

**The original documents are located in Box 4, folder “1974/08/28 HR15405 Department of Transportation and Related Agencies Appropriation Act” of the White House Records Office: Legislation Case Files at the Gerald R. Ford Presidential Library.**

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**APPROVED**  
AUG 28 1974

**EXECUTIVE OFFICE OF THE PRESIDENT**

**OFFICE OF MANAGEMENT AND BUDGET**

WASHINGTON, D.C. 20503

**AUG 22 1974**

**MEMORANDUM FOR THE PRESIDENT**

**Subject: Enrolled Bill H.R. 15405 - Department of Transportation and Related Agencies Appropriation Act, 1975**  
**Sponsor - Representative McFall (D) California**

*Posted 8/28*  
*J. Archiver*  
*8/29*

Last Day for Action

August 28, 1974

Purpose

Appropriates \$3,237,625,000 in budget authority for fiscal year 1975 and \$50,879,000 in advance budget authority for fiscal year 1976 for the activities of the Department of Transportation, the Civil Aeronautics Board, the Interstate Commerce Commission, The Panama Canal, the National Transportation Safety Board, and the Washington Metropolitan Area Transit Authority.

Agency Recommendations

Office of Management and Budget      Approval  
Affected agencies                      Approval (informally)

Discussion

The \$3,288 million in budget authority provided by the enrolled bill is \$256 million less than the \$3,545 million requested by the Administration, a reduction of nearly 7 percent. As reported to the Senate, the bill was about 3.5 percent below the budget request. A Senate floor amendment -- later modified in conference -- effects an additional 3.5 percent reduction, or about \$119 million, in amounts appropriated. Rather than applying a general, across-the-board reduction, the conference committee reduced certain individual appropriations by \$80 million and then applied the 3.5 percentage formula to other selected appropriations to achieve an additional \$39 million reduction. This type of overall reduction in



amounts requested, whether accomplished by a percentage formula applied across-the-board or by selective changes to individual appropriations, may occur again as the Congress proceeds to act upon the remaining appropriation bills. For this bill, it should be noted, however, that reductions were not taken against the major transportation programs utilizing contract authority directly provided in substantive legislation. Thus, over \$6 billion of the transportation program, including Federal-aid highways, mass transit grants, and airport development grants, were not reduced.

The net effect on outlays of the specific congressional changes to the individual amounts requested is an estimated decrease of \$179 million in 1975 and \$126 million in 1976.

The following table summarizes congressional action on the 1975 appropriations by major program category:

	<u>Budget Estimate</u>	<u>Enrolled Bill</u>	<u>Congressional Change</u>
Department of Transportation.....	3,229,318	2,998,152	-231,166
Aviation.....	(1,755,200)	(1,693,439)	(-61,761)
Highways.....	(175,877)	(118,863)	(-57,014)
Railroads.....	(229,300)	(199,002)	(-30,298)
Urban mass transportation.....	(88,300)	(49,340)	(-38,960)
All others.....	(980,640)	(937,508)	(-43,133)
Related agencies....	247,662	239,473	-8,189
Total (does not add due to rounding).	3,476,980	3,237,625	-239,354

The following individual decreases in the enrolled bill are of some interest:

- ° a decrease of \$35.4 million for the research, development, and demonstration activities of the Urban Mass Transportation Administration. Much of the decrease is related to the disallowance of increased funds for projects involving advanced technology transit systems.



- ° a reduction of \$30.3 million in funds for the Federal Railroad Administration.
  - °° Over half of this decrease is related to railroad research and development activities and reflects the view that emphasis should be placed on projects which offer the greatest potential for early results applicable to present problems rather than on advanced systems and technologies.
  - °° Funds for Federal grants to the National Railroad Passenger Corporation (Amtrak) would be reduced by \$12.7 million. The \$130.3 million which would be appropriated for Amtrak is not sufficient to cover the cost of operating congressionally-mandated routes. It is expected that a supplemental request will be necessary to permit continued Amtrak operation for the full fiscal year and to cover the increased costs of diesel fuel, labor, and materials.
- ° a decrease of \$21.5 million in construction funds for the Darien Gap Highway through Columbia which will link the Central and South American highway systems. Progress on this project has been somewhat slow, and it does not have strong congressional support.
- ° a disallowance of the entire \$10 million request of the Coast Guard for its pollution fund. Hearings indicated that total fund income in fiscal year 1975 was expected to exceed anticipated expenditures from the fund, and therefore the appropriation would not be required. The Coast Guard has indicated, however, that recent court decisions -- which would preclude application of receipts to the fund -- may eliminate most of the anticipated fiscal year 1975 income.

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### Language Provisions

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The enrolled bill also contains a general provision which increases the limitation on commitments for the Urban Mass Transportation fund by \$94.2 million above the amount contemplated in the budget. While this provision will not have adverse effects in fiscal year 1975, it will increase outlays in future years.

### Recommendation

We recommend that you sign the bill.



Roy L. Ash  
Director



THE WHITE HOUSE  
WASHINGTON

ENROLLED BILL

SUBJECT: Enrolled Bill H.R. 15405 - Department

of Transportation and Related Agencies  
Appropriation Act, 1975

<u>Name</u>	<u>Approval</u>	<u>Date</u>
<u>Mike Duval</u>	<u>Yes</u>	<u>          </u>
<u>Andre Buckles</u>	<u>Yes</u>	<u>          </u>
<u>Phil Buchen</u>	<u>Yes</u>	<u>          </u>
<u>Bill Timmons</u>	<u>Yes</u>	<u>          </u>
<u>Ken Cole</u>	<u>          </u>	<u>          </u>
<u>          </u>	<u>          </u>	<u>          </u>
<u>          </u>	<u>          </u>	<u>          </u>
<u>          </u>	<u>          </u>	<u>          </u>
<u>          </u>	<u>          </u>	<u>          </u>

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Comments:

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.: 530

Date: August 23, 1974

Time: 9:30 a. m.

FOR ACTION: ~~Mike Duval~~  
✓ Andre Buckles  
✓ Phil Buchen  
✓ Bill Timmons

cc (for information): Warren K. Hendriks  
Jerry Jones

FROM THE STAFF SECRETARY

DUE: Date: Monday, August 26, 1974

Time: 2:00 p. m.

SUBJECT: Enrolled Bill H. R. 15405 - Department of Transportation  
and Related Agencies Appropriation Act, 1975

ACTION REQUESTED:

\_\_\_ For Necessary Action

XX For Your Recommendations

\_\_\_ Prepare Agenda and Brief

\_\_\_ Draft Reply

\_\_\_ For Your Comments

\_\_\_ Draft Remarks

REMARKS:

Please return to Kathy Tindle - West Wing

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K. R. COLE, JR.  
For the President

EXECUTIVE OFFICE OF THE PRESIDENT

OFFICE OF MANAGEMENT AND BUDGET

WASHINGTON, D.C. 20503

AUG 22 1974

MEMORANDUM FOR THE PRESIDENT

Subject: Enrolled Bill H.R. 15405 - Department of  
Transportation and Related Agencies  
Appropriation Act, 1975  
Sponsor - Representative McFall (D) California

Last Day for Action

August 28, 1974

Purpose

Appropriates \$3,237,625,000 in budget authority for fiscal year 1975 and \$50,879,000 in advance budget authority for fiscal year 1976 for the activities of the Department of Transportation, the Civil Aeronautics Board, the Interstate Commerce Commission, The Panama Canal, the National Transportation Safety Board, and the Washington Metropolitan Area Transit Authority.

Agency Recommendations

Office of Management and Budget	Approval
Affected agencies	Approval (informally)

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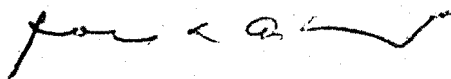
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### Recommendation

We recommend that you sign the bill.



Roy L. Ash  
Director

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.: 530

Date: August 23, 1974

Time: 9:30 a. m.

FOR ACTION: Mike Duval  
Andre Buckles  
✓ Phil Buchen  
Bill Timmons

cc (for information): Warren K. Hendriks  
Jerry Jones

FROM THE STAFF SECRETARY

DUE: Date: Monday, August 26, 1974

Time: 2:00 p. m.

SUBJECT: Enrolled Bill H. R. 15405 - Department of Transportation and Related Agencies Appropriation Act, 1975

ACTION REQUESTED:

\_\_\_ For Necessary Action

XX For Your Recommendations

\_\_\_ Prepare Agenda and Brief

\_\_\_ Draft Reply

\_\_\_ For Your Comments

\_\_\_ Draft Remarks

REMARKS:

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*No objection  
D.C.*

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Warren K. Hendriks  
For the President

EXECUTIVE OFFICE OF THE PRESIDENT

OFFICE OF MANAGEMENT AND BUDGET

WASHINGTON, D.C. 20503

AUG 22 1974

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Sponsor - Representative McFall (D) California

Last Day for Action

August 28, 1974

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Affected agencies                      Approval (informally)

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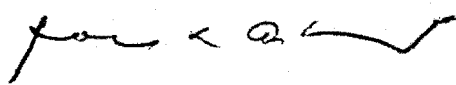
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### Recommendation

We recommend that you sign the bill.



Roy L. Ash  
Director



THE WHITE HOUSE

WASHINGTON

August 23, 1974

MEMORANDUM FOR: MR. WARREN HENDRIKS

FROM: WILLIAM E. TIMMONS *W.E.T.*

SUBJECT: Action Memorandum - Log No. 530  
Enrolled Bill H. R. 15405 - DOT and  
Related Agencies Appropriation Act, 1975

The Office of Legislative Affairs concurs in the attached proposal and has no additional recommendations.

Attachment

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.: 530

Date: August 23, 1974

Time:

9:30 a. m.

FOR ACTION: Mike Duval  
Andre Buckles  
Phil Buchen  
✓ Bill Timmons

cc (for information): Warren K. Hendriks  
Jerry Jones

FROM THE STAFF SECRETARY

DUE: Date: Monday, August 26, 1974

Time: 2:00 p. m.

SUBJECT: Enrolled Bill H. R. 15405 - Department of Transportation  
and Related Agencies Appropriation Act, 1975

ACTION REQUESTED:

\_\_\_ For Necessary Action

XX For Your Recommendations

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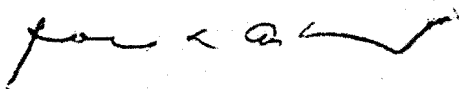
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SUBJECT: Enrolled Bill H. R. 15405 - Department of Transportation  
and Related Agencies Appropriation Act, 1975

ACTION REQUESTED:

\_\_\_\_\_ For Necessary Action

XX For Your Recommendations

\_\_\_\_\_ Prepare Agenda and Brief

\_\_\_\_\_ Draft Reply

\_\_\_\_\_ For Your Comments

\_\_\_\_\_ Draft Remarks

REMARKS:

OK

*Mike Duval 8/23*

Please return to Kathy Tindle - West Wing

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a delay in submitting the required material, please telephone the Staff Secretary immediately.

Warren K. Hendriks  
For the President

amounts requested, whether accomplished by a percentage formula applied across-the-board or by selective changes to individual appropriations, may occur again as the Congress proceeds to act upon the remaining appropriation bills. For this bill, it should be noted, however, that reductions were not taken against the major transportation programs utilizing contract authority directly provided in substantive legislation. Thus, over \$6 billion of the transportation program, including Federal-aid highways, mass transit grants, and airport development grants, were not reduced.

The net effect on outlays of the specific congressional changes to the individual amounts requested is an estimated decrease of \$179 million in 1975 and \$126 million in 1976.

The following table summarizes congressional action on the 1975 appropriations by major program category:

	<u>Budget Estimate</u>	<u>Enrolled Bill</u>	<u>Congressional Change</u>
Department of Transportation.....	3,229,318	2,998,152	-231,166
Aviation.....	(1,755,200)	(1,693,439)	(-61,761)
Highways.....	(175,877)	(118,863)	(-57,014)
Railroads.....	(229,300)	(199,002)	(-30,298)
Urban mass transportation.....	(88,300)	(49,340)	(-38,960)
All others.....	(980,640)	(937,508)	(-43,133)
Related agencies....	247,662	239,473	-8,189
Total (does not add due to rounding).	3,476,980	3,237,625	-239,354

The following individual decreases in the enrolled bill are of some interest:

- ° a decrease of \$35.4 million for the research, development, and demonstration activities of the Urban Mass Transportation Administration. Much of the decrease is related to the disallowance of increased funds for projects involving advanced technology transit systems.



- ° a reduction of \$30.3 million in funds for the Federal Railroad Administration.
  - °° Over half of this decrease is related to railroad research and development activities and reflects the view that emphasis should be placed on projects which offer the greatest potential for early results applicable to present problems rather than on advanced systems and technologies.
  - °° Funds for Federal grants to the National Railroad Passenger Corporation (Amtrak) would be reduced by \$12.7 million. The \$130.3 million which would be appropriated for Amtrak is not sufficient to cover the cost of operating congressionally-mandated routes. It is expected that a supplemental request will be necessary to permit continued Amtrak operation for the full fiscal year and to cover the increased costs of diesel fuel, labor, and materials.
- ° a decrease of \$21.5 million in construction funds for the Darien Gap Highway through Columbia which will link the Central and South American highway systems. Progress on this project has been somewhat slow, and it does not have strong congressional support.
- ° a disallowance of the entire \$10 million request of the Coast Guard for its pollution fund. Hearings indicated that total fund income in fiscal year 1975 was expected to exceed anticipated expenditures from the fund, and therefore the appropriation would not be required. The Coast Guard has indicated, however, that recent court decisions -- which would preclude application of receipts to the fund -- may eliminate most of the anticipated fiscal year 1975 income.

In addition to the new budget authority discussed above, the bill contains \$5.54 billion in appropriations to liquidate contract authorizations, a reduction of \$132.5 million from the budget estimate. These are funds required to meet commitments made under authorizations contained in substantive bills. This includes the

payments made from the Highway Trust Fund for the Federal-aid highway programs, funds from the Airport and Airway Trust Fund for airport grants-in-aid, funds for highway traffic safety programs, and amounts necessary to meet commitments made under the Urban Mass Transportation Fund. At some later time appropriations will have to be provided to pay off these commitments. Therefore, the outlay effect is minimal.

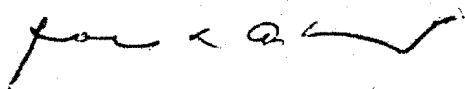
Language Provisions

Section 315 of the bill includes a "coming-into-agreement" provision which would, in effect, prohibit the Federal Aviation Administration from using any funds appropriated in the Act for instituting administratively a user fee system for aviation certifications and licenses, unless "the appropriate committees of the Congress" review and approve the system. Approval solely by the committees of an Executive action, such as instituting the user fee system, has been unacceptable to a long line of Presidents as a violation of the separation of powers doctrine. While we object to Section 315 in principle, we do not recommend issuing a signing statement. The 1975 budget anticipated no receipts from the user fee system; therefore, the presence of this provision, which constitutes temporary legislation in an appropriation bill, will not impinge upon the Department of Transportation's fiscal year 1975 operations.

The enrolled bill also contains a general provision which increases the limitation on commitments for the Urban Mass Transportation fund by \$94.2 million above the amount contemplated in the budget. While this provision will not have adverse effects in fiscal year 1975, it will increase outlays in future years.

Recommendation

We recommend that you sign the bill.



Roy L. Ash  
Director

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.: 530

Date: August 23, 1974

Time: 9:30 a. m.

FOR ACTION: ~~Mike Duval~~  
Andre Buckles  
Phil Buchen  
Bill Timmons

cc (for information): Warren K. Hendriks  
Jerry Jones

FROM THE STAFF SECRETARY

DUE: Date: Monday, August 26, 1974

Time: 2:00 p. m.

SUBJECT: Enrolled Bill H.R. 15405 - Department of Transportation  
and Related Agencies Appropriation Act, 1975

ACTION REQUESTED:

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REMARKS:

Please return to Kathy Tindle - West Wing

*No objection*

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a delay in submitting the required material, please telephone the Staff Secretary immediately.

Warren K. Hendriks  
For the President

EXECUTIVE OFFICE OF THE PRESIDENT

OFFICE OF MANAGEMENT AND BUDGET

WASHINGTON, D.C. 20503

AUG 22 1974

MEMORANDUM FOR THE PRESIDENT

Subject: Enrolled Bill H.R. 15405 - Department of  
Transportation and Related Agencies  
Appropriation Act, 1975  
Sponsor - Representative McFall (D) California

Last Day for Action

August 28, 1974

Purpose

Appropriates \$3,237,625,000 in budget authority for fiscal year 1975 and \$50,879,000 in advance budget authority for fiscal year 1976 for the activities of the Department of Transportation, the Civil Aeronautics Board, the Interstate Commerce Commission, The Panama Canal, the National Transportation Safety Board, and the Washington Metropolitan Area Transit Authority.

Agency Recommendations

Office of Management and Budget      Approval

Affected agencies                      Approval (informally)

Discussion

The \$3,288 million in budget authority provided by the enrolled bill is \$256 million less than the \$3,545 million requested by the Administration, a reduction of nearly 7 percent. As reported to the Senate, the bill was about 3.5 percent below the budget request. A Senate floor amendment -- later modified in conference -- effects an additional 3.5 percent reduction, or about \$119 million, in amounts appropriated. Rather than applying a general, across-the-board reduction, the conference committee reduced certain individual appropriations by \$80 million and then applied the 3.5 percentage formula to other selected appropriations to achieve an additional \$39 million reduction. This type of overall reduction in

amounts requested, whether accomplished by a percentage formula applied across-the-board or by selective changes to individual appropriations, may occur again as the Congress proceeds to act upon the remaining appropriation bills. For this bill, it should be noted, however, that reductions were not taken against the major transportation programs utilizing contract authority directly provided in substantive legislation. Thus, over \$6 billion of the transportation program, including Federal-aid highways, mass transit grants, and airport development grants, were not reduced.

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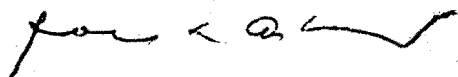
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The enrolled bill also contains a general provision which increases the limitation on commitments for the Urban Mass Transportation fund by \$94.2 million above the amount contemplated in the budget. While this provision will not have adverse effects in fiscal year 1975, it will increase outlays in future years.

#### Recommendation

We recommend that you sign the bill.



Roy L. Ash  
Director

DEPARTMENT OF TRANSPORTATION AND RELATED  
 AGENCIES APPROPRIATION BILL, 1975

JUNE 14, 1974.—Committed to the Committee of the Whole House on the State  
 of the Union and ordered to be printed

Mr. McFALL, from the Committee on Appropriations,  
 submitted the following

REPORT  
 together with  
 SEPARATE VIEWS

[To accompany H.R. 15405]

The Committee on Appropriations submits the following report in  
 explanation of the accompanying bill making appropriations for the  
 Department of Transportation and related agencies for the fiscal year  
 ending June 30, 1975.

INDEX TO BILL AND REPORT

	<i>Bill page</i>	<i>Report page</i>
Department of Transportation:		
Office of the Secretary.....	2	7
Coast Guard.....	3	9
Federal Aviation Administration.....	5	13
Federal Highway Administration.....	9	18
National Highway Traffic Safety Administration.....	14	24
Federal Railroad Administration.....	14	26
Urban Mass Transportation Administration.....	16	29
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National Transportation Safety Board.....	19	32
Civil Aeronautics Board.....	19	33
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The Panama Canal.....	20	33
Washington Metropolitan Area Transit Authority.....	22	35
General provisions.....	23	36

The following table summarizes the amounts recommended in the  
 bill in comparison with the budget estimates and amounts provided  
 for fiscal year 1974.



**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY ESTIMATES AND AMOUNTS  
RECOMMENDED IN THE BILL**

Item (1)	New budget (obligational) authority, fiscal year 1974 (2)	Budget estimates of new (obligational) authority, fiscal year 1975 (3)	New budget (obligational) authority recommended in the bill (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1974 (5)	Budget estimates of new (obligational) authority, fiscal year 1975 (6)
<b>TITLE I—DEPARTMENT OF TRANSPORTATION</b>					
Office of the Secretary-----	\$101,250,000	\$72,400,000	\$60,500,000	-\$40,750,000	-\$11,900,000
Coast Guard-----	795,248,006	908,240,552	883,857,000	+88,608,994	-24,383,552
Federal Aviation Administration-----	1,623,837,000	1,755,200,000	1,691,300,000	+67,463,000	-63,900,000
Federal Highway Administration-----	39,176,000	86,377,000	50,130,000	+10,954,000	-36,247,000
National Highway Traffic Safety Adminis- tration-----	75,892,000	84,500,000	71,350,000	-4,542,000	-13,150,000
Federal Railroad Administration-----	184,087,000	229,300,000	193,970,000	+9,883,000	-35,330,000
Urban Mass Transportation Administration-----	40,050,000	88,300,000	58,130,000	+18,080,000	-30,170,000
Subtotal, Department of Transporta- tion-----	2,859,540,006	3,224,317,552	3,009,237,000	+149,696,994	-215,080,552

**TITLE II—RELATED AGENCIES**

National Transportation Safety Board-----	8,255,000	9,536,000	9,450,000	+1,195,000	-86,000
Civil Aeronautics Board-----	88,802,000	87,111,000	86,978,000	-1,824,000	-133,000
Interstate Commerce Commission-----	40,590,000	43,300,000	43,000,000	+2,410,000	-300,000
Panama Canal Zone Government-----	63,500,000	69,500,000	68,700,000	+5,200,000	-300,000
United States Railway Association-----	12,000,000	-----	-----	-12,000,000	-----
Washington Metropolitan Area Transit Au- thority-----	124,073,000	165,174,000	89,874,000	-34,199,000	-15,300,000
Subtotal, related agencies-----	337,220,000	314,621,000	298,002,000	-39,218,000	-18,810,000
Total, new budget (obligational) au- thority-----	3,196,760,006	3,538,938,552	3,307,239,000	+110,473,994	-231,699,552
Appropriations to liquidate contract authori- zations (title I)-----	(5,046,400,000)	(5,678,083,000)	(5,541,560,000)	(+495,160,000)	(-134,523,000)
Appropriations for debt reduction (title I)-----	(171,994)	(179,448)	(179,448)	(+7,454)	-----
Grand total, all appropriations-----	(8,243,332,000)	(9,215,201,000)	(8,848,978,448)	(+665,646,448)	(-366,222,552)

1 Includes \$90,800,000 advance appropriation for fiscal year 1975.  
2 Includes \$8,024,000 advance appropriation for fiscal year 1976.

3 Includes \$82,724,000 advance appropriation for fiscal year 1976.

## SUMMARY OF THE BILL

In making recommendations on the amounts to be appropriated for the Department of Transportation and related agencies for fiscal year 1975, the Committee has attempted to achieve the best possible balance between the financial requirements of these agencies and the need to reduce Federal Government spending to curb the inflation which large deficits have helped to produce. The Committee has proposed reductions wherever a clear and compelling need for budgeted funds could not be demonstrated. Under less stringent fiscal conditions, some of the items which have been deleted might have been approved. It is believed, however, that at this time all agencies should endeavor to separate that which is essential from that which is merely desirable.

The accompanying bill would provide \$3,307,239,000 in new budget (obligational) authority for the programs of the Department of Transportation and related agencies, a reduction of \$231,699,552 below the \$3,538,938,552 requested in the budget. The recommended amount is \$110,478,994 more than the \$3,196,760,006 appropriated for the current fiscal year, including \$267,979,000 contained in the Second Supplemental Appropriation Bill, 1974. Of the \$3,307,239,000 recommended, \$3,254,515,000 is for fiscal year 1975 and \$52,724,000 is an advance appropriation for fiscal year 1976.

Appropriations to liquidate contract authorizations totaling \$5,541,560,000 are recommended. The sum proposed is \$134,523,000 less than the \$5,676,083,000 requested and \$495,160,000 more than the \$5,046,400,000 appropriated for fiscal year 1974.

Further reductions are recommended in the form of limitations on obligations in certain programs financed under contract authority. Programs under which \$2,113,627,000 is estimated to be obligated in fiscal year 1975 under contract authorizations are limited to obligation levels totaling \$2,026,350,000, a reduction of \$87,277,000.

## SELECTED MAJOR RECOMMENDATIONS

Selected major recommendations are:

(1) The appropriation of \$1,363,000,000 for the operations activities of the Federal Aviation Administration, \$22,500,000 less than the budget request;

(2) The appropriation of \$617,579,448 for operating expenses of the Coast Guard;

(3) Approval of the \$6,380,000 requested to complete the Morgantown personal rapid transit (PRT) demonstration project contingent upon an acceptable agreement between UMTA and the University of West Virginia on the future of the project;

(4) Deletion of the \$10,620,000 requested to continue UMTA's high performance personal rapid transit demonstration project at Broomfield, Colorado;

(5) Approval of the \$16,900,000 requested to provide for an improved Loran-C radionavigation system for the Pacific coastal region;

(6) The appropriation of \$50,000,000 for research and development of the Federal Railroad Administration;

(7) A general provision providing for commitments of not to exceed \$1,321,750,000 for urban mass transportation;

(8) The addition of \$8,000,000 over the budget for certain railroad-highway crossings demonstration projects;

(9) A reduction of \$15,000,000 in the research, engineering, and development (trust fund) appropriation of the FAA;

(10) A general provision limiting obligations for State and community highway safety and Highway-related safety grants to \$100,000,000, a reduction of \$48,000,000 below the budget estimate, including a denial of the funds requested for incentive grants for mandatory seat belt legislation;

(11) The appropriation of \$15,000,000 for procurement of aircraft by the Coast Guard;

(12) A general provision prohibiting the use of funds to implement a program of increased aviation user charges.

### PROGRESS REPORT ON TRANSPORTATION POLICY

The Committee conducted several days of hearings on national transportation policy in an effort to provide a forum for an exchange of ideas between government and industry. In addition, a progress report was presented by the Secretary on the Department's efforts in developing a transportation policy.

The extensive testimony contained in Part 1 of the hearings revealed a general agreement with respect to the need for, and the problems involved in, developing a useful statement of national transportation policy. The Committee remains firm in its belief that an integrated national transportation policy is essential to the continued orderly development of our transportation system. Without a comprehensive mechanism for guiding the billions of dollars annually expended in support of transportation facilities; our nation could double its annual transportation expenditures and still have a "system" which is fragmented, duplicative, inefficient, and wasteful of our time, energy, and financial resources.

While the Secretary's statement was admittedly incomplete and was not as specific as the Committee would have liked, it was, nonetheless, a first step. The Committee still feels that the Department of Transportation is the proper organization to formulate a national transportation policy for Congressional review, and expects the Secretary to report on the Department's continued progress in the near future.

### GSA RENTAL CHARGES

Under the Public Buildings Act Amendments of 1972 the General Services Administration was authorized to impose a system of charges on the various Departments and Agencies for space and buildings services purposes. The receipts collected under this system were to be deposited in a fund operated by the GSA.

Testimony indicates that this procedure has resulted in inflated GSA charges and increased appropriation requests by Departments and Agencies for space rental. As an example of that testimony, the following appears on Page 754 of Part 2 of the hearings:

Mr. McFALL. Under the new law, GSA charges you for the rent. That rent does not have to be what they pay for the building. They are subleasing, in a sense, to you, and they charge you anything they want to, right?

Mr. KURLANDER. Mr. McFall, the figures I have here show that under the contract for space we are renting in 1825 Connecticut Avenue, GSA was paying Cafritz \$5.20 a square foot; GSA is asking us to reimburse them \$7.03 a square foot for the major portion of our office space.

Mr. McFALL. They are making a profit of \$1.88 a square foot.

Mr. KURLANDER. Yes, sir, apparently there is an extra charge.

Mr. McFALL. What do they give you for the \$1.88?

Mr. KURLANDER. It is our understanding that we will be receiving essentially the same services.

Mr. McFALL. It costs them \$5.20 for the lease cost to the owner of the building. Does the owner of the building provide you with all services for the \$5.20?

Mr. KURLANDER. Yes, sir.

Mr. McFALL. Does GSA provide you anything for the \$1.88?

Mr. KURLANDER. To my knowledge nothing above what we are receiving.

In order to reduce these questionable charges, the Committee recommends a new general provision which would prohibit GSA from collecting more than 90 percent of the standard user charge. In addition, the Committee has recommended reductions in appropriations for GSA rent of approximately 10 percent. These reductions should not result in the curtailment of services proposed in the budget.

### TRAVEL

The Committee is concerned about the increasing costs of travel of Federal employees. The importance of travel to a particular agency can vary from being vital to the fulfillment of its responsibilities to being just informative and desirable, or, in some cases, travel can be of even less value. The Committee fully recognizes that much of the travel of certain transportation organizations is essential to the safety of our nation's transportation system. However, not all travel falls into this category. Some cutbacks can be made. The Committee, therefore, is recommending that the following reductions be made in travel:

Office of the Secretary.....	-\$275, 000
Coast Guard.....	-1, 000, 000
Federal Aviation Administration.....	-1, 680, 000
Federal Highway Administration.....	-425, 000
National Highway Traffic Safety Administration.....	-30, 000
Federal Railroad Administration.....	-30, 000
Urban Mass Transportation Administration.....	-50, 000
Civil Aeronautics Board.....	-40, 000
Panama Canal.....	-40, 000
Total.....	-3, 550, 000

**EFFECT OF COMMITTEE ACTION ON PROJECTED BUDGET EXPENDITURES  
(OUTLAYS) IN FISCAL YEAR 1975**

The budget expenditures (outlays) for the Department of Transportation and related agencies covered in this bill are estimated in the 1975 Budget at \$9,241,475,000. The activities recommended by the Committee are estimated to have the effect of reducing these expenditures for fiscal year 1975 by about \$230,000,000 to a total of \$9,011,475,000.

