected pymts, Fed sources, end of year	–2	–2	–2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	182	126	–2
3200 Obligated balance, end of year	126	–2	–2

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	2		
Outlays, gross:			
4011 Outlays from discretionary balances	45	128	
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources	–2		
4040 Offsets against gross budget authority and outlays (total)	–2		
4180 Budget authority, net (total)			
4190 Outlays, net (total)	43	128	

This schedule shows the obligation and outlay of formula grant program funding made available in fiscal years prior to 2006. In 2017, funds requested for transit formula grant programs are included in the Transit Formula Grants account and funded exclusively by the Mass Transit Account of the Transportation Trust Fund.

GRANTS FOR ENERGY EFFICIENCY AND GREENHOUSE GAS REDUCTIONS

Program and Financing (in millions of dollars)

Identification code 069–1131–0–1–401	2015 actual	2016 est.	2017 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	62	47	
3020 Outlays (gross)	–14	–47	
3041 Recoveries of prior year unpaid obligations, expired	–1		
3050 Unpaid obligations, end of year	47		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	62	47	
3200 Obligated balance, end of year	47		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	14	47	
4180 Budget authority, net (total)			
4190 Outlays, net (total)	14	47	

Initiated within the American Recovery & Reinvestment Act (ARRA) of 2009, this program provided grants to public transit agencies for capital investments to reduce the energy consumption or greenhouse gas emissions of their public transportation operations. Activities have not been funded in this account since 2011. This schedule shows the obligations and outlays of funding made available for this program in fiscal years prior to 2012. In 2017, projects to increase energy efficiency and decrease greenhouse

gas emissions can be funded with Urbanized Area Formula grants and Rural Area Formula grants.

CAPITAL INVESTMENT GRANTS

【For necessary expenses to carry out 49 U.S.C. 5309, \$2,177,000,000, to remain available until expended.】 (*Department of the Treasury Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069–1134–0–1–401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Capital investment grants	1,408	1,861	818
0003 Lower Manhattan recovery FTA Direct PL 107–206	2	2	10
0799 Total direct obligations	1,410	1,863	828
0801 LMRO FTA (36X4720039 43XA 43XT 43TR)	4		
0900 Total new obligations	1,414	1,863	828
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	969	1,564	1,854
1021 Recoveries of prior year unpaid obligations	10		
1050 Unobligated balance (total)	979	1,564	1,854
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	2,120	2,177	
1131 Unobligated balance of appropriations permanently reduced	–121	–24	
1160 Appropriation, discretionary (total)	1,999	2,153	
1900 Budget authority (total)	1,999	2,153	
1930 Total budgetary resources available	2,978	3,717	1,854
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1,564	1,854	1,026
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	3,850	3,015	3,098
3010 Obligations incurred, unexpired accounts	1,414	1,863	828
3020 Outlays (gross)	–2,239	–1,780	–1,329
3040 Recoveries of prior year unpaid obligations, unexpired	–10		
3050 Unpaid obligations, end of year	3,015	3,098	2,597
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3,850	3,015	3,098
3200 Obligated balance, end of year	3,015	3,098	2,597
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1,999	2,153	
Outlays, gross:			
4010 Outlays from new discretionary authority	526	624	
4011 Outlays from discretionary balances	1,713	1,156	1,329
4020 Outlays, gross (total)	2,239	1,780	1,329
4180 Budget authority, net (total)	1,999	2,153	
4190 Outlays, net (total)	2,239	1,780	1,329

Summary of Budget Authority and Outlays (in millions of dollars)

	2015 actual	2016 est.	2017 est.
Enacted/requested:			
Budget Authority	1,999	2,153	
Outlays	2,239	1,780	1,329
Amounts included in the adjusted baseline:			
Budget Authority			2,192
Outlays			636
Legislative proposal, subject to PAYGO:			
Budget Authority			–2,192
Outlays			–636
Total:			
Budget Authority	1,999	2,153	
Outlays	2,239	1,780	1,329

The Federal Transit Administration's (FTA) Capital Investment Grants program is designed to increase the capacity of local transit networks and to meet ridership demands in communities across the nation. These objectives of this program are accomplished by supporting the construction of

new fixed guideway systems or extensions to fixed guideways, corridor-based bus rapid transit systems, and core capacity improvement projects. These projects include heavy rail, light rail, commuter rail, bus rapid transit, ferries, and streetcar systems. FTA allocates resources to grantees through a multi-year, multi-step competitive process. Prior to funding, each project is required to obtain an acceptable rating under a set of statutorily defined criteria that examine project merit and local financial commitment. No funds are requested in this account for 2017. The Administration is proposing funding for these programs within the multi-year clean transportation plan proposal. As part of that proposal, programs currently administered from this account would be continued in a new Capital Investment Grants account that would be funded from the Mass Transit Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 069–1134–0–1–401	2015 actual	2016 est.	2017 est.
Direct obligations:			
25.2 Other services from non-Federal sources	40	40	40
41.0 Grants, subsidies, and contributions	1,370	1,823	788
99.0 Direct obligations	1,410	1,863	828
99.0 Reimbursable obligations	4		
99.9 Total new obligations	1,414	1,863	828

Employment Summary

Identification code 069–1134–0–1–401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	4	4	4

CAPITAL INVESTMENT GRANTS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069–1134–7–1–401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Direct program activity			1,915
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		–2,177	
1131 Unobligated balance of appropriations permanently reduced		24	
1160 Appropriation, discretionary (total)		–2,153	
Appropriations, mandatory:			
1200 Appropriation		2,153	2,192
1900 Budget authority (total)			2,192
1930 Total budgetary resources available			2,192
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			277
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			1,915
3020 Outlays (gross)			–636
3050 Unpaid obligations, end of year			1,279
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			1,279
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		–2,153	
Outlays, gross:			
4010 Outlays from new discretionary authority		–624	
4011 Outlays from discretionary balances		–1,156	–1,329
4020 Outlays, gross (total)		–1,780	–1,329
Mandatory:			
4090 Budget authority, gross		2,153	2,192
Outlays, gross:			
4100 Outlays from new mandatory authority		624	636
4101 Outlays from mandatory balances		1,156	1,329
4110 Outlays, gross (total)		1,780	1,965

CAPITAL INVESTMENT GRANTS—Continued
Program and Financing—Continued

Identification code 069–1134–7–1–401	2015 actual	2016 est.	2017 est.
4180 Budget authority, net (total)			2,192
4190 Outlays, net (total)			636

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2016 enacted and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

Object Classification (in millions of dollars)

Identification code 069–1134–7–1–401	2015 actual	2016 est.	2017 est.
Direct obligations:			
25.2 Other services from non-Federal sources			40
41.0 Grants, subsidies, and contributions			1,875
99.9 Total new obligations			1,915

CAPITAL INVESTMENT GRANTS
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069–1134–9–1–401	2015 actual	2016 est.	2017 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	–2,120		
1131 Unobligated balance of appropriations permanently reduced	121		
1160 Appropriation, discretionary (total)	–1,999		
Appropriations, mandatory:			
1200 Appropriation	1,999		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	–1,999		
Outlays, gross:			
4010 Outlays from new discretionary authority	–526		
4011 Outlays from discretionary balances	–1,513		
4020 Outlays, gross (total)	–2,039		
Mandatory:			
4090 Budget authority, gross	1,999		
Outlays, gross:			
4100 Outlays from new mandatory authority	526		
4101 Outlays from mandatory balances	1,513		
4110 Outlays, gross (total)	2,039		
4180 Budget authority, net (total)			
4190 Outlays, net (total)			

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2015 actual budget authority and outlays as mandatory for comparability purposes.

CAPITAL INVESTMENT GRANTS
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069–1134–4–1–401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Direct program activity			–1,915
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			–2,192
1930 Total budgetary resources available			–2,192

1941	Memorandum (non-add) entries:			
	Unexpired unobligated balance, end of year			–277

Change in obligated balance:

3010	Unpaid obligations:			
	Obligations incurred, unexpired accounts			–1,915
3020	Outlays (gross)			636
3050	Unpaid obligations, end of year			–1,279
3200	Memorandum (non-add) entries:			
	Obligated balance, end of year			–1,279

Budget authority and outlays, net:

4090	Mandatory:			
	Budget authority, gross			–2,192
	Outlays, gross:			
4100	Outlays from new mandatory authority			–636
4180	Budget authority, net (total)			–2,192
4190	Outlays, net (total)			–636

The Administration proposes to reclassify outlays from this account as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

Object Classification (in millions of dollars)

Identification code 069–1134–4–1–401	2015 actual	2016 est.	2017 est.
Direct obligations:			
25.2 Other services from non-Federal sources			–40
41.0 Grants, subsidies, and contributions			–1,875
99.9 Total new obligations			–1,915

TRANSIT RESEARCH

Program and Financing (in millions of dollars)

Identification code 069–1137–0–1–401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Direct Obligations	82	58	6
0801 Reimbursable Obligations	1	9	
0900 Total new obligations	83	67	6
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	157	73	6
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	158	73	6
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	33		
Spending authority from offsetting collections, discretionary:			
1700 Collected	2		
1701 Change in uncollected payments, Federal sources	–37		
1750 Spending auth from offsetting collections, disc (total)	–35		
1900 Budget authority (total)	–2		
1930 Total budgetary resources available	156	73	6
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	73	6	

Change in obligated balance:

3000	Unpaid obligations:			
	Unpaid obligations, brought forward, Oct 1	47	110	147
3010	Obligations incurred, unexpired accounts	83	67	6
3020	Outlays (gross)	–19	–30	–44
3040	Recoveries of prior year unpaid obligations, unexpired	–1		
3050	Unpaid obligations, end of year	110	147	109
	Uncollected payments:			
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	–43	–6	–6
3070	Change in uncollected pymts, Fed sources, unexpired	37		
3090	Uncollected pymts, Fed sources, end of year	–6	–6	–6
	Memorandum (non-add) entries:			
3100	Obligated balance, start of year	4	104	141

3200	Obligated balance, end of year	104	141	103
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	-2		
Outlays, gross:				
4011	Outlays from discretionary balances	19	30	44
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-2		
4040	Offsets against gross budget authority and outlays (total)	-2		
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	37		
4070	Budget authority, net (discretionary)	33		
4080	Outlays, net (discretionary)	17	30	44
4180	Budget authority, net (total)	33		
4190	Outlays, net (total)	17	30	44

Beginning in Fiscal Year 2016 activities of this account are carried out under the Transit Formula Grants account of the Transportation Trust Fund. The Federal Transit Administration research programs include discretionary grant support for the National Research Program, the Transit Cooperative Research Program, and Low to No Vehicle Emission's activities.

Object Classification (in millions of dollars)

Identification code 069-1137-0-1-401		2015 actual	2016 est.	2017 est.
Direct obligations:				
25.2	Other services from non-Federal sources	2	1	1
41.0	Grants, subsidies, and contributions	80	57	5
99.0	Direct obligations	82	58	6
99.0	Reimbursable obligations	1	9	.....
99.9	Total new obligations	83	67	6

PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM**Program and Financing** (in millions of dollars)

Identification code 069-1140-0-1-401					2015 actual	2016 est.	2017 est.
Obligations by program activity:							
0001	2013 Hurricane Sandy Emergency Supplemental (P.L. 113-2)				2,240	1,494	1,494
0003	2013 Hurricane Sandy Emergency Supplemental (P.L. 113-2 Administration and Oversight)					8	8
0900	Total new obligations				2,240	1,502	1,502
Budgetary resources:							
Unobligated balance:							
1000	Unobligated balance brought forward, Oct 1				7,766	5,558	4,056
1021	Recoveries of prior year unpaid obligations				32		
1050	Unobligated balance (total)				7,798	5,558	4,056
1930	Total budgetary resources available				7,798	5,558	4,056
Memorandum (non-add) entries:							
1941	Unexpired unobligated balance, end of year				5,558	4,056	2,554
Change in obligated balance:							
Unpaid obligations:							
3000	Unpaid obligations, brought forward, Oct 1				1,644	3,488	4,490
3010	Obligations incurred, unexpired accounts				2,240	1,502	1,502
3020	Outlays (gross)				-364	-500	-700
3040	Recoveries of prior year unpaid obligations, unexpired				-32		
3050	Unpaid obligations, end of year				3,488	4,490	5,292
Memorandum (non-add) entries:							
3100	Obligated balance, start of year				1,644	3,488	4,490
3200	Obligated balance, end of year				3,488	4,490	5,292
Budget authority and outlays, net:							
Discretionary:							
Outlays, gross:							
4011	Outlays from discretionary balances				364	500	700
4180	Budget authority, net (total)						
4190	Outlays, net (total)				364	500	700

The Public Transportation Emergency Relief Program helps transit agencies restore needed transportation services immediately following disaster events. Both capital and operating costs are eligible for funding following an emergency; however, this program does not replace the Federal Emergency Management Agency's capital assistance program. FTA administers the \$10.9 billion supplemental appropriation (adjusted to \$10.2 billion after sequestration and the transfer of funds to the Office of the Inspector General and the Federal Railroad Administration) provided by the Disaster Relief Appropriations Act, 2013 (Public Law 113-2) following Hurricane Sandy through this account. The Hurricane Sandy funds are only available for emergency relief, recovery and resiliency projects in the areas impacted by Hurricane Sandy. No funds are requested in this account for 2017.

