

DEPARTMENT OF TRANSPORTATION AND  
RELATED AGENCIES APPROPRIATIONS

FOR 1981

DOCUMENTS

JUN 24 1980

HEARINGS

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BEFORE A

SUBCOMMITTEE OF THE

COMMITTEE ON APPROPRIATIONS

HOUSE OF REPRESENTATIVES

NINETY-SIXTH CONGRESS

SECOND SESSION

SUBCOMMITTEE ON THE DEPARTMENT OF TRANSPORTATION AND  
RELATED AGENCIES APPROPRIATIONS

ROBERT B. DUNCAN, Oregon, *Chairman*

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ADAM BENJAMIN, Jr., Indiana  
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PART 8

BUDGET REVISIONS

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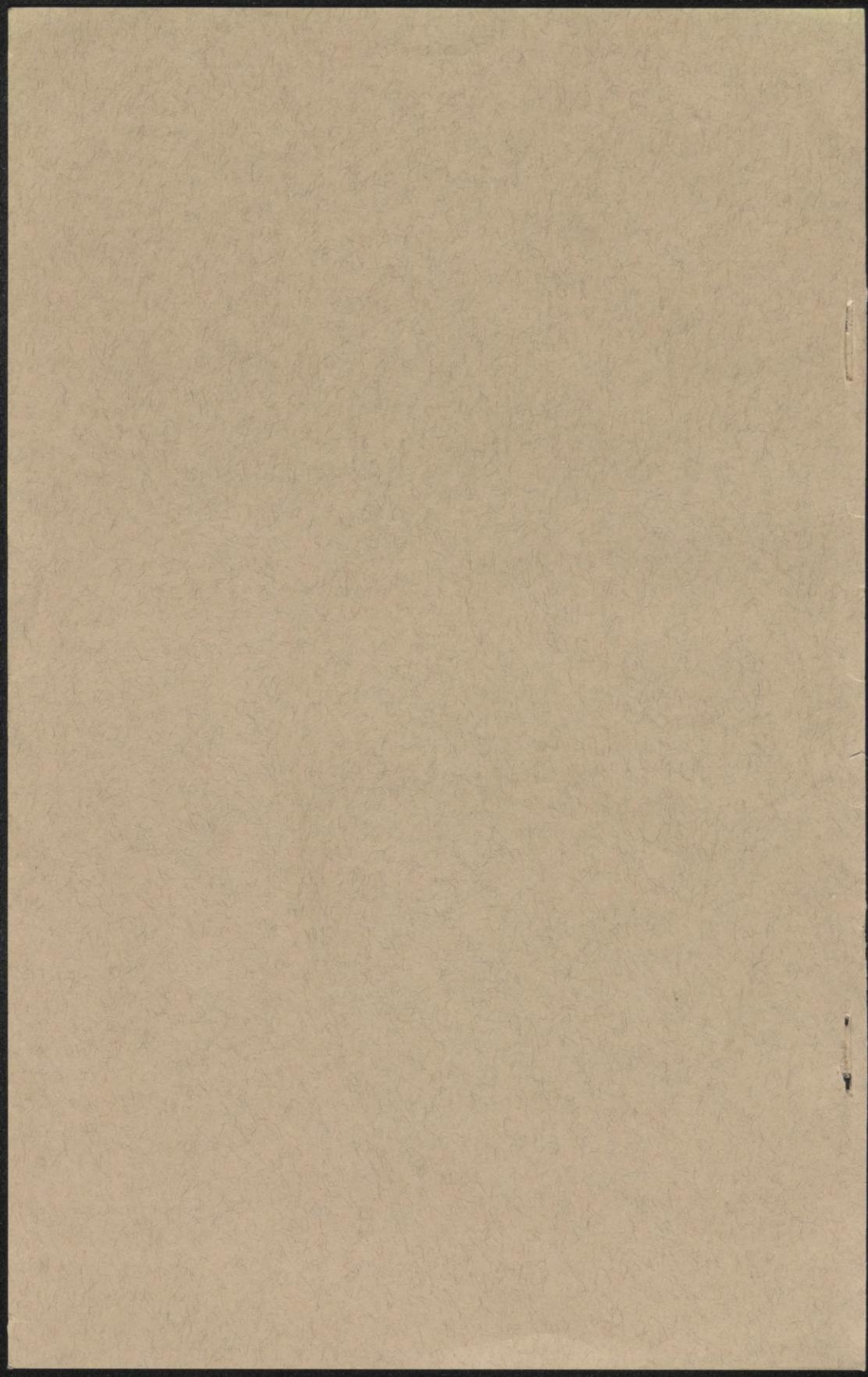


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DEPARTMENT OF TRANSPORTATION AND  
RELATED AGENCIES APPROPRIATIONS  
FOR 1981

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HEARINGS  
BEFORE A  
SUBCOMMITTEE OF THE  
COMMITTEE ON APPROPRIATIONS  
HOUSE OF REPRESENTATIVES  
NINETY-SIXTH CONGRESS  
SECOND SESSION

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PART 8  
BUDGET REVISIONS

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DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY

<u>FY 1981 Budget Appendix Page</u>	<u>Heading</u>	<u>FY 1981 Budget Request Pending</u>	<u>FY 1981 Proposed Amendment</u>	<u>FY 1981 Revised Request</u>
683	Salaries and Expenses.....	\$36,800,000	\$ -500,000	\$36,300,000

This amendment reduces the 1981 request for the President's anti-inflation measures to reduce the costs of Federal Government programs. This action will reduce 1981 outlays by \$470 thousand.

683	Transportation Planning, Research and Development.....	\$13,000,000	\$-1,000,000	\$12,000,000
-----	---	--------------	--------------	--------------

This amendment reduces the 1981 request for the President's anti-inflation measures to reduce the cost of Federal Government programs. This action will reduce 1981 outlays by \$530 thousand.

STANDARD FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised.  
300-101

DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
SALARIES AND EXPENSES  
PROGRAM AND FINANCIAL (IN THOUSANDS OF DOLLARS)

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0102-0-1-407			
	<u>REQUEST</u>	<u>PROPOSED</u>	<u>REVISED</u>
	<u>PENDING</u>	<u>AMENDMENTS</u>	<u>REQUEST</u>
<u>PROGRAM BY ACTIVITIES:</u>			
Direct Program:			
General Administration .....	36,800	-500	36,300
Reimbursable Program .....	<u>4,100</u>	<u>----</u>	<u>4,100</u>
10.00 Total Obligations.....	40,900	-500	40,400
<u>FINANCING:</u>			
11.00 Offsetting Collections From:			
Federal Funds .....	<u>-4,100</u>	<u>----</u>	<u>-4,100</u>
40.00 Budget Authority (Appropriation)	36,800	-500	36,300
<u>RELATION OF OBLIGATIONS TO OUTLAYS:</u>			
71.00 Obligations Incurred, Net .....	36,800	-500	36,300
72.40 Obligated Balance, Start of Year	3,612	----	3,612
74.40 Obligated Balance, End of Year..	<u>-3,622</u>	<u>30</u>	<u>-3,592</u>
90.00 Outlays Excluding Pay Raise			
Supplemental .....	36,740	-470	36,270
91.20 Outlays from Civilian Pay			
Supplemental .....	50	----	50

DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
SALARIES AND EXPENSES

Justification

This amendment reflects reductions made in response to the President's anti-inflation measures to reduce the costs of Federal Government programs. Through the elimination of lower priority administrative costs and revision of operational requirements for "Salaries and Expenses", a reduction of \$500,000 is therefore requested in the FY 1981 budget for the Office of the Secretary.

DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
SALARIES AND EXPENSES

STANDARD FORM 304  
May 1969, Bureau of the Budget  
Circular No. A-11, Revised.  
304-103

OBJECT CLASSIFICATION (in thousands of dollars)

Identification code	19 81 XXXXX Request Pending	19 81 XXXXX Proposed Amendment	19 81 XXXXX Revised Request
69-0102-0-1-407			
Direct Obligations			
Personnel compensation:			
11.1 Permanent positions.....	20,252	-270	19,982
11.3 Positions other than permanent.....	1,239	--	1,239
11.5 Other personnel compensation.....	489	--	489
11.8 Special personal services payments.....	189	--	189
Total personnel compensation.....	22,169	-270	21,899
Personnel benefits:			
12.1 Civilian.....	2,029	-30	1,999
<del>12.2</del> <del>.....</del>			
21.0 Travel and transportation of persons.....	730	--	730
22.0 Transportation of things.....	35	--	35
23.1 Standard Level User Charges.....	2,688	--	2,688
23.2 Rent, communications, and utilities.....	1,742	-70	1,672
24.0 Printing and reproduction.....	1,436	--	1,436
25.0 Other services.....	5,419	-80	5,339
26.0 Supplies and materials.....	306	-25	281
31.0 Equipment.....	246	-25	221
<del>32.0</del> <del>.....</del>			
<del>33.0</del> <del>.....</del>			
<del>34.0</del> <del>.....</del>			
<del>35.0</del> <del>.....</del>			
<del>36.0</del> <del>.....</del>			
<del>37.0</del> <del>.....</del>			
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<del>39.0</del> <del>.....</del>			
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<del>80.0</del> <del>.....</del>			
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<del>98.0</del> <del>.....</del>			
<del>99.0</del> <del>.....</del>			
<del>100.0</del> <del>.....</del>			
Total Direct Obligations.....	36,800	-500	36,300

DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
SALARIES AND EXPENSES

STANDARD FORM 304  
May 1969, Bureau of the Budget  
Circular No. A-11, Revised.  
304-103

OBJECT CLASSIFICATION (in thousands of dollars)

Identification code 69-0102-0-1-407	19 81	19 81	19 81
	<del>XXXX</del>	<del>XXXXXX</del>	<del>XXXXXX</del>
Reimbursable Obligations:	Request	Proposed	Revised
Personnel compensation:	Pending	Amendment	Request
11.1 Permanent positions.....	1,216	--	1,216
11.3 Positions other than permanent.....	60	--	60
11.5 Other personnel compensation.....	70	--	70
<del>11.6 Special personnel services payrolls.....</del>			
Total personnel compensation.....	1,346	--	1,346
Personnel benefits:			
12.1 Civilian.....	115	--	115
<del>12.2 Benefits for other personnel.....</del>			
21.0 Travel and transportation of persons.....	153	--	153
<del>22.0 Transportation of things.....</del>			
23.1 Standard Level User Charges.....	175	--	175
<del>23.0 Rent, communication, and utilities.....</del>			
<del>24.0 Printing and reproduction.....</del>			
25.0 Other services.....	2,311	--	2,311
<del>26.0 Supplies and materials.....</del>			
<del>27.0 Equipment.....</del>			
<del>28.0 Lease and rent.....</del>			
<del>29.0 Investments and stocks.....</del>			
<del>30.0 Grants, subsidies, and contributions.....</del>			
<del>31.0 Intangible assets.....</del>			
<del>32.0 Depreciation and amortization.....</del>			
<del>33.0 Refunds.....</del>			
Total Reimbursable Obligations.....	4,100	--	4,100
99.0 Total obligations.....	40,900	-500	40,400

STANDARD FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised.  
300-101

DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
SALARIES & EXPENSES  
PERSONNEL SUMMARY

Identification code	<u>10 81</u>	<u>10 81</u>	<u>10 81</u>
	Request Pending	Proposed Amendment	Revised Request
<b>Direct:</b>			
Total Number of Permanent Positions	630	--	630
Total Compensable Workyears.....	710	-8	702
Full-Time Equivalent of Other Positions .....	(95)	--	(95)
Full-Time Equivalent of Overtime and Holiday Hours.....	(10)	--	(10)
Average ES Salary.....	\$50,050	--	\$50,050
Average GS Grade.....	11.46	--	11.46
Average GS Salary.....	\$30,780	--	\$30,780
<b>Reimbursable:</b>			
Total Number of Permanent Positions	50	--	50
Total Compensable Workyears.....	45	--	45
Full-Time Equivalent of Other Positions.....	(2)	--	(2)
Full-Time Equivalent of Overtime and Holiday Hours.....	(2)	--	(2)
Average GS Grade.....	10.96	--	10.96
Average GS Salary.....	\$26,042	--	\$26,042

DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
SALARIES AND EXPENSES

SUPPLEMENTARY SOURCE DOCUMENT (In thousands of dollars)

Identification code	Function	Line No.	Def. (D) Indef. (I)	Leg. (B) Nleg. (N)	19 79 actual	1980 estimate	19 81 estimate
69-0102-0-1-407							
<b>A. ANALYSIS OF BUDGET AUTHORITY AND OUTLAYS</b>							
Budget authority	407	40.00	D	N	--	--	36,300
<b>Total .....</b>					--	--	36,300
Outlays	407	90.00 91.20		N N	--	--	36,270 50
<b>Total .....</b>							36,320
Memorandum entries:							
Appropriation to liquidate contract authority .....							
Limitations:		9					
		9					
		9					
		9					

DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
SALARIES AND EXPENSES

Classification code	1979 actual	1980 estimate	1981 estimate
69-0102-0-1-407			
<b>B. DISTRIBUTION OF OUTLAYS</b>			
	Line code		
From new authority—current .....	311	---	32,709
From new authority—permanent .....	312	---	---
From obligated balances .....	313	---	3,612
From unobligated balances .....	314		
From new appropriations to liquidate contract authority (memo entry) .....	315	( )	( )

**C. CHARACTER CLASSIFICATION**

	Function	MC	Character code			
Budget authority	407	1	3300-04	---	---	36,300
		1				
		1				
		1				
		1				
		1				
		1				
		1				
<b>Total .....</b>				---	---	36,300
Outlays	407	2	3300-04	---	---	36,320
		2				
		2				
		2				
		2				
		2				
		2				
<b>Total .....</b>				---	---	36,320

STANDARD FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised.  
500-101

DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
TRANSPORTATION PLANNING, RESEARCH & DEVELOPMENT

Program & Financing (in thousands of dollars)

Identification code	19 81 <del>XXXXX</del>	19 81 <del>XXXXXX</del>	1981 <del>XXXXXXXX</del>
69-0142-0-1-407			
	<u>Request Pending</u>	<u>Proposed Amendment</u>	<u>Revised Request</u>
<u>Program by Activities:</u>			
Direct Program:			
1. Transportation Policy and Planning.....	11,590	-900	10,690
3. Special Programs.....	<u>1,410</u>	<u>-100</u>	<u>1,310</u>
Total Obligations.....	13,000	-1,000	12,000
Reimbursable Program.....	<u>2,100</u>	<u>--</u>	<u>2,100</u>
10.00 Total Obligations.....	15,100	-1,000	14,100
<u>Financing:</u>			
11.00 Offsetting Collections from: Federal Funds.....	<u>-2,100</u>	<u>--</u>	<u>-2,100</u>
40.00 Budget Authority (appropriation)	13,000	-1,000	12,000
<u>Relation of Obligations to Outlays</u>			
71.00 Obligations incurred, net.....	13,000	-1,000	12,000
72.40 Obligated Balance, start of year	9,400	--	9,400
74.40 Obligated Balance, end of year..	<u>-7,400</u>	<u>470</u>	<u>-6,930</u>
90.00 Outlays.....	15,000	-530	14,470

DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
TRANSPORTATION PLANNING, RESEARCH AND DEVELOPMENT

Justification

This amendment reflects reductions made in response to the President's anti-inflation measures to reduce the costs of Federal Government programs. Accordingly, research in support of the Department's transportation decisions will be limited to requirements supportive of the highest priority policy objectives. As a result of selective revision in the level of research activity in policy planning and special programs, a reduction of \$1,000,000 is requested in the FY 1981 budget for the Office of the Secretary.

STANDARD FORM 304  
 May 1969, Bureau of the Budget  
 Circular No. A-11, Revised  
 304-103

DEPARTMENT OF TRANSPORTATION  
 OFFICE OF THE SECRETARY  
 TRANSPORTATION PLANNING, RESEARCH AND DEVELOPMENT  
 OBJECT CLASSIFICATION (in thousands of dollars)

Identification code	1981 actual	1981 estimate	1981 estimate
69-0142-0-1-407			
Direct Obligations:	REQUEST PENDING	PROPOSED AMENDMENT	REVISED REQUEST
Personnel compensation:			
11.1 Permanent positions.....	1,793	---	1,793
11.3 Positions other than permanent.....	121	---	121
11.5 Other personnel compensation.....	22	---	22
11.8 Special personal services payments.....	102	---	102
Total personnel compensation.....	2,038	---	2,038
Personnel benefits:			
12.1 Civilian.....	175	---	175
<del>13.0 Benefits for former personnel.....</del>			
21.0 Travel and transportation of persons.....	74	---	74
23.1 Standards Level User Charges ...	180	---	180
23.2 Rent, communications, and utilities.....	36	---	36
24.0 Printing and reproduction.....	100	---	100
25.0 Other services.....	10,299	-1,000	9,299
26.0 Supplies and materials.....	58	---	58
31.0 Equipment.....	40	---	40
Total Direct Obligations .....	13,000	-1,000	12,000
<del>32.0 Other direct obligations.....</del>			
<del>33.0 Other direct obligations.....</del>			
<del>34.0 Other direct obligations.....</del>			
<del>35.0 Other direct obligations.....</del>			
Reimbursable Obligations:			
25.0 Other Services .....	2,100	---	2,100
99.0 Total obligations.....	15,100	-1,000	14,100

STANDARD FORM 300  
 July 1964, Bureau of the Budget  
 Circular No. A-11, Revised.  
 500-101

DEPARTMENT OF TRANSPORTATION  
 OFFICE OF THE SECRETARY  
 TRANSPORTATION PLANNING, RESEARCH AND DEVELOPMENT  
 PERSONNEL SUMMARY

Identification code	1981	1981	1981
	actual	estimate	estimate
	<u>REQUEST PENDING</u>	<u>PROPOSED AMENDMENTS</u>	<u>REVISED REQUEST</u>
Total Number Permanent Positions	47	--	47
Total Compensable Workyears	55	--	55
Full-time Equivalent of Other Positions	(8)	--	(8)
Full-time Equivalent of Overtime and Holiday Hours	(1)	--	(1)
Average ES Salary	\$50,112	--	\$50,112
Average GS Grade	12.70	--	12.70
Average GS Salary	\$37,377	--	\$37,377

DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
TRANSPORTATION PLANNING, RESEARCH AND DEVELOPMENT

SUPPLEMENTARY SOURCE DOCUMENT (In thousands of dollars)

Identification code	Function	Line No.	Def. (D) Indef. (I)	Leg. (S) No leg. (N)	19 79 actual	19 80 estimate	19 81 estimate
69-0142-0-1-407							
<b>A. ANALYSIS OF BUDGET AUTHORITY AND OUTLAYS</b>							
Budget authority	407	4,000	D	N			12,000
<b>Total</b> .....							12,000
Outlays	407	9,000		N			14,470
<b>Total</b> .....							14,470
Memorandum entries:							
Appropriation to liquidate contract authority .....							
Limitations:		9					
		9					
		9					
		9					

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DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
TRANSPORTATION PLANNING, RESEARCH AND DEVELOPMENT

1	ication code 69-0142-0-1-407	19 79 actual	19 80 estimate	19 81 estimate
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B. DISTRIBUTION OF OUTLAYS

	Line code			
From new authority-current.....	311	---	---	6,470
From new authority-permanent.....	312	---	---	---
From obligated balances.....	313	---	---	8,000
From unobligated balances.....	314			
From new appropriations to liquidate contract authority (memo entry).....	315	( )	( )	( )

C. CHARACTER CLASSIFICATION

	Function	MC	Character code			
Budget authority	407	1	1430-34	---	---	11,500
	407	1	1420-24	---	---	500
		1				
		1				
		1				
		1				
		1				
Total.....						12,000
Outlays	407	2	1430-34	---	---	13,870
	407	2	1420-24	---	---	600
		2				
		2				
		2				
		2				
		2				
Total.....						14,470

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STANDARD FORM 300  
July 1964, Bureau of the Budget  
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300-101

DEPARTMENT OF TRANSPORTATION  
U.S. COAST GUARD

Identification code	19 81 actual	19 81 estimate	19 81 estimate	
Budget Appendix Page	Request pending	Proposed amendment	Revised request	
For adjustments to FY 1981 request:				
686	Operating Expenses.....	\$1,182,112,000	\$11,000,000	\$1,193,112,000
	Debt reduction.....	-233,935	...	-233,935
<p>This amendment increases the 1981 request for \$1,182,112,000 by a net of \$11,000,000 as a result of an increase for fuel of \$23,000,000 and a reduction of \$12,000,000 for Operating Expenses. This action will increase outlays by \$11,000,000.</p>				

R-3

OE-1

D168/A5

STANDARD FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised.  
500-101

DEPARTMENT OF TRANSPORTATION  
COAST GUARD  
OPERATING EXPENSES  
Program and Financing (in thousands of dollars)

Identification code 69-0201-0-1-403	19 81	19 81	19 81
	actual	estimate	estimate
	Request <u>pending</u>	Proposed <u>amendment</u>	Revised <u>request</u>
<u>Program by activities:</u>			
Direct program:			
1. Search and rescue.....	328,294	5,003	333,297
2. Aids to navigation.....	302,861	5,868	308,729
3. Marine safety.....	160,120	-6,421	153,699
4. Marine environmental protection.	83,824	1,446	85,270
5. Enforcement of laws and treaties	200,101	3,218	203,319
6. Marine science and polar operations.....	56,619	918	57,537
7. Military readiness.....	50,059	968	51,027
Total direct obligations.....	1,181,878	11,000	1,192,878
Reimbursable program.....	17,500	...	17,500
10.00 Total obligations.....	1,199,378	11,000	1,210,378
<u>Financing:</u>			
Offsetting collections from:			
11.00 Federal funds.....	-14,000	...	-14,000
14.00 Non-Federal sources.....	-3,500	...	-3,500
<u>Budget authority</u> .....	1,181,878	11,000	1,192,878

D168/A6

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DEPARTMENT OF TRANSPORTATION  
 COAST GUARD  
 OPERATING EXPENSES  
Program and Financing (in thousands of dollars) p.2

Identification code #	19 81 actual	19 81 estimate	19 81 estimate
69-0201-0-1-403			
	Request pending	Proposed amendment	Revised request
<u>Budget authority:</u>			
40.00 Appropriation.....	1,182,112	11,000	1,193,112
40.47 Portion applied to debt reduction	-234	...	-234
43.00 <u>Appropriation (adjusted)</u> .....	1,181,878	11,000	1,192,878
<u>Relation of obligations to outlays:</u>			
71.00 Obligations incurred, net.....	1,181,878	11,000	1,192,878
72.40 Obligated balance, start of year.	154,757	...	154,757
74.40 Obligated balance, end of year...	-174,954	...	-174,954
90.00 Outlays, excluding pay raise supplemental.....	1,161,632	11,000	1,172,632
91.20 Outlays from civilian pay raise supplemental.....	49	...	49

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DEPARTMENT OF TRANSPORTATION  
COAST GUARD  
OPERATING EXPENSES  
Object Classification (in thousands of dollars)

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0201-0-1-403			
	<u>Request pending</u>	<u>Proposed amendment</u>	<u>Revised request</u>
Direct obligations:			
Personnel compensation:			
11.1 Permanent positions.....	99,897	...	99,897
11.3 Positions other than permanent...	2,568	...	2,568
11.5 Other personnel compensation.....	1,623	...	1,623
11.7 Military personnel.....	440,700	-4,700	436,000
11.8 Special personal services payments.....	160	...	160
Total personnel compensation....	544,948	-4,700	540,248
Personnel benefits:			
12.1 Civilian.....	10,841	...	10,841
12.2 Military personnel.....	80,334	-784	79,550
21.0 Travel and transportation of persons.....	33,705	...	33,705
22.0 Transportation of things.....	25,200	...	25,200
23.1 Standard level user charges.....	14,030	...	14,030
23.2 Communications, utilities and other rent.....	70,000	-500	69,500
24.0 Printing and reproduction.....	6,000	...	6,000
25.0 Other services.....	165,695	-3,516	162,179
26.0 Supplies and materials.....	199,000	20,500	219,500
31.0 Equipment.....	25,000	...	25,000
32.0 Lands and structures.....	6,200	...	6,200
42.0 Insurance claims and indemnities.	825	...	825
43.0 Interest and dividends.....	100	...	100
Total direct obligations.....	1,181,878	11,000	1,192,878
Reimbursable obligations.....	17,500	...	17,500
99.0 Total obligations.....	1,199,378	11,000	1,210,378
	(Memo cast: 3)	(Memo cast: 3)	(Memo cast: 3)

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OE-4

D168/B13

STANDARD FORM 300  
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500-1101

DEPARTMENT OF TRANSPORTATION  
COAST GUARD  
OPERATING EXPENSES

Personnel Summary

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0201-0-1-403			
<u>Direct:</u>	<u>Request pending</u>	<u>Proposed amendment</u>	<u>Revised request</u>
<u>Military:</u>			
Total number of permanent positions	38,254	...	38,254
Total compensable workyears.....	37,627	-304	37,323
Full-time equivalent of other positions.....	(0)	...	(0)
Full-time equivalent of overtime and holiday hours.....	(0)	...	(0)
<u>Civilian:</u>			
Total number of permanent positions	5,373	...	5,373
Total compensable workyears.....	5,497	...	5,497
Full-time equivalent of other positions.....	(308)	...	(308)
Full-time equivalent of overtime and holiday hours.....	(53)	...	(53)
Average ES salary.....	\$50,112	...	\$50,112
Average GS grade.....	7.89	...	7.89
Average GS salary.....	\$18,706	...	\$18,706
Average salary of ungraded positions.....	\$19,305	...	\$19,305

## COAST GUARD -- Operating Expenses

PURPOSE

Additional funds are required in FY 1981 to offset the experienced and/or announced increase in the cost of fuel, while a decrease in funds is requested to comply with the President's goal of achieving a balanced budget.