**PERMANENT OBLIGATIONAL AUTHORITY—FEDERAL FUNDS AND TRUST FUNDS**

In addition to the new budget (obligational) authority contained in the accompanying bill, permanent legislation authorizes the continuation of certain Government activities without requiring consideration by the Congress during the annual appropriation process. Details of these activities are reflected in appropriate tables appearing at the end of this report. In fiscal year 1974, these activities are estimated to total \$111,230,000. The estimate for fiscal year 1975 is \$6,651,230,000, a net increase of \$6,540,000,000. The principal item is Federal-aid highways, which involves \$6,357,500,000 of contract authority in fiscal year 1975.

**TITLE I—DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY**

**SALARIES AND EXPENSES**

Appropriation, 1974.....	\$31,475,000
Estimate, 1975.....	32,100,000
Recommended in the bill.....	31,300,000
Reduction below estimate.....	-800,000

The sum recommended is \$175,000 less than the amount appropriated for fiscal year 1974. Since the 1974 amount includes a special \$7,000,000 appropriation for the Secretary of Transportation's responsibilities under the Regional Rail Reorganization Act, the amount recommended for fiscal year 1975 represents a significant increase over the appropriations provided for similar activities last year.

The budget proposes an increase of 61 positions under this appropriation and the Committee has allowed 42 new positions. These positions are allocated as shown in the following table:

Office	1974	Fiscal year 1975 budget	Bill	Bill compared with 1974
General Counsel.....	43	46	45	+2
Policy, Plans and International Affairs.....	82	82	82	-----
Environment, Safety and Consumer Affairs.....	134	173	164	+30
Administration.....	312	321	314	+2
System Development and Technology.....	73	74	74	+1
Congressional Affairs.....	31	32	32	+1
Secretarial Offices.....	156	204	202	+6
Total.....	871	932	913	+42

Most of the new positions recommended are safety related. For the Assistant Secretary for Environment, Safety, and Consumer Affairs the Committee has approved 16 new positions for the office of pipeline safety, 9 for the office of transportation security, 3 for the office of hazardous materials, and 2 for the office of facilitation.

In fiscal year 1973 both the House and Senate Appropriations Committees stated that the Office of the Secretary should not be involved in the day to day management and approval of the research and development projects of the operating administrations. The Committee considers the present activities of the Transportation System Acquisition Review Council (TSARC) to be at variance with the language contained in the 1973 House and Senate reports. The Committee, therefore, directs the Department to either abolish TSARC or obtain specific statutory authority for its existence.

In previous years the Congress, through separate appropriations, has provided funds to the Secretary of Transportation to enable him to finance the acquisition and maintenance of automobile parking facilities in the Nassif Building for employees of the Department. The current appropriation bill does not contain a separate appropriation for this purpose, rather, funds are included in the appropriations made to the various modal administration so that each of their appropriations may reflect their true cost of operation more accurately. It is the Committee's intention, however, that there be no change in the availability of funds to the Secretary for this purpose.

#### TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriation, 1974.....	\$28,000,000
Estimate, 1975.....	39,100,000
Recommended in the bill.....	28,000,000
Reduction below estimate.....	-11,100,000

The bill includes an appropriation of \$28,000,000 for the transportation planning, research, and development activities of the Office of the Secretary. These funds are in addition to the \$6,400,000 included in the Special Energy Research and Development Appropriations Bill, 1975, which passed the House on April 30, 1974. Under the Committee's recommendation, the total fiscal year 1975 appropriations under this heading would amount to \$34,400,000, an increase of \$6,400,000 over fiscal year 1974.

The major programs funded under this appropriation are as follows:

*University Research.*—The Committee recommends \$5,000,000 of the \$6,000,000 requested to stimulate transportation-related research at qualified colleges and universities. In approving a 100 percent increase over the fiscal year 1974 appropriation, the Committee notes with approval the emphasis given to transportation policy issues by this program. The Committee reiterates its belief that the university community can make a significant contribution to the development of a national transportation policy and expresses its hope that the implementation of the reports sponsored by this program will assist the Department in carrying out this objective.

*Transportation Energy Policies.*—The bill includes \$2,000,000 to enable the Department to assist in the resolution of certain transportation energy problems. Because of the Committee's concern over

the proliferation of energy studies throughout the government, the amount recommended is \$1,350,000 less than the budget request.

*Climatic Impact Assessment.*—The Committee recommends the \$3,200,000 requested to assess the environmental effects of projected high-altitude flight operations. This program was initiated in fiscal year 1971 and a formal report is scheduled to be completed at the end of this calendar year.

*Noise abatement.*—The sum of \$2,500,000 is recommended for this program which is designed to develop practical solutions for transportation-related noise problems, and to develop efficient means for enforcing effective noise controls.

*Transportation System Assessment.*—The bill provides \$2,000,000, a reduction of \$1,100,000, for this program which is primarily devoted to subsidizing State and local planning agencies. The Committee feels that this program has not proved to be a very effective means of developing a national transportation policy.

#### GRANTS-IN-AID FOR NATURAL GAS PIPELINE SAFETY

Appropriation, 1974.....	\$1, 175, 000
Estimate, 1975.....	1, 200, 000
Recommended in the bill.....	1, 200, 000

The Committee has approved the budget request of \$1,200,000 for grants to State agencies to carry out State natural gas pipeline safety programs. This is an increase of \$25,000 over fiscal year 1974.

#### COAST GUARD

##### OPERATING EXPENSES

Appropriation, 1974.....	<sup>1</sup> \$584, 900, 000
Estimate, 1975.....	<sup>2</sup> 622, 970, 000
Recommended in the bill.....	<sup>2</sup> 617, 579, 448
Reduction below estimate.....	—5, 390, 552

<sup>1</sup> Includes \$171,994 appropriation for debt reduction.

<sup>2</sup> Includes \$179,448 appropriation for debt reduction.

The amount recommended is \$5,390,552 less than the budget estimate and \$32,679,448 more than the appropriations for fiscal year 1974. The activities funded under this appropriation include search and rescue, aids to navigation, merchant marine safety, marine environmental protection, icebreaking, oceanography, offshore law enforcement, training, and administrative support, including the pay and allowances of both military and civilian personnel.

As discussed earlier in the report, the Committee is recommending reductions under this appropriation of \$1,145,000 in space rental payments to GSA and \$1,000,000 in travel. The Committee has also denied the 84 new positions and \$910,000 requested to operate the vessel traffic systems in New York and New Orleans. Testimony indicates that virtually no funds have been spent on the construction of these systems. Neither system is anticipated to be in operation during the upcoming fiscal year.

The Coast Guard estimates a fiscal year 1975 recruit input of 7,749. The Committee feels that this estimate is too optimistic, particularly when considered in the context of the recent recruiting experiences of

the military services. The following table compares the Coast Guard's recruit input projections contained in the fiscal year 1974 budget with the more recent figures contained in the fiscal year 1975 budget:

	Fiscal year 1974 budget	Fiscal year 1975 budget	Shortage
1973 recruit input.....	6,038	5,527	511
1974 recruit input.....	6,420	6,350	270

In view of the above information, the Committee has made an additional reduction of \$2,335,552 in the operating expenses appropriation.

The Committee is concerned that the Coast Guard is providing rather sizable programs on a non-reimbursable basis to the National Science Foundation and Department of Defense. It is relatively easy for an agency to continue projects if all or part of the cost of those projects is provided by another agency. Although none of the \$13,000,000 fiscal year 1975 request for these programs has been denied, the Committee feels that the Coast Guard should review this procedure prior to submitting its fiscal year 1976 budget.

#### ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

Appropriation, 1974.....	\$75,500,000
Estimate, 1975.....	114,100,000
Recommended in the bill.....	111,307,000
Reduction below estimate.....	-2,793,000

The Committee recommends an appropriation of \$111,307,000, an increase of \$35,807,000 over fiscal year 1974. This appropriation provides funds for the capital acquisition, construction, and improvement programs of the Coast Guard for vessels, aircraft, shore facilities and navigational aids. Authorization for this program passed the House on June 4, 1974.

The amount recommended in the accompanying bill provides \$19,876,000 for vessels, \$15,000,000 for aircraft, \$32,250,000 for shore stations, \$27,261,000 for navigation aids, \$2,500,000 for pollution control, \$6,000,000 for family housing, and \$8,420,000 for property acquisition, design, and administration.

As in fiscal year 1974, the Committee has included language which would limit the availability of these funds to three fiscal years.

The amount recommended by the Committee includes the full budget request of \$16,900,000 to improve the Loran-C radionavigation system on the Pacific Coast. Loran-C stations are operated by the Coast Guard in support of Department of Defense requirements. Although the DOD has no requirement for new Loran-C facilities on the Pacific Coast, the Committee feels it is essential to improve this system to support its civilian users. The Committee also considers it unfortunate that the Department of Defense and Coast Guard could not agree on a common system for both military and civilian users which, perhaps, could have resulted in lower total costs to the Federal Government.

The only reduction recommended pertains to the procurement of new medium range fixed-wing aircraft. The budget request included \$17,793,000 for eight new aircraft. Because of the fact that the pro-



curement process for these aircraft has been changed, there is some doubt as to the amount of funds which will actually be required in fiscal year 1975. The Committee, therefore, has reduced this appropriation to \$15,000,000.

### ALTERATION OF BRIDGES

Appropriation, 1974.....	\$4,000,000
Estimate, 1975.....	6,800,000
Recommended in the bill.....	6,800,000

The bill includes the full amount requested to pay the Government's share of altering bridges which have been determined to hinder free navigation on waters of the United States. This is an increase of \$2,800,000 over fiscal year 1974 and provides for the completion of three projects, the continuation of two on-going projects, and the initiation of two new projects. These bridges are included in the following table:

(In thousands)

Bridge/owner	Total U.S. cost	Previously funded	Recommended in the bill	Amount required to complete
1. Elizabeth River, Norfolk, Va. (Norfolk & Western RR.)	\$5,350	\$3,230	\$2,100	-----
2. Calumet River, Chicago, Ill. (Elgin, Joliet & Eastern RR.)	6,860	4,760	2,100	-----
3. Illinois River, Beardstown, Ill. (Burlington Northern, Inc.)	4,460	2,760	1,700	-----
4. Newark Bay, Newark, N.J. (Central New Jersey RR.)	14,000	-----	500	\$13,500
5. Biloxi Bay, Poppo Ferry, Miss. (Poppo Ferry Road, Harrison County Road Department)	1,800	-----	100	1,700
6. Caloosahatchee River, Tice, Fla. (Seaboard Coastline RR.)	1,700	150	100	1,550
7. Columbia River, Kennewick, Wash. (Union Pacific RR.)	7,800	150	200	7,550
Total.....	41,970	10,870	6,800	24,300

<sup>1</sup> Funds provided for design work prior to actual commencement of bridge alterations, as authorized by Public Law 91-605.

### RETIRED PAY

Appropriation, 1974.....	\$86,750,000
Estimate, 1975.....	\$93,850,000
Recommended in the bill.....	93,850,000

The Committee has provided the full amount requested for retired pay of military personnel of the Coast Guard and Coast Guard Reserve, members of the former lighthouse service, and for payments to beneficiaries pursuant to the retired serviceman's family protection plan and survivor benefit plan. The total average number of personnel on the retired rolls is estimated to be 15,709 in fiscal year 1975, as compared with an estimated 15,070 in fiscal year 1974 and 14,702 in fiscal year 1973.

### RESERVE TRAINING

Appropriation, 1974.....	\$26,770,000
Estimate, 1975.....	30,200,000
Recommended in the bill.....	29,000,000
Reduction below estimate.....	-1,200,000

The bill includes an increase of \$2,230,000 over fiscal year 1974 to provide qualified individuals and trained units to be available for active duty in time of war or national emergency, and to augment regular Coast Guard forces during domestic emergencies and natural

disasters. Authorization for this program is contained in H.R. 14592, which passed the House on May 22, 1974.

For a number of years the Committee suggested that the Coast Guard develop a peacetime mission for the Reserves. With the enactment of Public Law 92-479 this was accomplished, and less than seven months after the passage of that legislation, reservists were responding to the serious flooding which occurred on the Mississippi and Missouri Rivers. The Committee is pleased with the success of these efforts and feels that such actions are producing a more efficient utilization of resources.

The \$1,200,000 reduction is related to initial training cost estimates for nonprior service personnel. The Coast Guard originally projected 1,000 nonprior service recruits in fiscal year 1974. It now appears as though 200 is a more realistic estimate. The fiscal year 1975 budget also projects 1,000 nonprior service recruits. The Committee feels this projection is too high and has reduced the initial training appropriation by \$1,200,000. No reduction is recommended in the end-of-year strength, since the Committee anticipates that the Coast Guard may be able to enlist a larger number of veterans than had been planned.

#### RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

Appropriation, 1974.....	\$14, 000, 000
Estimate, 1975.....	21, 000, 000
Recommended in the bill.....	17, 500, 000
Reduction below estimate.....	-3, 500, 000

The sum included in the accompanying bill for the research, development, test, and evaluation programs of the Coast Guard is \$3,500,000, or 25 percent, more than the amount appropriated for fiscal year 1974. In fiscal year 1975 the Coast Guard plans to continue its development of pollution monitoring, detection, and cleanup systems, vessel traffic systems, and vessel and cargo safety technology.

Testimony indicates that the Coast Guard has established an interim research and development center at Groton, Connecticut, and that a permanent facility is being planned at New London. The Committee expects to receive a detailed report on the future activities planned at each of these locations.

#### STATE BOATING SAFETY ASSISTANCE

Appropriation, 1974.....	\$3, 500, 000
Estimate, 1975.....	7, 500, 000
Recommended in the bill.....	6, 000, 000
Reduction below estimate.....	-1, 500, 000

The Committee recommends an appropriation of \$6,000,000 to provide financial assistance for state boating safety programs as authorized by the Federal Boat Safety Act of 1971. The amount recommended is a \$2,500,000 increase over fiscal year 1974.

The purpose of the Federal Boat Safety Act was to stimulate state boating safety efforts. The Committee is concerned, however, that this objective is not being accomplished in a number of states. Testimony indicates that approximately one-half of the states are not increasing state spending on boating safety, but are merely substituting Federal

funds for state funds. The Committee is hopeful that the recommended increase in Federal funds will result in a proportionate increase in state spending and directs the Coast Guard to seek legislation which will help to achieve this objective.

#### POLLUTION FUND

Appropriation, 1974.....	
Estimate, 1975.....	\$10,000,000
Recommended in the bill.....	
Reduction below estimate.....	-10,000,000

The Committee has denied the \$10,000,000 requested to increase the balance in the Pollution Fund. This fund was established under Section 311(k) of the Federal Water Pollution Control Act, as amended by Public Law 92-500, to assure that money is immediately available to initiate and conduct cleanup of oil or other hazardous polluting substances spilled into waters of the United States, adjoining shorelines, or waters of the contiguous zone. In fiscal year 1971, an appropriation of \$20,000,000 was provided to establish the fund. Although this balance has been drawn down somewhat since then, total fund income for fiscal years 1974 and 1975 is expected to exceed the expenditures from the fund.

#### FEDERAL AVIATION ADMINISTRATION

##### OPERATIONS

Appropriation, 1974.....	
Estimate, 1975.....	\$1,282,500,000
Recommended in the bill.....	1,385,500,000
Reduction below estimate.....	1,363,000,000
	-22,500,000

The sum of \$1,363,000,000 is recommended for the operations activities of the Federal Aviation Administration. This represents an increase of \$80,500,000 over the appropriations provided for similar activities in fiscal year 1974. This appropriation provides for all personnel engaged in the operation and maintenance of the air traffic control, air navigation and communications systems, all supporting services and administrative costs, and all regulatory personnel in the Federal Aviation Administration.

The following specific reductions are recommended:

Personnel reductions.....	-\$13,800,000
Travel.....	-1,660,000
GSA rent.....	-1,590,000
Second career training program.....	-1,300,000
Stock levels at depot.....	-700,000
Special purpose equipment.....	-1,000,000
Other contractual services.....	-2,450,000
<b>Total reduction.....</b>	<b>-22,500,000</b>

The budget proposed an increase in average paid employment (man-years) from a level of 50,489 in fiscal year 1974 to 51,997 in fiscal year 1975, an increase of 1,508 man years. The air traffic levels on which this increase is based were developed in September, prior to the fuel shortage. Since that time, testimony indicates that there have been some significant reductions in air traffic operations.

As of February 1, 1974, 96 company-owned aircraft had been grounded by the certificated route and supplemental air carriers.

In addition, the trunk airlines had grounded 16 747's, 11 DC-8 turbojets, and 12 CV-880 turbojets. In the last two months of calendar year 1973, the scheduled air carriers eliminated some 1,500 daily departures. Representatives from the general aviation sector also testified that the fuel shortage has had a significant impact on general aviation air traffic operations. Because of these factors, the Committee feels that FAA's increase in average paid employment should be limited to about 800 man years over fiscal year 1974. This should provide for the increases required for the new towers scheduled to be commissioned in fiscal year 1975 and for the activities of the flight service stations.

The budget request includes \$15,300,000 for the second career training program for air traffic controllers. The Committee has allowed \$14,000,000, a reduction of \$1,300,000 below the budget estimate and an increase of \$4,300,000 over fiscal year 1974. Under the provisions of Public Law 92-297 an air traffic controller is entitled to second career training because of a medical disqualification, inability to maintain technical proficiency or for the preservation of the physical or mental health of the controller.

The Committee is concerned about the increasing number of controllers participating in this program and about the high cost of training these personnel. In fiscal year 1973 there were 146 personnel in the program. This number is anticipated to increase to 500 as of June 30, 1974 and to 750 as of June 30, 1975. The annual cost of retraining these personnel is \$45,000 per controller. This amount includes salary and benefits, change of station, tuition, travel, and per diem. The Committee expects the FAA to develop standards which will minimize the cost increases under this program. If such standards require a change in the basic legislation, it is expected that the FAA will seek it.

#### FACILITIES, ENGINEERING, AND DEVELOPMENT

Appropriation, 1974.....	\$11,500,000
Estimate, 1975.....	13,000,000
Recommended in the bill.....	12,000,000
Reduction below estimate.....	-1,000,000

The bill includes an appropriation of \$12,000,000 for the equipment and research needed to establish or modify Federal air regulations. The amount recommended is \$1,000,000 less than the budget and \$500,000 more than the amount appropriated for fiscal year 1974.

The following table shows the comparable amounts for fiscal years 1974 and 1975:

	Fiscal year 1974 appropriation	Fiscal year 1975 request	Bill
Aircraft safety research.....	\$3,500,000	\$4,355,000	\$3,800,000
Aviation medical research.....	2,000,000	2,100,000	1,600,000
Aviation noise and pollution research.....	6,000,000	4,985,000	4,320,000
Equipment.....		1,750,000	1,680,000
Total.....	11,500,000	12,000,000	12,000,000

The Committee heard testimony and is concerned about the implications of FAA's adoption of a rule requiring a costly retrofit of the aircraft fleet. The agency has indicated that the total cost of such a retrofit program could be as high as \$800 million; however, it has not developed and produced valid evidence that the implementation of the rule will afford "meaningful relief" to the public, particularly in terms of its psychoacoustic impact on individuals. Thus, a genuine and vital question of the cost-benefit ratio is unresolved.

A further illustration that a rule may be premature lies in the fact that results of a possible alternative option, the "refan" technology will be available by June 1, 1975. The Committee believes it would be prudent to weigh the demonstrated results of this technology against the benefits of FAA's sound-absorption material technology at that time. In view of this, the Committee urges FAA to withhold the adoption of a final rule until the "refan" R&D program is completed, and, in the interim, to utilize some of the research funds recommended to implement an expedited program, particularly in the area of the psychoacoustic reaction of individuals, to assure that the benefits of any retrofit program will be truly "meaningful", and worth the money to be spent on it.

#### FACILITIES AND EQUIPMENT

##### (AIRPORT AND AIRWAY TRUST FUND)

Appropriation, 1974.....	\$250,000,000
Estimate, 1975.....	250,000,000
Recommended in the bill.....	241,100,000
Reduction below the estimate.....	8,900,000

The sum recommended is \$8,900,000 less than the amount provided for fiscal year 1974. Although the level of new obligational authority has been reduced by \$8,900,000, this reduction can be offset, to a large degree, by utilizing previously appropriated funds which are no longer needed for the purpose for which they were originally appropriated. The Committee feels that the funds recommended are adequate for FAA to fully cope with its present workload and the projected growth in aviation.

Testimony indicates that FAA has concluded that they do not presently have a need for certain air traffic controller training simulators for which \$7.7 million has been appropriated. Of the funds appropriated, only about \$1 million has been expended. Thus, FAA has approximately \$6.7 million which can be applied to its fiscal year 1975 procurement program in lieu of new appropriations. In view of the testimony presented on this subject, the Committee directs the FAA not to proceed on any research, development, or procurement of training simulators without prior approval by the Committee.

The Committee has denied the \$2.2 million requested for a light jet flight inspection simulator to be used for training FAA pilots. The Committee fully endorses the use of simulator training as a means to reduce aircraft flight hours. It is felt, however, that FAA has not thoroughly evaluated the possibility of obtaining this training by contract. Testimony indicates that FAA presently contracts with private

industry for part of its training and is considering the possibility of leasing the equipment for which procurement funds are being requested in the fiscal year 1975 budget.

As in past years, most of the funds recommended are for the terminal and en route traffic control systems. The \$99,700,000 recommended for the terminal program includes \$37,700,000 to improve terminal area radar systems, \$25,800,000 to continue automation programs at our major terminals, and \$36,200,000 to relocate and modernize air traffic control towers and other terminal facilities. The \$55,400,000 recommended for the en route system includes \$23,700,000 to improve the long-range radar system, \$15,300,000 to continue the en route automation program, and \$16,400,000 to improve en route communications and center buildings.

The Committee has also approved the funds requested for 22 instrument landing systems at the following locations:

Arizona: Grand Canyon	New Jersey: Teterboro
California: Sacramento	New York: Islip
Connecticut: Windsor Locks	Oklahoma: Tulsa
Florida: Orlando	Pennsylvania: Pittsburgh
Indiana: Indianapolis	Rhode Island: Providence
Louisiana: Baton Rouge, New Orleans	Tennessee: Bristol
Massachusetts: Boston	Texas: Galveston
Michigan: Grand Rapids, Lansing	Virginia: Chantilly, Richmond
Mississippi: Natchez	Wisconsin: Madison, Rhinelander

As in fiscal year 1974, the bill includes language which would limit the availability of this appropriation to three fiscal years.

## RESEARCH, ENGINEERING, AND DEVELOPMENT

### (AIRPORT AND AIRWAY TRUST FUND)

Appropriation, 1974.....	\$62,095,000
Estimate, 1975.....	70,000,000
Recommended in the bill.....	55,000,000
Reduction below estimate.....	-15,000,000

The accompanying bill includes \$55,000,000 under this heading for research, engineering, and development programs to improve the national air traffic control system and to increase its capacity to meet the air traffic demands of the 1975-85 time period. The amount recommended is \$15,000,000 less than the budget and \$7,095,000 less than the amount appropriated in fiscal year 1974.

No part of the Committee's reduction is directed toward FAA's \$3,390,000 flight service station automation program. The Committee has also approved the full amount requested for wake vortex research.

Last year the Committee directed FAA to report on the impact it expects its current R.E. & D. and F. & E. programs will have in meeting future capacity requirements at our major terminals. FAA's report concludes:

The airport landside will become the ultimate source of congestion and restriction to further growth in the early

1980's at nearly all locations. The landside system is a complex amalgam of three separate subsystems: terminal buildings and aircraft boarding areas, on-airport access and parking, and the off-airport access system. The major limitation at the survey airports appears to be in their access/egress capabilities.

The Committee feels that, for the most part, the problems cited by this report are not technological ones which require a large amount of research. In addition, the thrust of the recommendations appears to be directed at assuring that users adapt to the system, rather than having the system most effectively accommodate the users' needs. The Committee believes, however, that the FAA should consult with the users to identify and agree upon appropriate measures and translate these into action programs. The Committee urges FAA to move expeditiously in this fashion in order to develop the most cost-effective program.

#### GRANTS-IN-AID FOR AIRPORTS

##### (AIRPORT AND AIRWAY TRUST FUND)

	Development grants (liquidating cash)	Planning grants
Appropriation, 1974.....	(\$200,000,000)	-----
Estimate, 1975.....	(280,000,000)	\$13,000,000
Recommended in the bill.....	(280,000,000)	-----
Reduction below estimate.....		-13,000,000

The Committee has approved the full budget request of \$280,000,000 in liquidating cash for airport development grants. This is an increase of \$80,000,000 over the fiscal year 1974 appropriation for this purpose.

As in previous years, a limitation on obligations for development grants financed under contract authority is included in the bill. The limitation recommended for fiscal year 1975 is \$310,000,000, which is the same as the budget request and an increase of \$10,000,000 over fiscal year 1974.

The Airport and Airway Development Act also authorizes a program of grants to planning agencies for airport system planning and to public agencies for airport master planning. At the time of the hearings, the unobligated balance for this program was \$14,700,000. In view of this large unobligated balance, no additional appropriation is recommended for fiscal year 1975.

The Committee is concerned about the lack of progress being made on the St. Louis Airport problem. FAA has recommended that a new airport be constructed at the Columbia/Waterloo site to serve the St. Louis area. The Committee is advised that there have been 25 different studies of this subject since 1968. Yet, the Department continues to authorize additional studies, building delay upon delay instead of building the much needed airport. The Committee feels that this matter has been studied enough and directs the Department to begin the construction of the airport.

During the hearings, the Committee was advised that FAA is engaged in an effort directed at turning over some of the agency's functions in airport development to state authorities. Clearly, a viable "system" of airports is essential to meet the needs of interstate commerce. In the opinion of the Committee, our present na-

tional air system would be weaker if it were to be fragmented by a multiplicity of state regulations. An added layer of governmental administration at the state level could increase the problems of coordination at the national level. The Committee, therefore, directs FAA not to proceed with the delegation of any of its present functions to state and local governments without prior explicit approval from the Committee.

#### OPERATION AND MAINTENANCE, NATIONAL CAPITAL AIRPORTS

Appropriation, 1974.....	\$14,742,000
Estimate, 1975.....	16,500,000
Recommended in the bill.....	16,000,000
Reduction below estimate.....	-500,000

The funds included in the bill for the operation and maintenance of Washington National and Dulles International Airports total \$16,000,000, an increase of \$1,258,000 over fiscal year 1974. No new positions are requested or recommended. The increase provided over fiscal year 1974 is, for the most part, attributable to annualization costs and funding of existing authorized but unfilled positions.

As has been true in the past, Washington National Airport is operating at a profit, while Dulles International Airport continues to operate at a deficit which exceeds the profit at Washington National to the extent that there is a projected \$213,000 net loss for the two airports for fiscal year 1975. Excluding interest and depreciation expenses, however, both airports are projected to generate revenues in excess of direct operating costs. It is estimated that revenues will exceed out-of-pocket costs at Washington National by \$6,454,000 and at Dulles International by \$1,438,000.

#### CONSTRUCTION, NATIONAL CAPITAL AIRPORTS

Appropriation, 1974.....	\$3,000,000
Estimate, 1975.....	7,200,000
Recommended in the bill.....	4,200,000
Reduction below estimate.....	-3,000,000

The Committee recommends \$4,200,000 to finance major improvements and expansions of facilities at the National Capital Airports. This is a decrease of \$3,000,000 below the budget and an increase of \$1,200,000 over fiscal year 1974.

The amount recommended includes \$2,935,000 for Washington National Airport and \$1,265,000 for Dulles International Airport. No funds are recommended to enlarge the jet ramp at Dulles.

As in fiscal year 1974, the bill includes language which would limit the availability of this appropriation to three fiscal years.

#### FEDERAL HIGHWAY ADMINISTRATION

##### LIMITATION ON GENERAL OPERATING EXPENSES

Limitation, 1974.....	(\$119,047,000)
Estimate, 1975.....	(138,000,000)
Recommended in the bill.....	(127,200,000)
Reduction below estimate.....	(-10,800,000)

This limitation, established in 1975, provides for the salaries and expenses of the Federal Highway Administration required to conduct



and administer Federal-aid highway programs. Administrative services for other programs of the Federal Highway Administration, including highway safety, and for road construction programs of other agencies are initially financed from this limitation and reimbursements are collected from those programs. The limitation does not cover the administrative expenses of the Highway beautification, Darien Gap Highway, Territorial highways, and Motor carrier safety programs. These costs are covered by separate appropriations.

The following specific reductions are recommended:

Funds for highway research and development are reduced to a level of \$12 million, an increase of \$2 million over fiscal 1974.....	-\$3, 660, 000
Highway safety research is reduced by \$1,640,000.....	-1, 640, 000
Planning contracts are maintained at the fiscal year 1974 level of \$1.6 million.....	-400, 000
Funds for the demonstration program are maintained at the fiscal year 1974 level of \$2,485,000.....	-115, 000
Construction skill training program is reduced by \$4 million, making \$6 million available in fiscal year 1975 as compared with \$4 million in 1974.....	-4, 000, 000
Travel.....	-425, 000
GSA rent.....	-560, 000
<b>Total reduction.....</b>	<b>-10, 800, 000</b>

#### MOTOR CARRIER SAFETY

Appropriation, 1974.....	\$5, 600, 000
Estimate, 1975.....	6, 330, 000
Recommended in the bill.....	6, 130, 000
Reduction below estimate.....	-200, 000

The amount recommended under this heading is \$530,000 more than the fiscal year 1974 appropriations for similar activities. This appropriation provides for the development and execution of motor carrier safety policies and programs in accordance with the Department of Transportation Act, the Interstate Commerce Act, and the Explosives and Combustibles Act.