Object Classification (in millions of dollars)

Identification code 069-1140-0-1-401		2015 actual	2016 est.	2017 est.
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	3	3	3
11.3	Other than full-time permanent	1	2	2
11.9	Total personnel compensation	4	5	5
12.1	Civilian personnel benefits	1	1	1
25.2	Other services from non-Federal sources	2	2	2
41.0	Grants, subsidies, and contributions	2,233	1,494	1,494
99.9	Total new obligations	2,240	1,502	1,502

Employment Summary

Identification code 069-1140-0-1-401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	35	40	40

TECHNICAL ASSISTANCE AND TRAINING**Program and Financing** (in millions of dollars)

Identification code 069-1142-0-1-401	2015 actual	2016 est.	2017 est.	
Obligations by program activity:				
0001	Technical Assistance and Standards Development	6	.....	.....
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	4	2	2
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	4	.....	.....
1930	Total budgetary resources available	8	2	2
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	2	2	2
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	2	6	3
3010	Obligations incurred, unexpired accounts	6	.....	.....
3020	Outlays (gross)	-2	-3	-3
3050	Unpaid obligations, end of year	6	3	.....
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	2	6	3
3200	Obligated balance, end of year	6	3	.....
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	4	.....	.....
Outlays, gross:				
4011	Outlays from discretionary balances	2	3	3
4180	Budget authority, net (total)	4	.....	.....
4190	Outlays, net (total)	2	3	3

Beginning in Fiscal Year 2016 activities under this account are carried out under the Transit Formula Grants account of the Transportation Trust Fund. The Technical Assistance and Standard Development program en-

TECHNICAL ASSISTANCE AND TRAINING—Continued

ables FTA to provide technical assistance to the public transportation industry and to develop standards for transit service provision, with an emphasis on improving access for all individuals and transportation equity. Through this program, FTA is able to assist grantees to more effectively and efficiently provide public transportation and administer Federal funding in compliance with the law.

Object Classification (in millions of dollars)

Identification code 069–1142–0–1–401	2015 actual	2016 est.	2017 est.
Direct obligations:			
25.5 Technical Assistance, Standards Development and Training contracts	1		
41.0 Grants, subsidies, and contributions	5		
99.9 Total new obligations	6		

TRANSIT CAPITAL ASSISTANCE, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 069–1101–0–1–401	2015 actual	2016 est.	2017 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	157	4	
3020 Outlays (gross)	–142	–4	
3041 Recoveries of prior year unpaid obligations, expired	–11		
3050 Unpaid obligations, end of year	4		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	157	4	
3200 Obligated balance, end of year	4		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	142	4	
4180 Budget authority, net (total)			
4190 Outlays, net (total)	142	4	

The American Recovery and Reinvestment Act of 2009 provided \$6.9 billion to fund transit capital assistance to create jobs to bolster the American economy. Transit capital assistance was provided through urbanized area formula grants, non-urbanized area formula grants, and discretionary Tribal Transit grants. Funds were used for eligible capital projects, preventive maintenance, and to purchase buses and rail rolling stock. Funds were also used for a new discretionary grant program, Transportation Investments in Greenhouse Gas and Energy Reduction, to increase the use of environmentally sustainable operations in the public transportation sector. This schedule shows the obligation and outlay of remaining amounts made available for administration and oversight of these formula apportionments and discretionary grant awards and the associated capital and preventive maintenance projects and vehicle procurements.

FIXED GUIDEWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 069–1102–0–1–401	2015 actual	2016 est.	2017 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	16	1	1
3020 Outlays (gross)	–14		
3041 Recoveries of prior year unpaid obligations, expired	–1		
3050 Unpaid obligations, end of year	1	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	16	1	1
3200 Obligated balance, end of year	1	1	1

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	14		
4180 Budget authority, net (total)			
4190 Outlays, net (total)	14		

The American Recovery and Reinvestment Act of 2009 provided \$750 million to fund fixed guideway modernization grants to create jobs to bolster the American economy. The funds were apportioned consistent with the allocation formula authorized by SAFETEA-LU. Eligible capital projects included the purchase or rehabilitation of rail rolling stock and the construction or rehabilitation of transit guideway systems, passenger facilities, maintenance facilities and security systems.

Trust Funds

DISCRETIONARY GRANTS (TRANSPORTATION TRUST FUND, MASS TRANSIT ACCOUNT)

Program and Financing (in millions of dollars)

Identification code 069–8191–0–7–401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Discretionary grants	9		
0900 Total new obligations (object class 41.0)	9		
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	10	1	1
1050 Unobligated balance (total)	10	1	1
1930 Total budgetary resources available	10	1	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2	6	
3010 Obligations incurred, unexpired accounts	9		
3020 Outlays (gross)	–5	–6	
3050 Unpaid obligations, end of year	6		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2	6	
3200 Obligated balance, end of year	6		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	5	6	
4180 Budget authority, net (total)			
4190 Outlays, net (total)	5	6	
Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY:			
Contract authority	38	38	38
5055 Fund balance in excess of liquidating requirements, EOY:			
Contract authority	38	38	38

In 2017, no additional liquidating cash is requested to pay previously incurred obligations in the Discretionary Grants account.

CAPITAL INVESTMENT GRANTS

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year clean transportation plan authorization legislation, for the payment of obligations incurred in carrying out 49 U.S.C. 5309, \$3,500,000,000, to be derived from the Mass Transit Account of the Transportation Trust Fund and to remain available until expended: Provided, That funds available

for the implementation or execution of activities authorized under 49 U.S.C. 5309 shall not exceed total obligations of \$3,500,000,000 in fiscal year 2017.

CAPITAL INVESTMENT GRANTS

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-8543-4-7-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Direct program activity			1,875
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			3,500
1137 Appropriations applied to liquidate contract authority			-3,500
Contract authority, mandatory:			
1600 Contract authority			3,500
1900 Budget authority (total)			3,500
1930 Total budgetary resources available			3,500
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			1,625
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			1,875
3020 Outlays (gross)			-1,015
3050 Unpaid obligations, end of year			860
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			860
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			3,500
Outlays, gross:			
4100 Outlays from new mandatory authority			1,015
4180 Budget authority, net (total)			3,500
4190 Outlays, net (total)			1,015
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)			3,500

The 2017 Budget presents the Federal Transit Administration's (FTA) clean transportation plan proposal and account structure, including the creation of a new Capital Investment Grants account. The Administration proposes to fund this account from the Mass Transit Account of the Transportation Trust Fund.

The 2017 Budget request includes \$3.5 billion for this account to increase the capacity of the nation's transit network and to meet ridership demands in many communities. This is accomplished by supporting the construction of new fixed guideway systems or extensions to fixed guideways, corridor-based bus rapid transit systems, and core capacity improvement projects. These projects include heavy rail, light rail, commuter rail, bus rapid transit, and streetcar systems that are administered by communities across the country. FTA allocates resources to grantees through a multi-year, multi-step competitive process. Prior to funding, each project is required to obtain an acceptable rating under a set of statutorily defined criteria that examine project merit and local financial commitment.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of the multi-year clean transportation plan proposal. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 069-8543-4-7-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
25.2 Other services from non-Federal sources			40
41.0 Grants, subsidies, and contributions			1,835

99.9 Total new obligations 1,875

ADMINISTRATIVE EXPENSES (TRANSPORTATION TRUST FUND)

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year clean transportation plan authorization legislation, for necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49 U.S.C., \$115,016,543, to be derived from the Mass Transit Account of the Transportation Trust Fund and to remain available until September 30, 2017: Provided, That funds available for the implementation or execution of activities authorized under chapter 53 of title 49 U.S.C. shall not exceed total obligations of \$115,016,543 in fiscal year 2017.

ADMINISTRATIVE EXPENSES (TRANSPORTATION TRUST FUND)

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 000-0000-4-7-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Direct program activity			115
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			115
1137 Appropriations applied to liquidate contract authority			-115
Contract authority, mandatory:			
1600 Contract authority			115
1900 Budget authority (total)			115
1930 Total budgetary resources available			115
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			115
3020 Outlays (gross)			-104
3050 Unpaid obligations, end of year			11
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			11
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			115
Outlays, gross:			
4100 Outlays from new mandatory authority			104
4180 Budget authority, net (total)			115
4190 Outlays, net (total)			104
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)			115

The 2017 Budget presents the Federal Transit Administration's clean transportation plan proposal and account structure, including the creation of a new Administrative Expenses account. The Administration proposes to fund this account from the Mass Transit Account of the Transportation Trust Fund.

The 2017 Budget requests \$115 million for salaries, benefits and administrative expenses for 560 full-time equivalents employees (FTEs) to carry out the Agency's stewardship of over \$19.9 billion in Federal funds. Priorities for the 2017 Administrative Expenses appropriation include enhancement of the Office of Safety and Oversight's workforce to strengthen and expand the framework of the robust State Safety Oversight Program and Safety of all modes of transit, including Accident Investigation Oversight; the implementation of the FAST Act to include required rulemakings, policy updates, and strategic planning; the provision of technical assistance to grantees during project development and program implementation; Capital Project Management Oversight and grantee compliance; and support

ADMINISTRATIVE EXPENSES (TRANSPORTATION TRUST FUND)—Continued

for Transit Asset Management activities, which includes developing objective standards to measure capital asset condition and collecting data on the asset condition of the FTA grantees.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of the multi-year clean transportation plan proposal. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 000-0000-4-7-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent			61
11.3 Other than full-time permanent			1
11.5 Other personnel compensation			1
11.9 Total personnel compensation			63
12.1 Civilian personnel benefits			19
21.0 Travel and transportation of persons			2
23.1 Rental payments to GSA			9
25.2 Other services from non-Federal sources			1
25.3 Other goods and services from Federal sources			17
25.4 Operation and maintenance of facilities			1
25.7 Operation and maintenance of equipment			2
31.0 Equipment			1
99.9 Total new obligations			115

Employment Summary

Identification code 000-0000-4-7-401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment			560

TRANSIT FORMULA GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

([HIGHWAY] TRANSPORTATION TRUST FUND)

For payment of obligations incurred in the Federal Public Transportation Assistance Program in this account, and for payment of obligations incurred in carrying out the provisions of 49 U.S.C. 5305, 5307, 5310, 5311, 5312, 5314, 5318, 5329(e)(6), 5335, 5337, 5339, and 5340, as amended by the Fixing America's Surface Transportation Act, and section 20005(b) of Public Law 112-141, and [section] sections 3006(b) and 3028 of the Fixing America's Surface Transportation Act, [\$10,400,000,000] \$10,800,000,000, to be derived from the Mass Transit Account of the [Highway] Transportation Trust Fund and to remain available until expended: *Provided*, That funds available for the implementation or execution of programs authorized under 49 U.S.C. 5305, 5307, 5310, 5311, 5312, 5314, 5318, 5329(e)(6), 5335, 5337, 5339, and 5340, as amended by the Fixing America's Surface Transportation Act, and section 20005(b) of Public Law 112-141, and [section] sections 3006(b) and 3028 of the Fixing America's Surface Transportation Act, shall not exceed total obligations of [\$9,347,604,639] \$9,733,706,043 in fiscal year [2016] 2017. (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069-8350-0-7-401	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Urbanized area programs	5,671	6,007	6,480
0002 Fixed guideway modernization	54	9	4
0003 Bus and bus facility grants	106	179	292
0004 Over-the-road bus	1	3	1
0005 Clean Fuels Program		2	1
0006 Planning Programs	125	128	158
0007 Job Access & Reverse Commute	2	24	9
0008 Alternatives analysis program	27	2	1
0009 Alternative transportation in parks and public Lands	1	4	2
0011 Seniors and persons with disabilities	432	376	327

0012 Non-urbanized area programs	601	731	822
0013 New Freedom		20	8
0014 National Transit Database	7	4	4
0015 Oversight	75	118	91
0016 Transit Oriented Development		26	19
0017 Bus and Bus Facilities Formula Grants	270	670	623
0018 Bus Testing Facility	9	2	3
0019 National Transit Institute		4	2
0020 State of Good Repair Grants	1,860	2,659	3,100
0021 Public Transportation Innovation		14	28
0022 Technical Assistance and Workforce Development		5	9
0900 Total new obligations	9,241	10,987	11,984

Budgetary resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	7,924	8,778	8,439
1013 Unobligated balance of contract authority transferred to or from other accounts [069-8083]	-15		
1021 Recoveries of prior year unpaid obligations	69		
1050 Unobligated balance (total)	7,978	8,778	8,439
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	9,500	10,400	10,800
1120 Appropriations transferred to other accts [069-8083]	-29		
1121 Appropriations transferred from other acct [069-8083]	1,246	1,482	1,465
1137 Portion applied to liquidate contract authority used	-10,717	-11,882	-12,265
Contract authority, mandatory:			
1600 Contract authority (Transit Formula Grants)	8,595	9,348	9,535
1600 Contract authority (Positive Train Control)			199
1610 Transferred to other accounts [069-8083]	-13		
1611 Transferred from other accounts [069-8083]	1,459	1,300	1,300
1640 Contract authority, mandatory (total)	10,041	10,648	11,034
1900 Budget authority (total)	10,041	10,648	11,034
1930 Total budgetary resources available	18,019	19,426	19,473
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	8,778	8,439	7,489

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	16,280	16,588	18,558
3010 Obligations incurred, unexpired accounts	9,241	10,987	11,984
3020 Outlays (gross)	-8,864	-9,017	-9,661
3040 Recoveries of prior year unpaid obligations, unexpired	-69		
3050 Unpaid obligations, end of year	16,588	18,558	20,881
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	16,280	16,588	18,558
3200 Obligated balance, end of year	16,588	18,558	20,881

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	1,183	1,972	2,045
4011 Outlays from discretionary balances	7,681	7,045	7,616
4020 Outlays, gross (total)	8,864	9,017	9,661
Mandatory:			
4090 Budget authority, gross	10,041	10,648	11,034
4180 Budget authority, net (total)	10,041	10,648	11,034
4190 Outlays, net (total)	8,864	9,017	9,661

Memorandum (non-add) entries:

5052 Obligated balance, SOY: Contract authority	3,554	2,863	1,629
5053 Obligated balance, EOY: Contract authority	2,863	1,629	398
5061 Limitation on obligations (Transportation Trust Funds)	10,041	10,648	11,034

FTA's 2017 budget request builds upon the successes of the previous authorization, MAP-21, which provided two years of stable funding for transit programs. The account structure is generally comparable to FTA's funding under MAP-21. The Transit Formula Grants account is funded from the Mass Transit Account of the Transportation Trust Fund.