CHANGE IN OUTLAYS

This amendment will require additional outlays of \$11,000,000.

REASON ADDITIONAL FUNDS ARE REQUIRED

1. Increased fuel cost..... \$23,000,000

Additional fuel funds are requested to offset significant cost escalation due to the extraordinary increases in the price of fuel. The Defense Fuel Supply Center (DFSC) has announced price increases effective 1 February 1980, which are significantly higher than their October 1979 prices. Fuel purchased on DFSC local contracts have also increased significantly. These increases greatly exceed the funds available for fuel. The additional funding request of \$23,000,000 for fuel is attributable solely to price increases previously experienced or announced.

2. Decommissioning of C-131 Aircraft..... -\$2,500,000

Some HC-131 aircraft scheduled for replacement are being decommissioned. The new MRS replacement aircraft are scheduled to begin delivery next year. This action will result in some reduction of MEP and ELT patrols.

3. Boating Safety Detachment Reductions..... -\$2,000,000

The shift of on-the-water enforcement to local jurisdictions will be accelerated. Coast Guard efforts will concentrate on increased education of state and local law enforcement personnel. A selected number of detachments and associated support costs will be reduced.

4. New Orleans VTS..... -\$2,000,000

Operation of the New Orleans Vessel Traffic System (VTS) will be suspended. Procurement of additional equipment will be delayed.

5. New York VTS..... -\$2,000,000

Implementation of the New York Vessel Traffic System, initially scheduled not before August 1980, will be delayed through FY 1981.

6. OCS Title II..... -\$2,000,000

Implementation of Title II of the Outer Continental Shelf Lands Act Amendments of 1978 will be partially delayed. In order to assure no adverse effect on safety, inspections of manned platforms will continue. Inspection of unmanned platforms and some other non-safety OCS activities will be delayed or reduced.

7. Yacht Documentation..... -\$500,000 -

It is proposed that funds for this program be deleted. The reduction involving yacht documentation is being proposed on the basis of the House passed legislation HR 1196 which authorizes user fees for this program. In the event that this is not enacted, the following draft language could be used for this purpose. (See proposed General Provisions on Page 8).

8. Commercial Vessel Safety Program Decreases..... -\$1,000,000

Commercial Vessel Safety programs will be decreased as necessary to meet the budget reduction goal. Non-mandatory investigations will be curtailed somewhat, as will inspections of certain vessels. By concentrating on problem areas, the overall level of safety will not be reduced. ;

Yacht Documentation Costs  
GENERAL PROVISION

None of the funds provided in this Act shall be available for expenses incurred for yacht documentation under 46 USC 103 except to the extent fees are collected from yacht owners and credited to "Operating Expenses", and, notwithstanding any other law, the Secretary may prescribe fees to recover the expenses of yacht documentation.

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
AMENDED ESTIMATE OF APPROPRIATION  
FY 1981  
OPERATIONS

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DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

Identification code		1981	1981	1981
Budget Appendix page		Request pending	Proposed amendment	Revised request
	Heading			
69-1301-0-1-402	Operations (insert the following paragraph under the above heading:)	\$2,266,566,000	\$-22,900,000	\$2,243,666,000
	<p>For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including administrative expenses for research and development and for establishment of air navigation facilities, and carrying out the provisions of the Airport and Airway Development Act, as amended, or other provisions of law authorizing obligation of funds for similar programs of airport and airway development or improvement; purchase of five passenger motor vehicles for replacement only and purchase and repair of skis and snowshoes: <u>[\$2,266,566,000]</u> <u>\$2,243,666,000</u>, of which \$1,300,000,000 shall be derived from the Airport and Airway Trust Fund: Provided, That there may be credited to this appropriation, funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the maintenance and operation of air navigation facilities; Provided further, That none of these funds shall be available for new applicants for the second career training program.</p> <p><u>(4 U.S.T. 1830; 10 U.S.C. 4655; 49 U.S.C. 1151-60, 1301 et seq.; 50 U.S.C. App. 1622 (g); Department of Transportation and Related Agencies Appropriation Act, 1980; additional authorizing legislation has been proposed for \$1,300,000,000.)</u></p>			

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DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
OPERATIONS

Program and Financing (in thousands of dollars)

Identification code	1981	1981	1981
69-1301-0-1-402			
<b>Program by activities</b>	<b>Request</b>	<b>Proposed</b>	<b>Revised</b>
<b>Direct program</b>	<b>Pending</b>	<b>Amendment</b>	<b>Request</b>
1. Operations:			
(a) Operation of traffic control system .....	1,110,732	-6,562	1,104,170
(b) Installation and materiel services .....	291,549	-7,195	284,354
(c) Maintenance of traffic control system .....	567,291	-5,873	561,418
(d) Administration of flight standards program .....	236,398	-2,164	234,234
(e) Administration of medical programs .....	13,731	-225	13,506
(f) Development direction .....	15,110	-125	14,985
(g) Administration of airports program .....	33,016	-756	32,260
<b>Total direct program - obligations .....</b>	<b>2,267,827</b>	<b>-22,900</b>	<b>2,244,927</b>
Reimbursable program			
1. Operations:			
(a) Operation of traffic control system .....	6,990	.....	6,990
(b) Installation and materiel services .....	2,950	.....	2,950
(c) Maintenance of traffic control system .....	11,088	.....	11,088
(d) Administration of flight standards program .....	5,546	.....	5,546
(e) Administration of medical programs .....	18	.....	18
(g) Administration of airports program .....	559	.....	559
<b>Total reimbursable program - obligations .....</b>	<b>27,151</b>	<b>.....</b>	<b>27,151</b>
10.00 Total obligations .....	2,294,978	-22,900	2,272,078 2

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DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
OPERATIONS

Financing and Outlays (in thousands of dollars)

Identification code		1981	1981	1981
69-1301-0-1-402				
<b>Financing:</b>		Request Pending	Proposed Amendment	Revised Request
	Offsetting collections from:			
11.00	Federal funds .....	-16,972	.....	-16,972
13.00	Trust funds .....	-1,300,000	.....	-1,300,000
14.00	Non-Federal sources .....	-11,440	.....	-11,440
40.00	<u>Budget authority</u> <u>(appropriation)</u> .....	966,566	-22,900	943,666
	Relation of obligations to outlays:			
71.00	Obligations incurred, net ....	966,566	-22,900	943,666
72.40	Obligated balance, start of year .....	210,441	.....	210,441
74.40	Obligated balance, end of year .....	-238,107	.....	-238,107
90.00	Outlays, excluding pay raise supplemental .....	936,000	-22,900	913,100
91.20	Outlays from civilian pay raise supplemental .....	2,900	.....	2,900

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DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION  
 OPERATIONS

OBJECT CLASSIFICATION (in thousands of dollars)

Identification code	19 81	1981	19 81
69-1301-0-1-402			
FEDERAL AVIATION ADMINISTRATION	Request	Proposed	Revised
Personnel compensation: Direct:	Pending	Amendment	Request
11.1 Permanent positions.....	1,461,580	-4,495	1,457,085
11.3 Positions other than permanent.....	21,538	.....	21,538
11.5 Other personnel compensation.....	91,308	-2,200	89,108
11.8 Special personal services payments.....	421	.....	421
Total personnel compensation.....	1,574,847	-6,695	1,568,152
Personnel benefits:			
12.1 Civilian.....	213,819	-1,230	212,589
13.0 Benefits for former personnel.....	25	.....	25
21.0 Travel and transportation of persons.....	47,169	.....	47,169
22.0 Transportation of things.....	15,879	.....	15,879
23.1 Standard level user charges ....	19,775	-1,062	18,713
23.2 Comm., util., and other rent ...	103,066	-500	102,566
24.0 Printing and reproduction.....	10,388	-400	9,988
25.0 Other services.....	116,778	-8,129	108,649
26.0 Supplies and materials.....	76,216	-206	76,010
31.0 Equipment.....	15,313	-2,872	12,441
32.0 Lands and structures.....	317	-6	311
<del>33.0 Investments and loans.....</del>			
<del>41.0 Grants, subsidies, and contributions.....</del>			
42.0 Insurance claims and indemnities.....	127	.....	127
<del>43.0 Interest and dividends.....</del>			
<del>44.0 Refunds.....</del>			
.....			
.....			
Total direct obligations .....	2,193,719	-21,100	2,172,619

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DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
OPERATIONS

OBJECT CLASSIFICATION (in thousands of dollars)

Identification code	19 81	19 81	19 81
69-1301-0-1-402			
FEDERAL AVIATION ADMINISTRATION	Request	Proposed	Revised
Personnel compensation: REIMBURSABLE:	Pending	Amendment	Request
11.1 Permanent positions.....	14,511	.....	14,511
11.3 Positions other than permanent.....	138	.....	138
11.5 Other personnel compensation.....	1,262	.....	1,262
11.8 Special personal services payments.....	350	.....	350
Total personnel compensation.....	16,261	.....	16,261
Personnel benefits:			
12.1 Civilian.....	2,648	.....	2,648
<del>13.0 Benefits for former personnel.....</del>			
21.0 Travel and transportation of persons.....	1,337	.....	1,337
22.0 Transportation of things.....	854	.....	854
23.2 Rent, communications, and utilities.....	744	.....	744
24.0 Printing and reproduction.....	146	.....	146
25.0 Other services.....	1,206	.....	1,206
26.0 Supplies and materials.....	3,823	.....	3,823
31.0 Equipment.....	132	.....	132
<del>32.0 Lands and structures.....</del>			
<del>33.0 Investments and loans.....</del>			
<del>41.0 Grants, subsidies, and contributions.....</del>			
<del>42.0 Insurance claims and indemnities.....</del>			
<del>43.0 Interest and dividends.....</del>			
<del>44.0 Refunds.....</del>			
.....			
.....			
Total reimbursable obligations	27,151	.....	27,151
Total obligations, Federal Aviation Administration .....	2,220,870	-21,100	2,199,770

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DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
OPERATIONS

OBJECT CLASSIFICATION (in thousands of dollars)

Identification code	19 81	1981	19 81
69-1301-0-1-402			
ALLOCATION TO DEPARTMENT OF DEFENSE	Request	Proposed	Revised
Personnel compensation:	Pending	Amendment	Request
<del>11.1 Permanent positions</del>			
<del>11.3 Positions other than permanent</del>			
<del>11.5 Other personnel compensation</del>			
<del>11.8 Special personal services payments</del>			
Total personnel compensation			
Personnel Benefits:			
<del>12.1 Civilian</del>			
<del>13.0 Benefits for former personnel</del>			
<del>20.0 Travel and transportation of persons</del>			
<del>20.0 Transportation of things</del>			
23.2 Rent, communications, and utilities	74,108	-1,800	72,308
<del>24.0 Printing and reproduction</del>			
<del>25.0 Other services</del>			
<del>26.0 Supplies and materials</del>			
<del>31.0 Equipment</del>			
<del>32.0 Lands and structures</del>			
<del>33.0 Investments and loans</del>			
<del>41.0 Grants, subsidies, and contributions</del>			
<del>42.0 Insurance claims and indemnities</del>			
<del>43.0 Interest and dividends</del>			
<del>44.0 Refunds</del>			
Total obligations, allocation			
to Department of Defense	74,108	-1,800	72,308
99.0 Total obligations	2,294,978	-22,900	2,272,078

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DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION  
 OPERATIONS  
 PERSONNEL SUMMARY

Identification code	1981	1981	1981
	actual	estimate	estimate
69-1301-0-1-402			
DIRECT:	Request Pending	Proposed Amendment	Revised Request
Total number of permanent positions ...	54,299	0	54,299
Total compensable work-years .....	53,054	-384	52,670
Full-time equivalent of other positions .....	(1,545)	( 0)	(1,545)
Full-time equivalent of overtime and holiday hours .....	(1,300)	(-50)	(1,250)
Average ES salary .....	\$50,112	.....	\$50,112
Average GS grade .....	11.47	.....	11.47
Average GS salary .....	\$28,852	\$13,458	\$28,765
Average NM grade .....	11.11	.....	11.11
Average NM salary .....	\$33,368	.....	\$33,368
Average salary of ungraded positions ..	\$21,130	.....	\$21,130
REIMBURSABLE:			
Total number of permanent positions ...	550	0	550
Total compensable work-years .....	600	0	600
Full-time equivalent of other positions .....	(14)	( 0)	(14)
Full-time equivalent of overtime and holiday hours .....	(19)	( 0)	(19)
Average GS grade .....	9.97	.....	9.97
Average GS salary .....	\$21,663	.....	\$21,663
Average FC grade .....	11.10	.....	11.10
Average FC salary .....	\$42,621	.....	\$42,621
Average salary of ungraded positions ..	\$21,967	.....	\$21,967
			7

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

Appropriation: Operations

Budget Year: 1981

Summary of Program Requirements by Activity  
(Dollars in Thousands)

	1980 Appropriation		1981 in Budget		Amendment		1981 Revised Estimate	
	Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount
Operation of Traffic Control System	30,144	\$1,006,945	30,265	\$1,036,071	-	\$ -5,500	30,265	\$1,030,571
Installation and Material Services	2,074	242,734	2,044	265,052	-	-6,670	2,044	258,382
Maintenance of Traffic Control System	12,828	487,960	12,677	510,107	-	-5,000	12,677	505,107
Administration of Flight Standards Program	4,602	175,562	4,641	180,991	-	-1,220	4,641	179,771
Administration of Medical Programs	285	10,659	282	11,050	-	-225	282	10,825
Development Direction	176	6,964	174	6,987	-	-	174	6,987
Administration of Airports Program	562	22,222	559	22,632	-	-560	559	22,072
Centralized Training	1,030	78,209	1,033	74,486	-	-500	1,033	73,986
Direction, Staff and Supporting Services	2,469	138,723	2,424	151,702	-	-3,000	2,424	148,702
Civil Aviation Security	202	7,479	200	7,488	-	-225	200	7,263
	<u>54,372</u>	<u>\$2,177,457</u>	<u>54,299</u>	<u>\$2,266,566</u>	<u>-</u>	<u>\$-22,900</u>	<u>54,299</u>	<u>\$2,243,666</u>

## GENERAL STATEMENT

This amendment reflects a reduction of \$22,900,000 in budget authority, program level, and outlays and is a result of the President's policy to balance the budget and curtail inflation.

This reduction will be achieved through deferral of some technical inspections, special maintenance projects, communications, equipment procurement, and contract maintenance. Facilities logistic provisioning support will also be affected and employment deferred below initially contemplated levels. Top priority flight standards programs will not be deferred nor will other programs that have an immediate or direct bearing on system safety.

Details of the reductions are discussed for each program as follows:

OPERATIONSOperation of Traffic Control System

	<u>Air Route Traffic Control Centers</u>		
	<u>1981 in</u>		<u>1981</u>
	<u>Budget</u>	<u>Amendment</u>	<u>Revised Estimate</u>
Permanent Positions	11,688	-	11,688
Personnel Compensation and Benefits	\$411,410,600	\$-2,088,000	\$409,322,600
Other Costs	4,656,900	- 100,000	4,556,900
Total	<u>\$416,067,500</u>	<u>\$-2,188,000</u>	<u>\$413,879,500</u>

In keeping with the President's policy to balance the budget and curtail inflation, this amendment reflects a reduction of \$2,188,000: \$1,288,000 associated with 156 employee years, \$800,000 for overtime and \$100,000 for change-of-station costs, the change-of-station costs excludes any associated travel.

OPERATIONSOperation of Traffic Control System

	<u>Airport Traffic Control Towers</u>		
	<u>1981 in</u>		<u>1981</u>
	<u>Budget</u>	<u>Amendment</u>	<u>Revised Estimate</u>
Permanent Positions	12,653	-	12,653
Personnel Compensation and Benefits	\$420,722,900	\$-1,787,000	\$418,935,900
Other Costs	7,469,700	- 100,000	7,369,700
Total	<u>\$428,192,600</u>	<u>\$-1,887,000</u>	<u>\$426,305,600</u>

In keeping with the President's policy to balance the budget and curtail inflation, this amendment reflects a reduction of \$1,887,000: \$987,000 associated with 121 employee years, \$800,000 for overtime and \$100,000 for change-of-station costs, the change-of-station costs excludes any associated travel.

OPERATIONSOperation of Traffic Control System

	1981 in <u>Budget</u>	<u>Flight Service Stations</u>	
		<u>Amendment</u>	1981 <u>Revised Estimate</u>
Permanent Positions	5,035	-	5,035
Personnel Compensation and Benefits	\$140,460,800	\$-600,000	\$139,860,800
Other Costs	3,779,300	-	3,779,300
Total	<u>\$144,240,100</u>	<u>\$-600,000</u>	<u>\$143,640,100</u>

In keeping with the President's policy to balance the budget and curtail inflation, this amendment reflects a reduction of \$600,000 for overtime.

OPERATIONSOperation of Traffic Control System

	<u>System Supervision and Services</u>		
	<u>1981 in</u>		<u>1981</u>
	<u>Budget</u>	<u>Amendment</u>	<u>Revised Estimate</u>
Permanent Positions	710	-	710
Personnel Compensation and Benefits	\$25,873,200	-	\$25,873,200
Other Costs	12,204,000	-825,000	11,379,000
Total	<u>\$38,077,200</u>	<u>\$-825,000</u>	<u>\$37,252,200</u>

In keeping with the President's policy to balance the budget and curtail inflation, this amendment reflects a reduction of \$825,000: \$360,000 for one-time equipment purchase, \$100,000 for rents and utilities, and \$365,000 for various contractual services.

Operations - FY 1981OPERATIONSInstallation and Materiel Services

	<u>Leased Communications</u>		
	<u>1981 in</u> <u>Budget</u>	<u>Amendment</u>	<u>1981</u> <u>Revised Est.</u>
Permanent Positions	-	-	-
Personnel Compensation and Benefits	\$	\$	\$
Other Costs	<u>86,533,000</u>	<u>-1,861,000</u>	<u>84,672,000</u>
Total	\$86,533,000	\$-1,861,000	\$84,672,000

In keeping with the President's policy to balance the budget and curtail inflation, the \$1,861,000 reduction encompasses the deferral of some of our communications requirements considered less critical to the operation of the National Airways System.

Operations - FY 1981OPERATIONSInstallation and Materiel ServicesAdministrative and Plant Services

	<u>1981 in Budget</u>	<u>Amendment</u>	<u>1981 Revised Est.</u>
Permanent Positions	615	-	615
Personnel Compensation and Benefits	\$15,146,000	\$ -	\$15,146,000
Other Costs	<u>65,855,000</u>	<u>-4,809,000</u>	<u>61,046,000</u>
Total	\$81,001,000	\$-4,809,000	\$76,192,000

In keeping with the President's policy to balance the budget and curtail inflation, the \$4,809,000 reduction encompasses deferrals in various areas such as space improvements, building and equipment maintenance, replacement of operating and working equipment, printing, and telephone installation requirements.

Operations - FY 1981OPERATIONSMaintenance of Traffic Control System

	<u>Field Maintenance</u>		
	<u>1981 in Budget</u>	<u>Amendment</u>	<u>1981 Revised Est.</u>
Permanent Positions	11,502	-	11,502
Personnel Compensation and Benefits	\$348,084,000	\$-1,612,000	\$346,472,000
Other Costs	<u>111,025,000</u>	<u>-3,388,000</u>	<u>107,637,000</u>
Total	\$459,109,000	\$-5,000,000	\$454,109,000

In keeping with the President's policy to balance the budget and curtail inflation, the \$5,000,000 reduction for this subactivity encompasses a decrease in full-time permanent employee-years and related salary and benefit costs related to our facility technical inspection program, accompanied by other reductions in our requirements such as contract maintenance services, replacement equipment and special maintenance projects which are considered to be our more controllable items.

OPERATIONSAdministration of Flight Standards Program

	<u>1981 in Budget</u>	<u>Amendment</u>	<u>1981 Revised Estimate</u>
Permanent Positions	1,111	-	1,111
Personnel Compensation and Benefits	\$33,941,000	\$-1,100,000	\$32,841,000
Other Costs	20,478,000	- 120,000	20,358,000
Total	<u>\$54,419,000</u>	<u>\$-1,220,000</u>	<u>\$53,199,000</u>

In keeping with the President's policy to balance the budget and curtail inflation, this program is decreased by \$1,220,000: \$1,100,000 is associated with a reduction 35.0 employee years and \$120,000 for aircraft rental.

OPERATIONSCivil Aviation Security

	<u>1981 in Budget</u>	<u>Amendment</u>	<u>1981 Revised Estimate</u>
Permanent Positions	200	-	200
Personnel Compensation and Benefits	\$6,625,000	\$-225,000	\$6,400,000
Other Costs	863,000	-	863,000
Total	<u>\$7,488,000</u>	<u>\$-225,000</u>	<u>\$7,263,000</u>

In keeping with the President's policy to balance the budget and curtail inflation, this program is reduced by 5 employee years and \$225,000 in associated costs for personnel compensation and benefits.

OPERATIONSAdministration of Medical Program

	<u>1981 in Budget</u>	<u>Amendment</u>	<u>1981 Revised Estimate</u>
Permanent Positions	282	-	282
Personnel Compensation and Benefits	\$7,577,900	-	\$7,577,900
Other Costs	3,472,100	-225,000	3,247,100
Total	<u>\$11,050,000</u>	<u>\$-225,000</u>	<u>\$10,825,000</u>

In keeping with the President's policy to balance the budget and curtail inflation, there will be no increase in funds for utilities, supplies, and equipment. By fully utilizing the Air Route Traffic Control Center Clinics, we will be able to perform the required annual physical examinations.

OPERATIONSAdministration of Airports ProgramSafety Program and Engineering Standards

	<u>1981 In Budget</u>	<u>Amendment</u>	<u>1981 Revised Est.</u>
Permanent Positions	265	-	265
Personnel Compensation and Benefits	\$ 9,087,000	\$ -	\$ 9,087,000
Other Costs	<u>2,394,000</u>	<u>-560,000</u>	<u>1,834,000</u>
Total	\$11,481,000	\$-560,000	\$10,921,000

In keeping with the President's policy to balance the budget and curtail inflation, the amended budget request for this activity reflects a reduction in contract funds which will result in the deletion of some physical airport data collection efforts at approximately 3,000 of the lower activity public use general aviation airports in FY 1981.