No additional positions are requested and none are recommended. Funding for the contract research program is maintained at the fiscal year 1974 level of \$500,000.

#### HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

Appropriation, 1974.....	\$7, 500, 0
Estimate, 1975.....	10, 640, 000
Recommended in the bill.....	9, 000, 000
Reduction below estimate.....	-1, 640, 000

The Committee has established a separate appropriation for the highway safety research and development efforts of the Federal Highway Administration. The budget had proposed consolidating this program with the construction programs funded under the Federal-aid highways appropriation.

The sum included in the bill is \$1,640,000 less the budget estimate and \$1,500,000 more than the fiscal year 1974 appropriation. The increase over fiscal year 1974 is to provide for a new pavement marking research program which was authorized by the Highway Safety Act of 1973.

## HIGHWAY BEAUTIFICATION

## (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1974.....	(\$30,000,000)
Estimate, 1975.....	(37,000,000)
Recommended in the bill.....	(25,000,000)
Reduction below estimate.....	(-12,000,000)

A liquidating cash appropriation of \$25,000,000 is recommended for the highway beautification program for fiscal year 1975. This is \$12,000,000 less than the budget and \$5,000,000 less than the fiscal year 1974 appropriation for this purpose. The reduction is based primarily on the availability of unexpended cash balances from fiscal year 1974 in addition to those anticipated in the budget estimate.

As in previous bills, a limitation on obligations is also being recommended. The limitation for fiscal year 1975 is \$40,000,000, of which \$39,000,000 pertains to the contract authorization and \$1,000,000 to administrative expenses.

## ADMINISTRATIVE EXPENSES

Appropriation, 1974.....	\$1,020,000
Estimate, 1975.....	1,107,000
Recommended in the bill.....	1,000,000
Reduction below estimate.....	-107,000

The bill includes an appropriation of \$1,000,000 for administrative expenses of the highway beautification program. This is \$20,000 less than the fiscal year 1974 appropriation. No additional positions were requested and none are recommended.

## HIGHWAY-RELATED SAFETY GRANTS

## (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1974.....	(\$7,000,000)
Estimate, 1975.....	(14,000,000)
Recommended in the bill.....	(12,000,000)
Reduction below estimate.....	(-2,000,000)

The Committee recommends an appropriation of \$12,000,000 in liquidating cash to assist states and localities in implementing the highway safety standards administered by the Federal Highway Administration. These standards deal with traffic control devices, highway construction and maintenance, accident location surveillance, and the highway related aspects of pedestrian safety.

The amount recommended is an increase of \$5,000,000 over fiscal year 1974 and a decrease of \$2,000,000 below the budget. The reduction is based primarily on the availability of unexpended cash balances from prior years in addition to those anticipated in the budget estimate.

## RAIL CROSSINGS—DEMONSTRATION PROJECTS

Appropriation, 1974.....	\$14,000,000
Estimate, 1975.....	12,600,000
Recommended in the bill.....	
Reduction below estimate.....	-12,600,000

No funds are recommended for the two demonstration projects which involve the elimination or upgrading of all public ground-level

rail-highway crossings in the vicinity of Greenwood, South Carolina and along the route of the high-speed ground transportation demonstration projects between Washington and Boston.

This program has been slow in getting started because the primary railroad involved, the Penn Central, did not provide the 10 percent matching contribution which was required by the basic authorization. In the Northeast Corridor, all five states involved have agreed to pay the Penn Central's share of the cost, but the program is still progressing very slowly. As of April 30, 1974, Federal obligations for the program were only about \$6,459,000 out of total appropriations of \$26,000,000.

#### RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

	Appropriation	By transfer
Appropriation, 1974.....	\$6, 000, 000	(\$2, 218, 000)
Estimate, 1975.....		
Recommended in the bill.....		(8, 000, 000)
Increase above estimate.....		(+8, 000, 000)

The bill includes \$8,000,000 for twelve railroad-highway crossings demonstration projects as authorized by Section 163 of the Federal-Aid Highway Act of 1973. These projects involve the relocation of railroad lines from the central area of cities, the elimination or protection of public ground-level rail-highway crossings, and the construction of overpasses and underpasses.

In fiscal year 1974 a total of \$8,218,000 was made available for these projects and the Committee feels that the amount provided in the accompanying bill will be adequate to allow the projects to progress without any significant delays.

#### RURAL HIGHWAY PUBLIC TRANSPORTATION DEMONSTRATION PROGRAM

Appropriation, 1974.....	
Estimate, 1975.....	\$10, 000, 000
Recommended in the bill.....	10, 000, 000

The Committee has approved the budget request of \$10,000,000 to encourage the development, improvement, and use of highway related public mass transportation systems in rural areas. This program was authorized by the Federal-Aid Highway Act of 1973 to enhance the access of rural populations to employment, health care, retail centers, education, and public services. Of the amount recommended, \$7,000,000 is to be derived from the Highway Trust Fund.

#### TERRITORIAL HIGHWAYS

##### (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1974.....	(\$2, 500, 000)
Estimate, 1975.....	(1, 600, 000)
Recommended in the bill.....	(4, 000, 000)
Increase above estimate.....	(+2, 400, 000)

The bill includes a liquidating cash appropriation of \$4,000,000 to assist the territorial governments of the Virgin Islands, Guam, and American Samoa in the improvement of their highway systems. This appropriation also provides for the participation of these territories in certain highway safety programs as authorized by the Federal-Aid

Highway Act of 1973. The sum recommended is an increase of \$1,500,-000 over the fiscal year 1974 appropriation.

As in previous bills, a limitation on obligations in fiscal year 1975 is included in the bill. This limitation is \$4,600,000, which is the same as requested in the budget and is an increase of \$600,000 over fiscal year 1974.

#### DARIEN GAP HIGHWAY

Appropriation, 1974.....	\$5,000,000
Estimate, 1975.....	35,000,000
Recommended in the bill.....	20,000,000
Reduction below estimate.....	-15,000,000

The Committee has included \$20,000,000 to continue the construction of 250 miles of highway in the Darien area of Panama and Colombia. This highway will connect the Inter-American Highway of Central America with the Pan-American Highway System of South America, creating a single highway network from Alaska to every South American country. The recommended \$15,000,000 increase over fiscal year 1974 should allow this program to proceed at a reasonable rate.

#### FEDERAL-AID HIGHWAYS

##### (LIQUIDATION OF CONTRACT AUTHORIZATION-TRUST FUND)

Appropriation, 1974.....	(\$4,315,900,000)
Estimate, 1975.....	(4,583,000,000)
Recommended in the bill.....	(4,573,840,000)
Reduction below estimate.....	(-9,160,000)

The accompanying bill includes \$157,940,000 more than the amount appropriated for fiscal year 1974. The \$9,160,000 reduction below the budget reflects certain actions recommended by the Committee in connection with the limitation on general operating expenses discussed previously. No reduction below the budget is recommended in the construction program.

Approximately \$3 billion of the funds recommended are to continue the construction of the Interstate Highway System. The balance of the funds are for payments to the states for rural and urban transportation programs, certain planning and research programs, emergency relief, and for the administrative costs of the Federal Highway Administration as discussed under the limitation on general operating expenses.

From July 1, 1973 to March 31, 1974, an additional 870 miles of the Interstate System were completed and opened to traffic. As of March 31, 1974, about 35,700 miles, or 84 percent of the 42,500 mile authorized Interstate System, had been completed and opened to traffic. In addition, there are about 5,900 miles on which construction, right-of-way acquisition, or preliminary engineering is underway, making a total of roughly 41,600 miles of the system on which work is either completed or underway.

In the regular Federal-aid primary, secondary, and urban programs an additional 4,800 miles were improved during this same period. As of

March 31, 1974, construction projects involving about 268,500 miles had been completed at a cost of \$30.3 billion. Contracts involving an additional 11,400 miles were authorized or underway.

### HIGHWAY SAFETY CONSTRUCTION PROGRAMS

#### (LIQUIDATION OF CONTRACT AUTHORIZATION-TRUST FUND)

Appropriation, 1974.....	
Estimate, 1975.....	(\$110, 000, 000)
Recommended in the bill.....	(110, 000, 000)

The Committee has approved the budget estimate of \$110,000,000 for grants to the states for safety improvements to highway systems. The budget proposed consolidating these safety programs with the Federal-aid highways appropriation. The Committee has established a separate safety construction appropriation to enable the Congress to see the level of emphasis given to these programs.

As is the case with the other highway safety programs, the Committee has included in the bill a limitation on obligations in fiscal year 1975. The limitation on these programs is \$250,000,000, which is the same as the budget estimate and \$175,000,000 more than the obligations estimated to be incurred in fiscal year 1974.

### RIGHT-OF-WAY REVOLVING FUND

#### (LIQUIDATION OF CONTRACT AUTHORIZATION-TRUST FUND)

Appropriation, 1974.....	
Estimate, 1975.....	(\$40, 000, 000)
Recommended in the bill.....	(20, 000, 000)
Reduction below estimate.....	(-20, 000, 000)

The sum of \$20,000,000 in liquidating cash is recommended for the right-of-way revolving fund. This is \$20,000,000 less than the budget estimate and \$20,000,000 more than fiscal year 1974. Testimony indicates that about only \$107 million of the \$135 million appropriated to date has been expended.

The revolving fund was established to provide a source of funding to permit the acquisition of rights-of-way several years in advance of actual construction to reduce potential inflationary pressures on property costs and permit more adequate comprehensive highway planning.

### FOREST HIGHWAYS

#### (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1974.....	(\$8, 000, 000)
Estimate, 1975.....	(12, 450, 000)
Recommended in the bill.....	(12, 450, 000)

A liquidating cash appropriation of \$12,450,000 is recommended for the forest highways program, an increase of \$4,450,000 over fiscal year

1974. This appropriation will liquidate the remaining unpaid general fund obligations. Since this program is now operating entirely with Highway Trust Fund authority, it is being merged with the Federal-aid highways account.

The forest highways program provides for the construction and improvement of main highways within or adjacent to national forests. Most of these highways are on the regular Federal-aid highways systems and are eligible for grants under regular Federal-aid highways programs. Although some state contributions are made, states are not required to participate in the financing of forest highways.

### PUBLIC LANDS HIGHWAYS

#### (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1974.....	(\$3,000,000)
Estimate, 1975.....	(8,270,000)
Recommended in the bill.....	(8,270,000)

The bill includes the budget estimate of \$8,270,000 in liquidating cash to finance the construction and improvement of highways through public lands in those states with large areas of such lands. The amount recommended is an increase of \$5,270,000 over fiscal year 1974 and will liquidate the remaining unpaid general fund obligations. As is the case with the forest highways program, this program is now operating entirely with Highway Trust Fund authority and is being merged with the Federal-aid highways account.

### BALTIMORE-WASHINGTON PARKWAY

#### (TRUST FUND)

Appropriation, 1974.....	-----
Estimate, 1975.....	\$10,700,000
Recommended in the bill.....	4,000,000
Reduction below estimate.....	-6,700,000

The Federal-Aid Highway Act of 1970 authorized the reconstruction of that part of the Baltimore-Washington Parkway in the State of Maryland which is under the jurisdiction of the Secretary of the Interior. The \$4,000,000 included in the bill would provide \$1,600,000 for the preparation of detailed contract plans and \$2,400,000 for acquisition of rights-of-way.

### NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

#### TRAFFIC AND HIGHWAY SAFETY

Appropriation, 1974.....	\$75,892,000
Estimate, 1975.....	84,500,000
Recommended in the bill.....	71,350,000
Reduction below estimate.....	-13,150,000

The Committee recommends the sum of \$71,350,000 for NHTSA's traffic and highway safety programs. This is \$13,150,000 less than the budget estimate. The following specific reductions are recommended:

Compliance test facility.....	-\$4,200,000
Cost and lead-time analysis.....	-200,000
Alcohol safety action projects.....	-4,000,000
Advanced countermeasures support.....	-150,000
Pedestrian and motorcycle safety.....	-100,000
Emergency medical services.....	-110,000
Biomechanics.....	-500,000
Crash impact data research.....	-2,000,000
Driver/pedestrian factors research.....	-500,000
Vehicles-in-use research.....	-200,000
Highway safety studies.....	-1,000,000
GSA rent.....	-160,000
Travel.....	-30,000
<b>Total reductions.....</b>	<b>-13,150,000</b>

The budget included \$4,200,000 for the compliance test facility, including \$2,710,000 for purchase of equipment, \$790,000 for payment of the initial year's lease cost, and \$700,000 for 41 new support positions. NHTSA testified that it is planning to enter into an agreement with the State of Ohio whereby the State will build a facility to NHTSA specifications and lease it back to the Government for a 20 year, or longer, period. The Committee is advised that this lease agreement has not been finalized and that the prospectus has not been approved by the appropriate legislative committees. All funds for this facility have, therefore, been deleted by the Committee.

A total of \$14,750,000 was requested under this heading for certain alcohol countermeasures, including \$9,000,000 for the alcohol safety action projects (ASAPs), \$1,900,000 for advanced countermeasure demonstrations, and \$3,850,000 for support and other alcohol related efforts. The bill includes the full amount for the advanced countermeasure demonstrations and \$5,000,000 for the ASAP program. The Committee feels that three years is long enough to determine the success of most demonstration projects and that it is now time for the states to begin sharing the cost of these projects.

The \$2,000,000 requested for crash impact data research has been denied. Testimony indicates that this program would be as costly and, perhaps, less accurate than the crash recorder program for which Congress turned down funding in fiscal years 1973 and 1974.

The bill includes full amounts requested for the experimental safety vehicle and motor vehicle consumer information programs.

## STATE AND COMMUNITY HIGHWAY SAFETY

### (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1974.....	(\$100,000,000)
Estimate, 1975.....	(99,763,000)
Recommended in the bill.....	(96,000,000)
Reduction below estimate.....	(-3,763,000)

The Committee recommends a liquidating cash appropriation of \$96,000,000 for the State and community highway safety program.

This is \$3,763,000 less than the budget estimate and \$4,000,000 less than the fiscal year 1974 appropriation. The Committee believes that this will provide adequate liquidating cash while avoiding a large carryover balance at the end of fiscal year 1975. Under this program, Federal grants are provided to assist the states and their political subdivisions in the establishment of highway safety programs such as driver licensing, motor vehicle registration, traffic records, police traffic services, and driver education. This funding is also available to supplement Federally financed alcohol safety action projects.

As in past years, the Committee has included a limitation on obligations in fiscal year 1975. The budget requested an obligational level of \$148,000,000, comprised of \$81,700,000 for basic NHTSA safety grants, \$32,000,000 for incentive grants for states which have adopted seat belt legislation, \$16,000,000 for incentive grants for states which have made significant progress in reducing their traffic fatality rate, \$3,300,000 for NHTSA's administrative expenses, and \$15,000,000 for the Federal Highway Administration's highway-related safety grant program. The limitation included in the bill is \$100,000,000. This limitation is an increase of \$20,000,000 over fiscal year 1974 and applies to programs administered by both NHTSA and FHWA. The Committee has not approved the \$32,000,000 requested for incentive grants to encourage states to enact mandatory seat belt legislation.

## FEDERAL RAILROAD ADMINISTRATION

### OFFICE OF THE ADMINISTRATOR

Appropriation, 1974.....	\$2,900,000
Estimate, 1975.....	4,340,000
Recommended in the bill.....	3,800,000
Reduction below estimate.....	-540,000

The accompanying bill includes \$3,800,000 under this heading, comprised of \$3,500,000 for salaries and expenses of the immediate office of the Administrator and supporting staff offices and \$300,000 for rental payments to the General Services Administration pursuant to the Public Buildings Act Amendments of 1972. The amount recommended is a reduction of \$540,000 below the budget.

The budget proposed merging this appropriation with two others, railroad safety and grants-in-aid for railroad safety. The Committee has not approved this consolidation. Each of these three appropriations is separately identified in the bill. This is consistent with the provisions of H.R. 15223 and will, in the opinion of the Committee, enable the Congress to evaluate the relative emphasis being given to each activity.

Under the Committee's recommendation 11 of the 21 new positions would be approved, including the two new budget positions requested for the financial management division.

### RAILROAD SAFETY

Appropriation, 1974.....	\$9,237,000
Estimate, 1975.....	10,220,000
Recommended in the bill.....	10,170,000
Reduction below estimate.....	-50,000



The Committee recommends the appropriation of \$10,170,000, an increase of \$933,000 over fiscal year 1974, for the railroad safety functions of the Federal Railroad Administration. This would provide for a total of 369 positions whose principal function is to further the effective investigation and enforcement of Federal railroad safety rules. The entire \$50,000 reduction below the budget relates to GSA rent.

The Committee reiterates the statements contained in last year's report that additional safety inspectors are essential for improved railroad safety and that this program should be given a higher priority than it has heretofore been accorded by the Federal Railroad Administration. In fiscal year 1973, \$631,000 of the \$7,000,000 appropriated for railroad safety personnel was not spent by the Federal Railroad Administration. In fiscal year 1974 the Congress appropriated funds for 95 additional safety inspectors. At the time of the Committee's hearing, only 15 of these positions had been committed and the testimony indicates that FRA is only planning to fill 66 of these new positions during the current fiscal year. The Committee believes the amount recommended should be adequate to fill all vacant safety inspector positions.

#### GRANTS-IN-AID FOR RAILROAD SAFETY

Appropriation, 1974.....	\$1, 500, 000
Estimate, 1975.....	1, 000, 000
Recommended in the bill.....	1, 000, 000

The bill includes the budget request of \$1,000,000 for grants to states for railroad safety. This appropriation provides a subsidy to states for the salaries of state safety inspectors. The authorization for the program is contained in H.R. 15223.

As of June 1, 1974, none of the \$1,500,000 fiscal year 1974 appropriation had been obligated. In view of this fact, the Committee has included language in the bill which would continue the availability of these funds until expended. This would make available a total of about \$2,500,000 for this program from the present date until the end of fiscal year 1975.

#### RAILROAD RESEARCH AND DEVELOPMENT

Appropriation, 1974.....	\$30, 450, 000
Estimate, 1975.....	64, 240, 000
Recommended in the bill.....	50, 000, 000
Reduction below estimate.....	-14, 240, 000

The sum recommended for railroad research and development is \$19,550,000 more than the amount appropriated for similar activities in fiscal year 1974. This appropriation is a consolidation of two programs which were separately funded in fiscal year 1974, Railroad research and High-speed ground transportation research and development.

Under the Committee's recommendation the following amounts would be provided:

Program	Budget estimate	Recommend	Reduction
<b>General research:</b>			
Industry problems.....	\$6,000,000	\$4,500,000	-\$1,500,000
Freight car management.....	6,000,000	6,000,000	-----
Improved freight service.....	2,600,000	2,300,000	-300,000
Railroad safety.....	4,800,000	4,800,000	-----
Policy planning and administration.....	1,140,000	900,000	-240,000
<b>High speed ground research:</b>			
System analysis.....	1,100,000	1,000,000	-100,000
High speed rail.....	10,500,000	10,000,000	-500,000
Advanced systems.....	11,700,000	3,700,000	-8,000,000
Supporting technology.....	3,650,000	2,150,000	-1,500,000
High speed test center.....	14,000,000	12,000,000	-2,000,000
Administration.....	2,750,000	2,650,000	-100,000
<b>Total.....</b>	<b>64,240,000</b>	<b>50,000,000</b>	<b>-14,240,000</b>

As indicated above, a \$1,500,000 reduction is recommended for FRA's research involving industry problems. While the Committee recognizes that the railroad industry is faced with many problems, it has not been demonstrated that any of the research proposed by the Federal Railroad Administration will solve these problems. The Committee is also concerned about the possible duplication of effort between this program and certain activities of the ICC. FRA testified that the activities of these two agencies are well coordinated. When asked about this coordination, the Chairman of the ICC testified:

"These are all the staff people here and they (FRA) haven't talked to any of them."

The Committee expects the activities of these agencies to be properly coordinated.

The Committee has reduced the advanced systems and supporting technology programs by \$8,000,000 and \$1,500,000, respectively. As was stated last year, the Committee feels that the Federal Railroad Administration should concentrate its efforts on those programs which appear to have the greatest potential for immediate and near term improvements. The two major advanced systems included in the fiscal year 1975 budget are the 300 mile per hour tracked air cushion vehicle and the magnetically levitated vehicle. Under the Committee's recommendation the funding for these two programs would be increased by about \$600,000 over fiscal year 1974.

#### GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriation, 1974.....	\$149,100,000
Estimate, 1975.....	143,000,000
Recommended in the bill.....	125,000,000
Reduction below estimate.....	-18,000,000

The Committee recommends the sum of \$125,000,000 in Federal grants to the National Railroad Passenger Corporation (Amtrak) to offset operating deficits. The amount recommended is \$18,000,000 less the budget estimate and \$24,100,000 less the amount appropriated for fiscal year 1974.

The original authorization for Amtrak recognized the need for interim Federal financial assistance. Including the funds in the accompanying bill a total of \$484,100,000, nearly a half of a billion dollars, will have been appropriated to Amtrak. Amtrak, however, is no closer to breaking even now than it was about 3½ years ago when the first appropriation was made.

In the conference report on the Second Supplemental Appropriations Bill, 1974, concern was expressed about Amtrak's operating deficits and the Secretary of Transportation and the President of Amtrak were directed to submit service and route criteria to the Congress. While the Committee believes that it is completely unrealistic to expect Amtrak to break even in the foreseeable future, the Committee does expect that the criteria submitted will attempt to establish a reasonable balance between sound fiscal policy and adequate service to the traveling public.

The Committee is also very concerned about the impact on future deficits and Federal grant requirements of the large loan guarantee program. The Committee has requested that the GAO look into this matter.

### THE ALASKA RAILROAD

#### PAYMENT TO THE ALASKA RAILROAD REVOLVING FUND

Appropriation, 1974.....	
Estimate, 1975.....	\$6,500,000
Recommended in the bill.....	4,000,000
Reduction below estimate.....	-2,500,000

The Committee has included the requested language permitting the Alaska Railroad to be operated from the Alaska Railroad Revolving Fund. To the extent possible, Alaska Railroad programs are financed by revenues earned from freight and passenger service and other services incidental thereto. For fiscal year 1975, however, the budget requests a \$6,500,000 payment to the Fund. In view of the projected \$2,700,000 unobligated balance, the Committee feels that a \$4,000,000 payment should be adequate to enable the railroad to meet all of its operating and capital requirements.

### URBAN MASS TRANSPORTATION ADMINISTRATION

#### URBAN MASS TRANSPORTATION FUND

##### ADMINISTRATIVE EXPENSES

Appropriation, 1974.....	\$5,000,000
Estimate, 1975.....	9,300,000
Recommended in the bill.....	7,000,000
Reduction below estimate.....	-2,300,000

The bill includes an appropriation of \$7,000,000 for administrative expenses of the Urban Mass Transportation Administration. This amount, plus the use of available unrestricted authorities, should provide sufficient funds for 30 of the requested 40 additional positions.

These positions are allocated as shown in the following table:

Office	Fiscal year 1974	Budget estimate	Bill	Bill compared with fiscal year 1974
Research and Development.....	73	80	75	+2
Capital Assistance.....	54	62	62	+8
Transit Planning.....	30	38	36	+6
Transit Management.....	15	19	18	+3
Administration.....	61	65	63	+2
Program Planning.....	26	28	28	+2
Chief Counsel.....	20	23	23	+3
Civil Rights.....	23	23	23	-----
Public Affairs.....	6	6	6	-----
Administrator.....	8	8	8	-----
Field Operations.....	45	49	49	+4
	361	401	391	+30

As in fiscal years 1973 and 1974, the proposed bill language to permit these funds to remain available until expended has not been included.

RESEARCH, DEVELOPMENT, AND DEMONSTRATIONS AND  
UNIVERSITY RESEARCH AND TRAINING

Appropriation, 1974.....	\$35,050,000
Estimate, 1975.....	79,000,000
Recommended in the bill.....	51,130,000
Reduction below estimate.....	-27,870,000

The sum of \$51,130,000 is recommended for the programs financed under this heading. This is \$27,870,000 less than the budget estimate and \$16,080,000 more than the amount appropriated for fiscal year 1974.

The following amounts are recommended:

Major programs	Fiscal year 1975 budget estimate	Recommended in the bill	Bill compared with budget estimate
Bus transit.....	\$4,000,000	\$4,000,000	-----
Rail transit.....	13,250,000	13,000,000	-\$250,000
New system:			
Morgantown PRT.....	6,380,000	6,380,000	-----
High performance PRT.....	10,620,000		-10,620,000
High-capacity PRT.....	2,750,000	2,750,000	-----
Dual-mode.....	7,750,000		-7,750,000
Dial-a-ride.....	1,500,000		-1,500,000
Software systems.....	3,000,000	3,000,000	-----
Systems analysis and evaluation.....	1,000,000	750,000	-250,000
Service development.....	3,750,000	3,250,000	-500,000
Transit service and methods.....	15,000,000	10,000,000	-5,000,000
Transit management.....	5,000,000	4,000,000	-1,000,000
Planning.....	1,000,000	750,000	-250,000
University research.....	2,500,000	2,250,000	-250,000
Managerial training.....	1,500,000	1,000,000	-500,000
Total.....	79,000,000	51,130,000	-27,870,000

As indicated above, the Committee has recommended the full amount requested to complete the research and development phase of the Morgantown project. The Committee directs, however, that none of these funds be obligated until UMTA and the University of West Virginia agree on what will happen beyond the R & D phase and this agreement has been approved by the Committee. If such an agreement cannot be reached within 30 days after the enactment of

the accompanying bill, the \$6,380,000 recommended should be used to dismantle the project as required in the contract between UMTA and the University.

In recommending the deletion of \$10,620,000 from the high performance PRT appropriation, the Committee does not contemplate the termination of PRT development activities. Rather, the Committee believes that the unobligated balance of fiscal year 1974 funds is adequate for completion of the conceptual design and evaluation phase of the PRT project during fiscal year 1975, and that final design, construction, and testing should be temporarily deferred. The Committee further believes that UMTA should, during the coming year, conduct an urban deployability study of PRT in conjunction with the transit authority of a medium density urban area, where PRT technology, if proven workable, might be applied in the near future. While it is the intent of the Committee that PRT testing should relate directly to the actual requirements of an urban area, the urban deployability study should not be construed as a commitment, explicit or implicit, of capital funding support for the future development of such a system.

No funds are recommended for dual-mode research. A Department of Transportation report on this subject states that the introduction of dual mode systems would cause increased transportation energy consumption due, in part, to the increased speeds attained. The Administrator testified that he was not convinced that UMTA should proceed to prototype development, not only because of the energy consumption characteristics of dual-mode but also because of the cost implications of this type of system.

The Committee has also denied the \$1,500,000 requested for dial-a-ride research. The Committee feels that UMTA has successfully demonstrated dial-a-ride technology. There are approximately 40 such systems in existence, and any city desiring to install a dial-a-ride system can apply for capital funding under UMTA's grant program.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1974.....	(\$380, 000, 000)
Estimate, 1975.....	(490, 000, 000)
Recommended in the bill.....	(400, 000, 000)
Reduction below estimate.....	(-90, 000, 000)

The Committee recommends \$400,000,000 to liquidate obligations incurred under basic legislation for urban mass transportation. Virtually all of these funds will be expended to liquidate prior year obligations. The reduction is based on the fact that UMTA will have carry-over cash balances in excess of the amounts anticipated in the budget.

The accompanying bill also includes a provision limiting commitments in fiscal year 1975 to \$1,321,750,000. This is comprised of \$1,225,000,000 for capital facilities grants, \$36,620,000 for technical studies, \$51,130,000 for research, and \$9,000,000 for administrative expenses. The Committee has approved the full budget program level for capital facilities grants.

Since 1970, the Committee has been concerned about the techniques employed in selecting fixed guideway and other capital grant

applications for approval. UMTA has not used adequate criteria, other than the basic statutory eligibility requirements, in awarding grants involving hundreds of millions of Federal dollars. The Committee believes that UMTA should provide adequate guidelines to the cities to help them plan more effectively and to assure the most effective use of taxpayers' funds. Testimony indicates that UMTA is developing such guidelines. The Committee expects that this work will be accelerated and that investment criteria will be issued in the very near future.

## ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The accompanying bill includes the same language which has been carried previously authorizing the St. Lawrence Seaway Development Corporation to make expenditures within the limits of the funds available to the Corporation to carry out its programs. The language included in the bill is exactly the same as the language provided last year and requested in the fiscal year 1975 budget.

### LIMITATION ON ADMINISTRATIVE EXPENSES

#### ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Limitation, 1974.....	(\$846, 000)
Estimate, 1975.....	(886, 000)
Recommended in the bill.....	(886, 000)

The Committee recommends an increase in the limitation of \$40,000 over fiscal year 1974. Most of the increase is to cover increased rental charges, annualization costs, and within-grade increases. No additional positions are requested or recommended.

## TITLE II—RELATED AGENCIES

### NATIONAL TRANSPORTATION SAFETY BOARD

#### SALARIES AND EXPENSES

Appropriation, 1974.....	\$8, 255, 000
Estimate, 1975.....	9, 536, 000
Recommended in the bill.....	9, 450, 000
Reduction below estimate.....	-86, 000

In providing an increase of \$1,195,000 over fiscal year 1974, the Committee has approved the 10 additional positions requested. Seven of these positions are to enable the Board to assume certain accounting and procurement functions which are presently provided by the Department of Transportation on a reimbursable basis. The other three new positions are to meet the increasing workload requirements of the Board's certificate and license appeal function. Virtually all of the Committee's reduction is related to rental payments to GSA.