Transit Formula Grants funds can be used for transit capital purposes including bus and rail car purchases, facility repair and construction, as well as maintenance, and where eligible, planning and operating expenses. These funds help existing transit systems provide safe and reliable transportation options, and promote economically vibrant communities. The 2017 Budget request includes \$9.734 billion for Transit Formula Grants. The 2017 formula grant program structure includes:

Urbanized Area Formula.—\$4.630 billion. For formula grants to urbanized areas with populations of 50,000 or more. Funds may be used for any

transit capital purpose. Operating costs continue to be eligible expenses for all urban areas under 200,000 in population; and, in certain circumstances, operating costs may be eligible expenses in urban areas with populations over 200,000. Additionally, Urbanized Area grants may be used to support Job Access and Reverse Commute activities.

State Safety Oversight Program.—\$23 million. Each State with rail systems not regulated by the Federal Railroad Administration (FRA) will meet requirements for a State Safety Oversight (SSO) program. To aid grantees in meeting new requirements, funding will be provided by a formula developed by FTA based on revenue miles, route miles, and passenger miles. The maximum Federal share for these grants is 80 percent.

State of Good Repair Grants.—\$2.550 billion. For a formula-based capital maintenance program to restore and replace aging transportation infrastructure through reinvestment in existing fixed guideway systems and buses on high occupancy vehicle (HOV) lanes.

Rural Area Formula.—\$632 million. For formula grants to provide funds for capital, planning and operating assistance grants for transit service implemented by States in rural areas with populations of less than 50,000. Funding may also be used to support intercity bus service. Additionally, Rural Area grants may be used to support Job Access and Reverse Commute activities. Within this amount, \$30 million in formula funds and \$5 million in discretionary grant funds will support the Public Transportation on Indian Reservations program and \$20 million will support the Appalachian Development Public Transportation Assistance Formula Program.

Growing States and High Density States.—\$544 million. For funds that are divided between the Urban and Rural Area programs based on the legislative funding formula for this program.

Enhanced Mobility of Seniors and Individuals with Disabilities.—\$268 million. Supports local governments and public and private transportation providers that serve special needs of these specific transit-dependent populations beyond traditional public transportation services, including complementary paratransit service.

Bus and Bus Facilities Grants.—\$720 million. For formula funding (61%) and discretionary funding (39%) to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities States may use these funds to supplement Urbanized Area and Rural Area formula grant programs. Funding also supports low and zero emission bus and bus facilities.

Bus Testing Facility.—\$3 million. Funding supports a facility where all new bus models purchased using FTA capital assistance will be tested for compliance with performance standards for safety, structural integrity, reliability, performance (including braking performance) maintainability, emissions, noise and fuel economy. FTA must develop a Pass/Fail rating system for buses. FTA grantees will not be able use Federal funds to purchase buses that do not receive a "pass" rating.

Planning Programs.—\$133 million. Funding supports cooperative, continuous, and comprehensive transportation infrastructure investment planning. The program requires that all Metropolitan Planning Organizations (MPOs), and States, develop performance-driven, outcome-based transportation plans.

Transit Oriented Development Pilot.—\$10 million. This pilot program funds planning for projects that support transit-oriented development associated with new fixed-guideway and core capacity improvement projects.

National Transit Institute.—\$5 million. To fund projects that enable FTA to partner with higher education to develop and provide training and educational programs to transit employees and others engaged in providing public transit services.

National Transit Data Base (NTD).—\$4 million. For operation and maintenance of the NTD, a database of nationwide statistics on the transit industry, which FTA is legally required to maintain under 49 U.S.C. 5335(a)(1)(2). NTD data serves as the basis for FTA formula grant apportionments and is used to track the condition and performance of our Nation's transit infrastructure.

Positive Train Control.—\$199 million. For financing the installation of positive train control systems required under section 20157 of title 49, USC.

Public Transportation Innovation.—\$28 million. This program provides assistance for projects and activities to advance innovative public transportation research, demonstration, deployment and development and testing, evaluating and analyzing low or no emission vehicle components intended for use in low or no emission vehicles.

Technical Assistance and Workforce Development.—\$9 million. This program enables FTA to provide technical assistance to the public transportation industry and to develop stands for transit serve provision, with an emphasis on improving access for all individuals and transportation equity. Through this program, FTA is able to assist grantees to more effectively and efficiently provide public transportation and administer federal funding in compliance with the law.

Pilot Program for Enhanced Mobility.—\$3 million. This pilot program assists in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation services.

Object Classification (in millions of dollars)

Identification code 069-8350-0-7-401	2015 actual	2016 est.	2017 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent		2	1
12.1 Civilian personnel benefits		1	
25.2 Other services from non-Federal sources	77	88	96
41.0 Grants, subsidies, and contributions	9,164	10,896	11,887
99.9 Total new obligations	9,241	10,987	11,984

Employment Summary

Identification code 069-8350-0-7-401	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment		20	7

ADMINISTRATIVE PROVISIONS

[(INCLUDING RESCISSION)]

SEC. 160. 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. Notwithstanding any other provision of law, funds appropriated or limited by this Act under the heading "Fixed Guideway Capital Investment" of the Federal Transit Administration for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, [2020] 2021, and other recoveries, shall be directed to projects eligible to use the funds for the purposes for which they were originally provided.

SEC. 162. Notwithstanding any other provision of law, any funds appropriated before October 1, [2015] 2016, 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. Notwithstanding any other provision of law, none of the funds made available in this Act shall be used to enter into a full funding grant agreement for a project with a New Starts share greater than 60 percent.]

[SEC. 164. (a) LOSS OF ELIGIBILITY.—Except as provided in subsection (b), none of the funds in this or any other Act may be available to advance in any way a new light or heavy rail project towards a full funding grant agreement as defined by 49 U.S.C. 5309 for the Metropolitan Transit Authority of Harris County, Texas if the proposed capital project is constructed on or planned to be constructed on Richmond Avenue west of South Shepherd Drive or on Post Oak Boulevard north of Richmond Avenue in Houston, Texas.

(b) EXCEPTION FOR A NEW ELECTION.—The Metropolitan Transit Authority of Harris County, Texas, may attempt to construct or construct a new fixed guideway capital project, including light rail, in the locations referred to in subsection (a) if—

(1) voters in the jurisdiction that includes such locations approve a ballot proposition that specifies routes on Richmond Avenue west of South Shepherd

Drive or on Post Oak Boulevard north of Richmond Avenue in Houston, Texas; and

(2) the proposed construction of such routes is part of a comprehensive, multi-modal, service-area wide transportation plan that includes multiple additional segments of fixed guideway capital projects, including light rail for the jurisdiction set forth in the ballot proposition. The ballot language shall include reasonable cost estimates, sources of revenue to be used and the total amount of bonded indebtedness to be incurred as well as a description of each route and the beginning and end point of each proposed transit project.】

【SEC. 165. Of the unobligated amounts made available for fiscal year 2012 or prior fiscal years to carry out the discretionary bus and bus facilities and new fixed guideway capital projects programs under 49 U.S.C. 5309 and the discretionary job access and reverse commute program under section 3037 of the Transportation Equity Act for the 21st Century, \$25,397,797 is hereby rescinded.】

【SEC. 166. Until September 15, 2016, the Secretary may not enforce regulations related to charter bus service under part 604 of title 49, Code of Federal Regulations, for any transit agency that, during fiscal year 2008 was both initially granted a 60-day period to come into compliance with part 604, and then was subsequently granted an exception from said part: *Provided*, That notwithstanding 49 U.S.C. 5323(t), such transit agency may receive its allocation of urbanized area formula funds apportioned in accordance with 49 U.S.C. 5336.】 (*Department of Transportation Appropriations Act, 2016.*)

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Federal Funds

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year. (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069-4089-0-3-403	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0801 Operations and maintenance	21	19	20
0802 Replacements and improvements	14	10	17
0900 Total new obligations	35	29	37
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	16	14	14
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	33	29	37
1930 Total budgetary resources available	49	43	51
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	14	14	14
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	19	22	13
3010 Obligations incurred, unexpired accounts	35	29	37
3020 Outlays (gross)	-32	-38	-47
3050 Unpaid obligations, end of year	22	13	3
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	19	22	13
3200 Obligated balance, end of year	22	13	3
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	33	29	37
Outlays, gross:			
4100 Outlays from new mandatory authority	32	29	37
4101 Outlays from mandatory balances	9	9	10
4110 Outlays, gross (total)	32	38	47
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4120 Federal sources	-32	-28	-36

4123 Non-Federal sources	-1	-1	-1
4130 Offsets against gross budget authority and outlays (total)	-33	-29	-37
4170 Outlays, net (mandatory)	-1	9	10
4180 Budget authority, net (total)			
4190 Outlays, net (total)	-1	9	10

The Saint Lawrence Seaway Development Corporation (SLSDC) is a wholly-owned U.S. Government corporation responsible for the operation, maintenance, and development of the U.S. portion of the St. Lawrence Seaway between Montreal and mid-Lake Erie. The SLSDC is also responsible for regional trade and economic development. The St. Lawrence Seaway is a binational waterway and lock transportation system for the efficient and economic movement of commercial cargoes to and from the Great Lakes Region of North America. SLSDC works with its Canadian counterpart agency (the St. Lawrence Seaway Management Corporation) to ensure the reliability, safety, and security of the locks and waterway and the uninterrupted flow of maritime commerce through the system.

Appropriations from the Harbor Maintenance Trust Fund, and revenues from other non-Federal sources, are used to finance operational and capital asset renewal needs for the U.S. portion of the St. Lawrence Seaway.

Object Classification (in millions of dollars)

Identification code 069-4089-0-3-403	2015 actual	2016 est.	2017 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	11	11	11
12.1 Civilian personnel benefits	4	4	4
25.2 Other services from non-Federal sources	1	1	1
25.3 Other goods and services from Federal sources	3	2	2
26.0 Supplies and materials	2	1	2
32.0 Land and structures	13	10	17
99.0 Reimbursable obligations	34	29	37
99.5 Adjustment for rounding	1		
99.9 Total new obligations	35	29	37

Employment Summary

Identification code 069-4089-0-3-403	2015 actual	2016 est.	2017 est.
2001 Reimbursable civilian full-time equivalent employment	131	144	144

Trust Funds

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

For necessary expenses to conduct the operations, maintenance, and capital asset renewal activities of those portions of the St. Lawrence Seaway owned, operated, and maintained by the Saint Lawrence Seaway Development Corporation, 【\$28,400,000】 \$36,028,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662. (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069-8003-0-7-403	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Operations and maintenance	32	28	36
0900 Total new obligations (object class 25.3)	32	28	36
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	32	28	36
1930 Total budgetary resources available	32	28	36
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	32	28	36
3020 Outlays (gross)	-32	-28	-36

Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	32	28
	Outlays, gross:		
4010	Outlays from new discretionary authority	32	28
4180	Budget authority, net (total)	32	28
4190	Outlays, net (total)	32	28

The Water Resources Development Act of 1986 authorizes use of the Harbor Maintenance Trust Fund as an appropriation source for the Saint Lawrence Seaway Development Corporation's operating and capital asset renewal programs.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

The following table depicts funding for all the Pipeline and Hazardous Materials Safety Administration programs.

[In millions of dollars]

	2015 Actual	2016 Enacted	2017 Est.
Budget authority:			
Operational Expenses	21	21	22
Hazardous Materials Safety	52	56	68
Emergency Preparedness Grants	26	26	28
Pipeline Safety	126	125	157
Pipeline Safety Share of Oil Spill Liability Trust Fund	20	22	20
Total budget authority	245	250	295
Program level (obligations):			
Operational Expenses	21	21	22
Hazardous Materials Safety	50	66	71
Emergency Preparedness Grants	32	26	28
Pipeline Safety	149	176	179
Pipeline Safety Share of Oil Spill Liability Trust Fund	20	22	20
Total program level	272	311	320
Outlays:			
Operational Expenses	20	23	22
Hazardous Materials Safety	45	62	64
Emergency Preparedness Grants	23	38	37
Pipeline Safety	94	143	158
Pipeline Safety Share of Oil Spill Liability Trust Fund	23	18	20
Total outlays	205	284	301

Federal Funds

HAZARDOUS MATERIALS SAFETY

For expenses necessary to discharge the hazardous materials safety functions of the Pipeline and Hazardous Materials Safety Administration, **[\$55,619,000]** \$68,249,000, of which **[\$7,570,000]** \$9,026,000 shall remain available until September 30, [2018] 2019: *Provided*, That up to \$800,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: *Provided further*, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions. (*Department of Transportation Appropriations Act, 2016*.)