Although the \$560,000 reduction will diminish the contractual effort involving airport inspections and data collection at general aviation public and private use airports, the highest priority general aviation airports including those in the National Airport System Plan would not be affected. The updating of airport data on many lower activity public use general aviation airports will be deferred as may be required until FY 1982. We feel that annual inspections and data collection as prescribed by FAA directives for lower activity general aviation airports is useful. However, we have opted to delete the scheduled data collection efforts on these airports since this is of lesser priority than other functions.

OPERATIONSCentralized Training

	<u>1981 In Budget</u>	<u>Amendment</u>	<u>1981 Revised Est.</u>
Permanent Positions	1,033	-	1,033
Personnel Compensation and Benefits	\$34,836,000	\$-500,000	\$34,336,000
Other Costs	<u>39,650,000</u>	<u>-</u>	<u>39,650,000</u>
Total	<u>\$74,486,000</u>	<u>\$-500,000</u>	<u>\$73,986,000</u>

In keeping with the President's policy to balance the budget and curtail inflation, we are reducing 15.0 employee-years and \$500,000 from our FY 1981 budget. This reduction will be accomplished by reducing employment, primarily in the administrative areas of the FAA Academy.

OPERATIONSDirection, Staff and Supporting Services

Functions:	1981 in Budget		Amendment		1981 Revised Est.	
	Positions	Amount	Positions	Amount	Positions	Amount
Direction and Management	195	12,557,100	-	-	195	12,557,100
Communications Control	49	2,421,600	-	-	49	2,421,600
Accounting	526	11,325,700	-	-	526	11,325,700
Budget	149	5,457,800	-	-	149	5,457,800
Civil Rights	71	2,593,500	-	-	71	2,593,500
Investigations and Security	68	2,253,100	-	-	68	2,253,100
International Aviation	30	2,796,000	-	-	30	2,796,000
Labor Relations	75	2,581,200	-	-	75	2,581,200
Legal	174	6,139,600	-	-	174	6,139,600
Management Systems	198	14,877,800	-	-	198	14,877,800
Data Systems	341	24,190,300	-	-2,500,000	341	21,690,300
Personnel Management	424	55,718,400	-	-250,000	424	55,468,400
Public Affairs	60	3,165,200	-	-250,000	60	2,915,200
Aviation Policy	37	3,573,600	-	-	37	3,573,600
Aviation System Plans	27	2,051,100	-	-	27	2,051,100
Total Direction, Staff and Supporting Services	2,424	\$151,702,000	-	-\$-3,000,000	2,424	\$148,702,000

OPERATIONSDirection, Staff and Supporting Services

	1981 In <u>Budget</u>	<u>Amendment</u>	1981 <u>Revised Est.</u>
Permanent Positions	2,424	-	2,424
Personnel Compensation and Benefits	\$118,446,000	\$ -	\$118,446,000
Other Costs	<u>33,256,000</u>	<u>-3,000,000</u>	<u>30,256,000</u>
Total	<u>\$151,702,000</u>	<u>\$-3,000,000</u>	<u>\$148,702,000</u>

In keeping with the President's policy to balance the budget and curtail inflation, our budget request for fiscal year 1981 is being decreased \$3,000,000 for this activity. The amended budget request reflects the following:

1. Our Personnel Management Office administers a variety of contracts to evaluate program efforts, determine future requirements, and assist program goals. A savings of \$250,000 can be realized by eliminating some of the lower priority contractual efforts directed toward these areas.
2. A reduction of \$250,000 in contractual services can be accommodated in Public Affairs by eliminating or deferring some lower priority exhibits, graphic services, and new film production.
3. A decrease of \$2,500,000 in contractual ADP services represents deferral of new and expanded information systems and regional equipment conversions.

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
AMENDED ESTIMATE OF APPROPRIATION  
FY 1981

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

STANDARD FORM 300  
July 1964, Bureau of the Budget  
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DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

Identification code		19 81	19 81	19 81
69-8106-0-7-402				
Budget Appendix Page	Heading	Request pending	Proposed amendment	Revised request
704	Grants-in-Aid for Airports (Liquidation of Contract Authorization) (Airport and Airway Trust Fund) (Insert the following paragraph under the above heading:)	\$665,000,000	\$-70,000,000	\$595,000,000
<p>For liquidation of obligations incurred for airport development under authority contained in Section 14 of Public Law 91-258, as amended, and for liquidation of obligations incurred for airport planning and development under other law authorizing such obligations, [<del>\$665,000,000</del>] <u>\$595,000,000</u> to be derived from the Airport and Airway Trust Fund and to remain available until expended.</p> <p><u>(49 U.S.C. 1701 et seq.: Department of Transportation and Related Agencies Appropriation Act, 1980; additional authorizing legislation has been proposed.)</u></p>				
741	TITLE III - General Provisions - Sec. 302 (insert the following paragraph under the above heading:)	\$700,000,000	\$-50,000,000	\$650,000,000
<p>Sec. 302. None of the funds provided in this Act shall be available for the planning or execution of programs the commitments for which are in excess of [<del>\$700,000,000</del>] <u>\$650,000,000</u> in fiscal year 1981 for grants-in-aid for airport planning and development.</p>				

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DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
GRANTS-IN-AID FOR AIRPORTS (AIRPORT AND AIRWAY TRUST FUND)  
Program and Financing (in thousands of dollars)

Identification code	19 81	19 81	19 81
69-8106-0-7-402			
<u>Program by activities:</u>	Request pending	Proposed amendment	Revised request
10.00 Grants for planning/construction (costs-obligations) (Object class 41.0).....	700,000	-50,000	650,000
<u>Financing:</u>			
Unobligated balance available, start of year:			
21.40 Appropriation.....	-6,402	.....	-6,402
21.49 Contract authority.....	-73,206	.....	-73,206
Unobligated balance available end of year:			
24.40 Appropriation.....	6,402	.....	6,402
24.49 Contract authority.....	73,206	50,000	123,206
<u>Budget Authority</u>	700,000	.....	700,000
<u>Budget authority:</u>			
40.00 Appropriation.....	665,000	-70,000	595,000
40.49 Portion applied to liquidate contract authority.....	-665,000	70,000	-595,000
43.00 <u>Appropriation (adjusted)</u> .....	.....	.....	.....
49.10 Contract authority:	700,000	.....	700,000
<u>Relation of obligations to outlays:</u>			
71.00 Obligations incurred, net.....	700,000	-50,000	650,000
Obligated balance, start of year:			
72.40 Appropriation.....	7,185	.....	7,185
72.49 Contract authority.....	917,655	.....	917,655

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DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION  
 GRANTS-IN-AID FOR AIRPORTS (AIRPORT AND AIRWAY TRUST FUND)  
Program and Financing (in thousands of dollars)

Identification code	19 81	19 81	19 81
69-8106-0-7-402			
	Request pending	Proposed amendment	Revised request
Obligated balance, end of year:			
74.40 Appropriation.....	-7,185	.....	-7,185
74.49 Contract authority.....	-952,655	-20,000	-972,655
90.00 Outlays.....	665,000	-70,000	595,000

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DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
GRANTS-IN-AID FOR AIRPORTS (AIRPORT AND AIRWAY TRUST FUND)  
Status of Unfunded Contract Authority (in thousands of dollars)

Identification code 69-8106-0-7-402	1981	1981	1981
	Request pending	Proposed amendment	Revised request
Unfunded balance, start of year.....	990,861	.....	990,861
Contract authority.....	700,000	.....	700,000
Appropriation to liquidate contract authority.....	-665,000	+70,000	-595,000
Unfunded balance, end of year.....	1,025,861	+70,000	1,095,861

## GENERAL STATEMENT

These amendments reflect a reduction of \$50,000,000 in the fiscal year 1981 Grants-in-Aid for Airports obligation limitation and \$70,000,000 in Grant liquidating cash and results from the President's policy to curtail inflation and balance the budget.

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

Grants for planning and development

	<u>1981 in Budget</u>	<u>Amendment</u>	<u>1981 Revised Estimate</u>
Budget Authority	\$700,000,000	-	\$700,000,000
Obligations	\$700,000,000	\$-50,000,000	\$650,000,000
Outlays	\$665,000,000	\$-70,000,000	\$595,000,000
Liquidating Cash	\$665,000,000	\$-70,000,000	\$595,000,000

This amendment reduces the Fiscal Year 1981 request for the obligation limitation on Grants-in-Aid for Airports by \$50,000,000; outlays by \$70,000,000, and Grant liquidating cash by \$70,000,000.

The \$70,000,000 reduction in Grant outlays in Fiscal Year 1981 will be achieved by deferring most Grant approvals until the final months of the fiscal year and by postponing \$50,000,000 in Grant approvals until Fiscal Year 1982.

Essential safety items will continue to receive the highest priority for funding during Fiscal Year 1981. The type of work to be postponed until Fiscal Year 1982 will include the desirable but lesser priority development type of work needed to increase system capacity.

Consistent with the provisions of the Administration's legislative proposal, the Airport and Airway Improvement Act of 1980, the revised \$650,000,000 obligation limitation for Fiscal Year 1981 is expected to result in the following fund distribution:

<u>Category</u>	<u>Amount (\$000)</u>		
	<u>1981 in Budget</u>	<u>Amendment</u>	<u>1981 Revised Estimate</u>
Primary Airports	\$323,437	\$ -	\$323,437
Primary Hubs	95,730	-	95,730
States and Territories	129,100	-	129,100
Discretionary Fund	<u>151,733</u>	<u>-50,000</u>	<u>101,733</u>
Total	\$700,000	\$-50,000	\$650,000

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BUDGET AMENDMENT  
 DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION

Identification code		1981 estimate	1981 estimate	1981 estimate
Budget Appendix Page	Heading	Request Pending	Proposed Amendments	Revised Request
714	Federal-Aid Highways (Liquidation of contract authorization) (Trust Fund)	\$7,900,000,000	\$-400,000,000	\$7,500,000,000
	<p>This amendment reduces the 1981 request for liquidating cash. The reduced requirement for liquidating cash results from actions being taken to hold down obligations in the highway program. This proposal in conjunction with restricted highway obligations will reduce 1981 outlays by \$400 million.</p>			

## BUDGET AMENDMENT

STANDARD FORM 300  
July 1964 Edition of the Budget  
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5010-107

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Identification code		1981 estimate	1981 estimate	1981 estimate
Budget Appendix Page	Heading	Request Pending	Proposed Amendments	Revised Request
716	<u>Limitation on General Operating Expenses</u>  This amendment reduces the 1981 request for General Operating Expenses as a result of the President's anti-inflationary program and is an effort to balance the 1981 budget. This action will reduce 1981 outlays by \$3.2 million.	\$197,202,000	\$-3,200,000	\$194,002,000
742	Sec. 309. General Provision to limit Federal-aid Highway Obligations  This amendment reduces the 1981 obligation level for Federal-aid Highways as a result of the President's anti-inflationary program and is an effort to balance the 1981 budget. This action, together with a deferral action in 1980, will reduce 1981 outlays by \$400 million.	\$8,750,000,000	\$-350,000,000	\$8,400,000,000

BUDGET AMENDMENT  
DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
FEDERAL-AID HIGHWAYS (LIQUIDATION OF CONTRACT  
AUTHORIZATION) (TRUST FUND)

STANDARD FORM 300  
July 1954, Bureau of the Budget  
Circular No. A-11, Rev. 5-2-54  
500-107

Program and Financing (in thousands of dollars)

20-BILL-3-7-401	#81 estimate	#81 amend	#81 total
Budget Appendix Page 714	Request Pending	Proposed Amendment	Revised Request
<u>Program by activities:</u>			
Direct program:			
1. Interstate system.....	3,900,000	-155,000	3,745,000
2. Rural and small urban area transportation programs.....	2,015,000	-80,000	1,935,000
3. Urbanized area transportation programs.....	1,195,000	-51,800	1,143,200
4. Bridge program.....	950,000	-40,000	910,000
5. Construction safety programs..	500,000	-20,000	480,000
6. Administration and research...	184,511	-3,200	181,311
7. Other.....	105,489	...	105,489
Total direct program costs, funded.....	8,850,000	-350,000	8,500,000
Reimbursable program:			
1. Construction.....	7,000	...	7,000
2. Administration.....	28,000	...	28,000
Total reimbursable program costs, funded.....	35,000	...	35,000
Total program costs, funded.	8,885,000	-350,000	8,535,000
Change in selected resources (delivered orders).....	...	...	...
10.00 Total obligations.....	8,885,000	-350,000	8,535,000

## BUDGET AGREEMENT

## DEPARTMENT OF TRANSPORTATION

## FEDERAL HIGHWAY ADMINISTRATION

## FEDERAL-AID HIGHWAYS (LIQUIDATION OF CONTRACT AUTHORIZATION) (TRUST FUND)

STANDARD FORM 300  
 May 1962, Bureau of the Budget  
 Circular No. 4-52, Revised  
 G.S. 101

## Program and Financing (in thousands of dollars)

Account 2-5100-147-401	1961 estimate	1961 actual	1961 request
Project Appendix Page 714	FY 1961 Estimate	Processed Actual	Proposed Request
<b>Financing:</b>			
Offsetting collectors from:			
11.00 Federal funds.....	-33,000	...	-33,000
13.00 Trust funds.....	-1,900	...	-1,900
14.00 Non-Federal sources:			
Loan repayments.....	...	...	...
Other.....	-100	..	-100
17.00 Recovery of prior year obligations.....	...	...	...
21.49 Unobligated balance available, start of year.....	-5,934,328	...	-5,934,328
24.49 Unobligated balance available, end of year.....	6,132,368	+350,000	6,482,368
25.00 Unobligated balance lapsing.....	...	...	...
Budget authority.....	9,048,040		9,048,040
<b>Budget authority:</b>			
Current:			
20.00 Appropriation.....	7,900,000	-400,000	7,500,000
20.49 Portion applied to liquidate contract authority.....	-7,900,000	+400,000	-7,500,000
23.00 Appropriation (adjusted).....	...	...	...
29.10 Contract authority (Public Law 95-599).....	...	...	...
Reduction in contract authority under 23 U.S.C. 103(e)(4).....	...	...	...
Permanent:			
29.10 Contract authority definite (Public Laws 94-280, 95-599..	9,048,040	...	9,048,040

STANDARD FORM 300

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OMB No. 4810-104

DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION  
 FEDERAL-AID HIGHWAYS (LIQUIDATION OF CONTRACT  
 AUTHORIZATION) (TRUST FUND)

Program and Financing (in thousands of dollars)

Identifying Code	19 81 estimate	19 81 Proposed Amendment	19 81 Revised Request
26-6102-0-7-401			
Budget Appendix	Request		
Pages 714-715	Pending		
Relation of obligation to outlays:			
71.00 Obligations incurred, net.....	8,850,000	-350,000	8,500,000
Obligated balance, start of year:			
72.40 Appropriation.....	222,000	...	222,000
72.49 Contract authority.....	11,947,681	...	11,947,681
Obligated balance, end of year:			
74.40 Appropriation.....	-262,500	-3,200	-265,700
74.49 Contract authority.....	-12,897,681	+50,000	-12,947,681
90.00 Outlays.....	7,859,500	-403,200	7,456,300
Status of Loans (in thousands of dollars)			
Cumulative balance of Direct Loans outstanding:			
21.00 Outstanding, start of year.....	...	...	...
24.00 Repayments or prepayments.....	...	...	...

## BUDGET AMENDMENT

STANDARD FORM 300

July 1964, Bureau of the Budget

Circular No. 4-11, Revised

500-101

 DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION  
 FEDERAL-AID HIGHWAYS (LIQUIDATION OF CONTRACT  
 AUTHORIZATION) (TRUST FUND)

## Program and Financing (in thousands of dollars)

Appropriation code 20-8102-0-7-401	1981 estimate	1981 estimate	1981 estimate
Budget Appendix Page 715	Request Pending	Proposed Amendment	Revised Request
Status of Unfunded Contract Authority (in thousands of dollars)			
Unfunded balance, start of year.....	17,679,476	...	17,679,476
Contract authority.....	9,048,040	...	9,048,040
Reduction in contract authority under sec. 110, Public Law 94-280.....	...	...	...
Unfunded balance lapsing. ....	...	...	...
Appropriation from Highway trust fund to liquidate contract authority....	-7,900,000	+400,000	-7,500,000
Supplemental to liquidate contract authority.....	...	...	...
Unfunded balance, end of year....	18,827,516	+400,000	19,227,516

BUDGET AMENDMENT  
DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
FEDERAL-AID HIGHWAYS (LIQUIDATION OF CONTRACT  
AUTHORIZATION) (TRUST FUND)

STANDARD FORM 304  
Use This Form in the Budget  
Certificate No. A-11, Revised  
5-22-1951

OBJECT CLASSIFICATION (in thousands of dollars)

Description code	19 81 estimate	19 81 estimate	19 81 estimate
Budget Appendix Page 715	Request Pending	Proposed Amendment	Revised Request
<b>FEDERAL HIGHWAY ADMINISTRATION</b>			
Personnel compensation:			
11.1 Permanent positions.....	6,748	...	6,748
11.3 Positions other than permanent..	900	...	900
11.5 Other personnel compensation....	330	...	330
Total personnel compensation..	7,978	...	7,978
Direct obligations:			
Personnel compensation.....			
12.1 Personnel benefits: Civilian....	378	...	378
21.0 Travel and transportation of persons.....	1,100	...	1,100
22.0 Transportation of things.....	300	...	300
23.2 Communications, utilities, and other rent.....	215	...	215
24.0 Printing and reproduction.....	13	...	13
25.0 Other services.....	1,150	...	1,150
26.0 Supplies and materials.....	45	...	45
31.0 Equipment.....	3	...	3
32.0 Lands and structures.....	28,000	...	28,000
41.0 Grants, subsidies, and contributions.....	8,580,973	-346,800	8,234,173
93.00 Limitation on general operating expenses (see separate schedule).....	184,511	-3,200	181,311
Total direct obligations..	8,800,299	-350,000	8,450,299

BUDGET AMENDMENT  
DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
FEDERAL-AID HIGHWAYS (LIQUIDATION OF CONTRACT  
AUTHORIZATION) (TRUST FUND)

STANDARD FORM 304  
Jan. 1964 Bureau of the Budget  
Circular No. A-11 Revised  
5010-103

OBJECT CLASSIFICATION (in thousands of dollars)

20-8102-57-401 Budget Appendix Page 715	1981 estimate	1981 estimate	1981 estimate
	Request Pending	Proposed Amendment	Revised Request
Reimbursable obligations:			
Personnel compensation.....	4,367	...	4,367
12:1 Personnel benefits: Civilian...	454	...	454
13.0 Benefits for former personnel..	...	...	...
21.0 Travel and transportation of persons.....	400	...	400
22.0 Transportation of things.....	170	...	170
23.2 Communications, utilities, and other rent.....	170	...	170
24.0 Printing and reproduction.....	14	...	14
25.0 Other services.....	14,229	...	14,229
26.0 Supplies and materials.....	265	...	265
31.0 Equipment.....	440	...	440
32.0 Lands and structures.....	1,800	...	1,800
93.0 Limitation on general operating expenses (see separate schedule).....	12,691	...	12,691
Total reimbursable obligations.....	35,000	...	35,000
Total obligations, Federal Highway Administration..	8,835,299	-350,000	8,485,299

## BUDGET AMENDMENT

 DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION  
 FEDERAL-AID HIGHWAYS (LIQUIDATION OF CONTRACT  
 AUTHORIZATION) (TRUST FUND)

 STANDARD FORM 304  
 Use This Form for the Budget  
 Circular No. 47-11, Article  
 304-101

## OBJECT CLASSIFICATION (in thousands of dollars)

25-8102-5-7-401	19 81 estimate	19 81 estimate	19 81 estimate
Budget Appendix Pages 715-716	Request Pending	Proposed Amendment	Revised Request
ALLOCATION ACCOUNTS			
Personnel compensation:			
11.1 Permanent positions.....	1,377	...	1,377
11.3 Positions other than permanent..	1,242	...	1,242
11.5 Other personnel compensation....	602	...	602
Total personnel compensation..	3,221	...	3,221
12.1 Personnel benefits: Civilian....	296	...	296
21.0 Travel and transportation of persons.....	65	...	65
22.0 Transportation of things.....	180	...	180
23.2 Communications, utilities, and other rent.....	258	...	258
24.0 Printing and reproduction.....	9	...	9
25.0 Other services.....	14,042	...	14,042
26.0 Supplies and materials.....	205	...	205
31.0 Equipment.....	41	...	41
32.0 Lands and structures.....	1,377	...	1,377
41.0 Grants, subsidies, and contributions.....	30,000	...	30,000
42.0 Insurance, claims, and indemnities.....	7	...	7
Total obligations, allocation accounts.....	49,701	...	49,701
99.0 Total obligations.....	8,885,000	-350,000	8,535,000

## BUDGET AMENDMENT

STANDARD FORM 300  
 July 1964 Bureau of the Budget  
 Circular No. A-11, Revised  
 5010-107

DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION  
 FEDERAL-AID HIGHWAYS (LIQUIDATION OF CONTRACT  
 AUTHORIZATION) (TRUST FUND)

Program and Financing (in thousands of dollars)

Identification code	1981 estimate	1981 estimate	1981 estimate
20-8102-0-7-401			
Budget Appendix Page 716	Request Pending	Proposed Amendment	Revised Request
Obligations are distributed as follows:			
Federal Highway Administration.....	8,835,299	-350,000	8,485,299
Urban Mass Transportation Administration.....	30,000	...	30,000
Army: Corps of Engineers.....	1,050	...	1,050
Agriculture: Forest Service.....	17,098	...	17,098
Interior:			
Bureau of Land Management.....	...	...	...
Bureau of Indian Affairs.....	1,333	...	1,333
National Park Service.....	220	...	220

## BUDGET AMENDMENT

STANDARD FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised  
5010-107

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
FEDERAL-AID HIGHWAYS (LIQUIDATION OF CONTRACT  
AUTHORIZATION) (TRUST FUND)  
Personnel Summary

Identifying code	1981 estimate	1981 estimate	1981 estimate
Budget Appendix Page 716	Request Pending	Proposed Amendment	Revised Request
FEDERAL HIGHWAY ADMINISTRATION			
Direct:			
Total number of permanent positions	137	...	137
Total compensable workyears.....	175	...	175
Full-time equivalent of other positions.....	(50)	...	(50)
Full-time equivalent of overtime and holiday hours.....	(6)	...	(6)
Average GS grade.....	8.64	...	8.64
Average GS salary.....	\$20,575	...	\$20,575
Reimbursable:			
Total number of permanent positions	186	...	186
Total compensable workyears.....	219	...	219
Full-time equivalent of other positions.....	(50)	...	(50)
Full-time equivalent of overtime and holiday hours.....	(14)	...	(14)
Average GS grade.....	8.64	...	8.64
Average GS salary.....	\$20,575	...	\$20,575

## BUDGET AMENDMENT

STANDARD FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised  
500-101

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
FEDERAL-AID HIGHWAYS (LIQUIDATION OF CONTRACT  
AUTHORIZATION) (TRUST FUND)  
Personnel Summary

Identification code	19 81 estimate	19 81 estimate	19 81 estimate
Budget Appendix Page 716	Request Request	Proposed Amendment	Revised Request
ALLOCATION ACCOUNTS			
Total number of permanent positions.	66	...	66
Total compensable workyears.....	177	...	177
Full-time equivalent of other positions.....	(111)	...	(111)
Full-time equivalent of overtime and holiday hours.....	(23)	...	(23)
Average ES salary.....	\$50,112	...	\$50,112
Average GS grade.....	8.75	...	8.75
Average GS salary.....	\$18,545	...	\$18,545
Average salary of ungraded positions	\$14,596	...	\$14,596

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

## FEDERAL-AID HIGHWAYS

## F.Y. 1981 BUDGET AMENDMENT

Justification

The President recently announced plans to control and reduce inflation, which is creating significant problems in our economy. In an effort to accomplish this control, the President is proposing government-wide spending reductions in order to balance the Federal budget. In support of his proposals, this amendment together with the F.Y. 1980 deferral will reduce outlays in the Federal-aid Highways account in F.Y. 1981 by approximately \$400 million. To accomplish this outlay reduction, F.Y. 1980 obligations will be held to \$7.6 billion, excluding Emergency Relief, and F.Y. 1981 obligations will be held to \$8.4 billion, excluding Emergency Relief. This amendment also proposes to lower the F.Y. 1981 obligation limitation to \$8.4 billion, excluding Emergency Relief, to achieve this obligation reduction.