The functions of the Safety Board include the investigation and determination of the probable cause of all aviation accidents and selected surface transportation accidents, as well as conducting a continuing review of safety in all modes of transportation. During calendar year 1973, the Board issued 122 aviation safety recommendations and a total of 154 highway, railroad, pipeline, and marine recommendations.

## CIVIL AERONAUTICS BOARD

## SALARIES AND EXPENSES

Appropriation, 1974.....	\$15,537,000
Estimate, 1975.....	17,283,000
Recommended in the bill.....	17,150,000
Reduction below estimate.....	-133,000

The sum of \$17,150,000 is recommended for salaries and expenses of the Civil Aeronautics Board. This is an increase of \$1,613,000 over fiscal year 1974 and a decrease of \$133,000 below the budget estimate. The reductions recommended include \$93,000 for GSA rent and \$40,000 for travel. No additional positions are requested and none are recommended.

The CAB regulates the economic aspects of air carrier operations, both domestic and international, and participates in the development of international air transportation.

## PAYMENTS TO AIR CARRIERS

Appropriation, 1974.....	\$73,265,000
Estimate, 1975.....	69,828,000
Recommended in the bill.....	69,828,000

The Committee has approved the full budget request of \$69,828,000 for payments to certain local service and Alaskan carriers to make air transportation available to communities that would not otherwise be served. The amount recommended is \$3,437,000 less than the appropriations made for this purpose during fiscal year 1974.

## INTERSTATE COMMERCE COMMISSION

## SALARIES AND EXPENSES

Appropriation, 1974.....	\$40,590,000
Estimate, 1975.....	43,300,000
Recommended in the bill.....	43,000,000
Reduction below estimate.....	-300,000

The bill includes \$43,000,000 for salaries and expenses of the Interstate Commerce Commission. This is a \$2,410,000 increase over fiscal year 1974 and a decrease of \$300,000 below the budget estimate. This entire reduction pertains to rental payments to GSA.

The funds recommended will provide for all 95 additional positions requested in the budget. Including this increase, the Congress will have funded more than 400 new positions for the ICC since fiscal year 1970. The Committee is pleased that the Commission has been permitted to fill the additional positions provided by the Congress during the past four years and looks forward to a more effective and efficient resolution of surface transportation problems affecting the public.

## THE PANAMA CANAL

## CANAL ZONE GOVERNMENT

## OPERATING EXPENSES

Appropriation, 1974.....	\$60,000,000
Estimate, 1975.....	63,000,000
Recommended in the bill.....	62,700,000
Reduction below estimate.....	-300,000

This appropriation, which finances the operation of the Canal Zone Government, represents an advance of funds that is repaid to the U.S. Treasury through charges for services furnished or from revenues of the Panama Canal Company. The \$2,700,000 increase above the fiscal year 1974 is primarily for mandatory pay increases. In addition, the Committee has approved the 33 requested new positions.

#### CAPITAL OUTLAY

Appropriation, 1974.....	\$3, 500, 000
Estimate, 1975.....	6, 500, 000
Recommended in the bill.....	6, 000, 000
Reduction below estimate.....	-500, 000

The Committee recommends \$6,000,000 to finance necessary improvements and replacements to educational facilities, hospitals and clinics, and municipal facilities in the Canal Zone Government area. This appropriation is repaid to the U.S. Treasury over the life of the capital asset through depreciation charges to the Canal Zone Government.

The \$2,500,000 increase over fiscal year 1974 is primarily for improvements of hospitals and health facilities. The recommended reduction is based primarily on the availability of carryover balances from fiscal year 1974 in addition to those indicated in the budget estimate. The budget projected a carryover balance of \$85,000 as of June 30, 1974. Testimony indicates that this carryover balance is presently estimated to be \$1,483,000.

#### PANAMA CANAL COMPANY

The accompanying bill includes the same language which has been carried previously authorizing the Panama Canal Company to make expenditures within the limits of the funds available to the Corporation to carry out its programs. The language included in the bill is exactly the same as the language provided last year and requested in the fiscal year 1975 budget.

#### TOLL INCREASE

The Panama Canal Company has recommended a toll rate increase of approximately 20 percent. Most of the items on which this increase is based appear to be valid costs and the Committee fully supports a toll increase to cover these items. The Committee is concerned, however, with the Company's change in depreciation policy.

The Company, historically, did not depreciate certain assets, such as titles, treaty rights, and excavations of channels, harbors, and basins. In fiscal year 1974 the Company changed its policy and began depreciating these assets. This policy change adds an annual charge of about \$8.3 million to operating expenses, and is, in part, responsible for the toll increase.

Because of the substantial increase to operations resulting from this policy change and because questions have been raised about whether or not this change is related to possible treaty modifications, the Committee feels that the legislative committee should look into this matter.



The Committee also feels that that part of the toll increase related to depreciation costs should not be implemented until the legislative committee has approved this change in policy.

#### LIMITATION ON GENERAL AND ADMINISTRATIVE EXPENSES

Appropriation, 1974.....	( \$22, 331, 000)
Estimate, 1975.....	( 23, 837, 000)
Recommended in the bill.....	( 23, 837, 000)

The \$1,506,000 increase over fiscal year 1974 in the limitation on general and administrative expenses is largely for increased wage and other mandatory costs.

### WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

#### FEDERAL CONTRIBUTION

Appropriation, 1974.....	<sup>1</sup> \$111, 345, 000
Estimate, 1975.....	<sup>2</sup> 87, 424, 000
Recommended in the bill.....	<sup>3</sup> 72, 124, 000
Reduction below estimate.....	- 15, 300, 000

<sup>1</sup> Includes an advance appropriation of \$90,360,000 for fiscal year 1975.

<sup>2</sup> Includes an advance appropriation of \$68,024,000 for fiscal year 1976.

<sup>3</sup> Includes an advance appropriation of \$52,724,000 for fiscal year 1976.

The Committee recommends an appropriation of \$72,124,000 for the Federal share of the rapid rail transit system to serve the National Capital area. This includes an advance appropriation of \$52,724,000 for fiscal year 1976 and \$19,400,000 for the design and construction of facilities for the handicapped as authorized by Public Law 93-87.

The \$15,300,000 reduction is directed toward WMATA's fiscal year 1976 request to purchase an additional 256 transit cars. Testimony indicates that, prior to the purchase of these cars, WMATA will re-examine its decision on the type of control system to be used. The Committee reiterates its position that Metro should utilize all sound technological advancements available.

The Committee also feels that since the Congress is providing substantial sums of money to the Urban Mass Transportation Administration to develop improved rail transit cars, that agency should be able to assist WMATA in making a decision on this matter. Accordingly, the Committee has deferred the Federal contribution for these cars until WMATA and UMTA can reach an agreement on which cars are best for the Metro system. This action should not delay the opening of the system, since funding has already been provided for 300 cars and WMATA testified that they do not need to make a decision on the next procurement for about 15 months.

#### INTEREST SUBSIDY

Appropriation, 1974.....	\$12, 728, 000
Estimate, 1975.....	17, 750, 000
Recommended in the bill.....	17, 750, 000

The bill includes the budget request of \$17,750,000 to provide a Federal interest subsidy for the revenue bonds marketed by WMATA

as authorized by the National Capital Transportation Act of 1972. That legislation provides for a Federal guarantee of obligations issued by the Authority, and for the Federal Government to support the sale of revenue bonds through an interest subsidy. This subsidy amounts to 25 percent of the interest and issuance costs of the Authority's obligations.

### TITLE III—GENERAL PROVISIONS

Two new general provisions are proposed.

Section 314—limits rental payments to GSA. This provision is discussed earlier in the report.

Section 315—limits obligations for "Highway Safety Construction Programs" to \$250,000,000.

Former sections 306 and 307 have been deleted and the subsequent sections have been renumbered.

Other changes proposed are as follows:

Section 302—limits commitments for grants-in-aid for airport development to \$310,000,000.

Section 303—limits obligations for "Highway Beautification" to \$40,000,000.

Section 304—limits obligations for "State and Community Highway Safety" and "Highway-Related Safety Grants" to \$100,000,000.

Section 305—limits obligations for "Territorial Highways" to \$4,600,000.

Section 306—limits commitments for "Urban Mass Transportation Fund" to \$1,321,750,000.

### LIMITATIONS AND LEGISLATIVE PROVISIONS

The following limitations and legislative provisions not heretofore carried in connection with any appropriation bill are recommended:

On Page 2, in connection with Salaries and Expenses:

*Provided, That not to exceed \$882,900 of the funds provided under this Act shall be available to enable the Office of the Secretary to lease and maintain automobile parking facilities in the Nassif Building for employees of the Department.*

On Page 15, in connection with Grants-in-Aid for Railroad Safety:

*Provided, That the unobligated balance of this appropriation for fiscal year 1974 is hereby continued available until expended.*

On Page 23, in connection with grants for mandatory seat belt legislation:

*None of the funds provided under this Act shall be available for the planning or execution of programs for incentive grants for mandatory seat belt legislation*

On Page 26, in connection with payments to the General Services Administration:

*Sec. 314. No part of any appropriation contained in this Act shall be available for paying to the Administrator of the General Services Administration in excess of 90 percent of the standard level user charge established*

*pursuant to section 210(j) of the Federal Property and Administrative Services Act of 1949, as amended, for space and services.*

On Page 26, in connection with Highway Safety Construction Programs:

*Sec. 315. None of the funds provided under this Act shall be available for the planning or execution of programs the obligations for which are in excess of \$250,000,000 in fiscal year 1975 for "Highway Safety Construction Programs".*

## SEPARATE VIEWS OF HON. BILL D. BURLISON

I take this opportunity to advise my colleagues of my strong objections to one paragraph of this committee report which calls for the immediate construction of a new St. Louis airport inconveniently located 25 miles southeast of St. Louis in Illinois. The report further states the opinion that there have been enough studies of this subject to date and further studies are unwarranted. Not being assigned to the Transportation Subcommittee, this paragraph did not come to my attention until the report was submitted to the full committee.

However, if the subcommittee had examined the St. Louis airport situation carefully, it would have discovered that the facts of this matter contradict the unfortunate conclusion reached. Furthermore, this committee recommendation is both fiscally imprudent and represents an unjustified intrusion into an airport site selection decision—which by law is the primary responsibility of local authorities. Certainly my colleagues would not want important local issues in their communities decided in this manner.

The Committee report states that it feels that 25 studies of the St. Louis airport situation have been enough. This statement does not reflect a recognition of the fact that only two studies have examined in depth the ability to expand Lambert-St. Louis International Airport to meet the area's air travel needs in the foreseeable future. Both studies concluded the expansion potential of Lambert is considerable.

The major study recommending a new Illinois airport for St. Louis (R. Dixon Speas Site Selection Survey, 1970) did not address the question of whether a new airport was even necessary. It assumed Lambert could not be adequately expanded and based this assumption on a statement purportedly taken from a 1968 ATA-TWA assessment that Lambert "even with maximum expansion, cannot be expected to fulfill commercial air carrier needs beyond 1979." In fact, no such statement or conclusion was contained in the ATA-TWA report!

Recognizing that previous projections of air traffic in the St. Louis area are now out of date and virtually useless because of changes in the energy situation and technology, the Department of Transportation last week announced that a new 90-day study forecasting St. Louis air traffic will be made. Moreover, the Department feels it is wise to spend a modest \$221,000 of federal money to complete a 6-month master plan of Lambert Field, which has never been done, to determine if

it can be expanded to meet St. Louis' needs through 1995. The money for this has already been appropriated. Approval of the Illinois application now, as suggested in the committee report, would mean spending between \$350 million and an estimated \$1.2 billion of taxpayers' money for a new airport before we even know if a new airport is in fact needed.

Since a \$25 million construction program already underway at Lambert will double the airport's capacity (from 6 million to 12 million) by 1977, we can clearly afford to wait 6 months for the Lambert master plan in order to make an enlightened decision, not a hasty one.

Perhaps the most alarming aspect of the committee's recommendation is the fact that it attempts to impose an Illinois airport in the St. Louis area when an overwhelming majority of the region's citizens and their elected public officials vigorously oppose the Illinois site. Seventy-eight percent of the population of the metropolitan area and 91 percent of the area's air travelers live in the City of St. Louis and the four surrounding Missouri counties. Ninety-two percent of these Missouri voters approved a November 1972 referendum favoring expansion of Lambert Airport and opposing the Illinois site.

This committee report's recommendation on the St. Louis airport not only opposes the strong wishes of the St. Louis area, it contradicts the clear intent of Congress as stated in the Airport and Airway Development Act that airport site selection should properly be made by the local area—not dictated by a bureaucrat or a far away government entity.

It is curious to note that the Illinois airport was first advanced by a quiet arrangement between the ex-mayor of St. Louis and the ex-governor of Illinois, each defeated for re-election. Similarly, the Transportation Appropriations Subcommittee did not openly consider both sides of this question. Instead, it heard brief testimony in response to several leading questions from an able subcommittee member from the Illinois delegation. It also heard the Administrator of the Federal Aviation Administration plead for a master study because there had never been one and for the further reason of considering changes wrought by the recent aviation fuel shortage and technology advancement. Clearly, at the least, this calls for a cautious approach toward construction of a large new airport that will require hundreds of millions of federal dollars.

In view of all of the above concerns, the proper course in this matter would be to allow the Department of Transportation to follow the requirements of the law and its own guidelines in order to reach a decision based on accurate information. The report paragraph above discussed clearly should not be included in the committee report.

BILL D. BURLISON.

**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1974 AND THE BUDGET ESTIMATES FOR 1975**

**PERMANENT NEW BUDGET (OBLIGATIONAL) AUTHORITY—FEDERAL FUNDS**

Becomes available automatically under earlier, or "permanent" law without further, or annual, action by the Congress. Thus, these amounts are *not* included in the accompanying bill

Agency and Item  (1)	New budget (obligational) authority, fiscal year 1974  (2)	Budget estimates of new (obligational) authority, fiscal year 1975  (3)	Increase (+) or decrease (-), estimates compared with appropriations  (4)
Coast Guard: Oil pollution fund (indefinite)-----	\$5,000,000	\$5,000,000	-----
Federal Highway Administration:			
Highway beautification (contract authorization)-----		<sup>1</sup> (50,000,000)	<sup>1</sup> + (\$50,000,000)
National scenic and recreational highway (contract authorization)-----		10,000,000	+ 10,000,000
Territorial highways (contract authorization)-----		10,009,000	+ 10,009,000
Total, permanent new budget (obligational) authority, Federal funds-----	5,000,000	25,009,000	+ 20,009,000

**PERMANENT NEW BUDGET (OBLIGATIONAL) AUTHORITY—TRUST FUNDS**

Coast Guard: General gift fund (indefinite)-----	\$30,000	\$30,000	-----
Federal Highway Administration:			
Federal Highway Administration trust funds-----	6,200,000	11,200,000	+\$5,000,000
Federal-aid highways (contract authorization)-----	100,000,000	6,357,500,000	+ 6,257,500,000
National scenic and recreational highway (contract authorization)-----		25,000,000	+ 25,000,000
Highway-related safety grants (contract authorization)-----		34,491,000	+ 34,491,000
National Highway Traffic Safety Administration:			
Highway safety programs (contract authorization)-----		198,000,000	+ 198,000,000
Total, permanent new budget (obligational) authority, trust funds-----	106,230,000	6,626,221,000	+ 6,519,991,000

<sup>1</sup> Proposed for later transmittal.

NOTE.—Amounts as estimated and shown in the January 1974 budget document. Some items are indefinite in amount, and thus are subject to later reestimation.

**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1974 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1975**

[NOTE.—All amounts are in the form of "appropriations" unless otherwise indicated.]

Agency and item  (1)	New budget (obligational) authority, fiscal year 1974  (2)	Budget estimates of new (obligational) authority fiscal year 1975  (3)	New budget (obligational) authority recommended in the bill  (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1974  (5)	Budget estimates of new (obligational) authority, fiscal year 1975  (6)
<b>TITLE I</b>					
<b>DEPARTMENT OF TRANSPORTATION</b>					
<b>OFFICE OF THE SECRETARY</b>					
Salaries and expenses.....	\$31,475,000	\$32,100,000	\$31,300,000	-\$175,000	-\$800,000
<i>By transfer</i> .....	(3,000,000)			(-3,000,000)	
Interim operating assistance.....	39,800,000			-39,800,000	
<i>By transfer</i> .....	(35,000,000)			(-35,000,000)	
Transportation planning, research, and development.....	28,000,000	39,100,000	28,000,000		-11,100,000
<i>By transfer</i> .....	(1,000,000)			(-1,000,000)	
Grants-in-aid for natural gas pipeline safety.....	1,175,000	1,200,000	1,200,000	+25,000	
Consolidation of departmental headquarters.....	800,000			-800,000	
<b>Total, Office of the Secretary</b> .....	<b>101,250,000</b>	<b>72,400,000</b>	<b>60,500,000</b>	<b>-40,750,000</b>	<b>-11,900,000</b>
<b>COAST GUARD</b>					
Operating expenses.....	584,900,000	622,970,000	617,579,448	+32,679,448	-5,390,552
Appropriation for debt reduction.....	-171,994	-179,448	-179,448	-7,454	
<b>Subtotal, operating expenses</b> .....	<b>584,728,006</b>	<b>622,790,552</b>	<b>617,400,000</b>	<b>+32,671,994</b>	<b>-5,390,552</b>
Acquisition, construction, and improvements.....	75,500,000	114,100,000	111,307,000	+35,807,000	-2,793,000
Alteration of bridges.....	4,000,000	6,800,000	6,800,000	+2,800,000	
Retired pay.....	86,750,000	95,850,000	95,850,000	+9,100,000	
Reserve training.....	26,770,000	30,200,000	29,000,000	+2,230,000	-1,200,000
Research, development, test, and evaluation.....	14,000,000	21,000,000	17,500,000	+3,500,000	-3,500,000
State boating safety assistance.....	3,500,000	7,500,000	6,000,000	+2,500,000	-1,500,000
Pollution fund (special fund).....		10,000,000			-10,000,000
<b>Total, Coast Guard</b> .....	<b>795,248,006</b>	<b>908,240,552</b>	<b>883,857,000</b>	<b>+88,608,994</b>	<b>-24,383,552</b>

See footnotes at end of table, p. 53.

**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1974 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1975—Continued**

[NOTE.—All amounts are in the form of "appropriations" unless otherwise indicated.]

Agency and item  (1)	New budget (obligational) authority, fiscal year 1974  (2)	Budget estimates of new (obligational) authority, fiscal year 1975  (3)	New budget (obligational) authority recommended in the bill  (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1974  (5)	Budget estimates of new (obligational) authority, fiscal year 1975  (6)
<b>TITLE I—Continued</b>					
<b>DEPARTMENT OF TRANSPORTATION—Continued</b>					
<b>FEDERAL AVIATION ADMINISTRATION</b>					
Operations.....	1, 282, 500, 000	1, 385, 500, 000	1, 363, 000, 000	+ 80, 500, 000	—22, 500, 000
Facilities, engineering, and development.....	11, 500, 000	13, 000, 000	12, 000, 000	+ 500, 000	—1, 000, 000
Facilities and equipment (Airport and Airway Trust Fund).....	250, 000, 000	250, 000, 000	241, 100, 000	—8, 900, 000	—8, 900, 000
Research, engineering and development (Airport and Airway Trust Fund).....	62, 095, 000	70, 000, 000	55, 000, 000	—7, 095, 000	—15, 000, 000
Grants-in-aid for airports (Airport and Airway Trust Fund):					
Planning grants.....		13, 000, 000			—13, 000, 000
Development grants (appropriation to liquidate contract authorization).....	(200, 000, 000)	(280, 000, 000)	(280, 000, 000)	(+ 80, 000, 000)	

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Operation and maintenance, National Capital Airports.....	14, 742, 000	16, 500, 000	16, 000, 000	+ 1, 258, 000	—500, 000
Construction, National Capital Airports.....	3, 000, 000	7, 200, 000	4, 200, 000	+ 1, 200, 000	—3, 000, 000
Total, Federal Aviation Administration.....	1, 623, 837, 000	1, 755, 200, 000	1, 691, 300, 000	+ 67, 463, 000	—63, 900, 000
<b>FEDERAL HIGHWAY ADMINISTRATION</b>					
Limitation on general operating expenses.....	(119, 047, 000)	(138, 000, 000)	(127, 200, 000)	(+ 8, 153, 000)	(—10, 800, 000)
Motor carrier safety.....	5, 600, 000	6, 330, 000	6, 130, 000	+ 530, 000	—200, 000
Highway safety research and development.....	7, 500, 000	10, 640, 000	9, 000, 000	+ 1, 500, 000	—1, 640, 000
Highway beautification:					
Appropriation.....	1, 020, 000	1, 107, 000	1, 000, 000	—20, 000	—107, 000
Appropriation to liquidate contract authorization.....	(30, 000, 000)	(37, 000, 000)	(25, 000, 000)	(—5, 000, 000)	(—12, 000, 000)
Highway-related safety grants (appropriation to liquidate contract authorization).....	(7, 000, 000)	(14, 000, 000)	(12, 000, 000)	(+ 5, 000, 000)	(—2, 000, 000)
Rail crossings—demonstration projects.....	14, 000, 000	12, 600, 000		—14, 000, 000	—12, 600, 000
Railroad-highway crossings demonstration projects.....	6, 000, 000			—6, 000, 000	
By transfer.....	(2, 218, 000)		(8, 000, 000)	(+ 5, 782, 000)	(+ 8, 000, 000)
Rural highway public transportation demonstration program.....		10, 000, 000	10, 000, 000	+ 10, 000, 000	
Territorial highways (appropriation to liquidate contract authorization).....	(2, 500, 000)	(1, 600, 000)	(4, 000, 000)	(+ 1, 500, 000)	(+ 2, 400, 000)

See footnotes at end of table, p. 53.

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**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1974 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1975—Continued**

[NOTE.—All amounts are in the form of "appropriations" unless otherwise indicated.]

Agency and item  (1)	New budget (obligational) authority, fiscal year 1974  (2)	Budget estimates of new (obligational) authority, fiscal year 1975  (3)	New budget (obligational) authority recommended in the bill  (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1974  (5)	Budget estimates of new (obligational) authority, fiscal year 1975  (6)
<b>TITLE I—Continued</b>					
<b>DEPARTMENT OF TRANSPORTATION—Continued</b>					
<b>FEDERAL HIGHWAY ADMINISTRATION—Con.</b>					
Darien Gap highway-----	5,000,000	35,000,000	20,000,000	+15,000,000	-15,000,000
Inter-American Highway-----	56,000	-----	-----	-56,000	-----
<i>Federal-aid highways (trust fund—appropriation to liquidate contract authorization)</i> -----	<i>(4,315,900,000)</i>	<i>2(4,533,000,000)</i>	<i>(4,573,340,000)</i>	<i>(+257,940,000)</i>	<i>(-2,160,000)</i>
<i>Highway safety construction programs (trust fund—appropriation to liquidate contract authorization)</i> -----	-----	<i>3(110,000,000)</i>	<i>(110,000,000)</i>	<i>(+110,000,000)</i>	-----
<i>Right-of-way revolving fund (trust fund—appropriation to liquidate contract authorization)</i> -----	-----	<i>(40,000,000)</i>	<i>(20,000,000)</i>	<i>(+20,000,000)</i>	<i>(-20,000,000)</i>
<i>Forest highways (appropriation to liquidate contract authorization)</i> -----	<i>(8,000,000)</i>	<i>(12,450,000)</i>	<i>(12,450,000)</i>	<i>(+4,450,000)</i>	-----
<i>Public lands highways (appropriation to liquidate contract authorization)</i> -----	<i>(3,000,000)</i>	<i>(8,270,000)</i>	<i>(8,270,000)</i>	<i>(+5,270,000)</i>	-----
Baltimore-Washington Parkway-----	-----	10,700,000	4,000,000	+4,000,000	-6,700,000
Total, Federal Highway Administration-----	39,176,000	86,377,000	50,130,000	+10,954,000	-36,247,000
<b>NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION</b>					
Traffic and highway safety-----	75,892,000	84,500,000	71,350,000	-4,542,000	-13,150,000
<i>By transfer</i> -----	<i>(10,000,000)</i>	-----	-----	<i>(-10,000,000)</i>	-----
<i>State and community highway safety (appropriation to liquidate contract authorization)</i> -----	<i>(100,000,000)</i>	<i>(99,763,000)</i>	<i>(96,000,000)</i>	<i>(-4,000,000)</i>	<i>(-3,763,000)</i>
Total, National Highway Traffic Safety Administration-----	75,892,000	84,500,000	71,350,000	-4,542,000	-13,150,000
<b>FEDERAL RAILROAD ADMINISTRATION</b>					
Office of the Administrator-----	2,900,000	4,340,000	3,800,000	+900,000	-540,000
<i>By transfer</i> -----	<i>(200,000)</i>	-----	-----	<i>(-200,000)</i>	-----
Railroad safety-----	9,237,000	10,220,000	10,170,000	+933,000	-50,000
<i>By transfer</i> -----	<i>(111,000)</i>	-----	-----	<i>(-111,000)</i>	-----
Grants-in-aid for railroad safety-----	1,500,000	1,000,000	1,000,000	-500,000	-----
Railroad research and development-----	30,450,000	64,240,000	50,000,000	+19,550,000	-14,240,000
<i>By transfer</i> -----	<i>(6,000,000)</i>	-----	-----	<i>(-6,000,000)</i>	-----
Grants to National Railroad Passenger Corporation-----	149,100,000	143,000,000	125,000,000	-24,100,000	-18,000,000
Recission of unobligated balance-----	-9,100,000	-----	-----	+9,100,000	-----
Payment to the Alaska railroad revolving fund-----	-----	6,500,000	4,000,000	+4,000,000	-2,500,000
Total, Federal Railroad Administration-----	184,087,000	229,300,000	193,970,000	+9,883,000	-35,330,000

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See footnotes at end of table, p. 53

**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1974 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1975—Continued**

[NOTE.—All amounts are in the form of "appropriations" unless otherwise indicated.]

Agency and Item  (1)	New budget (obligational) authority, fiscal year 1974  (2)	Budget estimates of new (obligational) authority, fiscal year 1975  (3)	New budget (obligational) authority recommended in the bill  (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1974  (5)	Budget estimates of new (obligational) authority, fiscal year 1975  (6)
<b>TITLE I—Continued</b>					
<b>DEPARTMENT OF TRANSPORTATION—Continued</b>					
<b>URBAN MASS TRANSPORTATION ADMINISTRATION</b>					
Urban Mass Transportation Fund:					
Administrative expenses.....	5,000,000	9,300,000	7,000,000	+2,000,000	-2,300,000
Research, development, and demonstrations and university research and training.....	35,050,000	79,000,000	51,130,000	+16,080,000	-27,870,000
Appropriation to liquidate contract authorization.....	(380,000,000)	(490,000,000)	(400,000,000)	(+20,000,000)	(-20,000,000)

Total, Urban Mass Transportation Administration.....	40,050,000	88,300,000	58,130,000	+18,080,000	-30,170,000
ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION					
Limitation on administrative expenses.....	(846,000)	(886,000)	(886,000)	(+40,000)	-----
Total, title I, Department of Transportation.....	2,859,540,006	3,224,317,552	3,009,237,000	+149,696,994	-215,080,552
<b>TITLE II</b>					
<b>RELATED AGENCIES</b>					
<b>NATIONAL TRANSPORTATION SAFETY BOARD</b>					
Salaries and expenses.....	8,255,000	9,536,000	9,450,000	+1,195,000	-86,000
<b>CIVIL AERONAUTICS BOARD</b>					
Salaries and expenses.....	15,537,000	17,283,000	17,150,000	+1,613,000	-133,000
Payments to air carriers.....	73,265,000	69,828,000	69,828,000	-3,437,000	-----
Total, Civil Aeronautics Board.....	88,802,000	87,111,000	86,978,000	-1,824,000	-133,000
<b>INTERSTATE COMMERCE COMMISSION</b>					
Salaries and expenses.....	40,590,000	43,300,000	43,000,000	+2,410,000	-300,000

See footnotes at end of table, p. 53.

**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1974 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1975—Continued**

[NOTE.—All amounts are in the form of "appropriations" unless otherwise indicated.]