Program and Financing (in millions of dollars)

Identification code 069-1401-0-1-407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Operations	46	48	59
0002 Research and development	3	15	9
0799 Total direct obligations	49	63	68
0801 Reimbursable program	1	3	3
0900 Total new obligations	50	66	71

Budgetary resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	4	7
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	52	56
Spending authority from offsetting collections, discretionary:			
1700	Collected	1	3
1900	Budget authority (total)	53	59
1930	Total budgetary resources available	57	66
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	7	

Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	14	17
3010	Obligations incurred, unexpired accounts	50	66
3020	Outlays (gross)	-46	-65
3041	Recoveries of prior year unpaid obligations, expired	-1	
3050	Unpaid obligations, end of year	17	18
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	14	17
3200	Obligated balance, end of year	17	18

Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	53	59
Outlays, gross:			
4010	Outlays from new discretionary authority	35	41
4011	Outlays from discretionary balances	11	24
4020	Outlays, gross (total)	46	65
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030	Federal sources	-1	-3
4040	Offsets against gross budget authority and outlays (total)	-1	-3
4180	Budget authority, net (total)	52	56
4190	Outlays, net (total)	45	62

The Pipeline and Hazardous Materials Safety Administration's (PHMSA) Hazardous Materials Safety program is responsible for advancing the safe transportation of hazardous materials. It relies on a comprehensive risk management program to ensure that resources are effectively applied to minimize fatalities and injuries; mitigate the consequences of incidents that occur; and enhance safety through regulatory, enforcement and outreach efforts.

Object Classification (in millions of dollars)

Identification code 069-1401-0-1-407	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1	Full-time permanent	17	21
11.3	Other than full-time permanent	1	
11.9	Total personnel compensation	18	21
12.1	Civilian personnel benefits	5	6
21.0	Travel and transportation of persons	2	2
23.1	Rental payments to GSA	2	3
25.1	Advisory and assistance services	8	6
25.3	Other goods and services from Federal sources	4	4
25.5	Research and development contracts	4	14
25.7	Operation and maintenance of equipment	4	4
26.0	Supplies and materials	1	1
31.0	Equipment		1
99.0	Direct obligations	48	61
99.0	Reimbursable obligations	1	3
99.5	Adjustment for rounding	1	2
99.9	Total new obligations	50	66

Employment Summary

Identification code 069-1401-0-1-407	2015 actual	2016 est.	2017 est.
1001	Direct civilian full-time equivalent employment	169	203

OPERATIONAL EXPENSES

(INCLUDING TRANSFER OF FUNDS)

For necessary operational expenses of the Pipeline and Hazardous Materials Safety Administration, **[\$21,000,000] \$23,688,000: Provided,** **[**That no later than 90 days after the date of enactment of this Act, the Secretary of Transportation shall initiate a rulemaking to expand the applicability of comprehensive oil spill response plans, and shall issue a final rule no later than one year after the date of enactment of this Act**]** *That \$1,500,000 shall be transferred to "Pipeline Safety" in order to fund "Pipeline Safety Information Grants to Communities" as authorized under section 60130 of title 49, United States Code. (Department of Transportation Appropriations Act, 2016.)*

Program and Financing (in millions of dollars)

Identification code 069–1400–0–1–407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Operations	21	21	22
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	23	21	24
1120 Appropriations transferred to other accts [069–5172]	–2		–2
1160 Appropriation, discretionary (total)	21	21	22
1930 Total budgetary resources available	21	21	22
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	8	9	7
3010 Obligations incurred, unexpired accounts	21	21	22
3020 Outlays (gross)	–20	–23	–22
3050 Unpaid obligations, end of year	9	7	7
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	8	9	7
3200 Obligated balance, end of year	9	7	7
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	21	21	22
Outlays, gross:			
4010 Outlays from new discretionary authority	13	14	15
4011 Outlays from discretionary balances	7	9	7
4020 Outlays, gross (total)	20	23	22
4180 Budget authority, net (total)	21	21	22
4190 Outlays, net (total)	20	23	22

The success of the Pipeline and Hazardous Materials Safety Administration (PHMSA) safety programs depends on the performance of support organizations that empower the program offices to meet their safety mandate. PHMSA's support organizations include the Administrator, Deputy Administrator, Executive Director/Chief Safety Officer, Associate Administrator for Planning and Analytics, Chief Counsel, Governmental, International and Public Affairs, Associate Administrator for Administration, Chief Financial Officer, Information Technology Services, Administrative Services, Budget and Finance, Acquisition Services, Human Resources and Civil Rights.

Object Classification (in millions of dollars)

Identification code 069–1400–0–1–407	2015 actual	2016 est.	2017 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	7	8	8
12.1 Civilian personnel benefits	2	2	2
23.1 Rental payments to GSA	1	1	1
25.1 Advisory and assistance services	2	2	3
25.3 Other goods and services from Federal sources	1	1	1
25.7 Operation and maintenance of equipment	6	6	6
99.0 Direct obligations	19	20	21
99.5 Adjustment for rounding	2	1	1
99.9 Total new obligations	21	21	22

Employment Summary

Identification code 069–1400–0–1–407	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	60	70	72

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, **[\$146,623,000] \$174,943,000**, of which **[\$22,123,000] \$19,500,000** shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, **[2018] 2019**; and of which **[\$124,500,000] \$153,443,000** shall be derived from the Pipeline Safety Fund, of which **[\$59,835,000] \$77,279,000** shall remain available until September 30, **[2018] 2019**; *Provided,* That not less than \$1,058,000 of the funds provided under this heading shall be for the One-Call state grant program: *Provided further,* That not less than \$1,000,000 of the funds provided under this heading shall be for the finalization and implementation of rules required under section 60102(n) of title 49, United States Code, and section 8(b)(3) of the Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 (49 U.S.C. 60108 note; 125 Stat. 1911); *and of which \$2,000,000, to remain available until expended, shall be derived as provided in this Act from the Pipeline Safety Design Review Fund. (Department of Transportation Appropriations Act, 2016.)*

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069–5172–0–2–407	2015 actual	2016 est.	2017 est.
0100 Balance, start of year	41	43	43
0198 Reconciliation adjustment	3		
0199 Balance, start of year	44	43	43
Receipts:			
Current law:			
1120 Pipeline Safety Fund	123	125	153
1120 Pipeline Safety Design Review Fund			2
1199 Total current law receipts	123	125	155
1999 Total receipts	123	125	155
2000 Total: Balances and receipts	167	168	198
Appropriations:			
Current law:			
2101 Pipeline Safety	–124	–125	–155
5099 Balance, end of year	43	43	43

Program and Financing (in millions of dollars)

Identification code 069–5172–0–2–407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Operations	73	111	110
0002 Research and development	16	14	13
0003 Grants	60	48	53
0799 Total direct obligations	149	173	176
0801 Pipeline Safety (Reimbursable)		3	3
0900 Total new obligations	149	176	179

Budgetary resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	22	26	
1021 Recoveries of prior year unpaid obligations	8		
1050 Unobligated balance (total)	30	26	
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	124	125	155
1121 Appropriations transferred from other acct [069–1400]	2		2
1160 Appropriation, discretionary (total)	126	125	157
Spending authority from offsetting collections, discretionary:			
1700 Collected	23	25	22
1701 Change in uncollected payments, Federal sources	–4		
1750 Spending auth from offsetting collections, disc (total)	19	25	22

1900	Budget authority (total)	145	150	179
1930	Total budgetary resources available	175	176	179
	Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	26		
	Special and non-revolving trust funds:			
1952	Expired unobligated balance, start of year	2	2	2
1953	Expired unobligated balance, end of year	2	2	2
1955	Unobligated balances withdrawn and returned to general fund	1		
Change in obligated balance:				
	Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	91	114	122
3010	Obligations incurred, unexpired accounts	149	176	179
3020	Outlays (gross)	-117	-168	-180
3040	Recoveries of prior year unpaid obligations, unexpired	-8		
3041	Recoveries of prior year unpaid obligations, expired	-1		
3050	Unpaid obligations, end of year	114	122	121
	Uncollected payments:			
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-15	-11	-11
3070	Change in uncollected pymts, Fed sources, unexpired	4		
3090	Uncollected pymts, Fed sources, end of year	-11	-11	-11
	Memorandum (non-add) entries:			
3100	Obligated balance, start of year	76	103	111
3200	Obligated balance, end of year	103	111	110
Budget authority and outlays, net:				
	Discretionary:			
4000	Budget authority, gross	145	150	179
	Outlays, gross:			
4010	Outlays from new discretionary authority	44	74	88
4011	Outlays from discretionary balances	73	94	92
4020	Outlays, gross (total)	117	168	180
	Offsets against gross budget authority and outlays:			
	Offsetting collections (collected) from:			
4030	Federal sources	-23	-25	-22
	Additional offsets against gross budget authority only:			
4050	Change in uncollected pymts, Fed sources, unexpired	4		
4070	Budget authority, net (discretionary)	126	125	157
4080	Outlays, net (discretionary)	94	143	158
4180	Budget authority, net (total)	126	125	157
4190	Outlays, net (total)	94	143	158

The Pipeline and Hazardous Materials Safety Administration (PHMSA) is responsible for the Department's Pipeline Safety program. PHMSA provides safety oversight of the nation's 2.6 million miles of gas and hazardous liquid pipelines, which are owned and operated by private industry. PHMSA and its state pipeline safety partners use a data-driven process to identify pipelines and pipeline operators most at risk of failing. They combine to use regulation, inspection and enforcement to reduce the likelihood of harm failing pipelines would have on our communities and the environment.

The Pipeline Safety program encompasses data analysis; damage prevention; education and training; developing and enforcing regulations and standards; research and development; grants to support up to 80 percent of the cost of state pipeline safety programs; and emergency planning and response to accidents. PHMSA passes along nearly all of its operational costs to the pipeline industry through the assessment of fees and use of the Oil Spill Liability Trust Fund.

Object Classification (in millions of dollars)

Identification code 069-5172-0-2-407	2015 actual	2016 est.	2017 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	24	33	38
12.1 Civilian personnel benefits	7	9	11
21.0 Travel and transportation	3	4	5
23.1 Rental payments to GSA	3	5	5
23.3 Communications, utilities, and miscellaneous charges - wcf	1	1	1
25.1 Advisory and assistance services	14	22	16
25.2 Other services from non-Federal sources		2	2
25.3 Other goods and services from Federal sources	8	15	11
25.4 Operation and maintenance of facilities	2	3	3
25.5 Research and development contracts	16	14	13
25.7 Operation and maintenance of equipment	9	14	16
26.0 Supplies and materials		1	
31.0 Equipment	2	2	2

41.0	Grants, subsidies, and contributions	60	48	53
99.0	Direct obligations	149	173	176
99.0	Reimbursable obligations		3	3
99.9	Total new obligations	149	176	179

Employment Summary

Identification code 069-5172-0-2-407	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	215	302	340

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

For necessary expenses to carryout 49 U.S.C. 5128(b), \$188,000, to be derived from the Emergency Preparedness Fund, to remain available until September 30, 2017: *Provided*, That notwithstanding the fiscal year limitation specified in 49 U.S.C. 5116, not more than \$28,318,000 shall be made available for obligation in fiscal year **2016** 2017 from amounts made available by 49 U.S.C. 5116(h), and 5128(b) and (c): *Provided further*, That notwithstanding 49 U.S.C. 5116(h)(4), not more than 4 percent of the amounts made available from this account shall be available to pay administrative costs: *Provided further*, That none of the funds made available by 49 U.S.C. 5116(h), 5128(b), or 5128(c) shall be made available for obligation by individuals other than the Secretary of Transportation, or his or her designee: *Provided further*, That notwithstanding 49 U.S.C. 5128(b) and (c) and the current year obligation limitation, prior year recoveries recognized in the current year shall be available to develop a hazardous materials response training curriculum for emergency responders, including response activities for the transportation of crude oil, ethanol and other flammable liquids by rail, consistent with National Fire Protection Association standards, and to make such training available through an electronic format: *Provided further*, That the prior year recoveries made available under this heading shall also be available to carry out 49 U.S.C. 5116(a)(1)(C) and 5116(i). (*Department of Transportation Appropriations Act, 2016.*)

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069-5282-0-2-407	2015 actual	2016 est.	2017 est.
0100 Balance, start of year	16	18	20
Receipts:			
Current law:			
1130 Hazardous Materials Transportation Registration, Filing, and Permit Fees, Emergency Preparedness Grants	28	28	28
2000 Total: Balances and receipts	44	46	48
Appropriations:			
Current law:			
2101 Emergency Preparedness Grants	-28	-28	-28
2132 Emergency Preparedness Grants	2	2	
2199 Total current law appropriations	-26	-26	-28
2999 Total appropriations	-26	-26	-28
5099 Balance, end of year	18	20	20

Program and Financing (in millions of dollars)

Identification code 069-5282-0-2-407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Operations	2	2	2
0002 Emergency Preparedness Grants	20	20	22
0003 Competitive Training Grants	3	3	3
0004 Supplemental Training Grants	1	1	1
0005 ALERT Grants	6		
0900 Total new obligations	32	26	28
Budgetary resources:			
Unobligated balance:			
1021 Recoveries of prior year unpaid obligations	6		
1050 Unobligated balance (total)	6		
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	28	28	28

EMERGENCY PREPAREDNESS GRANTS—Continued

Program and Financing—Continued

Identification code 069–5282–0–2–407	2015 actual	2016 est.	2017 est.
1232 Appropriations and/or unobligated balance of appropriations temporarily reduced	–2	–2	.....
1260 Appropriations, mandatory (total)	26	26	28
1930 Total budgetary resources available	32	26	28
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	43	46	34
3010 Obligations incurred, unexpired accounts	32	26	28
3020 Outlays (gross)	–23	–38	–37
3040 Recoveries of prior year unpaid obligations, unexpired	–6	.....	.....
3050 Unpaid obligations, end of year	46	34	25
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	43	46	34
3200 Obligated balance, end of year	46	34	25
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	26	26	28
Outlays, gross:			
4100 Outlays from new mandatory authority	1	10	10
4101 Outlays from mandatory balances	22	28	27
4110 Outlays, gross (total)	23	38	37
4180 Budget authority, net (total)	26	26	28
4190 Outlays, net (total)	23	38	37

Federal hazardous materials law (49 U.S.C. 5101 et seq.) established a national registration program for shippers and carriers of hazardous materials in 1992. The law also established collection of fees from registrants. These fees finance emergency preparedness planning and training grants; development of training curriculum guidelines for emergency responders and technical assistance to states, political subdivisions, and American Indian tribes; publication and distribution of the Emergency Response Guidebook; and administrative costs for operating the program. The proposed changes to the appropriations language aligns with the FAST Act.