In addition this amendment reduces the 1981 request for liquidating cash. The reduced requirement for liquidating cash results from actions being taken to hold down the obligations in the highway program. This proposal in conjunction with the restriction of highway obligations will reduce 1981 outlays and cash needs by \$400 million.

STANDARD FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised  
5010-101

## BUDGET AMENDMENT

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
LIMITATION ON GENERAL OPERATING EXPENSES

Program and Financing (in thousands of dollars)

Identifications	19 81	1981	1981
	Request pending	estimate Proposed amendments	estimate Revised request
<b>Program by activities:</b>			
1. Program direction and coordination:			
(a) Executive direction.....	829	-20	809
(b) Legal services.....	1,922	-47	1,875
(c) Program review.....	235	- 6	229
(d) Public affairs.....	384	- 9	375
(e) Civil rights	931	-23	908
2. General program support:			
(a) Program and highway planning.....	13,024	-163	12,861
(b) Research and development	23,470	-225	23,245
(c) Administrative support..	34,142	-624	33,518
(d) National Highway Institute.....	2,584	-15	2,569
(e) Career development programs.....	4,033	...	4,033
3. Highway programs:			
(a) Engineering and traffic operations.....	8,768	-214	8,554
(b) Right-of-way and environment.....	4,027	-98	3,929
(c) Highway safety.....	10,457	-36	10,421
(d) Construction skill training.....	10,000	...	10,000
4. Field operations.....	74,311	-1,720	72,591
5. Inspector general reimbursement.....	8,085	...	8,085
Total program costs, funded obligations.....	197,202	-3,200	194,002
<b>Financing:</b>			
Offsetting collections from:			
Federal funds.....	...	...	...
Unobligated balance available, start of year.....	...	...	...
Unobligated balance available, end of year.....	...	...	...
Unobligated balance lapsing...	...	...	...
Limitation.....	197,202	-3,200	194,002
Proposed increased due to civilian pay increases..	...		

STANDARD FORM 300  
July 1954, Bureau of the Budget  
Circular No. A-11, Revised  
500-101

## BUDGET AMENDMENT

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
LIMITATION ON GENERAL OPERATING EXPENSES  
OBJECT CLASSIFICATION (in thousands of dollars)

Item Classification Code	1981 Request estimate	1981 Proposed amendments	1981 Revised request
20-8102-0-7-401			
	Request <u>pending</u>	Proposed <u>amendments</u>	Revised <u>request</u>
Personnel compensation:			
11.1 Permanent position.....	94,724	-2,941	91,783
11.3 Positions other than permanent.....	2,337	...	2,337
11.5 Other personnel compensation	530	...	530
Total personnel compen- sation.....	97,590	-2,941	94,649
12.1 Personnel benefits:			
Civilian.....	10,499	-259	10,240
13.0 Benefits for former personnel.....	...	...	...
21.0 Travel and transportation of persons.....	5,376	...	5,376
22.0 Transportation of things...	758	...	758
23.1 Standard level user charges	7,319	...	7,319
23.2 Communications, utilities, and rent.....	5,631	...	5,631
24.0 Printing and reproduction..	2,297	...	2,297
25.0 Other services.....	64,630	...	64,630
26.0 Supplies and materials.....	1,257	...	1,257
31.0 Equipment.....	1,844	...	1,844
32.0 Lands and structures.....	...	...	..
42.0 Insurance claims and indemnities.....	...	...	..
93.0 Administrative expenses included in schedule for fund as whole.....	-197,202	3,200	-194,00
99.0 Total obligations.....	...	...	..

STANDARD FORM 5000  
July 1964 Edition of the Budget  
Circular No. 111, Revised  
5000-101

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
LIMITATIONS ON GENERAL OPERATING EXPENSES

FUNCTIONAL AREA	1981	1981	1981
	estimate	estimate	estimate
	Request pending	Proposed amendments	Revised request
Total number of permanent positions.....	3,542	...	3,542
Total compensable workyears.....	3,551	-107	3,444
Full-time equivalent of other positions.....	(189)	...	(189)
Full-time equivalent of over-time and holiday hours.....	(14)	...	(14)
Average ES salary.....	\$50,112	...	\$50,112
Average GS grade.....	10.36	...	10.36
Average GS salary.....	\$27,830	...	\$27,830

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON GENERAL OPERATING EXPENSES  
F. Y. 1981 BUDGET AMENDMENT

Justification

As part of the President's proposed budget reductions, aimed at balancing the Federal budget and thus stabilizing the economy, the Federal Highway Administration has reduced the Limitation on General Operating Expenses by \$3,200,000 to a level of \$194,002,000 for F.Y. 1981.

This reduction will be made from full-time permanent salaries and benefits, and will involve a decrease of 107 work-years from the 1981 budget estimate. It is anticipated that this reduction in work-years will be accomplished through restricted hiring practices and attrition.

FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION) (TRUST FUND)

(Supplemental budget amendment now requested, existing legislation)

For an additional amount for Federal-aid highways, \$1,400,000.000 or so much as may be available in and derived from the Highway Trust Fund, to remain available until expended.

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
FEDERAL-AID HIGHWAYS

STANDARD FORM 300  
July 1964, Bureau of the Budget  
GPO: 1964 O-473, 127-700  
500-104

(Liquidation of Contract Authorization) (Trust Fund)  
(Supplemental budget amendment now requested, existing legislation)

Program and Financing (in thousands of dollars)

Identification code 20-8102-6-7-401	19 60 actual	19 80 estimate	19 80 estimate
Budget Appendix Page 1098	Request Pending	Proposed amendment	Revised request
Financing:			
Budget authority:			
40.00 Appropriation.....	400,000	1,000,000	1,400,000
40.49 Portion applied to liquidate contract authority.....	-400,000	-1,000,000	-1,400,000
43.00 Appropriation (adjusted).....	...	...	...
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	...	...	...
Obligated balance, start of year:			
72.40 Appropriation.....	...	...	...
72.49 Contract authority.....	...	...	...
Obligated balance, end of year:			
74.40 Appropriation.....	-197,466	-22,534	-220,000
74.49 Contract authority.....	400,000	1,000,000	1,400,000
90.00 Outlays.....	202,534	977,466	1,180,000

F.Y. 1980 Cash Requirements

The cash available for F.Y. 1980 is estimated to be inadequate to meet the claims for States' reimbursements. This cash shortage is due to several factors:

- 1) Actual obligations for F.Y. 1979 exceeded our estimate for that year by \$1.024 billion. As a result, actual outlays for F.Y. 1979 exceeded our estimate by over \$300 million, thus decreasing our cash carryover into F.Y. 1980 by the same amount.
- 2) Unpaid obligations have increased by 30% over the last three years, increasing the potential for larger outlays in F.Y. 1980 and 1981.
- 3) The 1979-1980 winter has been mild, thus increasing the number of construction days and in turn increasing States' claims.
- 4) Outlay estimate factors are being revised to include the effects of projects that are smaller and of shorter duration, which payout faster than the larger and longer duration projects of the 1960's and 1970's.
- 5) The "STAA of 1978" reduced the availability of funds apportioned for the Interstate system from 4 years to 2 years. The funds if not obligated in the 2 year period are then allocated to States that can use the funds to complete the system. This legislation has had the affect of accelerating Interstate projects thus increasing outlays.
- 6) Actual outlays through March 28, 1980 are about \$4.2 billion, leaving a cash balance for the remaining 6 months of F.Y. 1980 of only \$3.3 billion. If this outlay rate is maintained FHWA will be unable to pay State claims for the full year.

Considering the above factors we are requesting a cash supplemental of \$1.4 billion for F.Y. 1980 to meet the States' claims for reimbursement that should be honored.

BUDGET AMENDMENT  
DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
FEDERAL-AID HIGHWAYS

SUPPLEMENTARY SOURCE DOCUMENT (In thousands of dollars)

Identification code	Function	Line No.	Def.	Leg.	1979 actual	1980 estimate	1981 estimate Revised Request
			(D) Indef. (I)	(S) No leg. (N)			
20-8102-0-7-401							
<b>A. ANALYSIS OF BUDGET AUTHORITY AND OUTLAYS</b>							
Budget authority	401	69.10	D	N			9,048,040
Total .....							9,048,040
Outlays	401	90.00		N			7,456,300
Total .....							7,456,300
Memorandum entries:							
Appropriation to liquidate contract authority .....	401	40.49					-7,500,000
Limitations:		9 401					194,002
		9					
		9					
		9					

307-104

STANDARD FORM 307  
June 1974 (Revised), Office of  
Management and Budget  
Circular No. A-11 Revised

Identification code 20-8102-0-7-401	1979 actual	1980 estimate	1981 estimate Revised request
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## B. DISTRIBUTION OF OUTLAYS

	Line code			
From new authority—current .....	311			
From new authority—permanent .....	312			
From obligated balances .....	313			
From unobligated balances .....	314			
From new appropriations to liquidate contract authority (memo entry) .....	315	( )	( )	( )

## C. CHARACTER CLASSIFICATION

	Function	MC	Character code			
Budget authority	401	1	1312-01			8,853,730
	401	1	1321-44			...
	401	1	1420-21			864
	401	1	1420-24			1,980
	401	1	1430-31			20,736
	401	1	1430-34			14,520
	401	1	3800-04			156,210
Total .....						9,048,040
Outlays	401	2	1312-01			7,253,389
	401	2	1321-44			3,000
	401	2	1420-21			864
	401	2	1420-24			1,946
	401	2	1430-31			20,736
	401	2	1430-34			14,273
	401	2	3800-04			162,092
Total .....						7,456,300

## BUDGET AMENDMENT

(SUPPLEMENTARY SOURCE DOCUMENT, SECTION B - SUBSTITUTE FORMAT)

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
FEDERAL-AID HIGHWAYS

identification code. 20-8102-0-7-401 Budget Appendix Page 1098	Function	Line code	1979	1980	1981 Revised request
. DISTRIBUTION OF OUTLAYS					
CURRENT:					
From new budget authority...	401	311			...
From obligated balances.....	401	313			2,956,000
From unobligated balances...	401	314			300,000
From new appropriations to liquidate contract authority, (memo entry)...	401	315	( )	( )	7,456,300
PERMANENT:					
From new budget authority..	401	321			200,000
From obligated balances....	401	323			3,000,000
From unobligated balances..	401	324			1,000,000
Total outlays excluding memo entries.....					7,456,300

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

(Supplemental budget amendment now requested, existing legislation)

SUPPLEMENTARY SOURCE DOCUMENT (In thousands of dollars)

Identification code	Function	Line No.	Def. (D) Indef. (I)	Leg. (B) No leg. (N)	19 80 Request Pending	19 80 Proposed amendment	19 80 Revised request
20-8102-6-7-401 Budget Appendix Page 1098							

A. ANALYSIS OF BUDGET AUTHORITY AND OUTLAYS

Budget authority							
Total .....							

Outlays	401	90.00	N	01	202,534	977,466	1,180,000
Total .....					202,534	977,466	1,180,000

Memorandum entries:							
Appropriation to liquidate contract authority .....	401	40.49	N	01	(-400,000)	(-1,000,000)	(-1,400,000)

Limitations:							
		9					
		9					
		9					
		9					

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STANDARD FORM 307  
June 1974 (Revised), Office of  
Management and Budget  
Circular No. A-11 Revised

Identification code 20-8102-6-7-401 Budget Appendix Page 1098	19 80 Request Pending	19 80 Proposed amendment	19 80 Revised request
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**B. DISTRIBUTION OF OUTLAYS**

	Line code			
From new authority-current.....	311			
From new authority-permanent.....	312			
From obligated balances.....	313			
From unobligated balances.....	314			
From new appropriations to liquidate contract authority (memo entry).....	315	( )	( )	( )

**C. CHARACTER CLASSIFICATION**

	Function	MC	Character code			
Budget authority		1				
		1				
		1				
		1				
		1				
		1				
		1				
		1				
Total.....						
Outlays	401	2	01312-01	202,534	977,466	1,180,000
		2				
		2				
		2				
		2				
		2				
		2				
		2				
Total.....				202,534	977,466	1,180,000

## (SUPPLEMENTARY SOURCE DOCUMENT, SECTION B - SUBSTITUTE FORMAT)

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
FEDERAL-AID HIGHWAYS

Identification code 20-8102-6-7-401 Budget Appendix Page 1098	Function	Line code	1980 Request pending	1980 Proposed amendment	1980 Revised request
<b>B. DISTRIBUTION OF OUTLAYS</b>					
<b>CURRENT:</b>					
From new budget authority...	401	311			
From obligated balances.....	401	313			
From unobligated balances...	401	314			
From new appropriations to liquidate contract authority, (memo entry)...	401	315	(202,534)	( 977,466)	(1,180,000)
<b>PERMANENT:</b>					
From new budget authority..	401	321	50,000	.. ..	50,000
From obligated balances.....	401	323			
From unobligated balances..	401	324	152,534	977,466	1,130,000
<b>Total outlays excluding memo entries.....</b>			202,534	977,466	1,180,000

STANDARD FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised.  
500-101

DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
OPERATIONS AND RESEARCH

Identification code	19 81	19 81	19 81
	Estimate	estimate	estimate
Budget Appendix Page	Request Pending	Proposed Amendment	Revised Request
<u>National Highway Traffic Safety Administration</u>			
723 Operations and Research	\$94,053,000 (29,125,000)	-\$700,000 (-190,000)	\$93,353,000 (28,935,000)
Delete language under the above heading and insert in lieu thereof the following:			
For expenses necessary to discharge the functions of the Secretary with respect to traffic and highway safety and functions under the Motor Vehicle Information and Cost Savings Act (Public Law 92-513), as amended, \$93,353,000, of which \$28,935,000 shall be derived from the Highway Trust Fund: <u>Provided</u> That not to exceed \$44,991,000 shall remain available until expended, of which \$12,373,000 shall be derived from the Highway Trust Fund.			

STANDARD FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised.  
500-101

DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
OPERATIONS AND RESEARCH  
Program and Financing (in thousands of dollars)

Identification code	19 81 estimate	19 81 estimate	19 81 estimate
69-0650-0-1-401			
	Request <u>Pending</u>	Proposed <u>Amendments</u>	Revised <u>Request</u>
<b>Program by activities:</b>			
1. Rulemaking programs.....	4,941	-27	4,914
2. Enforcement programs.....	7,246	-27	7,219
3. Highway safety programs.....	19,480	-30	19,450
4. Research and analysis.....	48,702	-52	48,650
5. General administration.....	<u>12,549</u>	<u>-564</u>	<u>11,985</u>
Total program costs, funded.....	92,918	-700	92,218
Change in selected resources (undelivered orders).....	<u>10,336</u>	...	<u>10,336</u>
10.00 Total obligations.....	103,254	-700	102,554
<b>Financing:</b>			
Offsetting collections from:			
11.00 Federal funds.....	-700	...	-700
13.00 Trust funds.....	-36,926	190	-36,736
14.00 Non-Federal fund.....	-700	...	-700
17.00 Recovery of prior year obligations.....	...	...	...
21.40 Unobligated balance available, start of year.....	-30	...	-30
24.40 Unobligated balance available, end of year.....	30	...	30
25.00 Unobligated balance lapsing.....	...	...	...
Budget authority.....	<u>64,928</u>	<u>-510</u>	<u>64,418</u>
<b>Budget Authority:</b>			
40.00 Appropriation.....	64,928	-510	64,418
41.00 Transfer to other accounts.....	...	...	...
43.00 Appropriation (adjusted).....	64,928	-510	64,418
44.20 Supplemental for civilian pay raises.....	...	...	...
<b>Relation of obligations to outlays</b>			
71.00 Obligations incurred, net.....	64,928	-510	64,418
72.40 Obligated balance, start of year	34,254	...	34,254
74.40 Obligated balance, end of year..	-39,262	...	-39,262
77.00 Adjustments in expired accounts.	...	...	...
90.00 Outlays, excluding pay raise supplemental.....	59,900	-510	59,390
91.20 Outlays from civilian pay raise supplemental.....	20	...	20

STANDARD FORM 304  
 May 1969, Bureau of the Budget  
 Circular No. A-11, Revised.  
 304-103

DEPARTMENT OF TRANSPORTATION  
 NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
 OPERATIONS AND RESEARCH

OBJECT CLASSIFICATION (in thousands of dollars)

Identification code 69-0650-0-1-401	1981 estimate	19 81 estimate	19 81 estimate
Personnel compensation:	Pending Request	Proposed Amendments	Revised Request
11.1 Permanent positions.....	25,342	-138	25,204
11.3 Positions other than permanent.....	1,020	...	1,020
11.5 Other personnel compensation.....	449	...	449
11.8 Special personal services payments.....			
Total personnel compensation.....	26,811	-138	26,673
Personnel benefits:			
12.1 Civilian.....	2,242	-12	2,230
13.0 Benefits for former personnel.....			
21.0 Travel and transportation of persons.....	1,020	...	1,020
22.0 Transportation of things.....	200	...	200
23.0 Rent, communications, and utilities.....			
23.1 Standard level user charges.....	2,400	...	2,400
23.2 Communications utilities and other rent.....	1,100	...	1,100
24.0 Printing and reproduction.....	1,100	...	1,100
25.0 Other services.....	66,031	-350	65,681
26.0 Supplies and materials.....	1,200	-100	1,100
31.0 Equipment.....	1,150	-100	1,050
32.0 Lands and structures.....			
33.0 Investments and loans.....			
41.0 Grants, subsidies, and contributions.....			
42.0 Insurance claims and indemnities.....			
43.0 Interest and dividends.....			
44.0 Refunds.....			
99.0 Total obligations.....	103,254	-700	102,554

STANDARD FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised.  
500-101

DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
OPERATIONS AND RESEARCH

PERSONNEL SUMMARY

Identification code 69-0650-0-1-401	19 81	19 81	19 81
	Estimate	estimate	estimate
	Pending <u>Request</u>	Proposed <u>Amendments</u>	Revised <u>Request</u>
Total number of permanent positions	874	...	874
Total compensable workyears.....	910	- 5	905
Full-time equivalent of other positions.....	(80)	...	(80)
Full-time equivalent of overtime and holiday hours.....	(10)	...	(10)
Average ES salary.....	\$49,419	...	\$49,419
Average GS grade.....	11.00	...	11.00
Average GS Salary.....	\$31,736	...	\$31,736

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## OPERATIONS AND RESEARCH

NARRATIVE JUSTIFICATION  
(Dollars in thousands)

<u>Budget Authority</u>	<u>FY 1981</u>
Request Pending	\$94,053
Proposed Amendment	-700
Revised Request	93,353

In support of the President's attempt to deal with intensifying inflationary pressures, NHTSA will reduce its FY 1981 Administrative budget request by \$700 thousand. This will require a cut-back of five (5) compensable work years from the 1981 budgeted level and reduced levels of office supplies and equipment and computer support services.

The request for these additional compensable work years totalling \$150 thousand will be excluded. An additional amount of \$200 thousand is being eliminated in administrative services by reducing estimated purchases of office supplies and equipment. The remaining reduction of \$350 thousand will be generated by deferring computer support improvements and contractual support services for: Technical Reference, Financial Management, Personnel and Payroll Systems and Correspondence Control.

DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
TRUST FUND SHARE OF HIGHWAY SAFETY PROGRAMS  
(Liquidation of Contract Authority)  
Program and Financing (in thousands of dollars)

STANDARD FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised.  
300-101

Identification code	19 81 estimate	19 81 estimate	19 81 estimate
69-3016-0-7-401			
	Pending Request	Proposed Amendments	Revised Request
<u>Program by activities:</u>			
1. State and Community Grants.....	207,495	...	207,495
2. Highway Safety Research & Develop- ment.....	<u>29,125</u>	<u>-190</u>	<u>28,935</u>
Total program costs, funded.....	236,620	-190	236,430
Change in selected resources (undeli- vered orders).....	...	...	...
10.00 Total obligations (object class (25.0))	236,620	-190	236,430
<u>Financing:</u>			
Unobligated balance available, start of year:			
21.40 Appropriation.....	...	...	...
21.49 Contract authority.....	-145,144	...	-145,144
Unobligated balance available, end of year:			
24.40 Appropriation.....	...	...	...
24.49 Contract authority.....	196,556	...	196,556
25.00 Unobligated balance lapsing	<u>...</u>	<u>...</u>	<u>...</u>
Budget authority.....	288,032	-190	287,842
<u>Budget authority:</u>			
<u>Current:</u>			
40.00 Appropriation.....	251,925	-190	251,735
40.40 Portion applied to liquidate contract authority.....	<u>-163,800</u>	<u>...</u>	<u>-163,800</u>
43.00 Appropriation (adjusted).....	88,125	-190	87,935
44.20 Supplemental for civilian pay raises.....	...	...	...
49.10 Contract authority (92 Stat. 2727, 2728).....	...	...	...
<u>Permanent:</u>			
69.10 Contract authority (92 Stat. 2727, 2728).....	199,907	...	199,907
<u>Relation of obligation to outlays:</u>			
71.00 Obligations incurred, net.....	236,620	-190	236,430
Obligated balance, start of year:			
72.40 Appropriation.....	48,911	...	48,911
72.49 Contract authority.....	192,983	...	192,983



DEPARTMENT OF TRANSPORTATION  
 NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
 OPERATIONS AND RESEARCH

SUPPLEMENTARY SOURCE DOCUMENT (In thousands of dollars)

Identification code	Function	Line No.	Def.	Leg.	19 actual	19 estimate	19 81 estimate
			(D)	(S)			
69-0650-0-1-401							
<b>A. ANALYSIS OF BUDGET AUTHORITY AND OUTLAYS</b>							
Budget authority	401	40.00	D	N			10,205
	401	40.00	D	S			54,213
<b>Total .....</b>							64,418
Outlays	401	90.00		N			35,400
	401	90.00		S			23,990
	401	91.20		N			20
<b>Total .....</b>							59,410
<b>Memorandum entries:</b>							
Appropriation to liquidate contract authority .....							
<b>Limitations:</b>							
		9					
		9					
		9					
		9					

307-104

STANDARD FORM 307  
 June 1974 (Revised), Office of  
 Management and Budget  
 Circular No. A-11 Revised

Identification code 69-0650-0-1-401	19 actual	19 estimate	1981 estimate
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1 DISTRIBUTION OF OUTLAYS

	Line code	19 actual	19 estimate	1981 estimate
From new authority—current.....	311			38,040
From new authority—permanent.....	312			...
From obligated balances.....	313			21,370
From unobligated balances.....	314			...
From new appropriations to liquidate contract authority (memo entry).....	315	( )	( )	( )

C. CHARACTER CLASSIFICATION

	Function	MC	Character code	19 actual	19 estimate	1981 estimate
Budget authority						
		1				
	401	1	1420-24			22,432
	401	1	1430-34			23,053
	401	1	3800-04			18,933
		1				
		1				
		1				
<b>Total</b> .....						64,418
Outlays		2				
	401	2	1420-24			20,777
	401	2	1430-34			21,231
	401	2	3800-04			17,402
		2				
		2				
		2				
<b>Total</b> .....						59,410

DEPARTMENT OF TRANSPORTATION  
 NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
 Trust Fund Share of Highway Safety Programs  
 (Liquidation of Contract Authority)

SUPPLEMENTARY SOURCE DOCUMENT (In thousands of dollars)

Identification code 69-8016-0-7-401	Function	Line No.	Def.	Leg.	19	19	19
			(D)	(S)			
			Indef.	No leg.			
			(C)	(N)			
<b>A. ANALYSIS OF BUDGET AUTHORITY AND OUTLAYS</b>							
<b>Budget authority</b>							
	401	43.00	D	N			87,935
	401	69.10	D	N			199,907
<b>Total .....</b>							287,842
<b>Outlays</b>							
	401	90.00		N			216,269
<b>Total .....</b>							216,269
<b>Memorandum entries:</b>							
Appropriation to liquidate contract authority .....	401	40.49					-163,800
<b>Limitations:</b>							
		9					
		9					
		9					
		9					

Identification code	19 actual	19 estimate	19 81 estimate
69-8016-0-7-401			

A. DISTRIBUTION OF OUTLAYS

	Line code			
From new authority-current .....	311			
From new authority-permanent .....	312			
From obligated balances .....	313			
From unobligated balances .....	314			
From new appropriations to liquidate contract authority (memo entry) .....	315	( )	( )	( )

C. CHARACTER CLASSIFICATION

	Function	MC	Character code			
Budget authority		1				
	401	1	1420-24			19,794
	401	1	1430-34			9,141
	401	1	3300-01			258,907
		1				
		1				
		1				
<b>Total</b> .....						287,842
Outlays		2				
	401	2	1420-24			16,798
	401	2	1430-34			7,921
	401	2	3300-01			191,550
		2				
		2				
		2				
<b>Total</b> .....						216,269

Identification code			1981 Estimate
69-8016-0-7-401			

## B. DISTRIBUTION OF OUTLAYS

From new authority-current.....	311			4,555
From new authority-permanent.....	312			...
From obligated balances.....	313			20,164
From unobligated balances.....	314			...
From new authority-current.....	321			29,750
From new authority-permanent.....	322			...
From obligated balances.....	323			134,830
From unobligated balances.....	324			26,970
From new appropriations to liquidate contract authority (memo entry).....	315	(	)	(
				163,800)

MAY 16 1980

Honorable Robert Duncan  
House of Representatives  
Washington, D.C. 20515

Dear Mr. Duncan:

During the recent appropriations hearing on the NHTSA FY 1981 budget request, you said that you do not think there is any question concerning the energy conservation and life-saving benefits of the 55 mph speed limit. I thoroughly agree. You then went on to ask the fundamental question: "Why is it necessary or desirable for the Federal Government to share the financial costs of traffic law enforcement, which has traditionally been a State and local responsibility?"