Agency and item  (1)	New budget (obligational) authority, fiscal year 1974  (2)	Budget estimates of new (obligational) authority, fiscal year 1975  (3)	New budget (obligational) authority recommended in the bill  (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1974  (5)	Budget estimates of new (obligational) authority, fiscal year 1975  (6)
<b>TITLE II—Continued</b>					
<b>RELATED AGENCIES—Continued</b>					
<b>THE PANAMA CANAL</b>					
Canal Zone Government:					
Operating expenses-----	60,000,000	63,000,000	62,700,000	+2,700,000	-300,000
Capital outlay-----	3,500,000	6,500,000	6,000,000	+2,500,000	-500,000
Panama Canal Company:					
<i>Limitation on general and administrative expenses</i> -----	(22,331,000)	(23,837,000)	(23,837,000)	(+1,506,000)	-----
<b>Total, the Panama Canal</b> -----	<b>63,500,000</b>	<b>69,500,000</b>	<b>68,700,000</b>	<b>+5,200,000</b>	<b>-800,000</b>
<b>UNITED STATES RAILWAY ASSOCIATION</b>					
Administrative expenses-----	12,000,000	-----	-----	-12,000,000	-----
<i>By transfer</i> -----	(6,000,000)	-----	-----	(-6,000,000)	-----

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<b>WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY</b>					
Federal contribution-----	\$ 111,345,000	\$ 87,424,000	\$ 72,124,000	-39,221,000	-15,300,000
Interest subsidy-----	12,728,000	17,750,000	17,750,000	+5,022,000	-----
<b>Total, Washington Metropolitan Area Transit Authority</b> -----	<b>124,073,000</b>	<b>105,174,000</b>	<b>89,874,000</b>	<b>-34,199,000</b>	<b>-15,300,000</b>
<b>Total, title II, related agencies</b> -----	<b>337,220,000</b>	<b>314,621,000</b>	<b>298,002,000</b>	<b>-39,218,000</b>	<b>-16,619,000</b>

<b>TITLE III</b>					
<b>GENERAL PROVISIONS</b>					
<b>DEPARTMENT OF TRANSPORTATION</b>					
Federal Aviation Administration:					
<i>Grants-in-aid for airport development (limitation on obligations)</i> -----	(300,000,000)	(310,000,000)	(310,000,000)	(+10,000,000)	-----
Federal Highway Administration:					
<i>Highway beautification (limitation on obligations)</i> -----	(50,000,000)	(50,027,000)	(40,000,000)	(-10,000,000)	(-10,027,000)
<i>Territorial highways (limitation on obligations)</i> -----	(4,000,000)	(4,600,000)	(4,600,000)	(+600,000)	-----
<i>Highway safety construction programs (limitation on obligations)</i> -----	-----	<sup>7</sup> (250,000,000)	(250,000,000)	(+250,000,000)	-----
<i>Forest highways (limitation on obligations)</i> -----	(18,000,000)	-----	-----	(-18,000,000)	-----
<i>Public lands highways (limitation on obligations)</i> -----	(10,000,000)	-----	-----	(-10,000,000)	-----

See footnotes at end of table, p. 53.

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**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1974 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1975—Continued**

[NOTE.—All amounts are in the form of "appropriations" unless otherwise indicated.]

(1) Agency and item	(2) New budget (obligational) authority, fiscal year 1974	(3) Budget estimates of new (obligational) authority, fiscal year 1975	(4) New budget (obligational) authority recommended in the bill	Bill compared with—	
				(5) New budget (obligational) authority, fiscal year 1974	(6) Budget estimates of new (obligational) authority, fiscal year 1975
<b>TITLE III—Continued</b>					
<b>GENERAL PROVISIONS—Continued</b>					
<b>DEPARTMENT OF TRANSPORTATION—Continued</b>					
National Highway Traffic Safety Administration:					
<i>State and community highway safety (limitation on obligations)</i> -----	* (80,000,000)	* (148,000,000)	* (100,000,000)	(+20,000,000)	(-48,000,000)
Urban Mass Transportation <sup>7</sup> Administration:					

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<i>Urban mass transportation fund (limitation on commitments)</i> -----	(985,550,000)	(1,351,000,000)	(1,321,750,000)	(+336,200,000)	(-29,250,000)
<i>Total, limitations on obligations</i> -----	(1,447,550,000)	(2,113,627,000)	(2,026,350,000)	(+578,800,000)	(-87,277,000)
<b>Total, titles I, II, and III, new budget (obligational) authority</b> -----	<b>3,196,760,006</b>	<b>3,538,938,552</b>	<b>3,307,239,000</b>	<b>+110,478,994</b>	<b>-231,699,552</b>
<i>Consisting of—</i>					
<b>Appropriations:</b>					
Fiscal year 1974-----	(3,106,400,006)			(-3,106,400,006)	
Fiscal year 1975-----	(90,360,000)	(3,470,914,552)	(3,254,515,000)	(+3,164,155,000)	(-216,399,552)
Fiscal year 1976-----		(68,024,000)	(52,724,000)	(+52,724,000)	(-15,300,000)
<b>Memoranda:</b>					
Appropriations to liquidate contract authorizations-----	(5,046,400,000)	(5,676,083,000)	(5,541,560,000)	(+495,160,000)	(-134,523,000)
Appropriations for debt reduction-----	(171,994)	(179,448)	(179,448)	(+7,454)	
Grand total-----	(8,243,332,000)	(9,215,201,000)	(8,848,978,448)	(+605,646,448)	(-366,222,552)

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<sup>1</sup> Excludes \$6,400,000 which was considered in connection with the Energy Research and Development Appropriations bill.

<sup>2</sup> Excludes requested amount for "highway safety construction programs," listed separately.

<sup>3</sup> Budget includes this amount under the appropriation for "Federal-aid highways."

<sup>4</sup> Includes \$90,360,000 advance appropriation for fiscal year 1975.

<sup>5</sup> Includes \$68,024,000 advance appropriation for fiscal year 1976.

<sup>6</sup> Includes \$52,724,000 advance appropriation for fiscal year 1976.

<sup>7</sup> No limitation proposed.

<sup>8</sup> Also includes obligations for Federal Highway Administration, highway related safety grants.

# Calendar No. 1006

93<sup>D</sup> CONGRESS }  
2d Session }

SENATE

REPORT }  
No. 93-1048 }

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## DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATION BILL, 1975

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JULY 31, 1974.—Ordered to be printed

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Mr. BYRD of West Virginia, from the Committee on Appropriations,  
submitted the following

### REPORT

[To accompany H.R. 15405]

The Committee on Appropriations, to which was referred the bill (H.R. 15405) making appropriations for the Department of Transportation and Related Agencies for the fiscal year ending June 30, 1975, and for other purposes, reports the same to the Senate with various amendments and presents herewith information relative to the changes made.

#### AMOUNTS IN NEW BUDGET (OBLIGATIONAL) AUTHORITY

Amount of bill as passed House.....	\$3, 182, 239, 000
Amount of increase by Senate.....	207, 776, 000
Amount of bill as reported to Senate.....	3, 390, 015, 000
Amount of Appropriations, 1974.....	3, 196, 760, 006
Amount of budget estimates, 1975.....	3, 545, 003, 552
Under the estimates for 1975.....	154, 988, 552
Over the appropriations for 1974.....	193, 254, 994

## SUMMARY OF MAJOR RECOMMENDATIONS

The major recommendations in the bill include:

1. The appropriation of \$1,379,500,000 for the operations activities of the Federal Aviation Administration, which is the full restoration requested to that account.
2. Appropriation of \$620,444,448 for the operating expenses of the U.S. Coast Guard.
3. Approval of the budget requested for the Morgantown Personal Rapid Transit project with report language allowing UMTA to negotiate with the University on the future of that project.
4. Concurrence with the House deletion of the \$10,620,000 requested to continue UMTA's High Performance Personal Rapid Transit Demonstration project at Broomfield, Colorado.
5. Restoration of \$2 million of the \$4 million requested for Dual Mode transit research.
6. Approval of the full \$16.9 million budget request for the Loran-C radio navigation system for the Pacific Coast.
7. Appropriation of \$50 million, the same as the House, for the research and development programs of the Federal Railroad Administration.
8. Restoration of several reductions made by the House in the NHTSA's budget including \$5 million for incentive grants to States that pass mandatory seat belt laws and \$16 million to States that reduce fatal accidents. In addition, the Committee recommends \$2.5 million for crash recorders and \$4 million for Alcohol Safety Action projects in NHTSA's budget.
9. Restoration of the full \$15 million House cut to the FAA's research, engineering and development appropriation.
10. Concurrence with the House allowance of \$15 million for procurement of aircraft by the United States Coast Guard and, finally, concurrence with the House prohibition against the use of funds to implement a program of increased aviation user charges and the House language preventing the remodeling of any flight service stations with the funds provided in this bill.

## GSA RENTAL CHARGES

Under the Public Buildings Act Amendments of 1972 the General Services Administration was authorized to impose a system of charges on the various Departments and Agencies for space and buildings services purposes. The receipts collected under this system were to be deposited in a fund operated by the GSA.

In order to reduce these questionable charges, the Committee recommends concurrence with the House insertion of a new general provision which would prohibit GSA from collecting more than 90 percent of the standard user charge. Accordingly, reductions in appropriations of approximately 10% have been recommended for GSA rent. These reductions will not result in curtailment of services proposed in the budget.

PERMANENT OBLIGATIONAL AUTHORITY—FEDERAL FUNDS AND TRUST  
FUNDS

In addition to the new budget (obligational) authority contained in the accompanying bill, permanent legislation authorizes the continuation of certain Government activities without requiring consideration by the Congress during the annual appropriation process. Details of these programs are reflected in the tables appearing at the end of this report. In fiscal year 1974, these activities are estimated to total \$111,230,000. The estimate for fiscal year 1975 is \$6,651,230,000, a net increase of \$6,540,000,000. The principal item contained in these activities is the Federal-Aid highway program, which involves \$6,357,500,000 in contract authority for fiscal year 1975.

**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY ESTIMATES AND AMOUNTS  
RECOMMENDED IN THE BILL**

Item  (1)	New budget (obligational) authority, fiscal year 1974  (2)	Budget estimates of new (obligational) authority, fiscal year 1975  (3)	New budget (obligational) authority recommended in the House bill  (4)	New budget (obligational) authority recommended by Senate committee  (5)	Increase (+) or decrease (-), Senate bill compared with—		
					New budget authority, 1974  (6)	Budget estimate of new budget authority, fiscal year 1975  (7)	House allowance  (8)
<b>TITLE I—DEPARTMENT OF TRANSPORTATION</b>							
Office of the Secretary.....	\$101,250,000	\$72,400,000	\$80,500,000	64,700,000	-36,550,000	-7,700,000	+4,200,000
Coast Guard.....	795,248,006	908,240,552	883,857,000	897,722,000	+102,473,994	-10,518,552	+13,865,000
Federal Aviation Administration.....	1,623,837,000	1,755,200,000	1,691,300,000	1,731,921,000	+108,084,000	-23,279,000	+40,621,000
Federal Highway Administration.....	39,176,000	91,377,000	50,130,000	51,130,000	+11,954,000	-40,247,000	+1,000,000
National Highway Traffic Safety Administration.....	75,892,000	84,500,000	71,350,000	80,040,000	+4,148,000	-4,460,000	+8,690,000
Federal Railroad Administration.....	184,087,000	229,300,000	68,970,000	214,470,000	+30,383,000	-14,830,000	+145,500,000
Urban Mass Transportation Administration.....	40,050,000	88,300,000	58,130,000	54,130,000	+14,080,000	-34,170,000	-4,000,000
Subtotal, Department of Transportation.....	2,859,540,006	3,229,317,552	2,884,237,000	3,094,113,000	+234,572,994	-135,204,552	+209,876,000

<b>TITLE II—RELATED AGENCIES</b>							
National Transportation Safety Board.....	8,255,000	9,536,000	9,450,000	9,450,000	+1,195,000	-86,000	.....
Civil Aeronautics Board.....	88,802,000	87,111,000	86,978,000	84,878,000	-3,924,000	-2,233,000	-2,100,000
Interstate Commerce Commission.....	40,590,000	43,300,000	43,000,000	43,000,000	+2,410,000	-300,000	.....
Panama Canal Zone Government.....	63,500,000	70,565,000	68,700,000	68,700,000	+5,200,000	-1,865,000	.....
United States Railway Association.....	12,000,000	.....	.....	.....	-12,000,000	.....	.....
Washington Metropolitan Area Transit Authority.....	<sup>1</sup> 124,073,000	<sup>2</sup> 105,174,000	<sup>3</sup> 89,874,000	89,874,000	-34,199,000	-15,300,000	.....
Subtotal, related agencies.....	337,220,000	315,686,000	298,002,000	295,902,000	-41,318,000	-19,784,000	-2,100,000
Total, new budget (obligational) authority.....	3,196,760,006	3,545,003,552	3,182,239,000	3,390,015,000	+193,254,994	-154,988,552	+207,776,000
Appropriations to liquidate contract authorizations (title I).....	(5,046,400,000)	(5,676,083,000)	(5,541,560,000)	(5,545,560,000)	(+499,160,000)	(-130,523,000)	(+4,000,000)
Appropriations for debt reduction (title I).....	(171,994)	(179,448)	(179,448)	(179,448)	(+7,454)	.....	.....
Grand total, all appropriations.....	(8,243,332,000)	(9,221,266,000)	(8,723,978,448)	(8,935,754,448)	(+692,422,448)	(-285,511,552)	(+211,776,000)

<sup>1</sup> Includes \$90,360,000 advance appropriation for fiscal year 1975.  
<sup>2</sup> Includes \$68,024,000 advance appropriation for fiscal year 1976.

<sup>3</sup> Includes \$52,724,000 advance appropriation for fiscal year 1976.

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## TITLE I—DEPARTMENT OF TRANSPORTATION

## OFFICE OF THE SECRETARY

## SALARIES AND EXPENSES

Appropriation, 1974.....	\$31,475,000
Budget estimate, 1975.....	32,100,000
House allowance.....	31,300,000
Committee recommendation.....	31,000,000

The Committee recommends an appropriation of \$31,000,000 for the Office of the Secretary of Transportation. These funds will be used to carry out the departmental management and policy formulation functions of the Secretary of Transportation as well as administration of operational elements composed of Natural Gas and Oil Pipeline Safety, Hazardous Materials Safety, and Transportation Security Programs. The Committee has no objection to the Department's increasing its personnel, within the funds appropriated, to the full level requested.

In exercising his authority as provided in the Department of Transportation Act, P.L. 89-670, to "assure the coordinated, effective administration of the transportation programs of the Federal Government" the Secretary has established a Transportation Systems Acquisition Review Council. The Committee, based on information provided to it, finds that this council has been an effective mechanism in assisting the Secretary to manage the affairs of the Department and believes that it should be continued.

## TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriation, 1974.....	\$28,000,000
Budget estimate, 1975.....	39,100,000
House allowance.....	28,000,000
Committee recommendation.....	32,500,000

In restoring \$4.5 million to this account, the Committee directs that \$1.0 million of that restoration be allocated to the University Research program. The balance may be expended in the other program areas contained in this account. Those areas include transportation energy policy studies, climatic impact assessment, noise abatement, and transportation system assessment.

## GRANTS-IN-AID FOR NATURAL GAS PIPELINE SAFETY

Appropriation, 1974.....	\$1,175,000
Budget estimate, 1975.....	1,200,000
House allowance.....	1,200,000
Committee recommendation.....	1,200,000

The Committee recommends concurrence with the House allowance of the full budget request of \$1,200,000 for this program which provides grants to State agencies to carry out State natural gas pipeline safety programs.

## COAST GUARD

### OPERATING EXPENSES

Appropriation, 1974.....	\$584, 900, 000
Budget estimate, 1975.....	622, 970, 000
House allowance.....	617, 579, 448
Committee recommendation.....	620, 444, 448

The Committee has recommended an appropriation of \$620,444,448 for Coast Guard operating expenses, an increase of \$2.865 million over the House amount. The committee action, among other matters, provides for restoration of personnel the Coast Guard says are essential to recruiting and other functions.

The Committee has restored \$300,000 and 18 positions, as requested by the Coast Guard, to permit the undertaking of precommissioning work in connection with transition of the New York (including New Jersey) and New Orleans vessel traffic systems to an operational status in fiscal year 1976.

The Committee has provided \$230,000 for the Coast Guard to resume full-scale air patrol for oil pollution. The Committee was instrumental in initiating these patrols several years ago after a rash of damaging oil spills, but the Coast Guard advises it was forced to curtail the patrols sharply as the result of recent fuel problems. In light of the changed fuel situation, the Committee wishes the Coast Guard to resume the patrols at the level of operations in effect prior to the fuel shortage. The Committee recognizes that because of some shortage in the availability of aircraft, the Coast Guard may, from time to time, temporarily be required to shift the planes and helicopters used in this service to search-and-rescue and similar duties.

### ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

Appropriations, 1974.....	\$75, 500, 000
Budget estimate, 1975.....	114, 100, 000
House allowance.....	111, 307, 000
Committee recommendation.....	112, 307, 000

This appropriation provides funds for the capital acquisition, construction, and improvement programs of the Coast Guard. The amount recommended in the bill provides \$19,876,000 for vessels, \$15,000,000 for aircraft, \$32,250,000 for pollution control, \$6,000,000 for family housing, and \$8,520,000 for property acquisition, design, and administration. The House version of the bill includes language which limits the availability of these funds to three fiscal years. The Committee recommends concurrence with that provision.

The committee in consideration of the urgent need to promptly begin replacement of Coast Guard aircraft recommends \$15,000,000 be appropriated for the procurement of 8 medium range fixed-wing jet aircraft, modified to meet Coast Guard requirements. The Committee feels that the Coast Guard should be extended the same flexibility in obtaining these aircraft that has been provided for Department of Defense Agencies in procuring similar aircraft.

The bill includes \$16,900,000, the full budget request, for improving the Loran-C radionavigation system on the Pacific coast. The Com-

mittee feels that the increasing number of larger, faster vessels of all classes, particularly tankers, that are navigating in the Pacific coastal region make it essential that this system of radionavigation be improved. The existing system cannot provide the precision necessary to meet the new requirements.

Upon review of ongoing vessel traffic system projects the committee took note of an additional need in the New York System. In recognition of this the Committee recommends appropriation of an additional \$1,000,000 for completion of Part II, Phase I of that system.

#### ALTERATION OF BRIDGES

Appropriation, 1974.....	\$4, 000, 000
Budget estimate, 1975.....	6, 800, 000
House allowance.....	6, 800, 000
Committee recommendation.....	6, 800, 000

The Committee recommends concurrence with the House allowance of the full budget request of \$6.8 million to cover the Federal Government's share of altering bridges which have been determined to be unreasonable obstructions to navigation. Generally, these bridges were built with what are now insufficient vertical and/or horizontal clearances for free navigation on navigable waters of the United States.

The bridges which are funded in 1975, along with amounts previously funded and the estimated total cost to the Federal Government are shown in the following table:

[In thousands]

Bridge/owner	Total U.S. cost	Previously funded	Recommended in the bill	Amount required to complete
1. Elizabeth River, Norfolk, Va. (Norfolk & Western RR.).....	\$5, 350	\$3, 250	\$2, 100	.....
2. Calumet River, Chicago, Ill. (Elgin, Joliet & Eastern RR.).....	6, 860	4, 760	2, 100	.....
3. Illinois River, Beardstown, Ill. (Burlington Northern, Inc.).....	4, 600	2, 760	1, 700	.....
4. Newark Bay, Newark, N.J. (Central New Jersey RR.).....	14, 000	.....	500	\$13, 500
5. Biloxi Bay, Poppo Ferry, Miss. (Poppo Ferry Road, Harrison County Road Department).....	1, 800	.....	100	1, 700
6. Caloosahatchee River, Tice, Fla. (Seaboard Coastline RR.).....	1, 700	1 50	100	1, 550
7. Columbia River, Kennewick, Wash. (Union Pacific RR.).....	7, 800	1 50	200	7, 550
Total.....	41, 970	10, 870	6, 800	24, 300

<sup>1</sup> Funds provided for design work prior to actual commencement of bridge alterations, as authorized by Public Law 91-605.

#### RETIRED PAY

Appropriation, 1974.....	\$86, 750, 000
Budget estimate, 1975.....	95, 850, 000
House allowance.....	95, 850, 000
Committee recommendation.....	95, 850, 000

The Committee recommends concurrence with the House allowance of the full budget request of \$95,850,000 for the retired pay of military personnel of the Coast Guard and Coast Guard Reserve, members of the former lighthouse service, and for payment to beneficiaries in accordance with the retired serviceman's family protection and survivor benefit plans.

## RESERVE TRAINING

Appropriation, 1974.....	\$26, 770, 000
Budget estimate, 1975.....	30, 200, 000
House allowance.....	29, 000, 000
Committee recommendation.....	29, 000, 000

The Committee concurs with the House in providing \$29,000,000 for Coast Guard reserve training. The appropriation is \$1.2 million under the estimate, but \$2,230,000 above the amount provided in fiscal 1974. Funds under this program provide for qualified individuals and trained units to be available for active duty in time of war or national emergency, as well as to augment the Coast Guard during times of domestic emergency or natural disaster. In this regard, the Committee takes cognizance of the work done by Coast Guard reservists in responding to flooding on the Mississippi and Missouri Rivers.

## RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

Appropriation, 1974.....	\$14, 000, 000
Budget estimate, 1975.....	21, 000, 000
House allowance.....	17, 500, 000
Committee recommendation.....	17, 500, 000

This appropriation provides funds for administration and conduct of the Coast Guard's research, development, test, and evaluation program. The overall program goal is to apply the benefits of science and technology to Coast Guard missions in order to improve service to the public and to reduce costs.

The enactment of recent legislation such as the Ports and Waterways Safety Act of 1972, the Federal Boat Safety Act of 1971, and the Federal Water Pollution Control Act Amendments of 1972, have substantially increased the Coast Guard's safety and environmental duties and responsibilities. The major fund increases in this year's request are directly related to this legislation.

## STATE BOATING SAFETY ASSISTANCE

Appropriation, 1974.....	\$3, 500, 000
Budget estimate, 1975.....	7, 500, 000
House allowance.....	6, 000, 000
Committee recommendation.....	6, 000, 000

This appropriation provides financial assistance for State boating safety programs as authorized by the Federal Boat Safety Act of 1971 (Public Law 92-75). The act provides for a coordinated national boating safety program to improve boating safety and to foster greater development, use, and enjoyment of all the waters of the United States.

## POLLUTION FUND

Appropriation, 1974.....	
Budget estimate, 1975.....	\$10, 000, 000
House allowance.....	
Committee recommendation.....	10, 000, 000

This fund was established under Section 311(k) of the Federal Water Pollution Control Act, as amended by Public Law 92-500, to assure that money is immediately available to initiate and conduct

cleanup of oil or other hazardous materials spilled into waters of the United States, adjoining shorelines, or waters of the contiguous zone.

In fiscal year 1971, an appropriation of \$20,000,000 was provided to establish this fund. Although violators are billed for the full cost of the government and commercial services provided and all fines and penalties levied are deposited into the fund, net losses to the fund result when responsible parties cannot be identified. Since its inception, the fund balance has gradually been drawn down. In 1973, the catastrophic events of Hurricane Agnes resulted in approximately \$3 million in unrecoverable expenses. The fund balance at this time is approximately \$10.5 million.

The House disallowed the full budget request for this item and stated in its report that total fund income in fiscal year 1975 is expected to exceed the expenditures from the fund.

## FEDERAL AVIATION ADMINISTRATION

### OPERATIONS

Appropriations, 1974.....	\$1, 282, 500, 000
Budget estimate, 1975.....	1, 385, 500, 000
House allowance.....	1, 363, 000, 000
Committee recommendation.....	1, 379, 500, 000

The Committee authorizes 52,881 positions and \$1,379,500,000 for Operations appropriation activities. The activities conducted under this appropriation are directly related to or in support of the FAA's operation and maintenance of the nation's air traffic control and air navigation systems, and the regulatory functions associated with the certification of aircraft and airmen. The amounts approved by the Committee are \$16.5 million above the House allowance, but \$6 million below the agency's budget request.

The Committee restores the \$13,800,000 and the associated 708 man-years deleted by the House, and appealed by the agency, in air traffic controller employment. The House action was based on the premise that air traffic levels on which employment requests are determined were developed in September prior to the fuel shortage; therefore, they did not consider significant reductions in air traffic operations. However, testimony before the Committee indicated that the agency's budget did recognize some changes that had started to show up in December and that its request for positions for air traffic control was some 775 below that called for by the staffing formula. Further, FAA has indicated that the funding and associated man-year reduction in the air traffic program, if not restored, would force it to reduce employment below the June 30, 1974, on-board level.

Testimony given to the Committee indicated that the air traffic workload reduction never materialized to the degree originally anticipated since the energy crisis affecting flight operation was of short duration and in fact traffic has returned to pre-fuel crisis levels. Because of this and the two to three years it takes to recruit and train journeyman controllers, the Committee feels that it is essential to restore the air traffic man-years and funds to assure the continued operation of critical traffic control facilities with qualified personnel now and in the 1976/1977 time frame.

The Committee also restores \$1,200,000 cut by the House and appealed by the agency for the Air Traffic Controller Second Career Program. The Committee's analysis indicates that 146 employees were enrolled in the program in fiscal year 1973, and 446 in fiscal year 1974. Therefore, the FAA's estimate of 750 by fiscal year 1975 year end appears reasonable. The Committee takes note that the House, in its report, indicated the annual costs for retraining averaged \$45,000 per controller annually. However, the actual costs approximate \$45,000 biennially, rather than annually. Finally, the Committee recognizes FAA has virtually no authority to restrict the number of controllers that it can approve or disapprove for training under Public Law 92-297.

The Committee's position and funding levels for this appropriation include 149 positions and \$1,500,000 additional for the Administration of Airports program. The Committee has taken this action because of its concern over the agency's planned 149 position reduction. In its testimony on July 22, 1974, the FAA could not assure the Committee that the reduction would have no adverse impact on the Airport Development and Planning Grant programs.

The Committee believes that the position reduction, if approved, would require the closing of some airport district offices and the consolidation of others with regional headquarters' staffs and other offices, thus reducing the FAA's ability to effectively administer airport activities, including Grants-in-Aid.

The addition of 149 positions and \$1,500,000 provides a total staffing level of 729 positions comparable to that authorized for fiscal year 1974. The Committee believes these increases essential for several reasons.

First, House Report No. 93-1111 prohibits the delegation of any functions to state or local governments without prior explicit approval. Secondly, the full amount requested by FAA for Grants-in-Aid will be authorized. Therefore, the Committee believes FAA must maintain adequate manpower to effectively administer the program, including the timely review and approval of grants. Finally, Section 14, Part I, of the Airport and Airway Development Act of 1970, as amended, will require extension beginning in fiscal year 1976. Until such time as Congress acts on this extension or changes the existing enabling legislation, no adjustments in positions should be made.

#### FACILITIES ENGINEERING AND DEVELOPMENT

Appropriation, 1974.....	\$11, 500, 000
Budget Estimate, 1975.....	13, 000, 000
House allowance.....	12, 000, 000
Committee recommendation.....	12, 500, 000

The agency's request for this appropriation was \$13 million, of which \$1 million was denied by the House.

The Committee restores \$500,000 of the House cut which was assessed against medical research programs.

The Committee feels that this restoration is warranted because of the need for FAA to continue its medical research efforts in support of biomedical factors in aviation safety. It's the Committee's understanding that many of these efforts concern studies relating to emergency

evacuation of handicapped travelers; early detection of coronary heart disease in air carrier pilots; effects of drugs, alcohol and pesticides on pilots; and aircrew and passenger protection and survival in aircraft accidents.

The Committee believes the continuation of these research programs are essential and if the funds are not restored the termination or delay in these efforts may have long term adverse effects on aviation safety.

The Committee has reviewed carefully the agency's testimony concerning its proposed "retrofit" program to reduce noise from the commercial aircraft fleet.

Although the program will cost about \$1 billion, it is estimated that significant noise reductions can be achieved through retrofitting engine nacelles with acoustical material.

The Committee believes, however, the FAA should not foreclose other options to achieving further substantial noise reductions in the public interest. Therefore, the Committee directs the agency to vigorously pursue possible operational techniques along with the potentially promising "refan retrofit" program and report back to the appropriate committees as to its actions and plans.

#### FACILITIES AND EQUIPMENT

##### (AIRPORT AND AIRWAY TRUST FUND)

Appropriation, 1974.....	\$250, 000, 000
Budget estimate, 1975.....	250, 000, 000
House allowance.....	241, 100, 000
Committee recommendation.....	242, 221, 000

The Committee recommends \$242,221,000 which is \$7,779,000 less than the agency request and \$1,121,000 above the House allowance.

The House denied \$2,200,000 for a flight inspection simulator to be used for pilot training and it also denied \$6,700,000 for equipment associated with the training of air traffic controllers in en route traffic control centers and tower facilities.

The Committee agrees with the House action in deleting the flight inspection simulator from the budget until it has been determined that FAA cannot lease the equipment or obtain necessary training from the private sector by contract with industry. The Committee recognizes the need for FAA to provide flight simulation training for its pilots. Therefore, the Committee will entertain a proposal to purchase the simulatory later, providing adequate justification is presented and if satisfactory arrangements cannot be made with industry.

Within the recommended funding level for this appropriation, the Committee has included \$6,700,000 for the procurement of equipment to train air traffic controllers in en route and terminal facilities. The FAA appealed the funding reduction for this equipment from its proposed budget as well as the House's language restrictions which would prohibit the procurement without express authority. The Committee agrees with FAA in that the equipment is essential to assure that air

traffic controllers reach journeymen qualifications at the earliest possible date and that these controllers maintain proficiency. The Committee agrees also that this training should be accomplished in a simulated rather than a "live" air traffic environment to maximize safety during proficiency training. Further, the procurement of this equipment now would make maximum use of funds already invested for the prototype equipments.

The House would prohibit the FAA from remoting or decommissioning any existing flight service station. Since the Committee is in concert with the House position, the Committee believes that the FAA would have no need for funds contained in its fiscal year 1975 budget request and fiscal year 1974 appropriations to remote or decommission flight service stations. Accordingly, the Committee reduces the budget request by \$5,579,000 which includes the amount authorized in fiscal year 1974 and the amount requested in fiscal year 1975 for remoting/decommissioning.

Last year Senate and House conferees reiterated their intention that the installation of an instrument landing at Morristown, N.J. Airport "is not intended and shall not be used as an argument for the expansion of that airport against the wishes of the committees concerned".

The Committee renews this admonition and again will seek to have it included in the conference report on this bill.