Object Classification (in millions of dollars)

Identification code 069–5282–0–2–407	2015 actual	2016 est.	2017 est.
Direct obligations:			
24.0 Printing and reproduction .....	.....	1	1
25.1 Advisory and assistance services	1	.....	.....
25.3 Other goods and services from Federal sources	1	1	1
41.0 Grants, subsidies, and contributions	30	24	26
99.0 Direct obligations	32	26	28
99.9 Total new obligations	32	26	28

Trust Funds

TRUST FUND SHARE OF PIPELINE SAFETY

Program and Financing (in millions of dollars)

Identification code 069–8121–0–7–407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Trust fund share of pipeline safety	20	22	20
0900 Total new obligations (object class 94.0)	20	22	20
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	20	22	20
1930 Total budgetary resources available	20	22	20
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	15	12	16
3010 Obligations incurred, unexpired accounts	20	22	20

3020 Outlays (gross)	–23	–18	–20
3050 Unpaid obligations, end of year	12	16	16
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	15	12	16
3200 Obligated balance, end of year	12	16	16

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	20	22	20
Outlays, gross:			
4010 Outlays from new discretionary authority	12	11	10
4011 Outlays from discretionary balances	11	7	10
4020 Outlays, gross (total)	23	18	20
4180 Budget authority, net (total)	20	22	20
4190 Outlays, net (total)	23	18	20

The Oil Pollution Act of 1990 requires the preparation of spill response plans by operators that store, handle or transport oil to minimize the environmental impact of oil spills and to improve public and private sector response. The Pipeline and Hazardous Materials Safety Administration (PHMSA) reviews response plans submitted by operators of onshore oil pipelines to ensure the plans comply with PHMSA regulations. These plans also must be regularly updated by the operator and submitted for subsequent review by PHMSA. PHMSA also seeks to improve oil spill preparedness and response through data analysis; spill monitoring; mapping pipelines in areas unusually sensitive to environmental damage; and advanced technologies to detect and prevent leaks from hazardous liquid pipelines. These and related activities are funded in part by the Oil Spill Liability Trust Fund.

ADMINISTRATIVE PROVISIONS

SEC. 1. Paragraph (3) of section 60117(n) of title 49, United States Code, is amended—

(a) in subparagraph (C) by striking ", in amounts specified in appropriations Acts,"; and

(b) by inserting a new subparagraph (D), as follows—

"(D) Availability.—Funds under this subsection may be collected and shall be available only to the extent provided in appropriations Acts."

OFFICE OF INSPECTOR GENERAL

Federal Funds

SALARIES AND EXPENSES

For necessary expenses of the Office of the Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, **[\$87,472,000]** **\$90,152,000:** *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 of Transportation: *Provided further*, That the funds made available under this heading may be used to investigate, pursuant to section 41712 of title 49, United States Code: (1) unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents; and (2) the compliance of domestic and foreign air carriers with respect to item (1) of this proviso. (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069–0130–0–1–407	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0101 General administration	85	87	90
0103 Disaster Relief and Oversight FY 2013	1	3	3
0900 Total new obligations	86	90	93
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	6	6	3

Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	86	87 90
1930	Total budgetary resources available	92	93 93
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	6	3
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	8	8 8
3010	Obligations incurred, unexpired accounts	86	90 93
3020	Outlays (gross)	-86	-90 -93
3050	Unpaid obligations, end of year	8	8 8
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	8	8 8
3200	Obligated balance, end of year	8	8 8
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	86	87 90
Outlays, gross:			
4010	Outlays from new discretionary authority	80	78 81
4011	Outlays from discretionary balances	6	12 12
4020	Outlays, gross (total)	86	90 93
4180	Budget authority, net (total)	86	87 90
4190	Outlays, net (total)	86	90 93

The Department of Transportation (DOT) Inspector General conducts independent audits, investigations and evaluations to promote economy, efficiency and effectiveness in the management and administration of DOT programs and operations, including contracts, grants, and financial management; and to prevent and detect fraud, waste, abuse, and mismanagement in such activities. This appropriation provides funds to enable the Office of the Inspector General to perform these oversight responsibilities in accordance with the Inspector General Act of 1978, as Amended (5 U.S.C. App. 3).

Object Classification (in millions of dollars)

Identification code 069-0130-0-1-407	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1	Full-time permanent	43	47 48
11.3	Other than full-time permanent	1	.....
11.5	Other personnel compensation	3	3 3
11.9	Total personnel compensation	47	50 51
12.1	Civilian personnel benefits	17	18 19
21.0	Travel and transportation of persons	2	3 3
23.1	Rental payments to GSA	5	6 6
23.3	Communications, utilities, and miscellaneous charges	1	1 1
25.2	Other services from non-Federal sources	4	4 4
25.3	Other goods and services from Federal sources	7	6 6
25.7	Operation and maintenance of equipment	1	1 1
31.0	Equipment	1	1 1
99.0	Direct obligations	85	90 92
99.5	Adjustment for rounding	1	 1
99.9	Total new obligations	86	90 93

Employment Summary

Identification code 069-0130-0-1-407	2015 actual	2016 est.	2017 est.
1001	Direct civilian full-time equivalent employment	411	413 416

MARITIME ADMINISTRATION

Federal Funds

OPERATIONS AND TRAINING

For necessary expenses of operations and training activities authorized by law, **[\$171,155,000] \$194,146,000**, of which \$22,000,000 shall remain available until expended for maintenance and repair of training ships at State Maritime Academies, and of which **[\$5,000,000] \$6,000,000** shall remain available until expended for National Security Multi-Mission Vessel/School Ship Replacement [design] program

for State Maritime Academies and National Security, and of which \$2,400,000 shall remain available through September 30, **[2017] 2018**, for the Student Incentive Program at State Maritime Academies, and of which **[\$1,200,000] \$1,800,000** shall remain available until expended for training ship fuel assistance payments, and of which **[\$18,000,000] \$25,051,000** shall remain available until expended for facilities maintenance and repair, equipment, and capital improvements at the United States Merchant Marine Academy, and of which \$3,000,000 shall remain available through September 30, **[2017] 2018**, for Maritime Environment and Technology Assistance grants, contracts, and cooperative agreement, and of which **[\$5,000,000] \$3,000,000** shall remain available [until expended for the Short Sea Transportation Program (America's Marine Highways) to make grants for the purposes provided in title 46 sections 55601(b)(1) and 55601(b)(3)] *through September 30, 2018 for the StrongPorts pilot grants program: Provided*, That amounts apportioned for the United States Merchant Marine Academy shall be available only upon allotments made personally by the Secretary of Transportation or the Assistant Secretary for Budget and Programs: *Provided further*, That the Superintendent, Deputy Superintendent and the Director of the Office of Resource Management of the United States Merchant Marine Academy may not be allotment holders for the United States Merchant Marine Academy, and the Administrator of the Maritime Administration shall hold all allotments made by the Secretary of Transportation or the Assistant Secretary for Budget and Programs under the previous proviso: *Provided further*, That 50 percent of the funding made available for the United States Merchant Marine Academy under this heading shall be available only after the Secretary, in consultation with the Superintendent and the Maritime Administrator, completes a plan detailing by program or activity how such funding will be expended at the Academy, and this plan is submitted to the House and Senate Committees on Appropriations: *Provided further*, That not later than January 12, **[2016] 2017**, the Administrator of the Maritime Administration shall transmit to the House and Senate Committees on Appropriations the annual report on sexual assault and sexual harassment at the United States Merchant Marine Academy as required pursuant to section 3507 of Public Law 110-417. (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069-1750-0-1-403	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001	Merchant Marine Academy	76	123 100
0002	State maritime schools	18	37 29
0003	MARAD operations	51	55 59
0004	Other Maritime Programs .....	.....	9
0005	National Security Multi-Mission Vessel Design .....	.....	..... 6
0100	Subtotal, Direct program	145	224 194
0799	Total direct obligations	145	224 194
0801	Operations and Training (Reimbursable)	6	32 13
0900	Total new obligations	151	256 207
Budgetary resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	66	72
1021	Recoveries of prior year unpaid obligations	2	.....
1050	Unobligated balance (total)	68	72
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	148	171 194
Spending authority from offsetting collections, discretionary:			
1700	Collected	6	13 13
1701	Change in uncollected payments, Federal sources	1	.....
1750	Spending auth from offsetting collections, disc (total)	7	13 13
1900	Budget authority (total)	155	184 207
1930	Total budgetary resources available	223	256 207
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	72	.....

Change in obligated balance:

Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	63	62 117
3010	Obligations incurred, unexpired accounts	151	256 207
3011	Obligations incurred, expired accounts	1	.....
3020	Outlays (gross)	-145	-201 -223
3040	Recoveries of prior year unpaid obligations, unexpired	-2	.....
3041	Recoveries of prior year unpaid obligations, expired	-6	.....
3050	Unpaid obligations, end of year	62	117 101
Uncollected payments:			
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-29	-26 -26
3070	Change in uncollected pymts, Fed sources, unexpired	-1	.....

OPERATIONS AND TRAINING—Continued
Program and Financing—Continued

Identification code 069–1750–0–1–403	2015 actual	2016 est.	2017 est.
3071 Change in uncollected pymts, Fed sources, expired	4		
3090 Uncollected pymts, Fed sources, end of year	–26	–26	–26
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	34	36	91
3200 Obligated balance, end of year	36	91	75
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	155	184	207
Outlays, gross:			
4010 Outlays from new discretionary authority	111	158	178
4011 Outlays from discretionary balances	34	43	45
4020 Outlays, gross (total)	145	201	223
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–7	–13	–13
4033 Non-Federal sources	–3		
4040 Offsets against gross budget authority and outlays (total)	–10	–13	–13
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	–1		
4052 Offsetting collections credited to expired accounts	4		
4060 Additional offsets against budget authority only (total)	3		
4070 Budget authority, net (discretionary)	148	171	194
4080 Outlays, net (discretionary)	135	188	210
4180 Budget authority, net (total)	148	171	194
4190 Outlays, net (total)	135	188	210

The appropriation for Operations and Training provides funding for staff to administer and direct Maritime Administration operations and programs. Maritime Administration operations includes planning for coordination of U.S. maritime industry activities under emergency conditions; technology assessments calculated to achieve advancements in ship design, construction and operation; and port and intermodal development to increase capacity and mitigate congestion in freight movements.

Maritime training programs include the operation of the U.S. Merchant Marine Academy and financial assistance to the six State Maritime Academies. The Operations and Training Budget request of \$194.1 million includes \$99.9 million for the United States Merchant Marine Academy, \$29.5 million for the State Maritime Academies, \$6.0 million for the National Security Multi-Mission Vessel (NSMV)/School Ship Replacement program and \$58.7 million for Maritime Operations and Programs.

Object Classification (in millions of dollars)

Identification code 069–1750–0–1–403	2015 actual	2016 est.	2017 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	39	40	42
11.3 Other than full-time permanent	6	7	7
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	46	48	50
12.1 Civilian personnel benefits	15	15	16
21.0 Travel and transportation of persons	2	2	2
23.1 Rental payments to GSA	3	3	3
23.3 Communications, utilities, and miscellaneous charges	3	3	5
25.2 Other services from non-Federal sources	60	78	78
26.0 Supplies and materials	8	8	10
31.0 Equipment	2	2	3
32.0 Land and structures	5	58	25
41.0 Grants, subsidies, and contributions		5	2
99.0 Direct obligations	144	222	194
99.0 Reimbursable obligations	6	32	13
99.5 Adjustment for rounding	1	2	
99.9 Total new obligations	151	256	207

Employment Summary

Identification code 069–1750–0–1–403	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	434	491	500
2001 Reimbursable civilian full-time equivalent employment	2	2	2
3001 Allocation account civilian full-time equivalent employment	5	4	4

ASSISTANCE TO SMALL SHIPYARDS

【To make grants to qualified shipyards as authorized under section 54101 of title 46, United States Code, as amended by Public Law 113–281, \$5,000,000 to remain available until expended: *Provided*, That the Secretary shall issue the Notice of Funding Availability no later than 15 days after enactment of this Act: *Provided further*, That from applications submitted under the previous proviso, the Secretary of Transportation shall make grants no later than 120 days after enactment of this Act in such amounts as the Secretary determines: *Provided further*, That not to exceed 2 percent of the funds appropriated under this heading shall be available for necessary costs of grant administration.】 (*Department of Transportation Appropriations Act, 2016.*)

Program and Financing (in millions of dollars)

Identification code 069–1770–0–1–403	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Grants for Capital Improvement for Small Shipyards		5	
0900 Total new obligations (object class 41.0)		5	
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	1
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		5	
1930 Total budgetary resources available	1	6	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	6	2	2
3010 Obligations incurred, unexpired accounts		5	
3020 Outlays (gross)	–4	–5	–1
3050 Unpaid obligations, end of year	2	2	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	6	2	2
3200 Obligated balance, end of year	2	2	1

Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		5	
Outlays, gross:			
4010 Outlays from new discretionary authority		4	
4011 Outlays from discretionary balances	4	1	1
4020 Outlays, gross (total)	4	5	1
4180 Budget authority, net (total)		5	
4190 Outlays, net (total)	4	5	1

The National Defense Authorization Act of 2006 authorized the Maritime Administration to make grants for capital and related improvements at eligible shipyard facilities that will foster efficiency, competitive operations, and quality ship construction, repair, and reconfiguration. Grant funds may also be used for maritime training programs to enhance technical skills and operational productivity in communities whose economies are related to or dependent upon the maritime industry.