It would be easy to stipulate that 55 mph yields significant benefits, but I believe that those very benefits that you and I agree to are at risk if the Federal Government does not continue to assist the States in financing the law's implementation. Therefore, I deem it appropriate to list in summary form what I consider to be a most impressive array of benefits:

- o Over 33,000 lives saved and approximately two million serious injuries prevented in the five year period from 1974 through 1978.
- o Reductions of 60 to 70% in spinal cord injuries, and a yearly decrease of 90,000 in head injuries - a major cause of epilepsy
- o 3.4 billion gallons of motor fuel saved per year - a national savings, at \$1.25 per gallon, of 4.25 billion dollars (\$4,250,000,000) per year.
- o A 10 to 30% savings in fuel when driving at 55 mph rather than 70 mph.

Why are we in danger of losing the continuation of these benefits unless the Federal Government helps the States finance enforcement of the 55 mph speed limit? There are a number of key reasons. I believe the primary ones are:

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-2-

- o The principal responsibility for traffic law enforcement has been and should be the traditional function of State and local government. However, the National Maximum Speed Limit (NMSL) is more difficult and costly to enforce than earlier speed limits, most of which were set on high speed roads using the 85th percentile method. This method entailed identifying the speed not exceeded by 85% of all vehicles and traffic enforcement agencies were only required to deal with the 15% who exceeded the posted speed limit.
- o The imposition of the NMSL and associated mandatory compliance criteria and funding sanctions by the Congress created a greatly increased speed enforcement workload because, in all States, the number of violators far exceeded the usual 15% level and, in most States, noncompliance levels of 50% or more were experienced.
- o 402 funds and 55 funds are necessary to assist the States in expanding and improving their capabilities to address this more difficult speeding problem and to avoid the severe funding sanctions for noncompliance with the 1978 Surface Transportation Act -- no State shall have more than 60% of their vehicles exceeding 55 mph by September 30, 1980 -- or face a 5% reduction in their highway construction program funding.
- o Patrol strengths of State police agencies for the most part have remained constant over the last five years, in the face of increased workload, partly because of uncertainty on the part of many State legislatures concerning the longevity of the 55 mph maximum speed limit.
- o State police agencies, in spite of their stable patrol strengths, are assuming the major workload for enforcement of 55 mph. Their combined operating budget for FY 1978 was \$1.6 billion. Continuation of Federal funding -- even at the modest level that has been provided to date -- provides a leverage effect on the more effective expenditure of the larger State budgets.
- o Federal leadership -- both Congressional and Executive Branch -- has been strong to date, and that has done much to achieve the current compliance levels. A decision, not to provide Federal financial assistance would be interpreted at the State level as an indication of a lack of Federal commitment and would probably lead to a similar reduction in State expenditures, resulting in greater noncompliance and a loss of the significant benefits ascribed to 55 mph.
- o This perception of a lack of commitment by Federal and State officials to a very visible and national effort to conserve energy and save lives would be viewed by the public as a reversal of our national policy, and could seriously affect

the long term energy conservation initiatives that the nation needs to take.

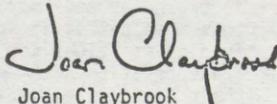
Your support for this program is vital if we as a Nation are to continue to realize its energy conservation and life-saving benefits.

During our recent meeting, you mentioned a letter to the editor of the Washington Post by Mr. Tyrell which was opposed to the 55 mph speed limit. My staff has responded to this letter and I am enclosing a copy of that response.

I would appreciate having this letter and the enclosures included in the record of our appropriation hearing.

We would be pleased to provide any additional information you might need.

Sincerely,

  
Joan Claybrook

Enclosures



U.S. DEPARTMENT OF TRANSPORTATION  
 NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
 WASHINGTON, D.C. 20590

May 1, 1980

IN REPLY REFER TO:

The Editor  
 The Washington Post  
 1150 - 15th Street, N.W.  
 Washington, D.C. 20071

Dear Sir:

I am writing in response to Emmett Tyrell, Jr.'s guest editorial on the 55 mph speed limit ("Unsafe at That Speed," April 14, 1980).

I am concerned and upset by Mr. Tyrell's article and his apparently cavalier dismissal of one of the major safety and energy-savings success stories -- the 55 mph speed limit. The benefits of the speed limit should be apparent to all persons with a social conscience. Mr. Tyrell has challenged the common wisdom by saying that the 55 mph speed limit is a sham, a hoax perpetrated on the American public which saves nothing and costs everything. He buttresses his allegations by citing the May issue of Road and Track magazine. The "facts" of that article leave a lot to be desired. I intend to refute those alleged facts in a separate letter to that magazine.

Your reading public should be aware of real facts, objectively collected and objectively analyzed. In the three years before the introduction of the 55 mph speed limit, annual traffic fatalities averaged 54,000. In the three years after enactment of the 55 mph speed limit, traffic fatalities averaged 45,000 per year. Before the 55 mph speed limit, the motor vehicle fatality rate (number of deaths per 100 million miles of travel) had been dropping 4.5 percent per year. The year the 55 mph speed limit was introduced, it dropped 14.5 percent. All the other factors which had been advanced as reasons for the sudden decrease in traffic fatalities were either temporary events which didn't last beyond 1974 or were gradual changes which could not account for the abrupt drop in traffic deaths. All our analyses, both basic and sophisticated, support this finding -- the 55 mph speed limit has been responsible for saving a lot of lives.

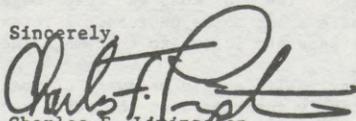
It has been suggested that we don't know what effect the 55 mph speed limit has on driving behavior. The Federal Highway Administration (FHWA) has been collecting highway speed data for the last fifteen years. The FHWA data clearly shows that average speeds have dropped dramatically since the inception of the 55 mph speed limit. In 1973, the average speed on rural interstate highways was 65.0 mph. In 1974, the average speed dropped to 57.6 mph; and in 1979, the average speed was still only 58.0 mph. It appears that our driving behavior has changed.

The 55 mph speed limit not only reduces accidents, it helps reduce our dependence on foreign oil sources. The consensus of the best available estimates on fuel savings is that the 55 mph speed limit saves us about 3.4 billion gallons of motor fuel per year. Hence, the national savings, at \$1.25 per gallon, would be 4.25 billion (\$4,250,000,000) dollars per year.

For all of us who drive, the accident and fuel savings have another, more personal meaning. The lower speeds mean that we have a longer period of time in which to react to threats of danger (hazardous situations); our control of the vehicle is better; if we have an accident, the thrust of impact is less and our chance of recovery is better. Lower speeds also mean that we are less fatigued when we arrive at our destination. Some relatively hidden cost savings from lower speeds are less wear and tear on the car, greater vehicle lifetime, and reduced maintenance costs. What this really means is that we are being more socially responsible in our use of the automobile.

The 55 mph speed limit appears more than reasonable considering the thousands of lives and billions of gallons of gasoline saved each year. The 55 mph speed limit is a law we can live with and we need to keep it that way.

Sincerely,



Charles F. Livingston  
Associate Administrator  
Traffic Safety Programs

**WHY THE 55 MPH NATIONAL MAXIMUM SPEED LIMIT?****I. Why the Need for Federal Funding Assistance for 55 MPH Enforcement?**

- o The principal responsibility for traffic law enforcement has been and should be the traditional function of State and local government. However, the National Maximum Speed Limit (NMSL) is more difficult and costly to enforce than earlier speed limits, most of which were set on high speed roads using the 85th percentile method. This method entailed identifying the speed not exceeded by 85% of all vehicles and traffic enforcement agencies were only required to deal with the 15% who exceeded the posted speed limit.
- o The imposition of the NMSL and associated mandatory compliance criteria and funding sanctions by the Congress created a greatly increased speed enforcement workload because, in all States, the number of violators far exceeded the usual 15% level and, in most States, noncompliance levels of 50% or more were experienced.
- o 402 funds and 55 funds are necessary to assist the States in expanding and improving their capabilities to address this more difficult speeding problem and to avoid the severe funding sanctions for noncompliance with the 1978 Surface Transportation Act -- no State shall have more than 60% of their vehicles exceeding 55 mph by September 30, 1980 -- or face a 5% reduction in their highway construction program funding.
- o Patrol strengths of State police agencies for the most part have remained constant over the last five years, in the face of increased workload, partly because of uncertainty on the part of many State legislatures concerning the longevity of the 55 mph maximum speed limit.
- o State police agencies, in spite of their stable patrol strengths, are assuming the major workload for enforcement of 55 mph. Their combined operating budget for FY 1978 was \$1.6 billion. Continuation of Federal funding -- even at the modest level that has been provided to date -- provides a leverage effect on the more effective expenditure of the larger State budgets.
- o Federal leadership -- both Congressional and Executive Branch -- has been strong to date, and that has done much to achieve the current compliance levels. A

5/16/80

decision, not to provide Federal financial assistance would be interpreted at the State level as an indication of a lack of Federal commitment and would probably lead to a similar reduction in State expenditures, resulting in greater noncompliance and a loss of the significant benefits ascribed to 55 mph.

- o This perception of a lack of commitment by Federal and State officials to a very visible and national effort to conserve energy and save lives would be viewed by the public as a reversal of our national policy, and could seriously affect the long term energy conservation initiatives that the nation needs to take.

## II. How Do Federal Funds Assist in 55 MPH Enforcement?

- o Most of the funds have been used to pay for additional police manpower. Other expenditures relate to the acquisition of equipment (radar, vehicles, fixed wing aircraft, etc.) and the conduct of 55 mph public information programs. Typical projects assisted with Federal funds include:
  - Massachusetts. From January to September 1978, special "55" teams issued 66,663 speeding citations representing sixty-two percent of all speeding citations issued during that period. On the 55 mph patrolled roads it was reported that accident rates dropped 66 percent and injury accident rates dropped 65 percent. It was further reported that these teams produced the greatest volume of apprehension of any patrol configuration observed in a recent 55 mph enforcement study, and that this State police program tripled the conviction rate for moving violations on State highways.
  - Maryland. State Police initiated a selective enforcement project, known as "Operation Yellow Jacket," directed at speed (specifically enforcing the 55 mph national speed limit) and alcohol (the drunk driver). Selected high accident locations were patrolled at appropriate times and traffic accidents were reportedly reduced by 38 percent.
  - Washington. The State Patrol is using \$682,000 in Federal funds to conduct a 55 mph enforcement program which concentrates on high speed roads. The program, which uses 20 new troopers organized into two special teams equipped with patrol vehicles, radar and fixed wing aircraft, has reportedly been very effective in reducing traffic fatalities

-3-

(17.5 percent) and improving compliance with the 55 mph speed limit (percent of motorists exceeding 55 mph dropped from 74.8 to 39.1).

### III. What are the Safety Benefits?

#### o National Trends

For the two years before the speed limit, traffic fatalities averaged over 54,000 while for the three years after enactment of the limit they averaged 45,000. Although other safety measures contributed to the reductions between 1973 and later years, safety experts estimate that over one-half of the fatality reductions realized are directly attributable to the slower and more uniform flow of traffic produced by the national speed limit.

#### o Lives Saved

A DOT task force has recently estimated annual life saving benefits of over 7,500 per year for 1974, 1975, and 1976, over 6,000 for 1977 and over 4,500 for 1978.

The National Safety Council claims that, "There would have been 5,500 additional deaths in 1977 if there had been no 55 mph laws, and consequently no reduced speeds."

#### o State Studies

In two States studied, Texas and Illinois, fatal accidents on all high speed roads to which the 55 mph law applies were down 20 and 17 percent respectively, for the years 1974-1977. In contrast, there was only a 3 percent or zero reduction on low speed roads where the limit did not change.

#### o Epilepsy

The American Epilepsy Foundation states, "The 55 mph speed limit has proven to be the single most effective preventive medicine for new cases of epilepsy because it has reduced the number of head trauma injuries resulting from automobile accidents."

#### o Spinal Cord Injuries

According to Dr. Simon Horenstein, St. Louis School of Medicine, "Spinal cord injuries are down 60 to 70 percent as a result of the 55 mph speed limit."

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o Increased Life Span

Actuarial data show that the average life span of Americans has increased rapidly in the last five or six years. The New England Mutual Life Insurance Company attributes much of this improvement to the effects of the 55 mph speed limit.

IV. What are the Fuel Conservation Benefits?

o Fuel

Each year 3.4 billion gallons of motor fuel is saved according to estimates by the U.S. Department of Transportation (DOT) -- a 3.16 percent reduction in annual consumption. One hundred percent compliance with the speed limit could save 5.7 billion gallons each year -- 5.3 percent of annual consumption.

o Automobiles

Recent DOT studies also show that fuel savings of 15.6 to 28.0 percent were recorded by driving 55 instead of 70 mph, depending on model. The greatest loss in fuel economy at 70 mph was evident in the smaller more fuel efficient cars which are increasingly in use on U.S. highways.

o Trucks

In tests conducted by DOT in 1978, 26 of 32 independently owned and operated trucks achieved better miles per gallon results at 55 mph than at higher speeds.

MAY 16 1980

MAY 16 1980

Honorable Robert Duncan  
Chairman, Subcommittee on  
Transportation  
House of Representatives  
Washington, D.C. 20515

Dear Chairman Duncan:

As I indicated to you at our meeting on April 18, 1980, I believe there is adequate evidence justifying the accomplishments and successes of the Federally assisted State and Community Highway Safety Program, authorized under Section 402 of P. L. 89-564.

The accomplishments and successes can be viewed by examining five (5) major indicators. Those indicators are:

- o Fatalities forestalled
- o Management improvements
- o National uniformity
- o Catalytic action at State level, and
- o Countermeasure improvement

I have enclosed a short summary of the key accomplishments under each of the above indicators.

We believe we have reliable information documenting the contribution that the Federal assistance program has made to improvements in State and community programs, and that documentation is getting better. In fact, we feel comfortable in saying that few, if any, public health programs have catalyzed the quantity and quality of programmatic activity per Federal dollar invested.

Even though we have these feelings of accomplishment we do admit the difficulty in documenting bottom line results (i.e., reductions in accidents, injuries, and fatalities) per dollar invested. Unlike our motor vehicle safety standard setting functions, which involves mechanical changes to the vehicle, the success of the 402 program depends on communications with the public about effective highway safety remedies and on the modification of human behavior, which as you know does not happen over night. However, improvements are being made in State highway safety programs and much of that success must be attributable to the catalytic effect of the 402 program.

At the hearing before your Subcommittee on February 27, 1980, we were asked to elaborate on our proposal to use \$125 thousand to disseminate information to the public through town meetings and similar activities, if authority for financial reimbursement to citizen participants was not obtained. I indicated that I thought it would be a less efficient method of achieving the same end of citizen involvement in the Agency decisionmaking process and that there was no capability to absorb the expenses within the request for the regular administrative budget.

An outreach program is more costly and less efficient because it requires substantial travel and staff time to obtain views and information on issues under Agency consideration. Reimbursement to only those participants whose potential contribution to the proceedings has been screened and determined to be of value is less costly and more efficient.

I would like to describe some of the additional initiatives that would be critical to the success of an outreach and citizen involvement effort. These would make the program more expensive than the one we envisioned under our request for \$125 thousand. We would plan to:

- o Award contracts to nonindustry organizations (consumer groups, civic organizations, researchers, educators, accident victims, etc.) to provide information to the Agency on specific issues under consideration.
- o Install a toll-free number in the consumer participation office to permit communication of information, ideas, and questions from interested and knowledgeable individuals and organizations on issues under consideration by the Agency.
- o Conduct surveys and focus groups to determine citizen attitudes about Agency regulatory actions.

As I indicated to you, we will be pleased to provide any additional information you may desire, and would appreciate this material being made part of the Subcommittee's record.

Sincerely,

**JOAN CLAYBROOK**

Joan Claybrook

Enclosure

LIVINGSTON/CENTER/jah/5-5-80

Job Number 050502/050502B

RETYPE/CENTER/vf/5-12-80

cc: NOA-01 Subj/Chron

NOA-02

NTS-01 Subj/Chron

NTS-10 Reagle

## ACCOMPLISHMENTS OF THE 402 PROGRAM

Fatalities

From 1963 to 1967 fatalities rose steadily -- 248 more each month. Beginning in 1967, this trend leveled to only 20 more each month, and then it dropped in 1974 and 1975. Had the pre-1966 trend been allowed to continue, tens of thousands more would have died in the intervening years. Of course, part of this reduction must be credited to safer cars, safer roadways, and the 55 mph speed limit. Had the same rate been in existence in 1979 as was in 1966 the nation would have experienced 81,800 fatalities rather than the 50,800 fatalities we saw in 1979.

Program Management

Before the 402 program, there was no overall coordination of highway safety activities at the State level, no detailed analysis of the highway problem, and no systematic plan for implementing solutions to that problem. Instead, every agency with highway safety responsibilities was forced to rely on its own intuition in deciding on the programs it would undertake.

With the advent of the 402 program, however, all that has changed. Each State now has a highway safety agency which is responsible for providing coordination and guidance. NHTSA requires each State to analyze its accident data, pick out its most important problems, develop solutions to those problems, and then evaluate their effectiveness.

Greater Uniformity

The 402 program has also contributed to greater uniformity in State highway safety programs. For example, the States have made major improvements in their compliance with the Rules of the Road chapter of the Uniform Vehicle Code (UVC).

The 402 program has caused similar increases in compliance with all the Federal Highway Safety Program Standards. In 1966 average compliance with those Standards was 47 percent. Today it's 87 percent.

### Catalyzed State Action

The 402 program has done much to leverage State spending into the right kind of highway safety programs. It has produced changes in the highway safety system which have prevented substantial numbers of accidents and injuries.

It appears fair to conclude that the State and Community Highway Safety Program has:

1. Shown growth in the quantity and quality of State highway safety programs initiated;
2. Reduced death and injury on the nation's highways through programs undertaken with Section 402 funds or stimulated by the 402 program.
3. Catalyzed State efforts in dealing with high priority safety problems and influenced State and local funding for safety programs;
4. Created the potential for further increasing the effectiveness of both State and local 402 highway safety expenditures as a result of the management process currently being applied to State planning activities as a condition of grant approval.

### Program Improvements

#### Emergency Medical Services (EMS)

- o 402 money spent between 1967-1979: \$142 million. State matching funds: \$426 million.
- o Number of ambulance attendants with basic emergency medical care training has increased from 13 percent in 1969 to 85 percent today.
- o Number of ambulances which meet minimum design standards has increased from four percent in 1966 to 85 percent.
- o EMS State coordinators increased from 4 in 1966 to 56 now.

#### Alcohol Safety

- o 402 money spent between 1967-1979: \$90 million. State matching funds \$180 million.
- o Driving Under the Influence (DUI) arrests have risen from 561,000 in 1969 to 1,333,000 in 1979.

-3-

- o All States are now using breath testers instead of blood samples to determine Blood Alcohol Concentration (BAC).
- o Thirty States have established alcohol safety schools for DUI offenders which are self-supporting (though client fees, etc.)
- o Fourteen States have enacted Preliminary Breath Testing (PBT) laws which allow officers to test for BAC before making arrest.
- o Fifty-four States have now established .10 percent BAC as the legal limit for driving under the influence. That's up from 6 in 1966.

#### Police Traffic Services

- o 402 funds spent between 1967-1979: \$357 million. State matching funds: \$4½ billion.
- o Traffic police are now doing selective enforcement patrols at high accident locations and achieving reductions in accidents and injuries.
- o Traffic police are also receiving special training in new traffic law enforcement techniques, including enforcement of alcohol related violations. State police speeding arrests have increased from 5.7 million in 1973 to over 8 million in 1979.
- o States have spent \$67 million of 402 funds since 1974 on 55 mph program (as part of the \$357 million overall figure).

#### Motorcycle Safety

- o All but six States now require special licensing exams for motorcycle operators. Only 11 did so in 1966.
- o All but three States required all cyclists to wear helmets in 1975, up from four in 1966. Today, only 20 still do. This resulted from Congress' action to rescind the Secretary's authority to withhold funds from States which failed to enact laws, although the authority was never used. The motorcycle death rate dropped dramatically from 1966 through 1975. It has increased 46½ (or 500 deaths per year) since 27 States revoked their helmet use laws.

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**Traffic Records**

- o In 1966 12 States had automated driver files. Today, 49 do.
- o In 1966 12 States had automated vehicle files. Today, 45 do.
- o In 1966 9 States had automated accident files. Today, 52 do.

States have spent \$96 million of 402 funds in this modernization effort.

MAY 2 1980

The Honorable Robert Duncan, Chairman  
Subcommittee on Transportation  
Committee on Appropriations  
House of Representatives  
Washington, D. C. 20515

Dear Chairman Duncan:

The purpose of this letter is to provide supplementary information for the record relative to various matters, pertinent to the management of the Section 402 program, which were questioned by the Subcommittee at the hearing on NHTSA's FY 1981 budget request.

Purchase of Vehicles by the State of New Jersey

At the hearing, it was disclosed that the State of New Jersey had purchased 28 vehicles with 402 grant funds. The Subcommittee had been informed that 25 of these vehicles were to be used for enforcement activities, and that three were to be used for administrative purposes by the State of New Jersey highway safety office. We were asked to advise on the extent to which the purchase of the three administrative vehicles is consistent with NHTSA's policy, and whether those cars are utilized for the personal use of high ranking officials in the New Jersey highway safety office.

In response to this question, we indicated that NHTSA's policy on the acquisition of cars is governed by GSA's Federal Management Circular (Cost Principles for State and Community Grant Programs). The purchase of these vehicles by the State of New Jersey met the criteria established by the circular, and they were assigned to the New Jersey staff for official use only.