#### RESEARCH, ENGINEERING, AND DEVELOPMENT

##### (AIRPORT AND AIRWAY TRUST FUND)

Appropriation, 1974.....	\$62, 095, 000
Budget estimate, 1975.....	70, 000, 000
House allowance.....	55, 000, 000
Committee recommendation.....	70, 000, 000

The Committee recommends the sum of \$70,000,000 which is comparable to the agency's budget request and \$15,000,000 over the House allowance.

The Committee feels that it is of the utmost importance to continue all of the developmental efforts associated with the Upgraded Third Generation Air Traffic Control System, in view of the expected need for its improved system capacity in the 1980's and 1990's and since it is the Committee's understanding that the associated efforts are now approaching the critical funding phases. Further, the Committee is concerned that the United States could lose its international position of leadership in air traffic control and air navigation if these efforts do not continue at the planned level. Thus, the Committee is concerned that if the House cut is not restored, the FAA would be forced to defer programs or reduce the level of effort on such key programs as the Microwave Landing System and Advanced Radar Beacon System, etc.

The House indicated that it had approved the full amount requested by FAA for wake vortex research and automation of flight service stations. The Committee's action not only accommodates these House recommendations, but also provides funds to continue the development of the Microwave Landing System and the Advanced Radar Beacon System.



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

	Development grants (liquidating cash)	Planning grants
Appropriation, 1974.....	(\$200,000,000)	
Budget estimate, 1974.....	(280,000,000)	\$13,000,000
House allowance.....	(280,000,000)	
Committee recommendation.....	(280,000,000)	4,500,000

The agency requested \$13 million in new obligating authority for fiscal year 1975 for planning grants. This amount plus an estimated unobligated balance of \$2 million would have provided a total of \$15 million available for obligation in fiscal year 1975.

The House deleted the entire \$13 million in new obligating authority on the basis that at the time of the House Hearing the unobligated balance in the program was \$14,700,000. The agency appealed \$5.5 million of the House cut based on a revised fiscal year 1974 year end unobligated balance of \$9,500,000.

The Committee's review indicates that the unobligated carryover balance in this program approximates \$10,500,000, therefore, it approves restoration of \$4,500,000 of the \$5,500,000 appeal. This action will bring the planning grant program up to the \$15 million annual level as authorized by Section 13 of P.L. 91-258, as amended.

The Committee also approves the agency's request for \$280,000,000 in cash to liquidate development grant obligations and it also authorizes a level of \$310,000,000 for contract authority as contained in P.L. 91-258, as amended.

With regard to resolution of the St. Louis airport problem and the comment on lack of progress in the House Appropriations Committee report, the Senate Committee was informed by the Secretary of Transportation of the need for a study to evaluate the feasibility of expanding Lambert International Airport to meet the long range air transportation requirements of the St. Louis area.

On June 26 the Department of Transportation awarded a \$221,438 planning grant for a Lambert study by the Missouri-St. Louis Metropolitan Airport Authority and the City of St. Louis Airport Authority.

The Committee also takes note of an ongoing contract by the Department of Transportation for a study by an independent private consultant to appraise and update existing long term forecasts of air transportation demands in the St. Louis metropolitan area up to the year 2000.

The Committee believes the action of the Department in awarding contracts on these studies is constructive. In recognition of the role of local and state governments in airport site selection, the Committee also believes that an opportunity should be provided for full consideration of the results of the Lambert expansion study by all parties affected.

Therefore, the Committee expects the Department, consistent with the rights of affected communities and prudent spending decisions, to inform the Congress as promptly as possible in the coming year of the full results of the studies. The Committee will be interested in the assessments of the results of the studies made by the Department and

local and state governments concerned as they bear on plans to meet future airport requirements of the St. Louis metropolitan area.

#### OPERATION AND MAINTENANCE, NATIONAL CAPITAL AIRPORTS

Appropriation, 1974.....	\$14,742,000
Budget estimate, 1975.....	16,500,000
House allowance.....	16,000,000
Committee recommendation.....	16,000,000

Funds for the Operations and Maintenance of National Capital Airports total \$16,000,000, an increase of \$1,258,000 over fiscal year 1974. The major portion of this increase finances the antihijacking security program at Washington National and Dulles International Airports. Since restoration of the \$500,000 disallowed by the House was not requested by the FAA, Committee assumes that this reduction will not impact the operation or maintenance of the airports.

Washington National Airport continues to operate at a profit while Dulles International Airport operates at a slight deficit after allowing for interest and depreciation expenses at both airports. Excluding interest and depreciation expenses, both airports are projected to generate revenues in excess of direct operating costs. It is estimated that revenues will exceed out-of-pocket costs at Washington National by \$6,454,000 and at Dulles International by \$1,438,000.

#### CONSTRUCTION, NATIONAL CAPITAL AIRPORTS

Appropriations, 1974.....	\$3,000,000
Budget estimate, 1975.....	7,200,000
House allowance.....	4,200,000
Committee recommendation.....	7,200,000

The Committee recommends \$7,200,000 for capital improvements and expansion of facilities at the National Capital Airports. This amount is \$3,000,000 above the level proposed by the House. The House disallowed the project to enlarge the jet ramp at Dulles International Airport. However, the Committee feels that this project must move forth in view of the FAA testimony before the Committee on July 22, 1974. Specifically, the Committee was advised that the Boeing 747 aircraft cannot taxi safely past each other without "ground walkers" to assure proper clearance between a taxiing and a stationary aircraft. In the Committee's view, this arrangement is totally unsatisfactory for an international airport serving the nation's Capital. Of greater importance, is the potential hazard to aircraft costing up to \$25 million each and possible injury to service personnel and passengers. Finally, based on the FAA's testimony, it appears as if the project to enlarge the jet ramp if authorized now would not be completed until 1976. The Committee feels that the urgency of this project is such that it should not be deferred longer.

#### FEDERAL HIGHWAY ADMINISTRATION

##### LIMITATION ON GENERAL OPERATING EXPENSES

Limitation, 1974.....	(\$119,047,000)
Budget estimate, 1975.....	(138,000,000)
House allowance.....	(127,200,000)
Committee recommendation.....	(131,200,000)

This limitation, established in 1975, provides for the salaries and expenses of the Federal Highway Administration required to conduct and administer Federal-aid highway programs. Administrative services for other programs of the Federal Highway Administration, including Highway Safety, and for road construction programs of other agencies are initially financed from this account and reimbursements are collected from those programs. This limitation does not cover the administrative expenses of the Highway Beautification, Darien Gap Highway, Territorial Highways, and Motor Carrier Safety programs. Those costs are covered by separate appropriations elsewhere in the bill.

It is intended that the \$4,000,000 restoration over the House allowance be used to fully fund the Department's request for its construction skill training program.

#### MOTOR CARRIER SAFETY

Appropriation, 1974.....	\$5, 600, 000
Budget estimate, 1975.....	6, 330, 000
House allowance.....	6, 130, 000
Committee recommendation.....	6, 130, 000

The Motor Carrier Safety activity plans, develops, recommends, and directs a national regulatory and enforcement program covering the safety in operation of commercial motor carriers in interstate and foreign commerce. Of the 20,000,000 commercial vehicles on the road today in the United States, this program is concerned with the 3.5 million medium and heavy trucks and buses. This program derives its authority from the Interstate Commerce Act and the Explosives and Combustibles Act.

#### HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

Appropriation, 1974.....	\$7, 500, 000
Budget estimate, 1975.....	10, 640, 000
House allowance.....	9, 000, 000
Committee recommendation.....	9, 000, 000

The House established a separate appropriation for the highway safety research and development program of the Federal Highway Administration. The budget request had proposed consolidating this program along with the construction programs under the Federal-aid highways appropriation.

The programs coming under this account are authorized by section 403 of the United States Code and section 206 of the Highway Safety Act of 1973.

#### HIGHWAY BEAUTIFICATION (LIQUIDATION OF CONTRACT AUTHORIZATIONS)

Appropriation, 1974.....	(\$30, 000, 000)
Budget estimate, 1975.....	( 37, 000, 000)
House allowance.....	( 25, 000, 000)
Committee recommendation.....	( 25, 000, 000)

The Committee recommends concurrence with the House allowance of \$25,000,000 in liquidating cash for the highway beautification program. The reduction of \$12,000,000 below the budget request is pos-

sible due to the availability of unexpended cash balances from the fiscal 1974 appropriation.

The Committee recommends an obligation limit of \$50 million, \$10 million over the \$40,000,000 placed on the fiscal 1975 program by the House Committee. Of this amount, the major emphasis will be on control of outdoor advertising; in addition, funds are included for landscaping and scenic enhancement and control of junkyards.

#### ADMINISTRATIVE EXPENSES

Appropriation, 1974.....	\$1, 020, 000
Budget estimate, 1975.....	1, 107, 000
House allowance.....	1, 000, 000
Committee recommendation.....	1, 000, 000

The bill includes an appropriation of \$1,000,000 for the administrative expenses of the highway beautification program. The Committee recommends concurrence with the House allowance, which is \$107,000 below the budget request.

#### HIGHWAY-RELATED SAFETY GRANTS

##### (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1974.....	(\$7, 000, 000)
Budget estimate, 1975.....	(14, 000, 000)
House allowance.....	(12, 000, 000)
Committee recommendation.....	(12, 000, 000)

The Committee recommends concurrence with the House allowance of \$12,000,000 in liquidating cash to assist states and local communities in implementing high way safety standards in accordance with uniform standards promulgated by the Secretary.

#### RAIL CROSSINGS-DEMONSTRATION PROJECTS

Appropriation, 1974.....	\$14, 000, 000
Budget estimate, 1975.....	12, 600, 000
House allowance.....	-----
Committee recommendation.....	-----

The Committee recommends concurrence with the House disallowance of the full budget request for this account. This program, which involves two demonstration projects—one in the vicinity of Greenwood, South Carolina and the other along the high-speed ground transportation projects between Washington and Boston has been progressing at a very slow rate. This was due in the past to the fact that the Penn Central Railroad, which, under the authorizing act was to provide 10% of the funds, could not provide that contribution. Now, the five states involved in the Northeast Corridor have agreed to pay the Penn Central's share. However, of the \$26,000,000 previously appropriated for this program, only around \$6.5 million has been obligated. The balance will be available in fiscal 1975 and the Committee feels that should be sufficient to cover the 1975 program level proposed.

However, the Committee recognizes the importance of this project and will gladly consider a supplemental appropriation should the agency find itself in a position to request additional funds during the fiscal year.

## RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

	Appropriation	By transfer
Appropriation, 1974.....	\$6,000,000	(\$2,218,000)
Budget estimate, 1974.....		
House allowance.....		(8,000,000)
Committee recommendation.....		(15,500,000)

The bill includes \$15,500,000 for the twelve railroad-highway crossings demonstration projects set forth in section 163 of the Federal-Aid Highway Act of 1973. These projects involve the relocation of railroad lines from the central area of cities, the elimination or protection of public ground-level rail-highway crossings, and the construction of overpasses and underpasses—it is the intent of the Committee that the \$7,500,000 addition to the House allowance be used for the Lincoln, Nebraska, project.

## RURAL HIGHWAY PUBLIC TRANSPORTATION DEMONSTRATION PROGRAM

Appropriation, 1974.....	\$.....
Budget estimate, 1975.....	10,000,000
House allowance.....	10,000,000
Committee recommendation.....	10,000,000

The Committee recommends concurrence with the House allowance of the full budget request of \$10,000,000 for this appropriation. This program was authorized by section 147 of the Federal-Aid Highway Act of 1973 which authorized the appropriation of \$30,000,000 for the two-fiscal year period ending June 30, 1976.

The purpose of this program is to encourage the development, improvement, and use of highway related public mass transportation systems in rural areas in order to enhance access of rural populations to employment, health care, retail centers, and public services.

The Committee received testimony from the Federal Highway Administration indicating that the \$10 million requested for fiscal 1975 will be sufficient for the initiation of this program. The balance of the amount authorized, \$20,000,000, or whatever portion of that amount the Administration deems appropriate, will be included in the budget requests for fiscal year 1976.

## TERRITORIAL HIGHWAYS

## (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1974.....	(\$2,500,000)
Budget estimate, 1975.....	(1,600,000)
House allowance.....	(4,000,000)
Committee recommendation.....	(4,000,000)

The House allowed \$4,000,000 in liquidating cash for certain highway safety programs and other highway improvements authorized for the territories of the Virgin Islands, Guam, and American Samoa. This increase of \$2.4 million above the budget request is necessary due to underestimation by the Federal Highway Administration of the speed at which the bills of this program would come due. The Committee recommends concurrence with this appropriation.

## DARIEN GAP HIGHWAY

Appropriation, 1974.....	\$5,000,000
Budget estimate, 1975.....	35,000,000
House allowance.....	20,000,000
Committee recommendation.....	20,000,000

The Committee recommends concurrence with the House in providing \$20,000,000 to continue construction of 250 miles of highway in the Darien area of Panama and Columbia. As does the House, the Committee believes that the amount provided, which is \$15 million more than in fiscal 1974, will allow the program to proceed at a reasonable rate. When completed, this highway will connect the Inter-American Highway of Central America with the Pan American highway system of South America. This would create a single highway network from Alaska to the South American continent.

## ALASKA HIGHWAY

Appropriation, 1974.....	0
Budget estimate, 1975.....	\$5,000,000
House allowance.....	0
Committee recommendation.....	5,000,000

An amendment to the budget was requested by the Department to initiate survey and engineering work in connection with reconstruction of the Alaska Highway from the Alaskan border to Haines Junction in Canada and the Haines Cutoff Highway from Haines Junction to the South Alaskan border.

In the initial 1975 budget submission this item was not included because at that time the decision on the construction of the Alaskan Pipeline as reflected in the Trans-Alaska Pipeline Authorization Act had not been made.

The Committee, in recommending the full budget request for this item, feels that it would be short-sighted not to proceed with this proposal now, not only because of the high priority accorded to the pipeline but also because it most certainly will contribute to the development of other mineral resources in the State of Alaska at a time of the growing threat of foreign exploitation of U.S. dependence on overseas resources.

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

Appropriation, 1974.....	(\$4,315,900,000)
Budget estimate, 1975.....	(4,583,000,000)
House allowance.....	(4,573,840,000)
Committee recommendation.....	(4,577,840,000)

The Committee recommendation of \$4,577,840,000 for this appropriation reflects the changes made in the limitation on general operating expenses discussed earlier in this report. No reduction has been recommended in the construction program.

Under this appropriation, grants are made to States for construction and improvements on the Interstate System and for urban and rural transportation programs, including safety programs. The Federal Government pays 90% of the costs of Interstate projects and 70% of the costs of most other Federal-aid projects.

Approximately \$3 billion of the funds recommended are for the continuation of the construction of the Interstate Highway System. The 1972 cost estimate to complete this system is \$68.3 billion, which is \$5.9 billion above the previous estimate. As of March 31, 1974, approximately 85%, or 35,700 miles of the 42,500 mile system which is authorized, had been completed and opened to traffic. In addition, on another 5,900 miles work has begun and is at varying stages of completion. Thus, roughly 98%, or 41,600 miles of the system is either completed or underway.

The budget for 1975 proposes a level of \$675 million, an increase of \$28 million over the 1974 level for the Rural Transportation Program. This provides a broad rural program which can be pursued at State and local option as follows: priority primary in rural areas, rural primary, rural secondary, and forest highways and public lands highways. The largest part of this program is operated on a 70-30 matching ratio and thus will generate capital investments approximating \$965 million. The transportation problems to which this program addresses itself continue to be severe, particularly in view of the increasing number of vehicles and concurrent demand for greater capacity and safety. The proposed level of \$675 million is the absolute minimum required to avoid further build-up of rural transportation problems and is being held to this level only by recognition of the heavy fiscal pressures now being exerted on the Federal budget by many other needs.

For the Urban Program, the FY 1975 program level is set at \$875 million, an increase of \$75 million over 1974. The principal aim of this program is to stimulate the investment by urban areas in capital expansion or improvements to their surface transportation systems as a means of alleviating existing congestion and to avoid further accentuation of the problems in transportation as the population continues to grow. Here again, the several programs covered under this appropriation are on a 70-30 matching basis and the States have the option of which programs they wish to emphasize in any given year.

For the safety program, the fiscal 1975 program is set at \$250 million. These grants for safety improvements to the highway system may be pursued at local option and include such projects as high hazard locations, elimination of roadside obstacles, rail-highway crossings, bridge reconstruction and replacement, pavement marking demonstrations, and Federal-aid safer road demonstrations. Consistent with the Highway Safety Act of 1973, the 1975 program will place special emphasis on safety construction programs. The Committee recommends concurrence with the House action establishing a separate appropriation for Highway Safety Construction Programs, which is the next heading considered in this report.

#### HIGHWAY SAFETY CONSTRUCTION PROGRAMS

##### (LIQUIDATION OF CONTRACT AUTHORIZATION-TRUST FUND)

Appropriation, 1974.....	
Budget estimate, 1975.....	(\$110, 000, 000)
House allowance.....	(110, 000, 000)
Committee recommendation.....	(110, 000, 000)

The Committee recommends concurrence with the House action establishing a separate appropriation for highway safety construction programs. This will enable the Congress to get a clearer view of the emphasis being placed on these programs. The budget requested absorption of these programs into the Federal-aid Highways appropriation.

#### RIGHT-OF-WAY REVOLVING FUND

##### (LIQUIDATION OF CONTRACT AUTHORIZATION-TRUST FUND)

Appropriation, 1974.....	( —0— )
Budget estimate, 1975.....	(\$40,000,000)
House allowance.....	( 20,000,000)
Committee recommendation.....	( 20,000,000)

The Committee agrees with the \$20 million in liquidating cash recommended by the House for the right-of-way revolving fund. Testimony indicates that only approximately \$107 million of the \$135 million appropriated to date has been obligated. It is felt that this appropriation plus the carryover balance should be sufficient to carry out the purpose for which this fund was established—namely, to acquire rights-of-way several years prior to actual construction to reduce the potential effects of inflation on property costs and to facilitate better planning of highway construction.

#### FOREST HIGHWAYS

##### (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1974.....	(\$8,000,000)
Budget estimate, 1975.....	(12,450,000)
House allowance.....	(12,450,000)
Committee recommendation.....	(12,450,000)

This appropriation of \$12.5 million in liquidating cash for forest highways is necessary to cover the remaining general fund obligations of this program. Although only \$8.8 million of this appropriation will be outlayed in fiscal 1975, the full amount has been obligated and the balance will be paid out in subsequent years as these obligations come due.

Beginning in fiscal 1974, all forest highway obligations will be incurred against Trust Fund authority. Therefore, this account has been merged with the Federal-Aid Highways account.

The forest highways program provides for the construction and improvement of main highways within or adjacent to national forests.

#### PUBLIC LANDS HIGHWAYS

##### (LIQUIDATION OF CONTRACT AUTHORIZATIONS)

Appropriation, 1974.....	(\$3,000,000)
Budget estimate, 1975.....	( 8,270,000)
House allowance.....	( 8,270,000)
Committee recommendation.....	( 8,270,000)

As in the forest highways appropriation discussed previously in this report, the public lands highways account has been merged into the



Federal-aid Highways account. This request for liquidating cash of \$8,270,000 will be used to pay off all of the remaining obligations under the general fund program. Of that amount, \$5 million will be paid out in fiscal 1975, with the balance being outlaid in subsequent years as the general fund obligations come due for payment.

This program provides funding for those states which have large areas of public lands to finance the construction and improvement of highways which pass through such lands.

### BALTIMORE-WASHINGTON PARKWAY

#### (TRUST FUND)

Appropriation, 1974.....	
Budget estimate, 1975.....	\$10, 700, 000
House allowance.....	4, 000, 000
Committee recommendation.....	

The Committee recommends that no appropriation be made for reconstruction of that part of the Baltimore-Washington Parkway in the State of Maryland which is under the Secretary of the Interior. Testimony revealed that no agreement has been reached as to exactly what will be done with regard to that reconstruction. The Committee feels that no appropriation is necessary until such time as there has been a meeting of the minds as to the need for an appropriation.

### NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

#### TRAFFIC AND HIGHWAY SAFETY

1974 Appropriation.....	<sup>1</sup> \$75, 892, 000
1975 Estimate.....	84, 500, 000
House Allowance.....	71, 350, 000
Committee Recommendation.....	80, 040, 000

<sup>1</sup> Excludes \$10,000,000 provided by appropriation transfers.

The Committee recommends the sum of \$80,040,000 which provides restoration of \$12,890,000 of the House reduction of \$13,150,000, as requested by the National Highway Traffic Safety Administration.

The recommended restoration includes \$2.5 million for the initiation of a Crash Recorder Program rather than a Crash Impact Research Program as proposed in NHTSA's appeal. Testimony from NHTSA officials indicated that the data to be derived from a Crash Recorder Program will in all likelihood be more accurate than that which could be developed through computer simulations under the alternative program.

The present estimate of the total cost of the Recorder program is \$10 million compared to \$15 million for the program in FY 1974. The reduction is based on achieving a unit price of \$75 per recorder for 100,000 disc type units under a multi-year procurement plan requiring appropriation of \$7.5 million over several years. The Committee believes this program is essential for the development of cost-effective rulemaking actions which assure that the consumer is afforded life saving protection which is adequate but not excessive to actual need.

The Committee agrees with the House in disallowing \$4.2 million for establishment of a compliance test facility under a lease arrangement with the State of Ohio. At the time this was considered by the Committee, the lease agreement had not been completed and the prospectus for the proposed facility had not been approved by all of the legislative committees with jurisdiction in the matter. When these matters are resolved, the Committee will be glad to consider a Supplemental Appropriation for the proposed project.

The balance of the recommended restoration amounts to \$6.190 million. Of this amount, the principal item of \$4 million will provide for extension of at least eight Alcohol Safety Action Projects (ASAPS) rather than one-half that number as permitted by the House allowance. The Committee believes that the results of certain ASAP operations to date, which reflect reductions of 10 percent to 20 percent in alcohol related fatalities, warrant this extension. Alcohol plays a role in more than 50 percent of highway fatalities and approximately 33 percent in highway accidents. The remaining \$2.190 million is needed to finance safety studies mandated by the Highway Safety Act of 1973. These studies relate to pedestrian and bicycle safety, adjudication procedures, highway safety needs, and a mass media safety effort.

Funding is also provided under this category to permit the development of anthropomorphic dummies that react to crash situations with human-like response. This research will assure the design of vehicles to more effectively protect humans in crash situations.

#### STATE AND COMMUNITY HIGHWAY SAFETY

	Obligation limitation	Liquidation of contract authorization
1974 Allowance/Appropriation.....	\$80,000,000	\$100,000,000
1975 Estimate.....	148,000,000	99,763,000
House Allowance.....	100,000,000	96,000,000
Committee.....	121,000,000	96,000,000

The Committee recommends a level of \$121 million for the joint obligational limitation applicable to the programs of both the National Highway Traffic Safety Administration and the Federal Highway Administration. Under this level, the Committee has restored \$21 million of the \$48 million cut by the House.

The recommended figure will provide the requested level of \$81.7 million for NHTSA's basic grant program authorized under Section 402 of Title 23, U.S.C., and continued by the Highway Safety Act of 1973. Under this law, federal grants are provided to assist states and their political subdivisions in the establishment of highway safety programs such as driver licensing, motor vehicle registration, traffic records, police traffic services, driver education, etc. States also utilize these funds to supplement federally funded alcohol safety action projects or to establish their own alcohol safety action projects. The FY 1975 program is designed to maximize the state investment of grant funds into demonstrated high pay-off areas such as alcohol countermeasures and selected traffic enforcement programs (STEP).

Under the Committee recommendation, \$15 million is provided for the Federal Highway Administration's highway-related safety grant program and \$3.3 million for NHTSA's administrative expenses.

Under the \$21 million restoration, the Committee provides the \$16 million requested for incentive grants for states making significant progress in reducing their highway fatality rate and \$5 million for payment of incentive grants to states which enact mandatory seat belt legislation. The payment of the seat belt incentives is authorized under Section 219 of the 1973 Highway Safety Act. According to the agency, the restoration requested for the seat belt program is based on a current assessment of states expected to enact seat belt legislation in fiscal 1975. Such legislation was introduced in 27 state legislatures in FY 1974.

The Committee concurs with the House in the recommended appropriation to liquidate contract authority in the amount of \$96 million.

## FEDERAL RAILROAD ADMINISTRATION

### OFFICE OF THE ADMINISTRATOR

Appropriation, 1974.....	\$2, 900, 000
Budget estimate, 1975.....	4, 340, 000
House allowance.....	3, 800, 000
Committee recommendation.....	3, 800, 000

The Committee agrees with the House refusal to consolidate this appropriation with the railroad safety and grants-in-aid for railroad safety accounts, as was proposed in the budget. These three accounts are separately set forth in the authorizing legislation (H.R. 15223) and keeping them that way will enable the Congress to more readily evaluate the emphasis being placed on these programs.

### RAILROAD SAFETY

Appropriation, 1974.....	\$9, 237, 000
Budget estimate, 1975.....	10, 220, 000
House allowance.....	10, 170, 000
Committee recommendation.....	10, 170, 000

The Committee agrees with the House allowance of \$10,170,000 for railroad safety. The reduction of \$50,000 below the budget request relates to the rental payment due to GSA.

The amount appropriated will provide for a total of 326 positions. The principal function of those filling these jobs is to promote, through investigation and enforcement, greater safety in the railroad industry.

In this connection the Committee is concerned with recent reports indicating that rail accidents, many involving fatalities and injuries, are heading for record highs. There seems little doubt that a major cause of these accidents is defective track. More frequent track inspection could be helpful in preventing the accidents in the first place. However, this requires, at a minimum, an adequate body of track inspectors at the federal level.

The Federal Railroad Administration still does not have enough inspectors in its force. Last year when this Committee provided funds for 95 additional inspectors, FRA indicated a willingness to hire only 66. Clearly, the agency must change its attitude toward this most serious problem and give higher priority to railroad safety.

Fortunately, Congress is taking action to provide FRA with sufficient authority to strengthen its inspection force as well as to increase

personnel necessary to support the inspectors. As soon as this legislation becomes law the Committee expects FRA to submit a request for additional funds for inspectors and associated personnel. The agency should give the matter urgent attention.

#### GRANTS-IN-AID FOR RAILROAD SAFETY

Appropriation, 1974.....	\$1, 500, 000
Budget estimate, 1975.....	1, 000, 000
House allowance.....	1, 000, 000
Committee recommendation.....	1, 000, 000

The Committee concurs with the House allowance of \$1,000,000 for grants to the states for railroad safety. Through this appropriation the Federal Government can assist the states in developing their own body of railroad safety inspectors. These inspectors will augment the inspection force the Committee has been trying to develop within the Federal Railroad Administration.

The Committee, however, is concerned with the slow pace of FRA action in regard to this program. The Committee believes FRA should move more aggressively to bring about an adequate force of state railroad inspectors at the earliest date.

The Committee has provided language continuing the availability of funds left over from the fiscal 1974 appropriation of \$1.5 million under this heading.

#### RAILROAD RESEARCH AND DEVELOPMENT

Appropriation, 1974.....	\$30, 450, 000
Budget estimate, 1975.....	64, 240, 000
House allowance.....	50, 000, 000
Committee recommendation.....	50, 000, 000

The Committee recommends the House allowance of \$50 million for railroad research and development. This is almost \$20 million more than the amount appropriated for such activities in the last fiscal year.

The Committee agrees with the House on the importance of concentrating efforts on those programs, such as passenger rail technology, which offer the greatest potential for early results applicable to present and near-term problems.

The Committee does not object to using funds under this appropriation for repair of the access road to the Pueblo High Speed Test Center so long as the funds are not taken from passenger rail and other programs with early pay-off possibilities.

#### GRANTS TO NATIONAL RAILROAD PASSENGER CORPORATION

1974 appropriated to date.....	\$149, 100, 000
1975 estimate.....	143, 000, 000
House allowance.....	(deferred)
Committee recommendation.....	143, 000, 000

An appropriation of \$143 million is recommended for Grants to the National Railroad Passenger Corporation (Amtrak) for fiscal year 1975. The Corporation is facing severe cost pressures resulting from inflation and the operation of additional mandated routes and services, and the amount budgeted as herein recommended will not be adequate to fund the Corporation's operations for the entire fiscal

year. The Secretary of Transportation has designated new routes to be added in accordance with the provisions of Section 403(d) of the Amtrak Act and several States have requested new routes under the provisions of Section 403(b) of the Act. The Committee has been advised by the Corporation and by the Department of Transportation that there will be a supplemental request for fiscal year 1975. Both the Senate and the House legislative committees have recommended an authorization of \$200 million for fiscal year 1975. It is for these reasons that the Committee is recommending the full budgeted appropriation. Anything less would require a reduction in the current level of inter-city rail passenger service.

The Committee does not at this time desire a curtailment of Amtrak train service. Because of basic system requirements, Amtrak is circumscribed as to where trains can legally be eliminated. Service could legally be reduced only by eliminating trains where there is multiple train service or by reducing daily service to tri-weekly. Such action would be counter productive because these are the routes with the best future revenue potential.

In adopting the conference report on the Second Supplemental Appropriations Bill, 1974, the Congress instructed the Secretary of Transportation and the President of Amtrak to submit service and route criteria to the Congress. It is the Committee's view that it would be premature at this point to initiate service cutbacks through the funding process before the requested criteria can be provided and evaluated by the Congress.

The Committee expects Amtrak to initiate the new routes to be added during fiscal year 1975 as designated by the Secretary of Transportation under the provisions of Public Law 93-146 as well as other routes that are expected to be initiated at the request of the States. The Committee has not earmarked or provided funds in the \$143 million recommended herein for these new routes because the Corporation cannot yet give a precise estimate of the added amounts that will be required. The Committee will favorably consider additional funding for the capital and operating needs of the new routes when specific requests are submitted in a supplemental appropriation estimate.