No new funds are requested for 2017.

Employment Summary

Identification code 069–1770–0–1–403	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	2	1	.....

SHIP DISPOSAL

For necessary expenses related to the disposal of obsolete vessels in the National Defense Reserve Fleet of the Maritime Administration, **[\$5,000,000] \$20,000,000**, to remain available until expended, *of which \$8,000,000 shall remain available until expended for the decommissioning of the Nuclear Ship Savannah. (Department of Transportation Appropriations Act, 2016.)*

Program and Financing (in millions of dollars)

Identification code 069–1768–0–1–403	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Ship disposal	4	2	11
0002 N.S.Savannah	3	2	3
0003 NSS Decommissioning .....	.....	.....	8
0900 Total new obligations	7	4	22
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4	1	2
1050 Unobligated balance (total)	4	1	2
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	4	5	20
1930 Total budgetary resources available	8	6	22
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	2	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2	3	1
3010 Obligations incurred, unexpired accounts	7	4	22
3020 Outlays (gross)	–6	–6	–14
3050 Unpaid obligations, end of year	3	1	9
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2	3	1
3200 Obligated balance, end of year	3	1	9
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	4	5	20
Outlays, gross:			
4010 Outlays from new discretionary authority	1	2	10
4011 Outlays from discretionary balances	5	4	4
4020 Outlays, gross (total)	6	6	14
4180 Budget authority, net (total)	4	5	20
4190 Outlays, net (total)	6	6	14

The Ship Disposal program provides resources to properly dispose of obsolete government-owned merchant ships maintained by the Maritime Administration in the National Defense Reserve Fleet. The Maritime Administration contracts with domestic shipbreaking firms to dismantle these vessels in accordance with guidelines set forth by the U.S. Environmental Protection Agency. In 2017, the Ship Disposal program requests \$20 million which includes \$9 million to support continued obsolete vessel disposal, \$8 million to begin the decommissioning process of the Nuclear Ship (N.S.) Savannah, and \$3 million for maintaining the N.S. Savannah in protective storage.

Object Classification (in millions of dollars)

Identification code 069–1768–0–1–403	2015 actual	2016 est.	2017 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
25.1 Advisory and assistance services	2	.....	18
25.4 Operation and maintenance of facilities	2	3	3
99.0 Direct obligations	5	4	22

99.5 Adjustment for rounding	2	.....	.....
99.9 Total new obligations	7	4	22

Employment Summary

Identification code 069–1768–0–1–403	2015 actual	2016 est.	2017 est.
1001 Direct civilian full-time equivalent employment	11	11	11

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, **[\$210,000,000] \$211,000,000**, to remain available until expended, *of which \$25,000,000 is to support retention of merchant mariners in the United States merchant marine: Provided, That these funds shall only be available to the extent that any fiscal year 2017 legislation is enacted that permits at least 25 percent of funds appropriated for Title II of the Food For Peace Act (Public Law 83–480), as amended, to be used for monetary awards for emergency programs: Provided further, That at least \$1,000,000 of these funds shall be used to support training programs to retain and advance U.S. citizen mariners for critical positions as determined by the Secretary of Transportation in consultation with the Commandant of the Coast Guard: Provided further, That up to \$24,000,000 of the remaining funds shall be used for other support to mariners, such as providing payments to operators of vessels and foreign trade separate from Maritime Security Program payments, on such terms and conditions as the Secretary of Transportation may determine in consultation with the Secretary of Defense: Provided further, That the use of up to \$24,000,000 for other support to mariners, such as providing payments to vessel operators separate from Maritime Security Program payments, shall be implemented through regulations promulgated by the Secretary of Transportation in consultation with the Secretary of Defense. (Department of Transportation Appropriations Act, 2016.)*

Program and Financing (in millions of dollars)

Identification code 069–1711–0–1–054	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Maritime Security Program	186	210	186
0002 Food Aid Carrier Mariner Support .....	.....	.....	25
0900 Total new obligations (object class 41.0)	186	210	211
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	186	210	211
1930 Total budgetary resources available	186	210	211
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	17	18	17
3010 Obligations incurred, unexpired accounts	186	210	211
3020 Outlays (gross)	–185	–211	–213
3050 Unpaid obligations, end of year	18	17	15
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	17	18	17
3200 Obligated balance, end of year	18	17	15
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	186	210	211
Outlays, gross:			
4010 Outlays from new discretionary authority	169	195	196
4011 Outlays from discretionary balances	16	16	17
4020 Outlays, gross (total)	185	211	213
4180 Budget authority, net (total)	186	210	211
4190 Outlays, net (total)	185	211	213

The Maritime Security Program provides direct payments to U.S. flag ship operators engaged in foreign commerce to partially offset the higher operating costs of U.S. registry. The purpose of the program is to establish and sustain a fleet of active ships that are privately owned, commercially viable, and militarily useful to meet national defense and other emergency sealift requirements. Participating operators are required to make their

MARITIME SECURITY PROGRAM—Continued

ships and commercial transportation resources available upon request by the Secretary of Defense during times of war or national emergency. Commercial transportation resources include ships, logistics management services, port terminal facilities, and U.S. citizen merchant mariners to crew both commercial and government-owned merchant ships. The 2017 Budget proposes to increase flexibility of P.L. 480 Title II to respond to food aid emergencies, which could, over time, reduce overall volumes of agricultural commodities available for transport on U.S.-flag vessels. The Maritime Administration requests \$186 million for the Maritime Security program base. Additionally, \$25 million is requested as a component of the proposal to allow more flexible responses to food aid crises, for support to mariners and vessel operators in foreign trade and to accelerate the training and credentialing of mariners in occupations deemed critical to sustain a balanced and capable U.S. citizen merchant marine.

READY RESERVE FORCE

Program and Financing (in millions of dollars)

Identification code 069-1710-0-1-054	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0801 Ready Reserve Force (Reimbursable)	349	350	335
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	25	39	39
1021 Recoveries of prior year unpaid obligations	17		
1050 Unobligated balance (total)	42	39	39
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	320	350	335
1701 Change in uncollected payments, Federal sources	36		
1750 Spending auth from offsetting collections, disc (total)	356	350	335
1930 Total budgetary resources available	398	389	374
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-10		
1941 Unexpired unobligated balance, end of year	39	39	39

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	156	148	101
3010 Obligations incurred, unexpired accounts	349	350	335
3020 Outlays (gross)	-337	-397	-379
3040 Recoveries of prior year unpaid obligations, unexpired	-17		
3041 Recoveries of prior year unpaid obligations, expired	-3		
3050 Unpaid obligations, end of year	148	101	57
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-64	-64	-64
3070 Change in uncollected pymts, Fed sources, unexpired	-36		
3071 Change in uncollected pymts, Fed sources, expired	36		
3090 Uncollected pymts, Fed sources, end of year	-64	-64	-64
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	92	84	37
3200 Obligated balance, end of year	84	37	-7

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	356	350	335
Outlays, gross:			
4010 Outlays from new discretionary authority	224	315	302
4011 Outlays from discretionary balances	113	82	77
4020 Outlays, gross (total)	337	397	379
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-337	-350	-335
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-36		
4052 Offsetting collections credited to expired accounts	17		
4060 Additional offsets against budget authority only (total)	-19		
4080 Outlays, net (discretionary)		47	44
4180 Budget authority, net (total)			
4190 Outlays, net (total)		47	44

The Ready Reserve Force (RRF) fleet is comprised of government-owned merchant ships within the National Defense Reserve Fleet that are maintained in an advanced state of surge sealift readiness for the transport of cargo to a given area of operation to satisfy combatant commanders' critical war fighting requirements. Resources for RRF vessel maintenance, activation and operation costs, as well as RRF infrastructure support costs and additional Department of Defense/Navy-sponsored sealift activities and special projects, are provided by reimbursement from the National Defense Sealift Fund.

Object Classification (in millions of dollars)

Identification code 069-1710-0-1-054	2015 actual	2016 est.	2017 est.
Reimbursable obligations:			
Personnel compensation:			
11.1 Full-time permanent	20	27	27
11.5 Other personnel compensation	1	2	2
11.9 Total personnel compensation	21	29	29
12.1 Civilian personnel benefits	9	9	9
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	3	2	2
23.2 Rental payments to others	12	14	14
23.3 Communications, utilities, and miscellaneous charges	8	8	8
25.1 Advisory and assistance services	3	2	2
25.2 Other services from non-Federal sources	1	1	1
25.3 Other goods and services from Federal sources	7	7	7
25.4 Operation and maintenance of facilities	254	241	226
25.7 Operation and maintenance of equipment	4	4	4
26.0 Supplies and materials	23	30	30
31.0 Equipment	2	2	2
99.0 Reimbursable obligations	348	350	335
99.5 Adjustment for rounding	1		
99.9 Total new obligations	349	350	335

Employment Summary

Identification code 069-1710-0-1-054	2015 actual	2016 est.	2017 est.
2001 Reimbursable civilian full-time equivalent employment	316	326	326

VESSEL OPERATIONS REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 069-4303-0-3-403	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0801 Vessel operations	27	20	20
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	59	41	36
1021 Recoveries of prior year unpaid obligations	2		
1050 Unobligated balance (total)	61	41	36
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	13	15	15
1701 Change in uncollected payments, Federal sources	-6		
1750 Spending auth from offsetting collections, disc (total)	7	15	15
1930 Total budgetary resources available	68	56	51
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	41	36	31

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	9	8	
3010 Obligations incurred, unexpired accounts	27	20	20
3020 Outlays (gross)	-26	-28	-20
3040 Recoveries of prior year unpaid obligations, unexpired	-2		
3050 Unpaid obligations, end of year	8		
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-6		
3070 Change in uncollected pymts, Fed sources, unexpired	6		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3	8	

3200	Obligated balance, end of year	8		
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	7	15	15
Outlays, gross:				
4010	Outlays from new discretionary authority	7	14	14
4011	Outlays from discretionary balances	19	14	6
4020	Outlays, gross (total)	26	28	20
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-6		
4033	Non-Federal sources	-7	-15	-15
4040	Offsets against gross budget authority and outlays (total)	-13	-15	-15
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	6		
4080	Outlays, net (discretionary)	13	13	5
4180	Budget authority, net (total)			
4190	Outlays, net (total)	13	13	5

This fund is authorized for the receipt of sales proceeds from the disposition of obsolete government-owned merchant vessels. The Maritime Administration is authorized to reactivate, maintain, operate, deactivate and dispose government-owned merchant vessels comprising the National Defense Reserve Fleet (NDRF) and the Ready Reserve Force (RRF), a subset of the NDRF. Resources for RRF vessel maintenance, preservation, activation and operation costs, as well as RRF infrastructure support costs and additional Department of Defense/Navy-sponsored sealift activities and special projects, are provided by transfer from the Department of Defense Operations and Maintenance, Navy account. Through fiscal year 2010, interagency agreement transactions to fund and administer these programs were reflected in this fund. Beginning in fiscal year 2011, these interagency agreement transactions are instead reflected in the RRF account. Direct appropriations for the disposal of obsolete government-owned merchant vessels are provided to the Ship Disposal account.

Object Classification (in millions of dollars)

Identification code 069-4303-0-3-403		2015 actual	2016 est.	2017 est.
Reimbursable obligations:				
25.2	Other services from non-Federal sources	3	3	3
25.4	Operation and maintenance of facilities	12	12	12
26.0	Supplies and materials	2	2	2
31.0	Equipment	2	2	2
44.0	Refunds	7		
99.0	Reimbursable obligations	26	19	19
99.5	Adjustment for rounding	1	1	1
99.9	Total new obligations	27	20	20

WAR RISK INSURANCE REVOLVING FUND**Program and Financing** (in millions of dollars)

Identification code 069-4302-0-3-403		2015 actual	2016 est.	2017 est.
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	48	48	48
1930	Total budgetary resources available	48	48	48
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	48	48	48
4180	Budget authority, net (total) .....	.....	.....	.....
4190	Outlays, net (total) .....	.....	.....	.....
Memorandum (non-add) entries:				
5000	Total investments, SOY: Federal securities: Par value	43	43	43
5001	Total investments, EOY: Federal securities: Par value	43	43	43

The Maritime Administration is authorized to insure against war risk loss or damage to maritime operators 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 the war risk cargo insurance standby program.