I would also like to advise the Subcommittee of additional information on this matter that was obtained from our Regional Administrator who has oversight responsibility for the State of New Jersey. He informed me that several months ago the DOT Office of the Inspector General (IG) had questioned the New Jersey vehicle situation, pursuant to an audit on the use of nonexpendable property which the IG had initiated on a nationwide basis. Subsequent review by our Regional Office disclosed that 27 rather than 28 vehicles had been purchased

with 402 grant funds. The other vehicle had been purchased with State funds. Two of the 27 vehicles were being used in an administrative capacity. They were assigned to individuals in the New Jersey Office of Highway Safety for the express purpose of monitoring Section 402 local police funded projects.

There had been an erroneous assumption on the part of the auditor, in the preparation of a draft IG audit report, that these cars were being used for non-highway safety functions. This preliminary audit finding was subsequently withdrawn by the IG after we investigated the matter further.

#### Refurbishing of Office Space for the State of New Jersey

We were also asked to discuss whether or not we believed it was good policy for 402 funds to be used to rent, remodel, or furnish State offices. The question was prompted by the disclosure that approximately \$250 thousand had been spent to refurbish office space for the State of New Jersey. We believe the action was an extremely cost-effective use of Federal grant funds, based on the following considerations.

The New Jersey Office of Highway Safety (OHS) was displaced from their previous office space in a privately-owned building as a result of the sale of the building. Subsequently, the OHS drew up an agreement with the New Jersey Department of Corrections to refurbish the first floor of that public building at a one-time cost of \$120,000 for office space for OHS. In exchange for the refurbishing cost, the OHS received a rent-free seven year lease. This equates to an annual rate of approximately \$4.00 per square foot whereas the OHS had previously been paying over \$6.00 per square foot rental in its former building. Rental in downtown Trenton would have been \$8.00 to \$9.00 per square foot with potential escalation over the term of the lease. The Department of Corrections also spent \$35,000 of its own funds for that renovation.

Later, the OHS made arrangements with the Department of Corrections to renovate the second floor of that building for use of the Office of Emergency Medical Services (OEMS) in the Department of Health for a cost estimated to be approximately \$125,000. Based on the fact that the entire building has now been refurbished, the Department of Corrections has extended the term of the lease from seven years to ten years beginning July 1, 1980, and has given OEMS a ten year lease as well.

The savings in real dollars over the period of the lease are anticipated to be approximately \$200,000 and could go higher depending on inflation in real estate costs. Costs for rearrangement and alteration of facilities required specifically for the grant program are allowable when specifically approved by the grantor agency in accordance with the Cost Principles outlined in Federal Management Circular 74-4.

As indicated above, the practices that were followed relative to the purchase of vehicles for administrative use and the refurbishing of office space reflected consistency with Federal Management Circular 74-4. However, your questions appeared to be directed more toward determining the types of expenses that are proper for inclusion under Planning and Administration, and the extent to which these expenses should be borne by the States. In the Surface Transportation Assistance Act of 1978, Congress, at our request, established a requirement that the States provide a specific contribution of 25 percent of amounts spent for Planning and Administration.

This requirement replaced the more general matching requirements applicable to the balance of the highway safety program. We are looking at the consequences of this change and will be open to further changes in the next authorization if experience suggests such changes are advisable.

#### Management Review of State Operations - NHTSA Order 460-1

Certain questions were raised about the adequacy of NHTSA's grant program management reviews. While we acknowledged that there was a need to strengthen the procedure, it should be pointed out that the examples of sporadic reviews cited at the hearing were not typical. In the last 12 months, 460-1 reviews have been completed in 30 of 56 political entities. Although the prior review of the Massachusetts program was completed in 1976, as stated at the hearing, a current review was completed in February 1980.

We would like to highlight for the Subcommittee the key provisions of NHTSA Order 460-1, which was amended on April 10, 1980, to strengthen our management review process, after extensive discussion with our regional staff during the last year.

- Reviews will be conducted at least annually
- Review schedules will be submitted by the Regional Offices to Headquarters by October 1 each year
- Reviews will be performed jointly by the Regional Office Financial Manager and a Regional Office Program Specialist
- A formal report will be issued upon completion of each review
- The Regional Office shall review the final report with the State to reach mutual agreement on actions to be taken, the time frame for these actions, and to resolve any disagreements
- The review will also address the degree and time frame required for any direct assistance to the State from NHTSA's Regional or Headquarters Offices.

Thank you for the opportunity to provide this additional information, which I believe should clarify the basis for certain management practices followed under the 402 Program.

Sincerely,

Joan Claybrook

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DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 OFFICE OF THE ADMINISTRATOR

Identification code		19 81 actual	19 81 estimate	19 81 estimate
Budget Appendix Page	Heading	Request Pending	Proposed Amendment	Revised Request
726	Office of the Administrator	\$8,207,000	-\$207,000	\$8,000,000
<p>This amendment reduces the 1981 request for personnel compensation and benefits. This action will reduce 1981 outlays by \$207,000.</p>				

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DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 OFFICE OF THE ADMINISTRATOR

Program and Financing (in thousands of dollars)

Identification code 69-0700-0-1-401	19 81 actual	19 81 estimate	19 81 estimate
	Request Pending	Proposed Amendment	Revised Request
<u>Program by activities:</u>			
1. Executive direction.....	4,305	- 105	4,200
2. Administration.....	3,902	- 102	3,800
10.00 Total program costs, funded obligations.....	8,207	- 207	8,000
<u>Financing:</u>			
25.00 Unobligated balance lapsing....	---	---	---
<u>Budget authority</u> .....	8,207	- 207	8,000
<u>Budget authority:</u>			
40.00 Appropriation.....	8,207	- 207	8,000
41.00 Transferred to other accounts..	---	---	---
43.00 <u>Appropriation (adjusted)</u> .....	8,207	- 207	8,000
44.20 <u>Supplemental for civilian pay raise</u> .....	---	---	---
<u>Relation of obligations to outlays:</u>			
71.00 Obligations incurred, net.....	8,207	- 207	8,000
72.40 Obligated balance, start of year.....	1,125	---	1,125
74.40 Obligated balance, end of year.....	- 834	---	- 834
77.00 Adjustments in expired accounts.....	---	---	---
90.00 Outlays, excluding pay raise supplemental. ....	8,482	- 207	8,275
91.20 Outlays from civilian pay raise supplemental.....	16	---	16

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
OFFICE OF THE ADMINISTRATOR

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Misc. (Proc. Bureau) of the Budget  
Circular No. A-111 Revised  
9-4-1955

OBJECT CLASSIFICATION (in thousands of dollars)

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0700-0-1-401			
	Request Pending	Proposed Amendment	Revised Request
11.1 Personnel compensation:			
Permanent positions .....	5,121	-188	4,933
11.3 Positions other than permanent .....	370	---	370
11.5 Other personnel compensation .....	86	---	86
11.8 Special personal services payments .....	---	---	---
Total personnel compensation .....	5,577	-188	5,389
Personnel benefits:			
12.1 Civilian .....	498	- 19	479
<del>13.0 Benefits for former personnel .....</del>			
21.0 Travel and transportation of persons .....	210	---	210
22.0 Transportation of things .....	19	---	19
1 Standard level user charges .....	400	---	400
<del>23.0 Rent, communications, and utilities .....</del>			
23.2 Comm., util., and other rent .....	308	---	308
24.0 Printing and reproduction .....	91	---	91
25.0 Other services .....	967	---	967
26.0 Supplies and materials .....	61	---	61
31.0 Equipment .....	76	---	76
<del>32.0 Lands and structures .....</del>			
<del>33.0 Investments and loans .....</del>			
<del>41.0 Grants, subsidies, and contributions .....</del>			
<del>42.0 Insurance claims and indemnities .....</del>			
<del>43.0 Interest and dividends .....</del>			
<del>44.0 Refunds .....</del>			
99.0 Total obligations .....	8,207	-207	8,000

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DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
OFFICE OF THE ADMINISTRATOR

PERSONNEL SUMMARY

Identification code 69-0700-0-1-401	19 81	19 81	19 81
	actual	estimate	estimate
	<u>Request Pending</u>	<u>Proposed Amendment</u>	<u>Revised Request</u>
Total number of permanent positions....	193	---	193
Total compensable workyears.....	206	- 7	199
Full-time equivalent of other positions	( 24)	---	( 24)
Full-time equivalent of overtime and holiday hours.....	( 4)	---	( 4)
Average ES salary.....	\$50,112	---	\$50,112
Average GS grade.....	10.86	---	10.86
Average GS salary.....	\$26,442	---	\$26,442
Average Salary of ungraded positions...	\$15,454	---	\$15,454

OFFICE OF THE ADMINISTRATOR  
NARRATIVE JUSTIFICATION  
(Dollar amounts in thousands)

<u>Budget Authority</u>	<u>FY 1981</u>
Request Pending	\$8,207
Proposed Amendment	- 207
Revised Request	8,000

A savings of \$207,000 will be achieved through a delay in filling vacancies in existing authorized positions and a further delay in recruiting for new positions requested in the FY 1981 budget. These savings will be realized in the salaries and benefits paid employees.

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DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 RAILROAD SAFETY

Identification code		19 81 actual	19 81 estimate	19 81 estimate
Budget Appendix Page	Heading	Request Pending	Proposed Amendment	Revised Request
726	Railroad Safety	\$27,921,000 ( 7,850,000)	-\$421,000 ( ---)	\$27,500,000 ( 7,850,000)
<p>This amendment reduces the 1981 request for personnel compensation and benefits. This action will reduce 1981 outlays by \$421,000.</p>				

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DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
RAILROAD SAFETY

Program and Financing (in thousands of dollars)

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0702-0-1-401			
<u>Program by activities:</u>	<u>Request Pending</u>	<u>Proposed Amendment</u>	<u>Revised Request</u>
Direct Program:			
1. Federal enforcement.....	15,751	- 71	15,680
2. Automated track inspection program.....	5,850	---	5,850
3. Safety regulation and program administration.....	4,320	-350	3,970
4. Grants-in-aid for railroad safety	3,748	---	3,748
Total direct program costs.....	29,669	-421	29,248
Reimbursable program:			
3. Safety regulation and program administration.....	---	---	---
10.00 Total program costs, funded- obligations.....	29,669	-421	29,248
Financing:			
11.00 Offsetting collections from: Federal Funds.....	---	---	---
17.00 Recovery of prior year obliga- tions.....	---	---	---
21.40 Unobligated balance available, start of year.....	-1,748	---	-1,748
24.40 Unobligated balance available, end of year.....	---	---	---
25.00 Unobligated balance lapsing.....	---	---	---
<u>Budget authority.....</u>	27,921	-421	27,500

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DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
RAILROAD SAFETY

Program and Financing (in thousands of dollars)

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0702-0-1-401			
<b>Budget authority:</b>	<b>Request Pending</b>	<b>Proposed Amendment</b>	<b>Revised Request</b>
40.00 Appropriation.....	27,921	-421	27,500
41.00 Transferred to other accounts...	---	---	---
43.00 Appropriation (adjusted).....	27,921	-421	27,500
44.20 <u>Supplemental for civilian pay raise</u> .....	---	---	---
<b>Relation of obligations to outlays:</b>			
71.00 Obligations incurred, net.....	29,669	-421	29,248
72.40 Obligated balance, start of year.....	14,340	---	14,340
74.40 Obligated balance, end of year..	-15,072	---	-15,072
77.00 Adjustments in expired accounts.	---	---	---
90.00 Outlays, excluding pay raise supplemental.....	28,912	-421	28,491
91.20 Outlays from civilian pay raise supplemental.....	25	---	25

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 504-1-4

DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 RAILROAD SAFETY

OBJECT CLASSIFICATION (in thousands of dollars)

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0702-0-1-401			
Direct obligations:	Request	Proposed	Revised
Personnel compensation:	<u>Pending</u>	<u>Amendment</u>	<u>Request</u>
11.1 Permanent positions .....	12,645	-383	12,262
11.3 Positions other than permanent .....	250	---	250
11.5 Other personnel compensation .....	92	---	92
<del>11.8 Special personal services payments .....</del>			
Total personnel compensation .....	12,987	-383	12,604
Personnel benefits:			
12.1 Civilian .....	1,285	- 38	1,247
<del>13.0 Benefits for former personnel .....</del>			
21.0 Travel and transportation of persons .....	1,900	---	1,900
22.0 Transportation of things .....	50	---	50
1 Standard level user charges .....	851	---	851
<del>23.0 Rent, communications, and utilities .....</del>			
23.2 Comm., util., and other rent .....	1,715	---	1,715
24.0 Printing and reproduction .....	105	---	105
25.0 Other services .....	6,878	---	6,878
26.0 Supplies and materials .....	55	---	55
31.0 Equipment .....	95	---	95
<del>32.0 Lands and structures .....</del>			
<del>33.0 Investments and loans .....</del>			
41.0 Grants, subsidies, and contributions .....	3,748	---	3,748
<del>42.0 Insurance claims and indemnities .....</del>			
<del>43.0 Interest and dividends .....</del>			
<del>44.0 Refunds .....</del>			
99.0 Total obligations .....	29,669	-421	29,248

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DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 RAILROAD SAFETY

PERSONNEL SUMMARY

Identification code	19 81	1981	1981
	actual	estimate	estimate
69-0702-0-1-401			
	<u>Request Pending</u>	<u>Proposed Amendment</u>	<u>Revised Request</u>
Total number of permanent positions....	484	---	484
Total compensable workyears.....	482	-10	472
Full-time equivalent of other positions	( 14 )	---	( 14 )
Full-time equivalent of overtime and holiday hours.....	( 5 )	---	( 5 )
Average ES salary.....	\$50,112	---	\$50,112
Average GS grade.....	11.14	---	11.14
Average GS salary.....	\$26,629	---	\$26,629

## RAILROAD SAFETY

NARRATIVE JUSTIFICATION  
(Dollar amounts in thousands)

<u>Budget Authority</u>	<u>FY 1981</u>
Request Pending	\$27,921
Proposed Amendment	-421
Revised Request	27,500

The proposed amendment reflects a decrease of \$421,000 from the Federal Railroad Administration's Railroad Safety appropriation. The savings will be achieved through a delay in filling vacancies in existing headquarters and field clerical authorized positions. This reduction will be realized in the salaries and benefits paid employees.

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DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
RAILROAD RESEARCH AND DEVELOPMENT

Identification code		19 81 actual	19 81 estimate	19 81 estimate
Budget Appendix Page	Heading	Request Pending	Proposed Amendment	Revised Request
727	Railroad Research and Development	\$57,738,000	-\$5,238,000	\$52,500,000
<p>This amendment reduces the 1981 request for personnel compensation and benefits (\$238,000) and program funds (\$5,000,000). This action will reduce 1981 outlays by \$2,938,000.</p>				

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DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
RAILROAD RESEARCH AND DEVELOPMENT

Program and Financing (in thousands of dollars)

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0745-0-1-401			
<u>Program by activities:</u>	<u>Request Pending</u>	<u>Proposed Amendment</u>	<u>Revised Request</u>
Direct program:			
1. Track, equipment and personnel safety.....	28,748	- 56	28,692
2. Railroad operational improvements	3,925	- 11	3,914
3. Improved passenger systems.....	4,369	- 16	4,353
4. Transportation test center.....	11,777	-1,270	10,507
5. Policy support.....	8,919	- 85	8,834
Total direct program.....	57,738	-1,438	56,300
Reimbursable program:			
1. Track, equipment and personnel safety.....	300	---	300
2. Railroad operational improvements	160	---	160
3. Improved passenger systems.....	150	---	150
4. Transportation test center.....	2,500	---	2,500
5. Policy support.....	150	---	150
Total reimbursable program.....	3,260	---	3,260
10.00 Total program costs, funded- obligations.....	60,998	-1,438	59,560
<u>Financing:</u>			
Offsetting collections from:			
11.00 Federal funds.....	-2,760	---	-2,760
14.00 Non-Federal sources.....	- 500	---	- 500
17.00 Recovery of prior year obligations.....	---	---	---
21.40 Unobligated balance available, start of year.....	---	-3,800	-3,800
24.40 Unobligated balance available, end of year.....	---	---	---

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DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 RAILROAD RESEARCH AND DEVELOPMENT

Program and Financing (in thousands of dollars)

Identification code 69-0745-0-1-401	19 81 actual	19 81 estimate	19 81 estimate
	Request Pending	Proposed Amendment	Revised Request
40.00 Budget authority (appropriation)	57,738	-5,238	52,500
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	57,738	-1,438	56,300
72.40 Obligated balance, start of year	52,003	-3,800	48,203
74.40 Obligated balance, end of year..	-59,341	---	-59,341
77.00 Adjustments in expired accounts.	---	---	---
90.00 Outlays.....	50,400	-5,238	45,162

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DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 RAILROAD RESEARCH AND DEVELOPMENT

OBJECT CLASSIFICATION (in thousands of dollars)

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0745-0-1-401			
Direct obligations:	Request	Proposed	Revised
Personnel compensation:	<u>Pending</u>	<u>Amendment</u>	<u>Request</u>
11.1 Permanent positions .....	5,338	- 216	5,122
11.3 Positions other than permanent .....	360	---	360
11.5 Other personnel compensation .....	40	---	40
<del>11.8 Special personal services payments .....</del>			
Total personnel compensation .....	5,738	- 216	5,522
Personnel benefits:			
12.1 Civilian .....	603	- 22	581
<del>13.0 Benefits for former personnel .....</del>			
21.0 Travel and transportation of persons .....	375	---	375
22.0 Transportation of things .....	75	---	75
1 Standard level user charges .....	355	---	355
<del>23.0 Rent, communications, and utilities .....</del>			
23.2 Comm., util., and other rent .....	260	---	260
24.0 Printing and reproduction .....	135	---	135
25.0 Other services .....	48,800	-1,200	47,600
26.0 Supplies and materials .....	30	---	30
31.0 Equipment .....	950	---	950
<del>32.0 Lands and structures .....</del>			
<del>33.0 Investments and loans .....</del>			
41.0 Grants, subsidies, and contributions .....	---	---	---
<del>42.0 Insurance claims and indemnities .....</del>			
<del>43.0 Interest and dividends .....</del>			
<del>44.0 Refunds .....</del>			
99.0 <sup>direct</sup> Total obligations .....	57,321	-1,438	55,883

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DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 RAILROAD RESEARCH AND DEVELOPMENT

OBJECT CLASSIFICATION (in thousands of dollars)

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0745-0-1-401			
Reimbursable obligations:	Request Pending	Proposed Amendment	Revised Request
<del>Personnel compensation:</del>			
<del>11.1 Permanent positions</del>			
<del>11.3 Positions other than permanent</del>			
<del>11.5 Other personnel compensation</del>			
<del>11.8 Special personal services payments</del>			
<del>Total personnel compensation</del>			
<del>Personnel benefits:</del>			
<del>12.1 Civilian</del>			
<del>13.0 Benefits for former personnel</del>			
<del>21.0 Travel and transportation of persons</del>			
<del>22.0 Transportation of things</del>			
<del>23.0 Rent, communications, and utilities</del>			
<del>24.0 Printing and reproduction</del>			
25.0 Other services	3,260	---	3,260
<del>26.0 Supplies and materials</del>			
<del>31.0 Equipment</del>			
<del>32.0 Lands and structures</del>			
<del>33.0 Investments and loans</del>			
<del>41.0 Grants, subsidies, and contributions</del>			
<del>42.0 Insurance claims and indemnities</del>			
<del>43.0 Interest and dividends</del>			
<del>44.0 Refunds</del>			
Total reimbursable obligations	3,260	---	3,260
99.0 Total obligations Federal Railroad Administration	60,581	-1,438	59,143

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DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 RAILROAD RESEARCH AND DEVELOPMENT  
 OBJECT CLASSIFICATION (in thousands of dollars)

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0745-0-1-401			
Allocation account:	Request	Proposed	Revised
Personnel compensation:	Pending	Amendment	Request
11.1 Permanent positions .....	149	---	149
11.3 Positions other than permanent .....	13	---	13
11.5 Other personnel compensation .....	4	---	4
<del>11.8 Special personal services payments</del> .....			
Total personnel compensation .....	166	---	166
Personnel benefits:			
12.1 Civilian .....	17	---	17
<del>13.0 Benefits for former personnel</del> .....			
21.0 Travel and transportation of persons .....	23	---	23
22.0 Transportation of things .....	6	---	6
<del>23.0 Rent, communications, and utilities</del> .....			
23.2 Comm., util., and other rent... ..	23	---	23
24.0 Printing and reproduction .....	1	---	1
25.0 Other services .....	181	---	181
<del>26.0 Supplies and materials</del> .....			
<del>31.0 Equipment</del> .....			
32.0 Lands and structures .....	---	---	---
<del>33.0 Investments and loans</del> .....			
<del>41.0 Grants, subsidies, and contributions</del> .....			
<del>42.0 Insurance claims and indemnities</del> .....			
<del>43.0 Interest and dividends</del> .....			
<del>44.0 Refunds</del> .....			
Total obligations, allocation account .....	417	---	417
99.0 Total obligations .....	60,998	-1,438	59,560
Obligations are distributed as follows:			
Federal Railroad Administration .....	60,581	-1,438	59,143
Federal Highway Administration .....	417	---	417

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DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
RAILROAD RESEARCH AND DEVELOPMENT

PERSONNEL SUMMARY

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0745-0-1-401			
FEDERAL RAILROAD ADMINISTRATION	Request Pending	Proposed Amendment	Revised Request
Total number of permanent positions....	179	---	179
Total compensable workyears.....	193	- 6	187
Full-time equivalent of other positions	( 27)	---	( 27)
Full-time equivalent of overtime and holiday hours.....	( 2)	---	( 2)
Average ES salary.....	\$50,112	---	\$50,112
Average GS grade.....	11.70	---	11.70
Average GS salary.....	\$30,016	---	\$30,016
ALLOCATION TO FEDERAL HIGHWAY ADMINISTRATION			
Total number of permanent positions....	8	---	8
Total compensable workyears.....	9	---	9
Full-time equivalent of other positions	( 1)	---	( 1)
Average GS grade.....	12.13	---	12.13
Average GS salary.....	\$31,836	---	\$31,836

## RAILROAD RESEARCH AND DEVELOPMENT

NARRATIVE JUSTIFICATION  
(Dollar amounts in thousands)

<u>Budget Authority</u>	<u>FY 1981</u>
Request Pending	\$57,738
Proposed Amendment	-5,238
Revised Request	52,500

The proposed \$5,238,000 reduction in budget authority requested for FY 1981 is comprised of a \$238,000 savings in operating expenses and a \$5,000,000 curtailment in program expenditures.

Through a delay in filling vacancies in existing authorized positions and a further delay in recruiting for new positions requested in the FY 1981 budget, a savings of \$238,000 will be achieved.

In FY 1980, \$2.3 million of proposed obligations for the construction of the Safety Acceptance Facility for Equipment (SAFE) will be deferred to FY 1982 together with a \$1.2 million request for completion of construction in FY 1981. These amounts totaling \$5 million will be reduced from the FY 1981 current budget authority request.

The remaining \$1.5 million will result in deleting the equivalent of one intermodal terminal project and one intermodal freight system demonstration proposed in FY 1980 and applying these funds against the FY 1981 budget authority request.