The Committee is concerned that Amtrak make every effort to control costs, and the Committee desires that Amtrak move aggressively to assume all functions now performed by the railroads wherever practicable and particularly in the costly repair and maintenance function. The Committee expects to be able to review Amtrak's plans and progress in accomplishing this objective during the next series of hearings.

During the course of the Hearings the Committee received testimony which emphasized the importance of initiating a north-south rail passenger service from Butte, Montana to Odgen, Utah. The Committee recommends that the economics of this service be developed on a current basis and reviewed by the Amtrak Board of Directors. The Committee also received testimony as to the need for a direct rail passenger service between Dallas and Houston, Texas. The Committee recognizes that the potentially high capital cost of initiating this service led the previous Amtrak Board to decide against this proposed rerouting. Without taking any position for or against this service, the Committee suggests that the new Board of Directors might wish to evaluate the economics of this service once again.

## THE ALASKA RAILROAD

## PAYMENT TO THE ALASKA RAILROAD REVOLVING FUND

Appropriation, 1974.....	-----	
Budget estimate, 1975.....	-----	\$6,500,000
House allowance.....	-----	4,000,000
Committee recommendation.....	-----	6,500,000

The full budget request of \$6,500,000 is recommended for the Alaska Railroad Revolving Fund.

## URBAN MASS TRANSPORTATION ADMINISTRATION

## URBAN MASS TRANSPORTATION FUND

## ADMINISTRATION EXPENSES

Appropriation, 1974.....	-----	\$5,000,000
Budget estimate, 1975.....	-----	9,300,000
House allowance.....	-----	7,000,000
Committee recommendation.....	-----	6,000,000

The Committee recommends an appropriation of \$6,000,000 for the administrative expenses of the Urban Mass Transportation Administration. However, the Committee has no objection to the agency's commitment level being set at \$9 million for this account, the same as the House.

RESEARCH, DEVELOPMENT, AND DEMONSTRATIONS AND UNIVERSITY  
RESEARCH AND TRAINING

Appropriation, 1974.....	-----	\$35,050,000
Budget estimate, 1975.....	-----	79,000,000
House allowance.....	-----	51,130,000
Committee recommendation.....	-----	48,130,000

In recommending \$48,130,000 for UMTA's Research, Development, and Demonstration and University Research and Training programs, the Committee directs the following change in the House allowances:

Program	House allowance	Committee recommendation
High capacity.....	2,750,000	1,750,000
Dial-a-ride.....	0	1,500,000
Transit services.....	10,000,000	9,000,000
Dual-mode.....	0	2,000,000

It is the Committee's intention that carryover funds of \$4.5 million be utilized fully in the fiscal 1975 programs.

The Committee recommends the full amount requested for completion of the research and development phase of the Morgantown project. However, the Committee finds that the House direction for congressional approval of an agreement between the University of West Virginia and UMTA within 30 days after enactment of the accompanying bill is premature and could result in a waste of over \$60 million. Testimony given by UMTA before this Committee clearly indicates that the project will prove useless without successful completion of the

research and development phase. Therefore, the Committee directs that UMTA be allowed to complete the experiment and negotiate with the University as to the proper course of action thereafter without regard to a time limitation.

As requested by UMTA, the Committee has provided the full \$1.5 million requested for the Dial-a-Ride program. However, the Committee directs that \$700,000 be applied to completion of the Haddonfield, New Jersey, project. Of this amount, \$300,000 will be needed to document the work done and \$400,000 is needed to continue the system in operation for approximately six months to permit state and local officials to decide whether they wish to continue to operate it at their own expense.

The Committee recommends concurrence with the House in deleting \$10,620,000 for high performance PRT. The preliminary design phase of this project will be completed in fiscal 1975, the Committee is advised. In view of this, the Committee recommends that the final construction and demonstration phase of the project be deferred. The Committee has restored \$2 million of the \$4 million restoration request for the Dual-Mode program.

#### LIQUIDATION OF CONTRACT AUTHORIZATION

Appropriation, 1974	(\$380, 000, 000)
Budget estimate, 1975	(490, 000, 000)
House allowance	(400, 000, 000)
Committee recommendation	(400, 000, 000)

The Committee recommends concurrence with the House allowance of \$400 million in liquidating cash to cover obligations incurred under the basic legislation for urban mass transportation. Most of these funds will be used to pay off prior year obligations. Carryover balances in excess of those originally projected by UMTA enabled the House to reduce this request.

The Committee has provided a program limitation of \$1,698,250,000 for the UMTA program for Fiscal 1975. This is an increase of \$376.5 million over the limit provided in the House bill. \$375 million of this amount will be used for capital grants, raising this portion of the UMTA program to an even \$1.6 billion as compared to the capital grants level of \$1,225,000,000 provided by the House.

In reviewing the UMTA program, the Committee found that the Department originally asked the Office of Management and Budget for a capital grants program level of \$1.6 billion. Further analysis indicates UMTA will be able to obligate these funds within the present fiscal year. In view of these facts and in recognition of the substantial unmet need in the mass transit field, the Committee believes it essential that it increase the UMTA program level by the amount indicated.

#### ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The bill includes the same language which has been carried previously authorizing the St. Lawrence Seaway Development Corporation to make expenditures within the limits of the funds available to the Corporation to carry out its programs. The Language included in the

bill is exactly the same as the language provided last year and requested in fiscal year 1975.

#### LIMITATION ON ADMINISTRATIVE EXPENSES

##### ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Limitation, 1974.....	(\$846, 000)
Budget estimate, 1975.....	(886, 000)
House allowance.....	(866, 000)
Committee recommendation.....	(886, 000)

The Committee recommends concurrence with the House allowance of \$886,000 to cover the administrative expenses of the St. Lawrence Seaway Development Corporation. No additional positions were requested and none are recommended. The \$40,000 increase over last year is caused by within-grade promotions, increased rental charges, and annualization costs.

#### TITLE II—RELATED AGENCIES

##### NATIONAL TRANSPORTATION SAFETY BOARD

###### SALARIES AND EXPENSES

Appropriation, 1974.....	\$8, 255, 000
Budget estimate, 1975.....	9, 536, 000
House allowance.....	9, 450, 000
Committee recommendation.....	9, 450, 000

The Committee recommends concurrence with the House allowance of \$9,450,000 for the salaries and expenses of the National Transportation Safety Board. This will provide funding for 10 additional positions, seven of which will assume certain accounting and procurement functions previously performed by the Department of Transportation on a reimbursable basis. Most of the reduction of \$86,000 below the budget relates to the GSA rental charge.

The functions of the Safety Board include the investigation of all aviation accidents and certain selected surface transportation accidents to determine the probable cause as well as to continually review the safety aspects of all modes of transportation.

##### CIVIL AERONAUTICS BOARD

###### SALARIES AND EXPENSES

Appropriation, 1974.....	\$15, 537, 000
Budget estimate, 1975.....	17, 283, 000
House allowance.....	17, 150, 000
Committee recommendation.....	17, 150, 000

The Committee recommends concurrence with the House allowance of \$17,150,000 for the salaries and expenses of the Civil Aeronautics Board. The reduction below the budget consists of \$40,000 reduced travel and \$93,000 for GSA rent.

The CAB regulates the economic aspects of air carrier operations, both domestic and international, and participates in the development of international air transportation.



## PAYMENTS TO AIR CARRIERS

Appropriation, 1974-----	\$73, 265, 000
Budget estimate, 1975-----	69, 828, 000
House allowance-----	69, 828, 000
Committee recommendation-----	67, 728, 000

On reconsideration, the Board believes that it can handle anticipated workload in the areas of its responsibility for fiscal 1975, including environmental issues, as well as meet the subsidy requirements of the Local Service Carriers, the Alaskan Carriers and Air New England within the allowances provided by the House less \$2.1 million for Payments to Air Carriers resulting from our latest adjustment to Class Rate VII.

The Committee does not believe the Board adequately explained during its budget hearings why it has not been meeting its full responsibilities under the National Environmental Policy Act. For example, it appeared at the time of the hearings that the Board had submitted only one full environmental impact statement since the law was passed in 1970. Further the Board has been slow in adopting the environmental guidelines laid down by the President's Council on Environmental Quality (CEQ) to implement environmental impact statements. The Committee directs the Board to make a thorough review of its responsibilities under the Environmental Policy Act in conjunction with CEQ and to bring itself into full compliance with the law at the earliest possible date. The Committee expects to be kept informed as to the Board's progress.

On July 17, 1974, subsequent to the action by the House on this measure, the Civil Aeronautics Board handed down its decision in the *New England Service Investigation*. In that decision and accompanying order, the CAB concluded that a certificate of public convenience and necessity be issued to a new regional airline, Air New England, Inc., which, like other air carriers providing local or regional air service in other sections of the nation will be eligible for subsidy. The Board's order in this proceeding specifies that the certificate to be issued to Air New England, Inc. shall be effective on October 15, 1974.

Air New England's subsidy rate cannot be determined with any precision until the appropriate figure is set in a proceeding under Section 406 of the Federal Aviation Act of 1958, as amended. However, the Committee has been assured by the CAB that even with the reduction of \$2.1 million for subsidy below that allowed by the House of Representatives, there nonetheless would remain sufficient funds to cover subsidy payments to the newly certificated air carrier, Air New England, Inc. And, it was only with such assurances from the CAB that the Committee made this reduction in funds, since as the Board itself noted in its decision in the *New England Service Investigation*:

"... New England passengers, after a long history of disappointing service, deserve to have their transportation needs carefully and sympathetically considered. . . ."

The Committee concurs in this opinion and expects the CAB to take care that these newly certificated air services needs are met. If not, then the Committee further expects that the CAB will take appropriate steps to request supplemental funds so that such needs are, in fact, met.

## INTERSTATE COMMERCE COMMISSION

## SALARIES AND EXPENSES

Appropriation, 1974.....	\$40,590,000
Budget estimate, 1975.....	43,300,000
House allowance.....	43,000,000
Committee recommendation.....	43,000,000

The Committee recommends concurrence with the House allowance of \$43,000,000 for the salaries and expenses of the Interstate Commerce Commission. Funding is included for all of the 95 additional positions requested in the budget.

## THE PANAMA CANAL

## CANAL ZONE GOVERNMENT

## OPERATING EXPENSES

Appropriation, 1974.....	\$60,000,000
Budget estimate, 1975.....	64,065,000
House allowance.....	62,700,000
Committee recommendation.....	62,700,000

The Committee agrees with the House allowance of \$62,700,000 to cover the operating expenses of the Canal Zone Government. This represents an advance of funds that is repaid to the Treasury through charges for the services provided or out of revenues from the Panama Canal Company's operation of the canal. The 33 positions requested have all been approved in the appropriation. The amendment to the budget received on June 21, 1974 increasing the budget request by \$1,065,000 is not recommended.

## CAPITAL OUTLAY

Appropriation, 1974.....	\$3,500,000
Budget estimate, 1975.....	6,500,000
House allowance.....	6,000,000
Committee recommendation.....	6,000,000

The bill includes \$6,000,000 for the necessary improvements and replacements of educational facilities, hospitals, and clinics, and the Municipal facilities of the Canal Zone Government. These funds are repaid to the Treasury over the life of the capital asset through depreciation charges to the Canal Zone Government.

## PANAMA CANAL COMPANY

The bill includes the exact same language which has been carried in previous bills authorizing the Panama Canal Company to make expenditures within the limits of the funds available to the Corporation to carry out its programs.

## LIMITATION ON GENERAL AND ADMINISTRATIVE EXPENSES

Appropriation, 1974.....	(\$22,331,000)
Budget estimate, 1975.....	(25,780,000)
House allowance.....	(23,837,000)
Committee recommendation.....	(23,837,000)

The Budget requested a limitation on general and administrative expenses of \$23,837,000 which represents an increase of \$1,506,000 above last year's limit. This increase is necessary to cover increased wage and other mandatory costs.

The House allowed the full budget request. Subsequent to House action, on June 21, 1974, an amendment to the budget was received revising this limit upward to \$25,780,000. The Committee has allowed the same limitation as the original budget estimate and the House \$23,837,000. The Committee also recommends disallowance of that part of the amendment to the budget estimate which would have increased the amount that could be spent for consultants by \$200,000.

## WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

### FEDERAL CONTRIBUTION

Appropriation, 1974-----	<sup>1</sup> \$111,345,000
Budget estimate, 1975-----	<sup>2</sup> 87,424,000
House allowance-----	<sup>3</sup> 72,124,000
Committee recommendation-----	<sup>3</sup> 72,124,000

<sup>1</sup> Includes an advance appropriation of \$90,360,000 for fiscal year 1975.

<sup>2</sup> Includes an advance appropriation of \$68,024,000 for fiscal year 1976.

<sup>3</sup> Includes an advance appropriation of \$52,724,000 for fiscal year 1976.

The Committee recommends concurrence with the House allowance of \$72,124,000 for the Federal contribution to the rapid rail system being built to serve the National Capital area. This includes an advance appropriation of \$52,724,000 for fiscal year 1976 and \$19,400,000 for the design and construction of facilities for the handicapped as authorized by Public Law 93-87.

The reduction of \$15,300,000 below the budget proposed by the House relates to the purchase of an additional 256 transit cars planned for fiscal year 1976. WMATA is directed by the House in its report to re-examine the type of control system it proposes for those cars. WMATA has indicated that these cars are not needed in fiscal year 1975 and they have not appealed the House action.

### INTEREST SUBSIDY

Appropriation, 1974-----	\$12,728,000
Budget estimate, 1975-----	17,750,000
House allowance-----	17,750,000
Committee recommendation-----	17,750,000

The bill includes the full budget request of \$17,750,000 for the Federal interest subsidy for the revenue bonds marketed by WMATA as authorized by the National Capital Transportation Act of 1972.

**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1974 AND THE BUDGET  
ESTIMATES FOR 1975**

**PERMANENT NEW BUDGET (OBLIGATIONAL) AUTHORITY—FEDERAL FUNDS**

[Becomes available automatically under earlier, or "permanent" law without further, or annual, action by the Congress. Thus, these amounts are *not* included in the accompanying bill]

Agency and item (1)	New budget (obligational) authority, fiscal year 1974 (2)	Budget estimates of new (obligational) authority, fiscal year 1975 (3)	Increase (+) or decrease (-), estimates compared with appropriations (4)
Coast Guard: Oil pollution fund (indefinite) .....	\$5,000,000	\$5,000,000	
Federal Highway Administration:			
Highway beautification (contract authorization) .....		<sup>1</sup> (50,000,000)	<sup>1</sup> (+\$50,000,000)
National scenic and recreational highway (contract authorization) .....		10,000,000	+10,000,000
Territorial highways (contract authorization) .....		10,009,000	+10,009,000
Total, permanent new budget (obligational) authority, Federal funds .....	5,000,000	25,009,000	+20,009,000

**PERMANENT NEW BUDGET (OBLIGATIONAL) AUTHORITY—TRUST FUNDS**

Coast Guard: General gift fund (indefinite) .....	\$30,000	\$30,000	
Federal Highway Administration:			
Federal Highway Administration trust funds .....	6,200,000	11,200,000	+\$5,000,000
Federal-aid highways (contract authorization) .....	100,000,000	6,357,500,000	+6,257,500,000
National scenic and recreational highway (contract authorization) .....		25,000,000	+25,000,000
Highway-related safety grants (contract authorization) .....		34,491,000	+34,491,000
National Highway Traffic Safety Administration:			
Highway safety programs (contract authorization) .....		198,000,000	+198,000,000
Total, permanent new budget (obligational) authority, trust funds .....	106,230,000	6,626,221,000	+6,519,991,000

<sup>1</sup> Proposed for later transmittal.

NOTE.—Amounts as estimated and shown in the January 1974 budget document. Some items are indefinite in amount, and thus are subject to later reestimation.

**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1974 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1975**

[NOTE.—All amounts are in the form of "appropriations" unless otherwise indicated.]

Agency and item (1)	New budget (obligational) authority, fiscal year 1974 (2)	Budget estimates of new (obligational) authority, fiscal year 1975 (3)	New budget (obligational) authority recommended in the House bill (4)	Amount recommended by Senate committee (5)	Increase (+) or decrease (-), Senate bill compared with—		
					Appropriations of new budget (obligational) authority, fiscal year 1974 (6)	Budget estimate, 1975 (7)	House bill, 1975 (8)
<b>TITLE I</b>							
<b>DEPARTMENT OF TRANSPORTATION</b>							
<b>OFFICE OF THE SECRETARY</b>							
Salaries and expenses.....	\$31,475,000	\$32,100,000	\$31,300,000	\$31,000,000	-\$475,000	-\$1,100,000	-\$300,000
<i>By transfer</i> .....	(3,000,000)				(-3,000,000)		
Interim operating assistance.....	39,800,000				-39,800,000		
<i>By transfer</i> .....	(35,000,000)				(-35,000,000)		
Transportation planning, research, and development.....	28,000,000	39,100,000	28,000,000	32,500,000	+4,500,000	-6,600,000	+4,500,000
<i>By transfer</i> .....	(1,000,000)				(-1,000,000)		
Grants-in-aid for natural gas pipeline safety.....	1,175,000	1,200,000	1,200,000	1,200,000	+25,000		
Consolidation of departmental headquarters.....	800,000				-800,000		
<b>Total, Office of the Secretary.....</b>	<b>101,250,000</b>	<b>72,400,000</b>	<b>60,500,000</b>	<b>64,700,000</b>	<b>-36,550,000</b>	<b>-7,700,000</b>	<b>+4,200,000</b>

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<b>COAST GUARD</b>							
Operating expenses.....	584,900,000	622,970,000	617,579,448	620,444,448	+35,544,448	-2,525,552	+2,865,000
Appropriation for debt reduction.....	-171,994	-179,448	-179,448	-179,448	-7,454		
Subtotal, operating expenses.....	584,728,006	622,790,552	617,400,000	620,265,000	+35,536,994	-2,525,552	+2,865,000
Acquisition, construction, and improvements.....	75,500,000	114,100,000	111,307,000	112,307,000	+36,807,000	-1,793,000	+1,000,000
Alteration of bridges.....	4,000,000	6,800,000	6,800,000	6,800,000	+2,800,000		
Retired pay.....	86,750,000	95,850,000	95,850,000	95,850,000	+9,100,000		
Reserve training.....	26,770,000	30,200,000	29,000,000	29,000,000	+2,230,000	-1,200,000	
Research, development, test, and evaluation.....	14,000,000	21,000,000	17,500,000	17,500,000	+3,500,000	-3,500,000	
State boating safety assistance.....	3,500,000	7,500,000	6,000,000	6,000,000	+2,500,000	-1,500,000	
Pollution fund (special fund).....		10,000,000		10,000,000	+10,000,000		+10,000,000
<b>Total, Coast Guard.....</b>	<b>795,248,006</b>	<b>908,240,552</b>	<b>883,887,000</b>	<b>897,722,000</b>	<b>+102,473,994</b>	<b>-10,518,552</b>	<b>+13,865,000</b>
<b>FEDERAL AVIATION ADMINISTRATION</b>							
Operations.....	1,282,500,000	1,385,500,000	1,363,000,000	1,379,500,000	+97,000,000	-6,000,000	+16,500,000
Facilities, engineering, and development.....	11,500,000	13,000,000	12,000,000	12,500,000	+1,000,000	-500,000	+500,000
Facilities and equipment (Airport and Airway Trust Fund).....	250,000,000	250,000,000	241,100,000	242,221,000	-7,779,000	-7,779,000	+1,121,000
Research, engineering and development (Airport and Airway Trust Fund).....	62,095,000	70,000,000	55,000,000	70,000,000	+7,905,000		+15,000,000
Grants-in-aid for airports (Airport and Airway Trust Fund):							
Planning grants.....		13,000,000		4,500,000	+4,500,000	-8,500,000	+4,500,000
<i>Development grants (appropriation to liquidate contract authorization)</i> .....	(200,000,000)	(280,000,000)	(280,000,000)	(280,000,000)	(-80,000,000)		
Operation and maintenance, National Capital Airports.....	14,742,000	16,500,000	16,000,000	16,000,000	+1,258,000	-500,000	
Construction, National Capital Airports.....	3,000,000	7,200,000	4,200,000	7,200,000	+4,200,000		+3,000,000
<b>Total, Federal Aviation Administration.....</b>	<b>1,623,837,000</b>	<b>1,755,200,000</b>	<b>1,691,300,000</b>	<b>1,731,921,000</b>	<b>+108,084,000</b>	<b>-23,279,000</b>	<b>+40,621,000</b>

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See footnotes at end of table, p. 41.

**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1974 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1975—Continued**

[NOTE.—All amounts are in the form of "appropriations" unless otherwise indicated.]

Agency and item  (1)	New budget (obligational) authority, fiscal year 1974  (2)	Budget estimates of new (obligational) authority, fiscal year 1975  (3)	New budget (obligational) authority recommended in the House bill  (4)	Amount recommended by Senate committee  (5)	Increase (+) or decrease (-), Senate bill compared with—		
					Appropriations of new budget (obligational) authority, fiscal year 1974  (6)	Budget estimate, 1975  (7)	House bill, 1975  (8)
<b>TITLE I—Continued</b>							
<b>DEPARTMENT OF TRANSPORTATION—Continued</b>							
<b>FEDERAL HIGHWAY ADMINISTRATION</b>							
<i>Limitation on general operating expenses</i> .....	(\$119,047,000)	(\$138,000,000)	(\$127,200,000)	(\$131,200,000)	(+\$12,153,000)	(-\$6,800,000)	(+\$4,000,000)
Motor carrier safety.....	5,600,000	6,330,000	6,130,000	6,130,000	+530,000	-200,000	
Highway safety research and development.....	7,500,000	10,640,000	9,000,000	9,000,000	+1,500,000	+1,640,000	
Highway beautification:							
Appropriation.....	1,020,000	1,107,000	1,000,000	1,000,000	-20,000	-107,000	
<i>Appropriation to liquidate contract authorization</i> .....	(30,000,000)	(37,000,000)	(25,000,000)	(25,000,000)	(-5,000,000)	(-12,000,000)	
<i>Highway-related safety grants (appropriation to liquidate contract authorization)</i> .....	(7,000,000)	(14,000,000)	(12,000,000)	(12,000,000)	(+5,000,000)	(-2,000,000)	
Rail crossings—demonstration projects.....	14,000,000	12,600,000			-14,000,000	-12,600,000	
Railroad-highway crossings demonstration projects.....	6,000,000				-6,000,000		
<i>By transfer</i> .....	(2,218,000)		(8,000,000)	(15,500,000)	(+6,218,000)	(+8,000,000)	(+7,500,000)
Rural highway public transportation demonstration program.....		10,000,000	10,000,000	10,000,000	+10,000,000		
<i>Territorial highways (appropriation to liquidate contract authorization)</i> .....	(\$2,500,000)	(\$1,600,000)	(\$4,000,000)	(\$4,000,000)	(+\$1,500,000)	(+\$2,400,000)	
Darien Gap highway.....	5,000,000	35,000,000	20,000,000	20,000,000	+15,000,000	-15,000,000	
Alaska Highway.....	0	5,000,000	0	5,000,000	+5,000,000		+\$5,000,000
Inter-American Highway.....	56,000				-56,000		
<i>Federal-aid highways (trust fund—appropriation to liquidate contract authorization)</i> .....	(4,315,900,000)	<sup>2</sup> (4,583,000,000)	(4,573,840,000)	(4,577,840,000)	(+261,240,000)	(-5,160,000)	(+4,000,000)
<i>Highway safety construction programs (trust fund—appropriation to liquidate contract authorization)</i> .....		<sup>3</sup> (110,000,000)	(110,000,000)	(110,000,000)	(+110,000,000)		
<i>Right-of-way revolving fund (trust fund—appropriation to liquidate contract authorization)</i> .....		(40,000,000)	(20,000,000)	(20,000,000)	(+20,000,000)	(-20,000,000)	
<i>Forest highways (appropriation to liquidate contract authorization)</i> .....	(8,000,000)	(12,450,000)	(12,450,000)	(12,450,000)	(+4,450,000)		
<i>Public lands highways (appropriation to liquidate contract authorization)</i> .....	(3,000,000)	(8,270,000)	(8,270,000)	(8,270,000)	(+5,270,000)		
Baltimore-Washington Parkway.....		10,700,000	4,000,000	0		-10,700,000	-4,000,000
<b>Total, Federal Highway Administration</b> .....	<b>39,176,000</b>	<b>91,377,000</b>	<b>50,130,000</b>	<b>51,130,000</b>	<b>+11,954,000</b>	<b>-40,247,000</b>	<b>+1,000,000</b>
<b>NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION</b>							
Traffic and highway safety.....	75,892,000	84,500,000	71,350,000	80,040,000	+4,148,000	-4,460,000	+8,690,000
<i>By transfer</i> .....	(10,000,000)				(-10,000,000)		
<i>State and community highway safety (appropriation to liquidate contract authorization)</i> .....	(100,000,000)	(99,763,000)	(96,000,000)	(96,000,000)	(-4,000,000)	(-3,763,000)	
<b>Total, National Highway Traffic Safety Administration</b> .....	<b>75,892,000</b>	<b>84,500,000</b>	<b>71,350,000</b>	<b>80,040,000</b>	<b>+4,148,000</b>	<b>-4,460,000</b>	<b>+8,690,000</b>
<b>FEDERAL RAILROAD ADMINISTRATION</b>							
Office of the Administrator.....	2,900,000	4,340,000	3,800,000	3,800,000	+900,000	-540,000	
<i>By transfer</i> .....	(200,000)				(-200,000)		
Railroad safety.....	9,237,000	10,220,000	10,170,000	10,170,000	+933,000	-50,000	
<i>By transfer</i> .....	(111,000)				(-111,000)		

See footnotes at end of table, p. 41.

**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1974 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1975—Continued**

[NOTE.—All amounts are in the form of "appropriations" unless otherwise indicated.]

Agency and item  (1)	New budget (obligational) authority, fiscal year 1974  (2)	Budget estimates of new (obligational) authority, fiscal year 1975  (3)	New budget (obligational) authority recommended in the House bill  (4)	Amount recommended by Senate committee  (5)	Increase (+) or decrease (-), Senate bill compared with—		
					Appropriations of new budget (obligational) authority, fiscal year 1974  (6)	Budget estimate, 1975  (7)	House bill, 1975  (8)
<b>TITLE I—Continued</b>							
<b>DEPARTMENT OF TRANSPORTATION—Continued</b>							
<b>FEDERAL RAILROAD ADMINISTRATION—Con.</b>							
Grants-in-aid for railroad safety.....	\$1,500,000	\$1,000,000	\$1,000,000	\$1,000,000	-\$500,000		
Railroad research and development.....	30,450,000	64,240,000	50,000,000	50,000,000	+19,550,000	-\$14,240,000	
<i>By transfer</i> .....	(6,000,000)				(-6,000,000)		
Grants to National Railroad Passenger Corporation.....	149,100,000	143,000,000		143,000,000	-6,100,000		+\$143,000,000
Recession of unobligated balance.....	-9,100,000				+9,100,000		
Payment to the Alaska railroad revolving fund.....		6,500,000	4,000,000	6,500,000	+6,500,000		+2,500,000
<b>Total, Federal Railroad Administration.....</b>	<b>184,087,000</b>	<b>229,300,000</b>	<b>68,970,000</b>	<b>214,470,000</b>	<b>+30,383,000</b>	<b>-14,830,000</b>	<b>+145,500,000</b>
<b>URBAN MASS TRANSPORTATION ADMINISTRATION</b>							
<b>Urban Mass Transportation Fund:</b>							
Administrative expenses.....	5,000,000	9,300,000	7,000,000	6,000,000	+1,000,000	-3,300,000	-1,000,000
Research, development, and demonstrations and university research and training.....	35,050,000	79,000,000	51,130,000	48,130,000	+13,080,000	-30,870,000	-3,000,000
<i>Appropriation to liquidate contract authorization</i> .....	(380,000,000)	(490,000,000)	(400,000,000)	(400,000,000)	(+20,000,000)	(90,000,000)	
<b>Total, Urban Mass Transportation Administration.....</b>	<b>40,050,000</b>	<b>88,300,000</b>	<b>58,130,000</b>	<b>54,130,000</b>	<b>+14,080,000</b>	<b>-34,170,000</b>	<b>-4,000,000</b>
<b>ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION</b>							
<i>Limitation on administrative expenses</i> .....	(846,000)	(886,000)	(886,000)	(886,000)	(+40,000)		
<b>Total, title I, Department of Transportation.....</b>	<b>2,859,540,000</b>	<b>3,229,317,552</b>	<b>2,884,237,000</b>	<b>3,004,113,000</b>	<b>+234,572,994</b>	<b>-135,204,552</b>	<b>+209,876,000</b>
<b>TITLE II</b>							
<b>RELATED AGENCIES</b>							
<b>NATIONAL TRANSPORTATION SAFETY BOARD</b>							
Salaries and expenses.....	8,255,000	9,536,000	9,450,000	9,450,000	+1,195,000	-86,000	
<b>CIVIL AERONAUTICS BOARD</b>							
Salaries and expenses.....	15,537,000	17,283,000	17,150,000	17,150,000	+1,613,000	-133,000	
Payments to air carriers.....	73,265,000	69,828,000	69,828,000	67,728,000	-5,537,000	-2,100,000	-2,100,000
<b>Total, Civil Aeronautics Board.....</b>	<b>88,802,000</b>	<b>87,111,000</b>	<b>86,978,000</b>	<b>84,878,000</b>	<b>+3,924,000</b>	<b>-2,233,000</b>	<b>-2,100,000</b>
<b>INTERSTATE COMMERCE COMMISSION</b>							
Salaries and expenses.....	40,590,000	43,300,000	43,000,000	43,000,000	+2,410,000	-300,000	
<b>THE PANAMA CANAL</b>							
<b>Canal Zone Government:</b>							
Operating expenses.....	60,000,000	64,065,000	62,700,000	62,700,000	+2,700,000	-1,365,000	
Capital outlay.....	3,500,000	6,500,000	6,000,000	6,000,000	+2,500,000	-500,000	
<b>Panama Canal Company:</b>							
<i>Limitation on general and administrative expenses</i> .....	(22,331,000)	(25,780,000)	(23,837,000)	(23,837,000)	(-1,506,000)	(-1,943,000)	
<b>Total, the Panama Canal.....</b>	<b>63,500,000</b>	<b>70,565,000</b>	<b>68,700,000</b>	<b>68,700,000</b>	<b>+5,200,000</b>	<b>-1,865,000</b>	

See footnotes at end of table, p. 41.