PORT OF GUAM IMPROVEMENT ENTERPRISE FUND**Program and Financing** (in millions of dollars)

Identification code 069-5560-0-2-403		2015 actual	2016 est.	2017 est.
Obligations by program activity:				
0001	Port of Guam Improvement Enterprise Program	3	4	.....
0801	Reimbursable program	1	.....	.....
0900	Total new obligations	4	4	.....
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	8	4	.....
1050	Unobligated balance (total)	8	4	.....
1930	Total budgetary resources available	8	4	.....
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	4	.....	.....
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	30	6	2
3010	Obligations incurred, unexpired accounts	4	4	.....
3020	Outlays (gross)	-28	-8	.....
3050	Unpaid obligations, end of year	6	2	2
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-1	-1	-1
3090	Uncollected pymts, Fed sources, end of year	-1	-1	-1
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	29	5	1
3200	Obligated balance, end of year	5	1	1

Budget authority and outlays, net:

Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances	28	8	.....
4180	Budget authority, net (total) .....			.....
4190	Outlays, net (total)	28	8	.....

Object Classification (in millions of dollars)

Identification code 069-5560-0-2-403		2015 actual	2016 est.	2017 est.
Direct obligations:				
25.3	Other goods and services from Federal sources	1	3	.....
32.0	Land and structures	2	1	.....
99.0	Direct obligations	3	4	.....
99.0	Reimbursable obligations	1	.....	.....
99.9	Total new obligations	4	4	.....

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT

(INCLUDING CANCELLATION AND TRANSFER OF FUNDS)

For [the cost of guaranteed loans, as authorized, \$8,135,000, of which \$5,000,000 shall remain available until expended: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974, as amended: *Provided further*, That not to exceed \$3,135,000 shall be available for] administrative expenses to carry out the guaranteed loan program, \$3,000,000, which shall be transferred to and merged with the appropriations for "Operations and Training", Maritime Administration: *Provided, That of the unobligated balance of funds made available for obligation under Public Law 114-113, \$5,000,000 are hereby permanently cancelled. (Department of Transportation Appropriations Act, 2016.)*

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT—Continued

Program and Financing (in millions of dollars)

Identification code 069–1752–0–1–403	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
Credit program obligations:			
0702 Loan guarantee subsidy	1	42	.....
0707 Reestimates of loan guarantee subsidy	2	129	.....
0708 Interest on reestimates of loan guarantee subsidy .....	.....	10	.....
0709 Administrative expenses	3	3	3
0900 Total new obligations	6	184	3
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	43	42	5
1001 Discretionary unobligated balance brought fwd, Oct 1	43	42	.....
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	3	8	3
1131 Unobligated balance of appropriations permanently reduced .....	.....	.....	–5
1160 Appropriation, discretionary (total)	3	8	–2
Appropriations, mandatory:			
1200 Appropriation	2	139	.....
1900 Budget authority (total)	5	147	–2
1930 Total budgetary resources available	48	189	3
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	42	5	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	30	31	42
3010 Obligations incurred, unexpired accounts	6	184	3
3020 Outlays (gross)	–5	–173	–45
3050 Unpaid obligations, end of year	31	42	.....
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	30	31	42
3200 Obligated balance, end of year	31	42	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	3	8	–2
Outlays, gross:			
4010 Outlays from new discretionary authority	3	8	3
4011 Outlays from discretionary balances .....	.....	26	42
4020 Outlays, gross (total)	3	34	45
Mandatory:			
4090 Budget authority, gross	2	139	.....
Outlays, gross:			
4100 Outlays from new mandatory authority	2	139	.....
4180 Budget authority, net (total)	5	147	–2
4190 Outlays, net (total)	5	173	45

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

Identification code 069–1752–0–1–403	2015 actual	2016 est.	2017 est.
Guaranteed loan levels supportable by subsidy budget authority:			
215014 Title XI Loan Guarantees	12	514	.....
Guaranteed loan subsidy (in percent):			
232014 Title XI Loan Guarantees	6.09	8.11	.....
232999 Weighted average subsidy rate	0.00	8.11	0.00
Guaranteed loan subsidy budget authority:			
233014 Title XI Loan Guarantees	1	42	.....
Guaranteed loan reestimates:			
235014 Title XI Loan Guarantees	–38	107	.....
235999 Total guaranteed loan reestimates	–38	107	.....
Administrative expense data:			
3510 Budget authority	3	3	3
3590 Outlays from new authority	3	3	3

The Maritime Guaranteed Loan (Title XI) program provides for a full faith and credit guarantee of debt obligations issued by U.S. or foreign ship owners to finance or refinance the construction, reconstruction, or reconditioning of U.S. flag vessels or eligible export vessels in U.S. shipyards; or for a full faith and credit guarantee of debt obligations issued by U.S.

shipyard owners to finance the modernization of shipbuilding technology at shipyards located in the United States.

As required by the Federal Credit Reform Act of 1990, this account also includes the subsidy costs associated with loan guarantee commitments made in 1992 and subsequent years which are estimated on a present value basis. The account also reflects the administrative expenses of the program which are estimated on a cash basis. Funds for administrative expenses are appropriated to this account, then paid to the Maritime Administration's Operations and Training account. This appropriation will provide \$3 million in resources for the administrative expenses of the program, including management of the loan portfolio which has \$1.4 billion in loan guarantees and approximately 30 guarantee contracts.

Object Classification (in millions of dollars)

Identification code 069–1752–0–1–403	2015 actual	2016 est.	2017 est.
Direct obligations:			
25.2 Other services from non-Federal sources	3	3	3
41.0 Grants, subsidies, and contributions	3	181	.....
99.9 Total new obligations	6	184	3

MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 069–4304–0–3–999	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
Credit program obligations:			
0711 Default claim payments on principal .....	.....	276	25
0712 Default claim payments on interest .....	.....	12	3
0713 Payment of interest to Treasury .....	.....	2	1
0715 Default related activity .....	.....	20	10
0742 Downward reestimate paid to receipt account	23	12	.....
0743 Interest on downward reestimates	17	18	.....
0900 Total new obligations	40	340	39
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	232	201	54
Financing authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	9	193	70
1930 Total budgetary resources available	241	394	124
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	201	54	85
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1 .....	.....	.....	64
3010 Obligations incurred, unexpired accounts	40	340	39
3020 Outlays (gross)	–40	–276	–24
3050 Unpaid obligations, end of year .....	.....	64	79
Memorandum (non-add) entries:			
3100 Obligated balance, start of year .....	.....	.....	64
3200 Obligated balance, end of year .....	.....	64	79
Financing authority and disbursements, net:			
Mandatory:			
4090 Budget authority, gross	9	193	70
Financing disbursements:			
4110 Outlays, gross (total)	40	276	24
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Payments from program account - Upward Reestimate	–2	–138	.....
4122 Interest on uninvested funds	–7	.....	.....
4123 Loan Repayment .....	.....	–55	–70
4130 Offsets against gross budget authority and outlays (total)	–9	–193	–70
4170 Outlays, net (mandatory)	31	83	–46
4180 Budget authority, net (total) .....	.....	.....	.....
4190 Outlays, net (total)	31	83	–46

Status of Guaranteed Loans (in millions of dollars)

Identification code 069-4304-0-3-999	2015 actual	2016 est.	2017 est.
Position with respect to appropriations act limitation on commitments:			
2111 Guaranteed loan commitments from current-year authority	12	514	.....
2150 Total guaranteed loan commitments	12	514	.....
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	1,731	1,426	1,422
2231 Disbursements of new guaranteed loans .....	.....	331	514
2251 Repayments and prepayments	-305	-55	-70
2262 Adjustments: Terminations for default that result in acquisition of property .....	.....	-280	-36
2290 Outstanding, end of year	1,426	1,422	1,830
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	1,426	1,422	1,830

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 Maritime Guaranteed Loan (Title XI) program loan guarantee commitments in 1992 and subsequent years. 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 069-4304-0-3-999	2014 actual	2015 actual
ASSETS:		
Federal assets:		
1101 Fund balances with Treasury	231	201
Investments in US securities:		
1106 Receivables, net	11	.....
1999 Total assets	242	201
LIABILITIES:		
2204 Non-Federal liabilities: Liabilities for loan guarantees	242	201
4999 Total liabilities and net position	242	201

Trust Funds

MISCELLANEOUS TRUST FUNDS, MARITIME ADMINISTRATION

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069-8547-0-7-403	2015 actual	2016 est.	2017 est.
0100 Balance, start of year .....	.....	.....	.....
Receipts:			
Current law:			
1130 Gifts and Bequests, Maritime Administration, Transportation	2	2	2
2000 Total: Balances and receipts	2	2	2
Appropriations:			
Current law:			
2101 Miscellaneous Trust Funds, Maritime Administration	-2	-2	-2
5099 Balance, end of year .....	.....	.....	.....

Program and Financing (in millions of dollars)

Identification code 069-8547-0-7-403	2015 actual	2016 est.	2017 est.
Obligations by program activity:			
0001 Gifts & Bequests	1	2	2
0002 Special Studies	1	1	.....
0100 Total direct program - Subtotal (running)	2	3	2
0900 Total new obligations	2	3	2
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4	4	3
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund) -Gifts & Bequests	2	2	2

1930 Total budgetary resources available	6	6	5
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	4	3	3

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	1	1
3010 Obligations incurred, unexpired accounts	2	3	2
3020 Outlays (gross)	-2	-3	-3
3050 Unpaid obligations, end of year	1	1	.....
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1	1	1
3200 Obligated balance, end of year	1	1	.....

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross	2	2	2
Outlays, gross:			
4100 Outlays from new mandatory authority .....	.....	2	2
4101 Outlays from mandatory balances	2	1	1
4110 Outlays, gross (total)	2	3	3
4180 Budget authority, net (total)	2	2	2
4190 Outlays, net (total)	2	3	3

Object Classification (in millions of dollars)

Identification code 069-8547-0-7-403	2015 actual	2016 est.	2017 est.
Direct obligations:			
25.2 Other services from non-Federal sources	1	2	2
25.3 Other goods and services from Federal sources	1	1	.....
99.9 Total new obligations	2	3	2

ADMINISTRATIVE PROVISIONS

SEC. 170. Notwithstanding any other provision of this Act, in addition to any existing authority, 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: *Provided*, That payments received therefor shall be credited to the appropriation charged with the cost thereof and shall remain available until expended: *Provided further*, 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. 171. None of the funds available or appropriated in this Act shall be used by the United States Department of Transportation or the United States Maritime Administration to negotiate or otherwise execute, enter into, facilitate or perform fee-for-service contracts for vessel disposal, scrapping or recycling, unless there is no qualified domestic ship recycler that will pay any sum of money to purchase and scrap or recycle a vessel owned, operated or managed by the Maritime Administration or that is part of the National Defense Reserve Fleet: *Provided*, That such sales offers must be consistent with the solicitation and provide that the work will be performed in a timely manner at a facility qualified within the meaning of section 3502 of Public Law 106-398: *Provided further*, That nothing contained herein shall affect the Maritime Administration's authority to award contracts at least cost to the Federal Government and consistent with the requirements of 54 U.S.C. 308704, section 3502, or otherwise authorized under the Federal Acquisition Regulation. (*Department of Transportation Appropriations Act, 2016.*)

GENERAL FUND RECEIPT ACCOUNTS

(in millions of dollars)

	2015 actual	2016 est.	2017 est.
Offsetting receipts from the public:			
069-322000 All Other General Fund Proprietary Receipts Including Budget Clearing Accounts	38	.....	.....
069-276030 Downward Reestimates, Railroad Rehabilitation and Improvement Program	58	8	.....
069-272830 Maritime (title XI) Loan Program, Downward Reestimates of Subsidies	40	31	.....
069-276830 Transportation Infrastructure Finance and Innovation Program, Interest on Downward Reestimates	174	208	.....

General Fund Receipt Accounts—Continued

	2015 actual	2016 est.	2017 est.
069-085500 Hazardous Materials Transportation Registration, Filing, and Permit Fees, Administrative Costs		1	1
General Fund Offsetting receipts from the public	310	248	1

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

SEC. 180. During the current fiscal year, applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms or allowances therefor, as authorized by law (5 U.S.C. 5901–5902).

SEC. 181. 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. 182. None of the funds in this Act shall be available for salaries and expenses of more than 110 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. 183. (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. 184. Funds received by the Federal Highway 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 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. 185. None of the funds in this Act to the Department of Transportation may be used to make a loan, loan guarantee, line of credit, or grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than 3 full business days before any project competitively selected to receive a discretionary grant award, any discretionary grant award, letter of intent, loan commitment, loan guarantee commitment, line of credit commitment, or full funding grant agreement totaling **[\$750,000] \$1,000,000** or more is announced by the department or its modal administrations from—

- (1) any discretionary grant or federal credit program of the Federal Highway Administration including the emergency relief program;
- (2) the airport improvement program of the Federal Aviation Administration;
- (3) any program of the Federal Railroad Administration;
- (4) any program of the Federal Transit Administration other than the formula grants and fixed guideway modernization programs;
- (5) any program of the Maritime Administration; or
- (6) any funding provided under the headings "National Infrastructure Investments" in this Act:

Provided, That the Secretary gives concurrent notification to the House and Senate Committees on Appropriations for any "quick release" of funds from the emergency relief program: *Provided further*, That no notification shall involve funds that are not available for obligation.