STANDARD FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised.  
500-101

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
RAIL SERVICE ASSISTANCE

Identification code		19 81 actual	19 81 estimate	19 81 estimate
Budget Appendix Page	Heading	Request Pending	Proposed Amendment	Revised Request
728	Rail Service Assistance	\$94,506,000 9,440,000	-\$89,000 - 17,000	\$94,417,000 9,423,000
		Limitation on New (ERSA) Loan Commitments (\$40,000,000)	Guarantee (\$-20,000,000)	Guarantee (\$20,000,000)
<p>This amendment reduces the 1981 request for personnel compensation and benefits (\$106,000) and the limitation on new Emergency Rail Services Act loan guarantees (\$20 million). This action will reduce 1981 outlays by \$106,000.</p>				

(Memo cont: 3)

(Memo cont: 4.9)

STANDARD FORM 50J  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised  
300-101

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
RAIL SERVICE ASSISTANCE

Program and Financing (in thousands of dollars)

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0122-0-1-401			
Program by activities:	<u>Request Pending</u>	<u>Proposed Amendment</u>	<u>Revised Request</u>
Direct program:			
1. Rail line subsidies.....	85,000	---	85,000
2. Washington Union Station model intermodal terminal.....	---	---	---
3. Minority Business Resource Center	9,440	- 17	9,423
4. Other administration and special projects.....	9,506	- 89	9,417
10.00 Total program costs, funded- obligations.....	103,946	-106	103,840
Financing:			
21.40 Unobligated balance available, start of year.....	---	---	---
24.40 Unobligated balance available, end of year.....	---	---	---
<u>Budget authority.....</u>	103,946	-106	103,840
<u>Budget authority:</u>			
40.00 Appropriation.....	103,946	-106	103,840
41.00 Transferred to other accounts...	---	---	---
43.00 <u>Appropriation (adjusted).....</u>	103,946	-106	103,840
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	103,946	-106	103,840
72.40 Obligated balance, start of year	159,944	---	159,944
74.40 Obligated balance, end of year..	-178,435	---	-178,435
77.00 Adjustments.....	---	---	---
90.00 Outlays.....	85,455	-106	85,349

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300-101

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
RAIL SERVICE ASSISTANCE

Status of Loan Guarantees (in thousands of dollars)

Identification code	1981 actual	1981 estimate	1981 estimate
	Request Pending	Proposed Amendment	Revised Request
69-0122-0-1-401			
Position with respect to limitation on loan guarantees:			
3100 Limitation on commitments:			
Appropriation.....	40,000	-20,000	20,000 <sup>L</sup>
3200 Commitments, gross.....	-133,011	20,000	-113,011
Cumulative balance of guarantees outstanding:			
4100 Outstanding, start of year.....	679,161	---	679,161
4200 New loans guaranteed.....	133,011	-20,000	113,011
4400 Repayments or prepayments.....	-22,000	---	-22,000
4900 Outstanding, end of year.....	790,172	-20,000	770,172

<sup>1/</sup> Does not include a limitation on U.S. Railway Association loan guarantees

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 300-101

DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 RAIL SERVICE ASSISTANCE

Status of Direct Loans (in thousands of dollars)

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0122-0-1-401			
Position with respect to limitation on direct loans:	Request Pending	Proposed Amendment	Revised Request
Limitation on obligations:			
1110 Appropriation.....	3,000	---	3,000
1120 Legislative program items.....	250,000	---	250,000
1200 Obligations incurred, gross.....	-253,000	---	-253,000
Cumulative balance of direct loans outstanding:			
2100 Outstanding, start of year.....	7,700	---	7,700
2200 Disbursements.....	45,000	---	45,000
2900 Outstanding, end of year.....	52,700	---	52,700

(Mono cast: 5)

(Mono cast: 4.9)

STANDARD FORM 304  
 May 1962, Bureau of the Budget  
 Circular No. A-11, Revised  
 504-103

DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 RAIL SERVICE ASSISTANCE  
 OBJECT CLASSIFICATION (in thousands of dollars)

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0122-0-1-401			
Federal Railroad Administration:	Request	Proposed	Revised
Personnel compensation:	<u>Pending</u>	<u>Amendment</u>	<u>Request</u>
11.1 Permanent positions .....	2,811	- 96	2,715
11.3 Positions other than permanent .....	245	---	245
11.5 Other personnel compensation .....	30	---	30
<del>11.0 Special personal services payments .....</del>			
Total personnel compensation .....	3,086	- 96	2,990
Personnel benefits:			
12.1 Civilian .....	289	- 10	279
<del>13.0 Benefits for former personnel .....</del>			
21.0 Travel and transportation of persons .....	137	---	137
22.0 Transportation of things .....	30	---	30
23.1 Standard level user charges .....	203	---	203
<del>23.0 Rent, communications, and utilities .....</del>			
23.2 Comm., util., and other rent .....	160	---	160
24.0 Printing and reproduction .....	47	---	47
25.0 Other services .....	11,937	---	11,937
26.0 Supplies and materials .....	21	---	21
31.0 Equipment .....	36	---	36
<del>32.0 Lands and structures .....</del>			
33.0 Investments and loans .....	3,000	---	3,000
41.0 Grants, subsidies, and contributions .....	85,000	---	85,000
<del>42.0 Insurance claims and indemnities .....</del>			
<del>43.0 Interest and dividends .....</del>			
<del>44.0 Refunds .....</del>			
99.0 Total/obligations .....	103,946	-106	103,840

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 300-101

DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 RAIL SERVICE ASSISTANCE

PERSONNEL SUMMARY

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0122-0-1-401			
	Request Pending	Proposed Amendment	Revised Request
Total number of permanent positions....	105	---	105
Total compensable workyears.....	108	- 3	105
Full-time equivalent of other positions	( 19)	---	( 19)
Full-time equivalent of overtime and holiday hours.....	( 2)	---	( 2)
Average ES salary.....	\$50,112	---	\$50,112
Average GS grade.....	12.17	---	12.17
Average GS salary.....	\$30,848	---	\$30,848

(Micro cast: 3)

(Micro cast: 3)

(Micro cast: 4.9)

RAIL SERVICE ASSISTANCE  
 NARRATIVE JUSTIFICATION  
 (Dollar amounts in thousands)

<u>Budget Authority</u>	<u>FY 1981</u>
Request Pending	\$103,946
Proposed Amendment	-106
Revised Request	103,840
<u>Limitation on New (ERSA)</u>	
<u>Loan Guarantee Commitments</u>	
Request Pending	(40,000)
Proposed Amendment	(-20,000)
Revised Request	(20,000)

The proposed amendment reflects a decrease of \$106,000 from the Federal Railroad Administration's Rail Service Assistance appropriation. The savings will be achieved through a delay in filling vacancies in existing authorized positions and a further delay in recruiting for new positions requested in the FY 1981 budget. These savings will be realized in the salaries and benefits paid employees.

In FY 1980 and FY 1981 it is proposed to extend additional credit to railroads to ensure continuation of essential rail services by carriers which petition for financial relief under the Bankruptcy Act. A number of railroads are currently in precarious financial condition and are likely to face bankruptcy unless economic and regulatory conditions improve. With this situation continuing to worsen, it is anticipated that the increased credit demand in FY 1980 will reduce available ERSAs loan guarantee authority, thereby reducing the FY 1981 Federal credit program by approximately \$20 million.

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DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
 GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Identification code		19 81 actual	19 81 estimate	19 81 estimate
Budget Appendix Page	Heading	Request Pending	Proposed Amendment	Revised Request
731	Grants to the National Railroad Passenger Corp.	(\$975,000,000) 650,000,000 23,000,000 250,000,000 52,000,000	(\$-50,000,000) --- --- -50,000,000 ---	\$925,000,000 650,000,000 23,000,000 200,000,000 52,000,000
This amendment reduces the 1981 request for capital grants. This action will reduce 1981 outlays by \$50 million.				
			Advanced 1982 appropriation	
		\$148,100,000	+\$50,000,000	\$198,100,000

(Memo cont: 3L)

(Memo cont: 3)

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(Memo cont: 4)

STANDARD FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised.  
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DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Program and Financing (in thousands of dollars)

Identification code	19 81	19 81	19 81
	actual	estimate	estimate
69-0704-0-1-401			
	Request Pending	Proposed Amendment	Revised Request
Program by activities:			
1. Operating grants.....	650,000	---	650,000
2. State assisted routes.....	23,000	---	23,000
3. Labor protection and capital grants	250,000	-50,000	200,000
4. Debt transactions.....	52,000	---	52,000
10.00 Total program costs, funded- obligations (object class 41.0)	975,000	-50,000	925,000
Financing:			
40.00 Budget authority (appropriation)	975,000	-50,000	925,000
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	975,000	-50,000	925,000
74.40 Obligated balance, end of year..	-129,500	---	-129,500
90.00 Outlays.....	845,500	-50,000	795,500

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300-101

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION  
GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Status of Loan Guarantees (in thousands of dollars)

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-0704-0-1-401			
	<u>Request Pending</u>	<u>Proposed Amendment</u>	<u>Revised Request</u>
Position with respect to limitation on loan guarantees:			
3120			
Limitation on commitments: Legislative program item.....	7,300	---	7,300
3200			
Commitments, gross.....	-7,300	---	-7,300
Cumulative balance of guarantees outstanding:			
4100			
Outstanding, start of year.....	559,661	---	559,661
4200			
New loans guaranteed.....	7,300	---	7,300
4400			
Repayments or prepayments.....	-52,000	---	-52,000
4700			
Other adjustments.....	64,745	---	64,745
4900			
Outstanding, end of year.....	579,706	---	579,706

(Mono cast: 21.5)

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(Mono cast: 4.9)

## GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

NARRATIVE JUSTIFICATION  
(Dollar amounts in thousands)

<u>Budget Authority</u>	<u>FY 1981</u>
Request Pending	\$975,000
Proposed Amendment	-50,000
Revised Request	925,000

The National Railroad Passenger Corporation (Amtrak) has been authorized by the House and Senate Conferees to purchase up to 200 low level cars for revenue service at a cost not substantially in excess of \$228 million. Amtrak will negotiate a procurement contract calling for progress payments aggregating about \$55 million during FY 1980 and FY 1981. It is expected, however, that \$50 million now programmed for additional progress payments and delivery of the first cars originally estimated to be late FY 1981 will not now be programmed before October 1981. These \$50 million in FY 1981 payments would be deferred to the FY 1982 request for an advance appropriation. The impact of deferral would mean about a two month slippage in the delivery of the first low level cars.

Based on this deferral, we are amending the budget language for the advanced FY 1982 capital appropriation from \$148.1 million to \$198.1 million, an increase of \$50 million.

DEPARTMENT OF TRANSPORTATION  
URBAN MASS TRANSPORTATION ADMINISTRATION  
TRANSPORTATION ENERGY INITIATIVES

NARRATIVE JUSTIFICATION

This supplemental will provide for the introduction of up to 3,000 additional buses in FY 1980. Also, it is expected that these funds will permit the purchase of approximately 200 new rail cars.

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Circular No. A-11, Revised.  
500-101

DEPARTMENT OF TRANSPORTATION/UMTA  
URBAN MASS TRANSPORTATION FUND  
Program and Financing (in thousands of dollars)

Identification code	19 80	19 80	19 80
	actual	estimate	estimate
69-1119-1-1-401			
	<u>Presently Available</u>	<u>Revised Estimate</u>	<u>Proposed Supplemental</u>
Program by activities:			
Direct program:			
Urban discretionary grants.....	1,380,000	2,050,000	670,000
Urban formula grants.....	1,480,000	1,480,000	...
Technical studies grants.....	...	...	...
Nonurban formula grants.....	85,000	85,000	...
Research and training.....	70,300	62,425	-7,875
Administrative expenses.....	19,614	19,614	...
Waterborne demonstration.....	15,000	15,000	...
Interstate transfer grants.....	700,000	700,000	...
Commuter rail operating subsidies.....	...	...	...
Total direct program costs, funded.....	3,749,914	4,412,039	662,125
Reimbursable program.....	5,000	5,000	...
Change in selected resources.....	...	...	...
10.00 Total obligations.....	3,754,914	4,417,039	662,125
Financing:			
11.00 Offsetting collections from:			
Federal funds.....	-5,000	-5,000	...
17.00 Recovery of prior year obligations.....	...	...	...
Unobligated balance available, start of year:			
21.40 Appropriation.....	-649,792	-649,792	...
21.49 Contract authority.....	-4,287,155	-4,287,155	...
Unobligated balance available, end of year:			
24.40 Appropriation.....	643,192	651,067	7,875
24.49 Contract authority.....	2,713,130	2,713,130	...
25.00 Unobligated balance lapsing.....	...	...	...
Budget authority.....	2,169,289	2,839,289	670,000

(Memo cont: 21.0)

(Memo cont: 2)

(Memo cont: 3)

(Memo cont: 4.0)

STANDARD FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised.  
500-101

DEPARTMENT OF TRANSPORTATION/UMTA  
URBAN MASS TRANSPORTATION FUND  
Program and Financing (in thousands of dollars)  
(continued)

Identification code	19 80 actual	19 80 estimate	19 80 estimate
69-1119-1-1-401			
	Presently Available	Revised Estimate	Proposed Supplemental
Budget authority:			
40.00 Appropriation.....	4,383,635	5,053,635	670,000
40.49 Portion applied to liquidate contract authority.....	-1,500,000	-1,500,000	...
41.00 Transferred to other accounts...	2,086	2,086	...
43.00 Appropriation (adjusted).....	2,881,549	3,551,549	670,000
44.20 Supplemental for civilian pay raise.....	840	840	...
49.10 Reduction in unobligated contract authority (Public Law 91-453).....	-713,100	-713,100	...
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	3,749,914	4,412,039	662,125
Obligated balance, start of year:			
72.40 Appropriation.....	2,318,332	2,318,332	...
72.49 Contract authority.....	3,724,710	3,724,710	...
Obligated balance, end of year:			
74.40 Appropriation.....	-4,106,514	-4,770,639	-664,125
74.49 Contract authority.....	-3,085,635	-3,085,635	...
90.00 Outlays, excluding pay raise supplemental.....	2,600,000	2,598,000	-2,000
91.20 Outlays from civilian pay raise supplemental.....	807	807	...

## FY 1980 Activity under Proposed Legislation

Activity I. Capital Facilities Grants \$670,000,000

The Department of Transportation and Related Agencies Appropriation Act for FY 1980 provided new budget authority in the amount of \$1,380M for the Section 3 program under the authority of the Surface Transportation Assistance Act of 1978. Subsequent to this appropriation, the Administration has submitted new legislation to authorize additional funds beginning in FY 1980. UMTA is hereby submitting an FY 1980 Section 3 supplemental appropriation request against the new Transportation Energy Initiative (TEI). The Section 3 level requested is \$670M, which, when added to the appropriated amount, will create an overall FY 1980 Section 3 program level of \$2,050M.

The FY 1980 appropriation earmarked funding among the constituent Section 3 budget subcategories. Based on this program composition, the Department has developed a mix for the use of the supplemental budget request, which it feels most adequately meets the needs of the transit industry, allows the Department to fulfill existing obligations, and provides a greater national benefit in the distribution of limited public resources for a major national need--the implementation of more public transportation in a time of energy shortage. The proposed distribution of FY 1980 Section 3 funding, with the addition of funding under this supplemental request, is summarized as follows (dollars in millions):

<u>Category</u>	<u>Appropriation</u>	<u>Supplemental Appropriation Request</u>	<u>Total</u>
Bus and bus related .....	255	270	525
Existing rail systems modernization and extensions ...	650	275	925
Fixed guideway new starts .....	320	120	440
Downtown people mover demonstrations .....	20	0	20
Urban initiatives .....	80	0	80
Planning and technical studies ...	55	0	55
Innovative techniques and methods .....	0	5	5
Total .....	<u>1,380</u>	<u>670</u>	<u>2,050</u>

The budget justification and summary information contained in Activity I of the UMTA FY 1981 Budget Estimates pertain, for the most part, to this request. Please reference these discussions for more detailed information on the intended uses and benefits of this funding. There are, however, certain planned activities which are essential aspects of the proposed program augmentation, and which warrant additional highlighting.

Under the bus and bus related element of the Section 3 program, the \$270M level proposed in this supplemental will be used for bus projects both in major cities and in smaller ones, providing probably the broadest distribution of public transportation funds across the nation. It is expected that these supplemental monies will permit the purchase of approximately twice as many new buses of all sizes for replacement and expansion purposes as would be possible under existing FY 1980 Section 3 and Section 5 appropriated amounts. This is viewed as a top priority item, with two very positive benefits. One is to allow for the utilization of modern transit equipment intended not only to retain the existing transit patron, but also to provide capacity for new riders who currently use private automobiles. Taken together with steps to encourage the rehabilitation of buses, where appropriate, and to encourage sound maintenance policies, the transit patron should be afforded with bus service which is attractive, safe, reliable, efficient, and accessible. A second benefit under such an effort would be to establish for the bus manufacturing industry a sizable and stable market for this product. Through such a Federal commitment, not only in FY 1980 but throughout the next decade, it is hoped that more manufacturers, particularly domestic ones, will be encouraged to enter the field, resulting in greater competition and an improved product. Also, funds will be applied to the purchase of necessary support equipment for efficient bus management programs. In addition, UMTA may use a small portion of this funding to initiate a bus demonstration program which would allow UMTA to procure and test various vehicles and components in concert with participating local transit authorities. Goals of this demonstration effort would include the generation of new competition, product improvement, and better accessibility for handicapped and elderly citizens.

The supplemental monies will also demonstrate strong Federal support for the revitalization of rapid rail, light rail, and commuter rail transit systems in the urban areas in the nation whose rail transit systems predated the availability of UMTA funding. These areas are: New York, Northeastern New Jersey, Chicago, Philadelphia, Pittsburgh, Boston, Cleveland, and San Francisco. Other areas are also incidental recipients of funds. UMTA assistance in the past has been devoted primarily to stabilizing and preventing further deterioration of systems in these cities, which have been in a state of steady decline in the recent past because of the large level of funding which would be necessary to correct the situation brought on by many years of insufficient funding for repair. With the addition of \$275M under this supplemental request, UMTA expects to be able to provide sufficient funding for local areas to implement projects which will make their systems more attractive, reliable, convenient, and safer for the transit patron. This is especially important because of the essential role rail transit systems are expected to play in an energy constrained society, particularly in an era of rapidly rising gasoline costs. Also, it is expected that these funds will permit the purchase of twice as many new rail cars as would be possible in absence of TEI funds.

Finally, \$120M in supplemental funds will be expanded to allow UMTA to fulfill obligations made by the Department under full funding contracts either negotiated or already signed for new start systems already under construction. In particular, it is expected that the additional funds will enable UMTA to complete the Federal commitment to the first phase of the Baltimore Rapid Rail System in FY 1980. These funds will also allow projects in Buffalo and Miami to proceed as originally planned and as agreed to in full funding contracts, thereby minimizing project delays which would occur at reduced funding levels. It is in the national interest that these new systems, already under construction, be completed as quickly as possible so as to provide energy efficient alternatives to automobile travel, and to minimize the impact of inflation upon these major construction activities. Furthermore, additional funding will be applied to the Atlanta Phase B-1, 2.5-mile extension from North Avenue to Arts Center on the North Line, and from Garnett to West End on the South Line. No funds out of the FY 1980 supplemental will be used for the initiation of any additional new start projects, or for any other project in the new start category.

Section 4i of Title III of the Surface Transportation Assistance Act of 1978 authorizes the Secretary to make grants to States and local public bodies for projects for the deployment of innovative techniques and methods in the management and operation of public transportation services. A diverse family of innovative techniques has been identified that would be eligible for funding under the 4i program. This includes High Occupancy Vehicle (HOV) priority treatment, ridesharing and other paratransit, special user transit, economic incentive/disincentive, human resource improvements, marketing and automated data management and information systems for transit operators. There has been requested \$25M for this purpose in FY 1981, which would allow the implementation of 20-30 projects nationwide. A more immediate, small-scale start-up (\$5M) program in 1980 would provide an important boost to the Department's current, strong efforts to help local areas reduce their dependence on oil.

It is requested that the funds be designated as "no-year" money, so there is sufficient time for local jurisdictions to respond thoughtfully with applications for these funds.

STANDARD FORM 304  
 May 1969, Bureau of the Budget  
 Circular No. A-11, Revised.  
 304-103

DEPARTMENT OF TRANSPORTATION  
 URBAN MASS TRANSPORTATION ADMINISTRATION  
 URBAN MASS TRANSPORTATION FUND

OBJECT CLASSIFICATION (in thousands of dollars)

Identification code	19 80 actual	19 80 estimate	19 80 estimate
69-1119-1-1-401			
Personnel compensation:	Presently Available	Revised Estimate	Proposed Supplemental
11.1 Permanent positions.....	13,590	13,590	
11.3 Positions other than permanent.....	585	585	
11.5 Other personnel compensation.....	115	115	
11.8 Special personal services payments.....			
Total personnel compensation.....	14,290	14,290	
Personnel benefits:			
12.1 Civilian.....	1,220	1,220	
13.0 Benefits for former personnel.....			
21.0 Travel and transportation of persons.....	891	891	
22.0 Transportation of things.....	46	46	
23.0 Rent, communications, and utilities.....	702	702	
23.1 Standard level user charges.....	998	998	
24.0 Printing and reproduction.....	400	400	
25.0 Other services.....	54,767	54,767	
26.0 Supplies and materials.....	50	50	
31.0 Equipment.....	50	50	
32.0 Lands and structures.....			
33.0 Investments and loans.....			
41.0 Grants, subsidies, and contributions.....	3,681,500	4,343,625	662,125
42.0 Insurance claims and indemnities.....			
43.0 Interest and dividends.....			
44.0 Refunds.....			
99.0 Total obligations.....	3,754,914	4,417,039	662,125

DEPARTMENT OF TRANSPORTATION  
 URBAN MASS TRANSPORTATION ADMINISTRATION  
 URBAN MASS TRANSPORTATION FUND

SUPPLEMENTARY SOURCE DOCUMENT (In thousands of dollars)

Identification code 69-1119-1-1-401	Function	Line No.	Def. (D) Leg. (S)		19 actual	1980 estimate	1981 estimate
			Indef. (I)	No leg. (N)			
<b>A. ANALYSIS OF BUDGET AUTHORITY AND OUTLAYS</b>							
Budget authority	401	43.00	D	N		3,551,549	4,943,875
	401	44.20	D	N		840	-0-
	401	49.10	D	N		-713,100	-0-
<b>Total</b> .....						2,839,289	4,943,875
Outlays	401	90.00				2,598,000	2,827,500
	401					807	33
<b>Total</b> .....						2,598,807	2,827,533
<b>Memorandum entries:</b>							
Appropriation to liquidate contract authority	401	40.49		N		1,500,000	1,500,000
Limitations:		9					
		9					
		9					
		9					

307-104

STANDARD FORM 307  
 June 1974 (Revised), Office of  
 Management and Budget  
 Circular No. A-11 Revised

Classification code	1980 actual	1980 estimate	1981 estimate
69-1119-1-1-401			

## B. DISTRIBUTION OF OUTLAYS

	Line code			
From new authority—current	311			
From new authority—permanent	312		285,263	487,690
From obligated balances	313		-0-	-0-
From unobligated balances	314		1,613,544	1,859,843
From new appropriations to liquidate contract authority (memo entry)	315	( )	700,000 (1,500,000)	480,000 (1,500,000)

## C. CHARACTER CLASSIFICATION

	Function	MC	Character code		
Budget authority	401	1	1312-01		
	401	1	1420-21	2,435,975	3,750,350
	401	1	1420-24	2,000	600
	401	1	1430-34	600	600
	401	1	1430-34	52,200	28,725
	401	1	1520-01	500	1,000
	401	1	3300-01	330,000	1,140,000
	401	1	3800-04	18,014	22,600
Total				2,839,289	4,943,875
Outlays	401	2	1312-01		
	401	2	1420-21	1,696,327	1,859,300
	401	2	1420-24	1,399	1,399
	401	2	1420-24	500	700
	401	2	1430-34	41,101	25,501
	401	2	1520-01	500	1,000
	401	2	3300-01	840,000	917,000
	401	2	3800-04	18,980	22,633
Total				2,598,807	2,827,533

STANDARD FORM 500  
July 1964, Bureau of the Budget  
Circular No. A-111, Rev. 5-62  
500-101

DEPARTMENT OF TRANSPORTATION/UMTA  
URBAN MASS TRANSPORTATION FUND

Program and Financing (in thousands of dollars)