SEC. 186. 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. 187. 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 or contractor support in the implementation of the Improper Payments Information Act of 2002: *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: *Provided further*, That where specific project or accounting information associated with the improper payment or payments is not readily available, the Secretary may credit an appropriate account, which shall be available for the purposes and period associated with the account so credited; or

(B) if no such appropriation remains available, shall be deposited in the Treasury as miscellaneous receipts: *Provided further*, That prior to the transfer of any such recovery to an appropriations account, the Secretary shall notify the House and Senate Committees on Appropriations of the amount and reasons for such transfer: *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. 188. Notwithstanding any other provision of law, if any funds provided in or limited by this Act are subject to a reprogramming action that requires notice to be provided to the House and Senate Committees on Appropriations, transmission of said reprogramming notice shall be provided solely to the House and Senate Committees on Appropriations, and said reprogramming action shall be approved or denied solely by the House and Senate Committees on Appropriations: *Provided*, That the Secretary of Transportation may provide notice to other congressional committees of the action of the House and Senate Committees on Appropriations on such reprogramming but not sooner than 30 days following the date on which the reprogramming action has been [approved or denied by] *transmitted to* the House and Senate Committees on Appropriations.

SEC. 189. None of the funds appropriated or otherwise made available under this Act may be used by the Surface Transportation Board of the Department of Transportation to charge or collect any filing fee for rate or practice complaints filed with the Board in an amount in excess of the amount authorized for district court civil suit filing fees under section 1914 of title 28, United States Code.]

SEC. [190] 189. Funds appropriated in this Act to the modal administrations may be obligated for the Office of the Secretary for the costs related to assessments or reimbursable agreements only when such amounts are for the costs of goods and services that are purchased to provide a direct benefit to the applicable modal administration or administrations.

SEC. [191] 190. The Secretary of Transportation is authorized to carry out a program that establishes uniform standards for developing and supporting agency transit pass and transit benefits authorized under section 7905 of title 5, United States Code, including distribution of transit benefits by various paper and electronic media.

SEC. [192] 191. The Department of Transportation may use funds provided by this Act, or any other Act, to assist a contract under title 49 U.S.C. or title 23 U.S.C. utilizing geographic, economic, or any other hiring preference not otherwise authorized by law, except for such preferences authorized in this Act, or to amend a rule, regulation, policy or other measure that forbids a recipient of a Federal Highway Administration or Federal Transit Administration grant from imposing such hiring preference on a contract or construction project with which the Department of Transportation is assisting, only if the grant recipient certifies the following:

- (1) that except with respect to apprentices or trainees, a pool of readily available but unemployed individuals possessing the knowledge, skill, and ability to perform the work that the contract requires resides in the jurisdiction;
- (2) that the grant recipient will include appropriate provisions in its bid document ensuring that the contractor does not displace any of its existing employees in order to satisfy such hiring preference; and
- (3) that any increase in the cost of labor, training, or delays resulting from the use of such hiring preference does not delay or displace any transportation project in the applicable Statewide Transportation Improvement Program or Transportation Improvement Program.

(Department of Transportation Appropriations Act, 2016.)

GENERAL PROVISIONS—THIS ACT

SEC. 401. 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. 402. 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. 403. The expenditure of any appropriation under this Act for any consulting service through a 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. 404. (a) None of the funds made available in this Act may be obligated or expended for any employee training that—

- (1) does not meet identified needs for knowledge, skills, and abilities bearing directly upon the performance of official duties;
- (2) contains elements likely to induce high levels of emotional response or psychological stress in some participants;
- (3) does not require prior employee notification of the content and methods to be used in the training and written end of course evaluation;
- (4) contains any methods or content associated with religious or quasi-religious belief systems or "new age" belief systems as defined in Equal Employment Opportunity Commission Notice N-915.022, dated September 2, 1988; or
- (5) is offensive to, or designed to change, participants' personal values or lifestyle outside the workplace.

(b) Nothing in this section shall prohibit, restrict, or otherwise preclude an agency from conducting training bearing directly upon the performance of official duties.

SEC. 405. Except as otherwise provided in this Act, 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 2017, 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—

- (a) (1) creates a new program;
- (2) eliminates a program, project, or activity;
- (3) increases funds or personnel 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 in an appropriations law for a different purpose;
- (5) augments existing programs, projects, or activities in excess of \$5,000,000 or 10 percent, whichever is less;
- (6) reduces existing programs, projects, or activities by \$5,000,000 or 10 percent, whichever is less; or
- (7) creates, reorganizes, or restructures a branch, division, office, bureau, board, commission, agency, administration, or department different from the budget justifications submitted to the Committees on Appropriations or the table accompanying the explanatory statement accompanying this Act, whichever is more detailed, unless prior approval is received from notification is transmitted to the House and Senate Committees on Appropriations: Provided, That not later than 60 days after the date of enactment of this Act, each agency funded by this Act shall submit a report to the Committees on Appropriations of the Senate and of the House of Representatives to establish the baseline for application of reprogramming and transfer authorities for the current fiscal year: Provided further, That the report shall include—
 - (A) a table for each appropriation with a separate column to display the prior year enacted level, the President's budget request, adjustments made by Congress, adjustments due to enacted rescissions, if appropriate, and the fiscal year enacted level;
 - (B) a delineation in the table for each appropriation and its respective prior year enacted level by object class and program, project, and activity as detailed in the budget appendix for the respective appropriation; and
 - (C) an identification of items of special congressional interest.

(b) Notwithstanding any other transfer restriction under this Act, not to exceed 10 percent of any appropriation made available for the current fiscal year for the Federal Aviation Administration by this Act or provided by previous appropriations Acts may be transferred between such appropriations for the Federal Aviation Administration, but no such appropriation except as otherwise specifically provided, shall be increased by more than 10 percent by any such transfer: Provided, That funds transferred under this section shall be treated as a reprogramming of funds under subsection (a) and shall not be available for obligation unless the Committees on Appropriations of the Senate and the House of Representatives are notified 15 days in advance of such transfer: Provided further, That any transfer from an amount made available for obligation as discretionary grants-in-aid for airports pursuant to section 47117(f) of title 49, United States Code shall be deemed as obligated for grants-in-aid for airports under part B of subtitle VII of title 49, United States Code for the purposes of complying with the limitation

on incurring obligations in this appropriations Act or any other appropriations Act under the heading "Grants-in-Aid for Airports."

SEC. 406. Except as otherwise specifically provided by law, not to exceed 50 percent of unobligated balances remaining available at the end of fiscal year 2017 from appropriations made available for salaries and expenses for fiscal year 2017 in this Act, shall remain available through September 30, 2018, for each such account for the purposes authorized: Provided, That a request notification shall be submitted to the House and Senate Committees on Appropriations for approval prior to the expenditure of such funds: Provided further, That these requests notifications shall be made in compliance with reprogramming guidelines under section 405 of this Act.

SEC. 407. No funds in this Act may be used to support any Federal, State, or local projects that seek to use the power of eminent domain, unless eminent domain is employed only for a public use: Provided, That for purposes of this section, public use shall not be construed to include economic development that primarily benefits private entities: Provided further, That any use of funds for mass transit, railroad, airport, seaport or highway projects, as well as utility projects which benefit or serve the general public (including energy-related, communication-related, water-related and wastewater-related infrastructure), other structures designated for use by the general public or which have other common-carrier or public-utility functions that serve the general public and are subject to regulation and oversight by the government, and projects for the removal of an immediate threat to public health and safety or brownfields as defined in the Small Business Liability Relief and Brownfields Revitalization Act (Public Law 107-118) shall be considered a public use for purposes of eminent domain.

SEC. 408. 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. 409. 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 or her period of active military or naval service, and has within 90 days after his or her 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 or her former position and has been certified by the Office of Personnel Management as still qualified to perform the duties of his or her former position and has not been restored thereto.

SEC. 410. 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 American Act").

SEC. 411. 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. 412. None of the funds made available in this Act may be used for first-class airline accommodations in contravention of sections 301-10.122 and 301-10.123 of title 41, Code of Federal Regulations.

SEC. 413. (a) None of the funds made available by this Act may be used to approve a new foreign air carrier permit under sections 41301 through 41305 of title 49, United States Code, or exemption application under section 40109 of that title of an air carrier already holding an air operators certificate issued by a country that is party to the U.S.-E.U.-Iceland-Norway Air Transport Agreement where such approval would contravene United States law or Article 17 bis of the U.S.-E.U.-Iceland-Norway Air Transport Agreement.

(b) Nothing in this section shall prohibit, restrict or otherwise preclude the Secretary of Transportation from granting a foreign air carrier permit or an exemption to such an air carrier where such authorization is consistent with the U.S.-E.U.-Iceland-Norway Air Transport Agreement and United States law.

SEC. 414. None of the funds made available in this Act may be used to send or otherwise pay for the attendance of more than 50 employees of a single agency or department of the United States Government, who are stationed in the United States, at any single international conference unless the relevant Secretary reports to the House and Senate Committees on Appropriations at least 5 days in advance that such attendance is important to the national interest: Provided, That for purposes of this section the term "international conference" shall mean a conference occurring outside of the United States attended by representatives of the United States Government and of foreign governments, international organizations, or nongovernmental organizations.

SEC. 415. None of the funds made available by this Act may be used by the Federal Transit Administration to implement, administer, or enforce section

18.36(c)(2) of title 49, Code of Federal Regulations, for construction hiring purposes.】

【SEC. 416. None of the funds made available by this Act may be used in contravention of the 5th or 14th Amendment to the Constitution or title VI of the Civil Rights Act of 1964.】

SEC. 417. None of the funds made available by this Act may be used by the Department of Transportation, the Department of Housing and Urban Development, or any other Federal agency to lease or purchase new light duty vehicles for any executive fleet, or for an agency's fleet inventory, except in accordance with Presidential Memorandum—Federal Fleet Performance, dated May 24, 2011.

【SEC. 418. None of the funds made available by this Act may be used in contravention of subpart E of part 5 of the regulations of the Secretary of Housing and Urban Development (24 CFR part 5, subpart E, relating to restrictions on assistance to noncitizens).】

【SEC. 419. None of the funds made available by this Act may be used to provide financial assistance in contravention of section 214(d) of the Housing and Community Development Act of 1980 (42 U.S.C. 1436a(d)).】

【SEC. 420. For an additional amount for "Community Planning and Development, Community Development Fund", \$300,000,000, to remain available until expended, for necessary expenses for activities authorized under title I of the Housing and Community Development Act of 1974 (42 U.S.C. 5301 et seq.) related to disaster relief, long-term recovery, restoration of infrastructure and housing, and economic revitalization in the most impacted and distressed areas resulting from a major disaster declared in 2015 pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.) related to the consequences of Hurricane Joaquin and adjacent storm systems, Hurricane Patricia, and other flood events: *Provided*, That funds shall be awarded directly to the State or unit of general local government at the discretion of the Secretary: *Provided further*, That prior to the obligation of funds a grantee shall submit a plan to the Secretary for approval detailing the proposed use of all funds, including criteria for eligibility and how the use of these funds will address long-term recovery and restoration of infrastructure and housing and economic revitalization in the most impacted and distressed areas: *Provided further*, That such funds may not be used for activities reimbursable by, or for which funds are made available by, the Federal Emergency Management Agency or the Army Corps of Engineers: *Provided further*, That funds allocated under this heading shall not be considered relevant to the non-disaster formula allocations made pursuant to section 106 of the Housing and Community Development Act of 1974 (42 U.S.C. 5306): *Provided further*, That a State or subdivision thereof may use up to five percent of its allocation for administrative costs: *Provided further*, That in administering the funds under this heading, the Secretary of Housing and Urban Development may waive, or specify alternative requirements for, any provision of any statute or regulation that the Secretary administers in connection with the

obligation by the Secretary or the use by the recipient of these funds (except for requirements related to fair housing, nondiscrimination, labor standards, and the environment), if the Secretary finds that good cause exists for the waiver or alternative requirement and such waiver or alternative requirement would not be inconsistent with the overall purpose of title I of the Housing and Community Development Act of 1974: *Provided further*, That, notwithstanding the preceding proviso, recipients of funds provided under this heading that use such funds to supplement Federal assistance provided under section 402, 403, 404, 406, 407, or 502 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.) may adopt, without review or public comment, any environmental review, approval, or permit performed by a Federal agency, and such adoption shall satisfy the responsibilities of the recipient with respect to such environmental review, approval or permit: *Provided further*, That, notwithstanding section 104(g)(2) of the Housing and Community Development Act of 1974 (42 U.S.C. 5304(g)(2)), the Secretary may, upon receipt of a request for release of funds and certification, immediately approve the release of funds for an activity or project assisted under this heading if the recipient has adopted an environmental review, approval or permit under the preceding proviso or the activity or project is categorically excluded from review under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.): *Provided further*, That the Secretary shall publish via notice in the Federal Register any waiver, or alternative requirement, to any statute or regulation that the Secretary administers pursuant to title I of the Housing and Community Development Act of 1974 no later than five days before the effective date of such waiver or alternative requirement: *Provided further*, That of the amounts made available under this section, up to \$1,000,000 may be transferred to "Program Office Salaries and Expenses, Community Planning and Development" for necessary costs, including information technology costs, of administering and overseeing funds made available under this heading: *Provided further*, That amounts provided under this section shall be designated by Congress as being for disaster relief pursuant to section 251(b)(2)(D) of the Balanced Budget and Emergency Deficit Control Act of 1985.】

【SEC. 421. Effective as of December 4, 2015, and as if included therein as enacted, section 1408 of the Fixing America's Surface Transportation Act (Public Law 114–94) is amended by adding at the end the following:

"(c) APPLICABILITY.—The amendment made by subsection (b) shall apply to projects to repair or reconstruct facilities damaged as a result of a natural disaster or catastrophic failure described in section 125(a) of title 23, United States Code, occurring on or after October 1, 2015."

This division may be cited as the "Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2016".】
(*Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2016.*)