Identification code	19 81	19 81	19 81
	actual	estimate	estimate
69-1119-0-1-401			
	Request pending	Proposed amendments	Revised request
Program by activities:			
Direct program:			
Urban discretionary grants....	1,380,000	1,022,000	2,402,000
Urban formula grants.....	1,600,000	45,000	1,645,000
Technical studies grants.....	...	...	...
Nonurban formula grants.....	110,000	...	110,000
Research and training.....	77,200	-18,925	58,275
Administrative expenses.....	23,100	-500	22,600
Waterborne demonstration.....	...	...	...
Interstate transfer grants....	725,000	75,000	800,000
Commuter rail operating subsidies.....	...	...	...
Total direct program costs, funded.....	3,915,300	1,122,575	5,037,875
Reimbursable program.....	5,000	...	5,000
Change in selected resources....	...	...	...
10.00 Total obligations.....	3,920,300	1,122,575	5,042,875
Financing:			
11.00 Offsetting collections from Federal funds.....	-5,000	...	-5,000
17.00 Recovery of prior year obligations.....	...	...	...
Unobligated balance available, start of year:			
21.40 Appropriation.....	-643,192	...	-643,192
21.49 Contract authority.....	-2,713,130	...	-2,713,130
Unobligated balance available, end of year:			
24.40 Appropriation.....	624,192	...	624,192
24.49 Contract authority.....	2,638,130	...	2,638,130
25.00 Unobligated balance lapsing....	...	...	...
Budget authority.....	3,821,300	1,122,575	4,943,875

STANDARD FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised.  
500-101

DEPARTMENT OF TRANSPORTATION/UMTA  
URBAN MASS TRANSPORTATION FUND  
Program and Financing (in thousands of dollars)  
(continued)

Identification code	1981 actual	1981 estimate	1981 estimate
69-1119-0-1-401			
	Request pending	Proposed amendments	Revised request
Budget authority:			
40.00 Appropriation.....	5,321,300	1,122,575	6,443,875
40.49 Portion applied to liquidate contract authority.....	-1,500,000	...	-1,500,000
41.00 Transferred to other accounts.	...	...	...
43.00 Appropriation (adjusted)....	3,821,300	1,122,575	4,943,875
44.20 Supplemental for civilian pay raises.....	...	...	...
49.10 Reduction in unobligated contract authority (Public Law 91-453).....	...	...	...
Relation of obligations to outlays:			
71.00 Obligations incurred, net....	3,923,175	1,122,575	5,045,750
Obligated balance, start of year:			
72.40 Appropriation.....	4,770,639	...	4,770,639
72.49 Contract authority.....	3,085,635	...	3,085,635
Obligated balance, end of year:			
74.40 Appropriation.....	-7,400,781	-1,013,075	-8,413,856
74.49 Contract authority.....	-1,660,635	...	-1,660,635
90.00 Outlays, excluding pay raise supplemental.....	2,718,000	+109,500	2,827,500
91.20 Outlays from civilian pay raise supplemental.....	33	...	33

(Mono unit: 21.8)

(Mono unit: 4.9)

FY 1981 Budget Amendment

The FY 1981 UMTA Budget Estimates requested a total Section 3 program level of \$2,482 million, based on a request of \$1,380 million and a request under proposed legislation of \$1,102 million. The total UMTA budget also requested funds for other UMTA program activities in the amount of \$45 million for the Section 5 bus capital tier (Section 5(a)(4)), and \$75 million for the Interstate transfer program. The following table summarizes the FY 1981 budget request for the UMTA transit capital and operating assistance grant programs as originally submitted (dollars in millions):

		<u>Original Proposal</u>		
<u>Number</u>	<u>Activity</u>	<u>Appropriation Request</u>	<u>Proposed Legislation</u>	<u>FY 1981 Total Including Proposed Legislation</u>
I	Urban Discretionary Grants			
	A. Bus and Bus Related	215	407	622
	B. Existing Rail Systems Modernization and Extensions	600	430	1,030
	C. Fixed Guideway New Starts	285	180	465
	D. Automated Systems (DPM)	25	35	60
	E. Urban Initiatives	200	...	200
	F. Planning and Technical Studies	55	15	70
	G. Innovative Techniques and Methods	...	25	25
	H. Technology Introduction	...	10	10
	Subtotal	1,380	1,102	2,482
II	Urban Formula Grants			
	§ 5(a)(1) - Tier I Base	850	...	850
	§ 5(a)(2) - Tier II Supplemental	250	...	250
	§ 5(a)(3) - Fixed Guideway/ Commuter Rail	100	...	100
	§ 5(a)(4) - Bus and Bus Related Facilities	325	45	370
	Subtotal	1,525	45	1,570 <sup>1/</sup>
IV	Non-Urban Formula Grants	91	...	91 <sup>2/</sup>
VIII	Interstate Transfer Grants	725	75	800

<sup>1/</sup> Excluding \$75 million of carryover

<sup>2/</sup> Excluding \$19 million of carryover

Subsequent to the submission to Congress of the budget estimates, the President has revised his Executive Budget proposal to help reduce inflationary pressures by achieving a balanced budget in FY 1981. As part of this governmentwide effort, the Section 3 request has been reduced by \$80 million. The Section 5 bus and Interstate transfer requests remain intact as originally proposed.

The \$80 million Section 3 reduction in the request is proposed to come out of the urban initiatives program, thereby reducing the FY 1981 funding request for that program element from \$200 million to \$120 million. In order to accomplish this, it is necessary to slightly adjust the proposed overall Section 3 funding distribution between the general appropriation program and the proposed legislative program because the earlier budget estimates were based upon a request of \$200 million for the urban initiatives program, the entire amount of which was requested under the general appropriation portion of the overall budget request. The new proposed funding distribution utilizes the Section 3 program mix described on pages 36-37 of the previous submission as the basis for the request under the revised general appropriation portion of the overall budget request. This mix assumes an urban initiatives level of \$120 million with upward adjustments to other elements of the Section 3 program to balance the lower urban initiatives level. Under the revised proposed legislation portion of the overall request, funding is requested for each of the Section 3 program elements so as to achieve the same overall funding levels that were proposed in the earlier submission, based upon the adjusted program composition under the general appropriation request. Since the proposed overall funding levels for all of the Section 3 budget elements except the urban initiatives program are not affected by this budget amendment, the justification material in the previous submission still pertains to the Section 3 budget under this amendment request. This discussion is found in Subactivities A-H (except E) of Activity I (Urban Discretionary Grants).

The following table summarizes the effect of this proposed action (dollars in millions):

Amended Proposal

<u>Number</u>	<u>Activity</u>	<u>Revised Appropriation Request</u>	<u>Change</u>	<u>Revised Proposed Legislation</u>	<u>Change</u>	<u>Revised FY 1981 Total Including Proposed Legislation</u>	<u>Change</u>
I	Urban Discretionary Grants						
	A. Bus and Bus Related	250	(+35)	372	(-35)	622	( - )
	B. Existing Rail Systems Modernization and Extension	630	(+30)	400	(-30)	1,030	( - )
	C. Fixed Guideway New Starts	300	(+15)	165	(-15)	465	( - )
	D. Automated Systems	25	( - )	35	( - )	60	( - )
	E. Urban Initiatives	120	(-80)	0	( - )	120	(-80)
	F. Planning and Technical Studies	55	( - )	15	( - )	70	( - )
	G. Innovative Techniques and Methods	0	( - )	25	( - )	25	( - )
	H. Technology Introduction	0	( - )	10	( - )	10	( - )
	Subtotal	1,380	( - )	1,022	(-80)	2,402	(-80)
II	Urban Formula Grants			No Change			
IV	Non-Urban Formula Grants			No Change			
VIII	Interstate Transfer Grants			No Change			

STANDARD FORM 304  
 May 1969, Bureau of the Budget  
 Circular No. A-11, Revised.  
 504-105

DEPARTMENT OF TRANSPORTATION/UMTA  
 URBAN MASS TRANSPORTATION FUND

OBJECT CLASSIFICATION (in thousands of dollars)

Identification code	19 81 actual	19 81 estimate	19 81 estimate
69-1119-0-1-401			
Personnel compensation:	Request pending	Proposed amendments	Revised request
11.1 Permanent positions.....	15,000		15,000
11.3 Positions other than permanent.....	850		850
11.5 Other personnel compensation.....	120		120
<del>11.8 Special personal services payments.....</del>			
Total personnel compensation.....	15,970		15,970
Personnel benefits:			
12.1 Civilian.....	1,350		1,350
<del>13.0 Benefits for former personnel.....</del>			
21.0 Travel and transportation of persons.....	980		980
22.0 Transportation of things.....	50		50
23.0 Rent, communications, and utilities.....	950		950
23.1 Standard level user charges.....	1,050		1,050
24.0 Printing and reproduction.....	480		480
25.0 Other services.....	60,015	-19,425	40,590
26.0 Supplies and materials.....	75		75
31.0 Equipment.....	80		80
<del>32.0 Lands and structures.....</del>			
<del>33.0 Investments and loans.....</del>			
41.0 Grants, subsidies, and contributions.....	3,839,300	1,142,000	4,981,300
<del>42.0 Insurance claims and indemnities.....</del>			
<del>43.0 Interest and dividends.....</del>			
<del>44.0 Refunds.....</del>			
99.0 Total obligations.....	3,920,300	1,122,575	5,042,875

U.S. GOVERNMENT PRINTING OFFICE : 1969 O-382-262

STATE FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised  
500-101

DEPARTMENT OF TRANSPORTATION/MTA  
URBAN MASS TRANSPORTATION FUND  
PERSONNEL SUMMARY

Identification code	19 81	19 81	19 81
	actual	estimate	estimate
69-1119-0-1-401			
	Request pending	Proposed amendments	Revised request
Direct:			
Total number of permanent positions....	623		623
Total compensable workyears.....	610		610
Full-time equivalent of other positions.....	(44)		(44)
Full-time equivalent of overtime and holiday hours.....	(3)		(3)
Average ES salary.....	\$50,000		\$50,000
Average GS grade.....	10.54		10.54
Average GS salary.....	\$25,933		\$25,933
Reimbursable:			
Total number of permanent positions....	2		2
Total compensable workyears.....	2		2
Average GS grade.....	12.00		12.00
Average GS salary.....	\$24,950		\$24,950

(Memo cont: 2A)

(Memo cont: 2)

(Memo cont: 2)

(Memo cont: 4)

DEPARTMENT OF TRANSPORTATION  
 URBAN MASS TRANSPORTATION ADMINISTRATION  
 URBAN MASS TRANSPORTATION FUND

SUPPLEMENTARY SOURCE DOCUMENT (In thousands of dollars)

Identification code	Function	Line No.	Def.	Leg.	19	19	1981
			(D)	(S)			
69-1119-0-1-401			Indef. (I)	No Leg. (N)			
<b>A. ANALYSIS OF BUDGET AUTHORITY AND OUTLAYS</b>							
Budget authority	401	43.00	D	N			4,943,875
Total .....							4,943,875
Outlays	401	90.00	I	N			2,827,500
	401	91.20		N			
Total .....							2,827,533
<b>Memorandum entries:</b>							
Appropriation to liquidate contract authority .....	401	40.49	I	N			1,500,000
<b>Limitations:</b>							
		9	I				
		9					
		9					
		9					

307-104

STANDARD FORM 307  
 June 1974 (Revised), Office of  
 Management and Budget  
 Circular No. A-11 Revised

Identification code	19 actual	19 estimate	1981 estimate
69-1119-0-1-401			

## B. DISTRIBUTION OF OUTLAYS

	Line code			
From new authority—current	311			487,690
From new authority—permanent	312			....
From obligated balances	313			1,859,843
From unobligated balances	314			480,000
From new appropriations to liquidate contract authority (memo entry)	315	(	) (	) (-1,500,000

## C. CHARACTER CLASSIFICATION

	Function	MC	Character code			
Budget authority	401	1	1312-01			3,750,350
	401	1	1420-21			600
	401	1	1420-24			600
	401	1	1430-34			28,725
	401	1	1520-01			1,000
	401	1	3300-01			1,140,000
	401	1	3800-04			22,600
Total .....						4,943,875
Outlays	401	2	1312-01			1,859,300
	401	2	1420-21			1,399
	401	2	1420-24			700
	401	2	1430-34			25,501
	401	2	1520-01			1,000
	401	2	3300-01			917,000
	401	2	3800-04			2,827,533
Total .....						

DEPARTMENT OF TRANSPORTATION  
RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

REDUCTION TO PENDING 1981 REQUEST

1981 Budget, Appendix Page	Heading	1981 Budget Request Pending	1981 Proposed Amendment	1981 Revised Request
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For reduction to 1981 request:

Page 738	Research and Special Programs	\$31,790,000	-\$232,000	\$31,558,000
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This amendment reduces the 1981 request for the Research and Special Programs Administration. This action will reduce 1981 outlays by \$ 224 thousand.

Justification

This amendment reflects reductions made in response to the President's anti-inflation measures to reduce the costs of Federal Government programs. Through revised employment plans and the elimination of lower priority administrative costs in the Operations Activity area, a reduction of \$232,000 is therefore requested in the FY 1981 budget for the Research and Special Programs Administration.

STANDARD FORM 300  
July 1964, Bureau of the Budget  
Circular No. A-11, Revised.  
500-101

DEPARTMENT OF TRANSPORTATION  
RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

Program and Financing (in thousands of dollars)

Identification code	19 81	19 81	19 81
	request	PROPOSED AMENDMENT	REVISED REQUEST
69-0104-0-1-407			
Program by activities:			
Operations.....	17,155	-232	16,923
Research and Development.....	11,553	—	11,553
Grants.....	<u>3,082</u>	—	<u>3,082</u>
Total program costs, funded...	31,790	-232	31,558
Change in selected resources (undelivered orders).....	—	—	—
Total direct obligations.....	<u>31,790</u>	<u>-232</u>	<u>31,558</u>
Reimbursable program (costs- obligations).....	<u>1,500</u>	—	<u>1,500</u>
10.00 Total obligations.....	33,290	-232	33,058
Financing:			
11.00 Offsetting collections from:			
Federal funds.....	-1,500	—	-1,500
21.40 Unobligated balance available, start of year.....	—	—	—
24.40 Unobligated balance available, end of year.....	—	—	—
25.00 Unobligated balance lapsing.....	—	—	—
40.00 Budget Authority.....	<u>31,790</u>	<u>-232</u>	<u>31,558</u>
Relation of obligations to outlays:			
71.00 Obligations incurred, net.....	31,790	-232	31,558
72.40 Obligated balance, start of year.....	12,238	—	12,238
74.40 Obligated balance, end of year...	<u>-16,946</u>	<u>8</u>	<u>-16,938</u>
90.00 Outlays, excluding pay raise supplemental.....	27,074	-224	26,850
91.20 Outlays from civilian pay raise supplemental.....	8	—	8

(Memo cont: 2.6)

(Memo cont: 3)

(Memo cont: 3)

(Memo cont: 4.9)

STANDARD FORM 304  
 May 1969, Bureau of the Budget  
 Circular No. A-11, Revised.  
 504-103

DEPARTMENT OF TRANSPORTATION  
 RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

OBJECT CLASSIFICATION (in thousands of dollars)

Identification code 69-0104-0-1-407	19 81	19 81	19 81
	REQUEST PENDING	PROPOSED AMENDMENT	REVISED REQUEST
Personnel compensation:			
11.1 Permanent positions.....	7,475	-51	7,424
11.3 Positions other than permanent.....	215	-8	207
11.5 Other personnel compensation.....	118	-26	92
Total personnel compensation.....	7,808	-85	7,723
Personnel benefits:			
12.1 Civilian.....	697	-5	692
21.0 Travel and transportation of persons.....	626	—	626
22.0 Transportation of things.....	54	—	54
23.1 Standard level user charges.....	548	—	548
23.2 Communications, utilities, and other rent.....	270	—	270
24.0 Printing and reproduction.....	277	—	277
25.0 Other services.....	18,267	-117	18,150
26.0 Supplies and materials.....	80	- 25	55
31.0 Equipment.....	81	—	81
41.0 Grants, subsidies, and contributions.....	3,082	—	3,082
99.0 Total direct obligations.....	31,790	-232	31,558
Reimbursable obligations:			
25.0 Other services.....	1,500	—	1,500
99.0 Total obligations.....	33,290	-232	33,058

July 1964, Bureau of the Budget  
Circular No. A-11, Revised.  
500-101

DEPARTMENT OF TRANSPORTATION  
RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION  
Personnel Summary

Identification code 69-0104-0-1-407	81 actual	81 estimate	81 estimate
	REQUEST PENDING	PROPOSED AMENDMENT	REVISED REQUEST
Total number of permanent positions....	262	—	262
Total compensable workyears.....	288	- 4	284
Full-time equivalent of other positions.....	( 30)	(- 1)	( 29)
Full-time equivalent of overtime and holiday hours.....	( 1)	—	( 1)
Average ES salary.....	\$50,112	—	\$50,112
Average GS grade.....	11.35	—	11.35
Average GS salary.....	\$29,418	—	\$29,418

(Micro cost: 31.3)

(Micro cost: 3)

(Micro cost: 3)

(Micro cost: 4.8)

DEPARTMENT OF TRANSPORTATION  
RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

SUPPLEMENTARY SOURCE DOCUMENT (In thousands of dollars)

Identification code	Function	Line No.	Def.	Leg.	1979 actual	1980 estimate	1981 estimate
69-0104-0-1-407			Indef. (G)	Reg. (N)			
<b>A. ANALYSIS OF BUDGET AUTHORITY AND OUTLAYS</b>							
Budget authority	407	4300	D	N			22,479
	407	4300	D	S			9,079
Total .....							31,558
Outlays	407	9000		N			19,590
	407	9000		S			7,260
	407	9120		N			8
Total .....							26,858
<b>Memorandum entries:</b>							
Appropriation to liquidate contract authority .....							
<b>Limitations:</b>							
		9					
		9					
		9					
		9					

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STANDARD FORM 307  
June 1974 (Revised), Office of  
Management and Budget  
Circular No. A-11 Revised

Identification code 69-0104-0-1-407	19 actual	19 estimate	19 81 estimate
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## B. DISTRIBUTION OF OUTLAYS

	Line code			
From new authority—current .....	311			14,620
From new authority—permanent .....	312			—
From obligated balances .....	313			12,238
From unobligated balances .....	314			—
From new appropriations to liquidate contract authority (memo entry) .....	315	( )	( )	( — )

## C. CHARACTER CLASSIFICATION

	Function	MC	Character code				
Budget authority	407	1	1420-24			4,825	
	407	1	1430-34			6,728	
	407	1	3300-01			3,082	
	407	1	3300-04			16,923	
		1					
		1					
Total .....						31,558	
Outlays	407	2	1420-24			4,101	
	407	2	1430-34			5,719	
	407	2	3300-01			2,774	
	407	2	3300-04			14,264	
		2					
		2					
Total .....						26,858	



Office of the  
Chairman

## National Transportation Safety Board

Washington, D.C. 20594

March 28, 1980

Honorable James T. McIntyre, Jr.  
Director  
Office of Management and Budget  
Executive Office Building  
Washington, D.C. 20503

Dear Mr. McIntyre:

This letter expresses the National Transportation Safety Board's full support for the President's reductions in 1981 agency operating expenses. I also strongly support your method of applying those reductions since discretionary reductions provide for more effective management of agency programs than those directed at specific areas.

The two percent reduction to total 1981 personnel compensation will reduce the Board's 1981 Budget by \$244,000, resulting in a revised total request of \$17,979,000. However, I am committed to maintaining the effectiveness of Board programs in spite of this reduction. At the same time, I believe it is important to understand the effect this reduction will have on our programs.

As you know, 73 percent of our total budget is required for personnel salaries and benefits. Another 15 percent pays for office rents and utilities, equipment rentals and recurring contracts, which are basically fixed costs. Direct mission costs, including travel to accidents, and other accident investigation costs require 9 percent of the budget. The balance, 3 percent, is available for discretionary expenses, such as overtime, supplies, administrative travel, and equipment replacement.

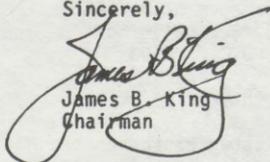
To increase our discretionary funding flexibility we have initiated, in the past year, several management improvements to make the Board as efficient as possible. These efforts have been detailed in our budget requests and in discussions with your staff.

-2-

Since we have already identified cost savings in the major discretionary programs, it appears now that most of the 1981 reduction in operating expenses will have to be achieved by reducing our planned personnel staffing. However, since our personnel resource is the key to the Safety Board's productivity and effectiveness, I am determined to review our efforts to find other areas where savings can be instituted. If we are successful in saving other funds through additional management improvements, we plan to maintain funded staffing more in line with our authorized position level.

The Safety Board can be depended on to continue to make the best use of its resources and therefore assure a balanced Federal budget in the President's anti-inflation efforts.

Sincerely,



James B. King  
Chairman

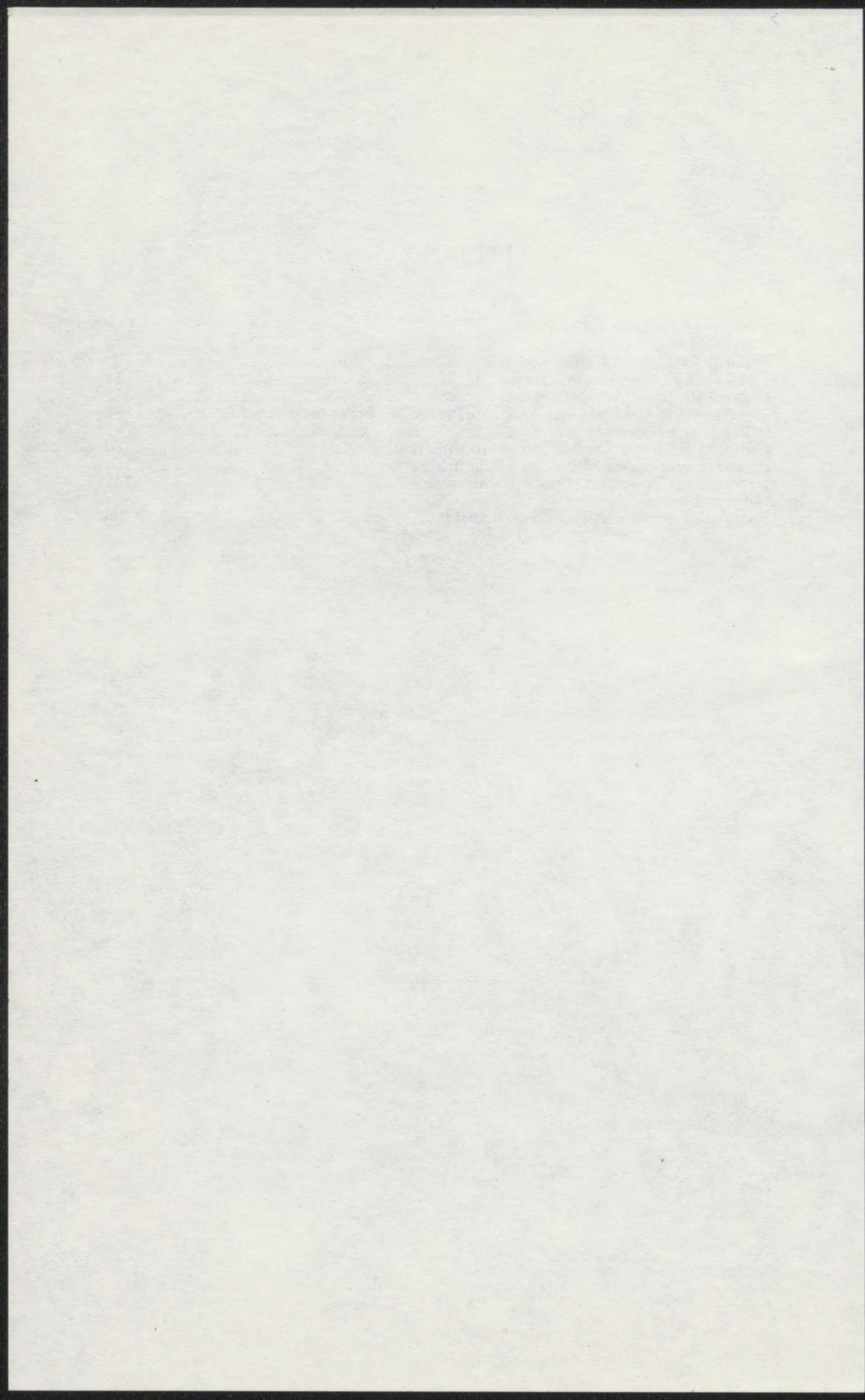
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