**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1974 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1975—Continued**

[NOTE.—All amounts are in the form of "appropriations" unless otherwise indicated.]

Agency and item (1)	New budget (obligational) authority, fiscal year 1974 (2)	Budget estimates of new (obligational) authority, fiscal year 1975 (3)	New budget (obligational) authority recommended in the House bill (4)	Amount recommended by Senate committee (5)	Increase (+) or decrease (-), Senate bill compared with—		
					Appropriations of new budget (obligational) authority, fiscal year 1974 (6)	Budget estimate, 1975 (7)	House bill, 1975 (8)
<b>TITLE II—Continued</b>							
<b>RELATED AGENCIES—Continued</b>							
<b>UNITED STATES RAILWAY ASSOCIATION</b>							
Administrative expenses.....	\$12,000,000				-\$12,000,000		
By transfer.....	(6,000,000)				(-6,000,000)		
<b>WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY</b>							
Federal contribution.....	<sup>4</sup> 111,345,000	<sup>5</sup> 87,424,000	<sup>6</sup> 72,124,000	72,124,000	-\$39,221,000	-\$15,300,000	
Interest subsidy.....	12,728,000	17,750,000	17,750,000	17,750,000	+5,022,000		
Total, Washington Metropolitan Area Transit Authority.....	124,073,000	105,174,000	89,874,000	89,874,000	-34,199,000	-15,300,000	
Total, title II, related agencies.....	337,220,000	315,686,000	298,002,000	295,902,000	-41,318,000	-19,784,000	-2,100,000

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<b>TITLE III</b>							
<b>GENERAL PROVISIONS</b>							
<b>DEPARTMENT OF TRANSPORTATION</b>							
<b>Federal Aviation Administration:</b>							
Grants-in-aid for airport development (limitation on obligations).....	(300,000,000)	(310,000,000)	(310,000,000)	(310,000,000)	(+10,000,000)		
<b>Federal Highway Administration:</b>							
Highway beautification (limitation on obliga- tions).....	(50,000,000)	(50,027,000)	(40,000,000)	(50,000,000)		(-27,000)	(+10,000,000)
Territorial highways (limitation on obligations).....	(4,000,000)	(4,600,000)	(4,600,000)	(4,600,000)	(+600,000)		
Highway safety construction programs (limita- tions on obligations).....		<sup>7</sup> (250,000,000)				(-250,000,000)	
Forest highways (limitation on obligations).....	(18,000,000)				(-18,000,000)		
Public lands highways (limitation on obligations).....	(10,000,000)				(-10,000,000)		
<b>National Highway Traffic Safety Administration:</b>							
State and community highway safety (limita- tion on obligations).....	<sup>8</sup> (80,000,000)	<sup>8</sup> (148,000,000)	<sup>8</sup> (100,000,000)	(121,000,000)	(+41,000,000)	(-27,000,000)	(+21,000,000)
<b>Urban Mass Transportation Administration:</b>							
Urban mass transportation fund (limitation on commitments).....	(985,550,000)	(1,351,000,000)	(1,321,750,000)	(1,698,250,000)	(+712,700,000)	(+347,250,000)	(+376,500,000)
Total, titles I, II, and III, new budget (obligational) authority.....	3,196,760,006	3,545,003,552	3,182,239,000	3,390,015,000	+193,254,994	-154,988,552	+207,776,000

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<sup>1</sup> Excludes \$6,400,000 which was considered in connection with the Energy Research and Development Appropriations bill.  
<sup>2</sup> Excludes requested amount for "highway safety construction programs," listed separately.  
<sup>3</sup> Budget includes this amount under the appropriation for "Federal-aid highways."  
<sup>4</sup> Includes \$90,360,000 advance appropriation for fiscal year 1975.

<sup>5</sup> Includes \$68,024,000 advance appropriation for fiscal year 1976.  
<sup>6</sup> Includes \$52,724,000 advance appropriation for fiscal year 1976.  
<sup>7</sup> No limitation proposed.  
<sup>8</sup> Also includes obligations for Federal Highway Administration, highway related safety grants.



DEPARTMENT OF TRANSPORTATION AND RELATED  
AGENCIES APPROPRIATION BILL, 1975

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AUGUST 8, 1974.—Ordered to be printed

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Mr. McFALL, from the committee of conference,  
submitted the following

CONFERENCE REPORT

[To accompany H.R. 15405]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 15405) "making appropriations for the Department of Transportation and Related Agencies for the fiscal year ending June 30, 1975, and for other purposes," having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 2, 5, 10, 11, 12, and 34.

That the House recede from its disagreement to the amendments of the Senate numbered 1, 4, 19, 21, 22, 31, 33, and 35, and agree to the same.

Amendment numbered 3:

That the House recede from its disagreement to the amendment of the Senate numbered 3, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$618,144,448; and the Senate agree to the same.

Amendment numbered 6:

That the House recede from its disagreement to the amendment of the Senate numbered 6, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$1,375,500,000; and the Senate agree to the same.

Amendment numbered 7:

That the House recede from its disagreement to the amendment of the Senate numbered 7, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$12,250,000; and the Senate agree to the same.

Amendment numbered 9:

That the House recede from its disagreement to the amendment of the Senate numbered 9, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert *\$60,000,000*; and the Senate agree to the same.

Amendment numbered 13:

That the House recede from its disagreement to the amendment of the Senate numbered 13, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert *\$5,700,000*; and the Senate agree to the same.

Amendment numbered 14:

That the House recede from its disagreement to the amendment of the Senate numbered 14, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert *\$129,200,000*; and the Senate agree to the same.

Amendment numbered 15:

That the House recede from its disagreement to the amendment of the Senate numbered 15, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert *\$30,600,000*; and the Senate agree to the same.

Amendment numbered 17:

That the House recede from its disagreement to the amendment of the Senate numbered 17, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert *\$11,000,000*; and the Senate agree to the same.

Amendment numbered 20:

That the House recede from its disagreement to the amendment of the Senate numbered 20, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert *\$4,575,840,000*; and the Senate agree to the same.

Amendment numbered 23:

That the House recede from its disagreement to the amendment of the Senate numbered 23, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert *\$73,445,000*; and the Senate agree to the same.

Amendment numbered 24:

That the House recede from its disagreement to the amendment of the Senate numbered 24, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert *\$29,130,000*; and the Senate agree to the same.

Amendment numbered 25:

That the House recede from its disagreement to the amendment of

the Senate numbered 25, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$34,800,000; and the Senate agree to the same.

Amendment numbered 27:

That the House recede from its disagreement to the amendment of the Senate numbered 27, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$6,250,000; and the Senate agree to the same.

Amendment numbered 32:

That the House recede from its disagreement to the amendment of the Senate numbered 32, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$45,000,000; and the Senate agree to the same.

Amendment numbered 36:

That the House recede from its disagreement to the amendment of the Senate numbered 36, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$1,445,250,000; and the Senate agree to the same.

The committee of conference report in disagreement amendments numbered 8, 16, 18, 26, 28, 29, and 30.

JOHN J. MCFALL,  
SIDNEY R. YATES,  
TOM STEED,  
JULIA BUTLER HANSEN,  
EDWARD P. BOLAND,  
GEORGE MAHON,  
SILVIO O. CONTE (except  
amendments Nos. 29 and 30),  
WILLIAM E. MINSHALL,  
JACK EDWARDS (except  
as to amendments  
Nos. 29, 30, and 36),  
E. A. CEDERBERG,  
*Managers on the Part of the House.*

ROBERT C. BYRD,  
JOHN L. MCCLELLAN,  
WARREN G. MAGNUSON,  
JOHN O. PASTORE,  
ALAN BIBLE,  
MIKE MANSFIELD,  
THOMAS F. EAGLETON,  
CLIFFORD P. CASE,  
MILTON R. YOUNG,  
NORRIS COTTON,  
TED STEVENS,  
CHARLES MCC. MATHIAS, Jr.,  
RICHARD S. SCHWEIKER,  
*Managers on the Part of the Senate.*

## JOINT EXPLANATORY STATEMENT OF THE COMMITTEE OF CONFERENCE

The managers on the part of the House and the Senate at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 15405) making appropriations for the Department of Transportation and related agencies for the fiscal year ending June 30, 1975, and for other purposes, submit the following joint statement to the House and the Senate in explanation of the effect of the action agreed upon by the managers and recommended in the accompanying conference report:

### TITLE I—DEPARTMENT OF TRANSPORTATION

#### OFFICE OF THE SECRETARY

**Amendment No. 1:** Appropriates \$31,000,000 for salaries and expenses as proposed by the Senate instead of \$31,300,000 as proposed by the House.

Under the conference agreement, 42 new positions are provided.

The conferees direct the Department to seek specific separate legislation before the end of this fiscal year to clarify the functions, powers, and duties of the Transportation Systems Acquisition Review Council.

**Amendment No. 2:** Appropriates \$28,000,000 for transportation planning, research, and development as proposed by the House instead of \$32,500,000 as proposed by the Senate.

#### COAST GUARD

**Amendment No. 3:** Appropriates \$618,144,448 for operating expenses instead of \$617,579,448 as proposed by the House and \$620,444,448 as proposed by the Senate.

The conference agreement includes funds for the New York and New Orleans vessel traffic systems and full-scale air patrols for oil pollution detection as proposed by the Senate.

**Amendment No. 4:** Appropriates \$112,307,000 for acquisition, construction, and improvements as proposed by the Senate instead of \$111,307,000 as proposed by the House.

**Amendment No. 5:** Deletes the \$10,000,000 appropriation proposed by the Senate for pollution fund. The conferees expect the Coast Guard to spend what is needed for pollution clean-up and to seek additional funding when it becomes necessary.

#### FEDERAL AVIATION ADMINISTRATION

**Amendment No. 6:** Appropriates \$1,375,500,000 for operations instead of \$1,363,000,000 as proposed by the House and \$1,379,500,000 as proposed by the Senate.

The conference agreement provides for a total staffing level of 729 positions for the administration of airports program as proposed by the Senate.

**Amendment No. 7:** Appropriates \$12,250,000 for facilities, engineering, and development instead of \$12,000,000 as proposed by the House and \$12,500,000 as proposed by the Senate.

**Amendment No. 8:** Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur

in the amendment of the Senate with an amendment to appropriate \$235,521,000 for facilities and equipment instead of \$241,100,000 as proposed by the House and \$242,221,000 as proposed by the Senate. The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conferees feel that there are sufficient unobligated funds under this appropriation to procure the equipment required to properly train air traffic controllers, if the Federal Aviation Administration determines that this is a high priority requirement.

The conferees reiterate the position expressed in previous years that the installation of an instrument landing system at Morristown, New Jersey, Airport is not intended and shall not be used as an argument for the expansion of that airport against the wishes of the communities concerned.

Amendment No. 9: Appropriates \$60,000,000 for research, engineering, and development instead of \$55,000,000 as proposed by the House and \$70,000,000 as proposed by the Senate. The conference agreement includes the full amounts requested for the microwave landing system, advanced radar beacon system, and wake vortex research.

Amendment No. 10: Deletes language proposed by the Senate for grants-in-aid for airport planning.

Amendment No. 11: Appropriates \$280,000,000 for grants-in-aid for airports as proposed by the House instead of \$284,500,000 as proposed by the Senate.

Amendment No. 12: Deletes language proposed by the Senate earmarking \$4,500,000 of the appropriation for grants-in-aid for airports for airport planning grants.

Amendment No. 13: Appropriates \$5,700,000 for construction, National Capital Airports instead of \$4,200,000 as proposed by the House and \$7,200,000 as proposed by the Senate. The conferees have approved the project to enlarge the jet ramp at Dulles International Airport and expect the Federal Aviation Administration to utilize existing unobligated funds, if necessary, to complete the project.

#### FEDERAL HIGHWAY ADMINISTRATION

Amendment No. 14: Limits general operating expenses to \$129,200,000 instead of \$127,200,000 as proposed by the House and \$131,200,000 as proposed by the Senate.

Amendment No. 15: Provides that \$30,600,000 of the limitation on general operating expenses is to remain available until expended instead of \$28,600,000 as proposed by the House and \$32,600,000 as proposed by the Senate.

Amendment No. 16: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment to appropriate \$3,000,000 for rail crossings—demonstration projects instead of \$6,000,000 as proposed by the Senate. The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

In view of the seriousness of the rail-highway crossing problem, the conferees urge the Department of Transportation to seek a modification of the original legislative authorization to expedite the implementation of this program.

Amendment No. 17: Provides \$11,000,000 for railroad-highway crossings demonstration projects instead of \$8,000,000 as proposed by the House and \$15,500,000 as proposed by the Senate.

Amendment No. 18: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate to insert the words "by transfer".

Amendment No. 19: Appropriates \$5,000,000 for Alaska Highway as proposed by the Senate.

Amendment No. 20: Appropriates \$4,575,840,000 for Federal-aid highways (liquidation of contract authorization) instead of \$4,573,840,000 as proposed by the House and \$4,577,840,000 as proposed by the Senate.

Amendments No. 21 and 22: Appropriate \$1,600,000 for the Baltimore-Washington Parkway as proposed by the Senate instead of \$4,000,000 as proposed by the House.

#### NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Amendment No. 23: Appropriates \$73,445,000 for traffic and highway safety instead of \$71,350,000 as proposed by the House and \$80,040,000 as proposed by the Senate.

The conference agreement contains no funds for the crash recorder program. The Committee intends to request an evaluation of this program by the Office of Technology Assessment.

Amendment No. 24: Provides that \$29,130,000 of the appropriation for traffic and highway safety shall be derived from the Highway Trust Fund instead of \$27,380,000 as proposed by the House and \$32,870,000 as proposed by the Senate.

Amendment No. 25: Provides that \$34,800,000 of the appropriation for traffic and highway safety shall remain available until expended instead of \$33,705,000 as proposed by the House and \$36,605,000 as proposed by the Senate.

#### FEDERAL RAILROAD ADMINISTRATION

Amendment No. 26: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment to appropriate \$135,000,000 for grants to the National Railroad Passenger Corporation instead of \$143,000,000 as proposed by the Senate. The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 27: Appropriates \$6,250,000 for payment to the Alaska Railroad Revolving Fund instead of \$4,000,000 as proposed by the House and \$6,500,000 as proposed by the Senate.

#### URBAN MASS TRANSPORTATION ADMINISTRATION

Amendment No. 28: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment to appropriate \$6,000,000 for administrative expenses and to exempt the appropriations for Coast Guard, operating expenses; Coast Guard, retired pay; Federal Aviation Administration, operations; National Transportation Safety Board, salaries and expenses; Civil Aeronautics Board, salaries and expenses; Civil Aeronautics Board, payments to air car-

riers; and Interstate Commerce Commission, salaries and expenses; and all limitations in the bill from 3½ percent across the board reduction proposed by the Senate. The amendment will also provide for an additional reduction of \$6,000,000 in the appropriation for Darien Gap Highway. The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 29: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment to appropriate \$45,130,000 for research, development, and demonstrations and university research and training instead of \$51,130,000 as proposed by the House and \$58,750,000 as proposed by the Senate. The conference agreement includes \$500,000 for the Haddonfield project. The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 30: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment to earmark \$41,880,000 of the appropriation for research, development, and demonstrations and university research and training for research, development, and demonstrations instead of \$47,880,000 as proposed by the House and \$55,500,000 as proposed by the Senate. The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

## TITLE II

### RELATED AGENCIES

#### Civil Aeronautics Board

Amendment No. 31: Appropriates \$67,728,000 for payments to air carriers as proposed by the Senate instead of \$69,828,000 as proposed by the House.

## TITLE III

### GENERAL PROVISIONS

Amendment No. 32: Limits obligations for highway beautification to \$45,000,000 instead of \$40,000,000 as proposed by the House and \$50,000,000 as proposed by the Senate.

Amendment No. 33: Deletes language proposed by the House which would have prohibited the use of funds for incentive grants for mandatory seat belt legislation.

Amendment No. 34: Limits obligations for state and community highway safety and highway-related safety grants to \$100,000,000 as proposed by the House instead of \$121,000,000 as proposed by the Senate.

Amendment No. 35: Substitutes the language "the Urban Mass Transportation Act of 1964, as amended," as proposed by the Senate for the language "Urban Mass Transportation Fund" as proposed by the House.

Amendment No. 36: Limits commitments for the Urban Mass Transportation Act of 1964, as amended, to \$1,445,250,000 instead of \$1,321,750,000 as proposed by the House and \$1,708,870,000 as pro-

posed by the Senate. The breakdown of the conference agreement is as follows:

Capital facilities grants-----	\$1,350,000,000
Technical studies-----	36,620,000
Research-----	49,630,000
Administrative expenses-----	9,000,000

CONFERENCE TOTALS—WITH COMPARISONS

The total new budget (obligational) authority for the fiscal year 1975 recommended by the committee of conference, with comparisons to the fiscal year 1974 amount, the 1975 budget estimate, and the House and Senate bills follows:

New budget (obligational) authority, fiscal year 1974-----	<sup>1</sup> \$3,196,760,006
Budget estimates of new (obligational) authority, fiscal year 1975-----	<sup>2</sup> 3,545,008,552
House bill, fiscal year 1975-----	<sup>3</sup> 3,182,239,000
Senate bill, fiscal year 1975-----	<sup>4</sup> 3,288,946,775
Conference agreement-----	<sup>4</sup> 3,288,504,000
Conference agreement compared with:	
New budget (obligational) authority, fiscal year 1974-----	+91,743,994
Budget estimates of new (obligational) authority, fiscal year 1975-----	-256,499,552
House bill, fiscal year 1975-----	+106,265,000
Senate bill, fiscal year 1975-----	-442,775

<sup>1</sup> Includes \$90,360,000 advance fiscal year 1975 appropriation for Washington Metropolitan Area Transit Authority.

<sup>2</sup> Includes \$68,024,000 advance fiscal year 1976 appropriation for Washington Metropolitan Area Transit Authority.

<sup>3</sup> Includes \$52,724,000 advance fiscal year 1976 appropriation for Washington Metropolitan Area Transit Authority.

<sup>4</sup> Includes \$50,879,000 advance fiscal year 1976 appropriation for Washington Metropolitan Area Transit Authority.

JOHN J. MCFALL,  
SIDNEY R. YATES,  
TOM STEED,  
JULIA BUTLER HANSEN,  
EDWARD P. BOLAND,  
GEORGE MAHON,  
SILVIO O. CONTE (except amend-  
ments Nos. 29 and 30),  
WILLIAM E. MINSHALL,  
JACK EDWARDS (except amend-  
ments Nos. 29, 30, 36),  
E. A. CEDERBERG,  
*Managers on the Part of the House.*

ROBERT C. BYRD,  
JOHN L. MCCLELLAN,  
WARREN G. MAGNUSON,  
JOHN O. PASTORE,  
ALAN BIBLE,  
MIKE MANSFIELD,  
THOMAS F. EAGLETON,  
CLIFFORD P. CASE,  
MILTON R. YOUNG,  
NORRIS COTTON,  
TED STEVENS,  
CHARLES McC. MATHIAS, Jr.,  
RICHARD S. SCHWEIKER,  
*Managers on the Part of the Senate.*



Calendar No. 1006

93<sup>d</sup> CONGRESS  
2<sup>d</sup> SESSION

# H. R. 15405

[Report No. 93-1048]

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IN THE SENATE OF THE UNITED STATES

JUNE 20, 1974

Read twice and referred to the Committee on Appropriations

JULY 31, 1974

Reported by Mr. BYRD, with amendments

[Omit the part struck through and insert the part printed in italic]

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## AN ACT

Making appropriations for the Department of Transportation and related agencies for the fiscal year ending June 30, 1975, and for other purposes.

1        *Be it enacted by the Senate and House of Representa-*  
2        *tives of the United States of America in Congress assembled,*  
3        That the following sums are appropriated, out of any money  
4        in the Treasury not otherwise appropriated, for the Depart-  
5        ment of Transportation and related agencies for the fiscal  
6        year ending June 30, 1975, and for other purposes, namely:

II

★(Star Print)

## TITLE I

## DEPARTMENT OF TRANSPORTATION

## OFFICE OF THE SECRETARY

## SALARIES AND EXPENSES

1  
2  
3  
4  
5 For necessary expenses of the Office of the Secretary  
6 of Transportation, including not to exceed \$27,000 for alloca-  
7 tion within the Department for official reception and repre-  
8 sentation expenses as the Secretary may determine, ~~\$31,-~~  
9 ~~300,000~~ \$31,000,000: *Provided*, That not to exceed \$882,-  
10 900 of the funds provided under this Act shall be available  
11 to enable the Office of the Secretary to lease and maintain  
12 automobile parking facilities in the Nassif Building for em-  
13 ployees of the Department.

## TRANSPORTATION PLANNING, RESEARCH, AND

## DEVELOPMENT

14  
15  
16 For necessary expenses for conducting transportation  
17 planning, research, and development activities, including the  
18 collection of national transportation statistics, to remain avail-  
19 able until expended, ~~\$28,000,000~~ \$32,500,000.

## GRANTS-IN-AID FOR NATURAL GAS PIPELINE SAFETY

20  
21 For grants-in-aid to carry out a pipeline safety pro-  
22 gram, as authorized by section 5 of the Natural Gas Pipe-  
23 line Safety Act of 1968 (49 U.S.C. 1674), \$1,200,000, to  
24 remain available until expended.

## 1 COAST GUARD

## 2 OPERATING EXPENSES

3 For necessary expenses for the operation and mainte-  
4 nance of the Coast Guard, not otherwise provided for; pur-  
5 chase of not to exceed sixteen passenger motor vehicles,  
6 for replacement only; and recreation and welfare; ~~\$617,579,~~  
7 ~~448~~ \$620,444,448, of which \$179,448 shall be applied to  
8 Capehart Housing debt reduction: *Provided*, That the num-  
9 ber of aircraft on hand at any one time shall not exceed  
10 one hundred and seventy-nine exclusive of planes and parts  
11 stored to meet future attrition: *Provided further*, That,  
12 without regard to any provisions of law or Executive order  
13 prescribing minimum flight requirements, Coast Guard reg-  
14 ulations which establish proficiency standards and maximum  
15 and minimum flying hours for this purpose may provide for  
16 the payment of flight pay at the rates prescribed in section  
17 301 of title 37, United States Code, to certain members of  
18 the Coast Guard otherwise entitled to receive flight pay  
19 during the current fiscal year (1) who have held aero-  
20 nautical ratings or designations for not less than fifteen years,  
21 or (2) whose particular assignment outside the United  
22 States or in Alaska, makes it impractical to participate in  
23 regular aerial flights, or who have been assigned to a course  
24 of instruction of 90 days or more: *Provided further*, That  
25 amounts equal to the obligated balances against the appro-

1 priations for "Operating expenses" for the two preceding  
 2 years, shall be transferred to and merged with this appro-  
 3 priation, and such merged appropriation shall be available  
 4 as one fund, except for accounting purposes of the Coast  
 5 Guard, for the payment of obligations properly incurred  
 6 against such prior year appropriations and against this  
 7 appropriation.

#### 8 ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

9 For necessary expenses of acquisition, construction, re-  
 10 building, and improvement of aids to navigation, shore facil-  
 11 ities, vessels, and aircraft, including equipment related  
 12 thereto; ~~\$111,307,000~~ \$112,307,000, to remain available  
 13 until June 30, 1977.

#### 14 ALTERATION OF BRIDGES

15 For necessary expenses for alteration of obstructive  
 16 bridges; \$6,800,000, to remain available until expended.

#### 17 RETIRED PAY

18 For retired pay, including the payment of obligations  
 19 therefor otherwise chargeable to lapsed appropriations for  
 20 this purpose, and payments under the Retired Serviceman's  
 21 Family Protection and Survivor Benefit Plans; \$95,850,000.

#### 22 RESERVE TRAINING

23 For all necessary expenses for the Coast Guard Reserve,  
 24 as authorized by law; maintenance and operation of facilities;  
 25 and supplies, equipment, and services \$29,000,000: *Pro-*

1 *vided*, That amounts equal to the obligated balances against  
2 the appropriations for "Reserve training" for the two pre-  
3 ceding years shall be transferred to and merged with this  
4 appropriation, and such merged appropriation shall be avail-  
5 able as one fund, except for accounting purposes of the Coast  
6 Guard, for the payment of obligations properly incurred  
7 against such prior year appropriations and against this ap-  
8 propriation.

9 RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

10 For necessary expenses, not otherwise provided for, for  
11 basic and applied scientific research, development, test, and  
12 evaluation; maintenance, rehabilitation, lease, and operation  
13 of facilities and equipment, as authorized by law; \$17,500,-  
14 000 to remain available until expended.

15 STATE BOATING SAFETY ASSISTANCE

16 For financial assistance for State boating safety pro-  
17 grams in accordance with the provisions of the Federal Boat  
18 Safety Act of 1971 (46 U.S.C. 1474-1480), \$6,000,000, to  
19 remain available until expended.

20 POLLUTION FUND

21 *For carrying out the provisions of subsections (c), (d),*  
22 *(i) and (l) of section 311 of the Federal Water Pollution*  
23 *Control Act Amendments of 1972 (Public Law 92-500),*  
24 *\$10,000,000 to remain available until expended.*

## 1 FEDERAL AVIATION ADMINISTRATION

## 2 OPERATIONS

3 For necessary expenses of the Federal Aviation Admin-  
4 istration, not otherwise provided for, including administrative  
5 expenses for research and development and for establishment  
6 of air navigation facilities, and carrying out the provisions of  
7 the Airport and Airway Development Act; purchase of four  
8 passenger motor vehicles for replacement only; and pur-  
9 chase and repair of skis and snowshoes; ~~\$1,363,000,000~~  
10 \$1,379,500,000: *Provided*, That there may be credited to  
11 this appropriation, funds received from States, counties,  
12 municipalities, other public authorities, and private sources,  
13 for expenses incurred in the maintenance and operation of  
14 air navigation facilities.

## 15 FACILITIES, ENGINEERING AND DEVELOPMENT

16 For necessary expenses of the Federal Aviation Ad-  
17 ministration, not otherwise provided for, and for acquisition  
18 and modernization of facilities and equipment and service  
19 testing in accordance with the provisions of the Federal  
20 Aviation Act (49 U.S.C. 1301-1542), including construc-  
21 tion of experimental facilities and acquisition of necessary  
22 sites by lease or grant, ~~\$12,000,000~~ \$12,500,000, to remain  
23 available until expended: *Provided*, That there may be  
24 credited to this appropriation, funds received from States,

1 counties, municipalities, other public authorities, and private  
2 sources, for expenses incurred for engineering and develop-  
3 ment.

4 FACILITIES AND EQUIPMENT (AIRPORT AND AIRWAY  
5 TRUST FUND)

6 For necessary expenses, not otherwise provided for; for  
7 acquisition, establishment, and improvement by contract or  
8 purchase, and hire of air navigation and experimental facili-  
9 ties, including initial acquisition of necessary sites by lease or  
10 grant; engineering and service testing including construction  
11 of test facilities and acquisition of necessary sites by lease or  
12 grant; construction and furnishing of quarters and related  
13 accommodations for officers and employees of the Federal  
14 Aviation Administration stationed at remote localities where  
15 such accommodations are not available, and purchase of six  
16 aircraft; ~~\$241,100,000~~ \$242,221,000, to be derived from the  
17 Airport and Airway Trust Fund, to remain available until  
18 June 30, 1977: *Provided*, That there may be credited to this  
19 appropriation funds received from States, counties, munic-  
20 ipalities, other public authorities, and private sources, for  
21 expenses incurred in the establishment and modernization of  
22 air navigation facilities: *Provided further*, That no part of  
23 the foregoing appropriation shall be available for the con-  
24 struction of a new wind tunnel, or to purchase any land for

1 or in connection with the National Aviation Facilities Ex-  
 2 perimental Center, or to remote or decommission any existing  
 3 flight service station.

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

6 For necessary expenses, not otherwise provided, for re-  
 7 search, engineering and development in accordance with the  
 8 provisions of the Federal Aviation Act (49 U.S.C. 1301-  
 9 1542), including construction of experimental facilities and  
 10 acquisition of necessary sites by lease or grant; ~~\$55,000,000~~  
 11 ~~\$70,000,000~~, to be derived from the Airport and Airway  
 12 Trust Fund, to remain available until expended; *Provided*,  
 13 That there may be credited to this appropriation funds re-  
 14 ceived from States, counties, municipalities, other public  
 15 authorities, and private sources, for expenses incurred for  
 16 research, engineering and development.

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

19 For *grants-in-aid for airport planning pursuant to*  
 20 *section 13 of Public Law 91-258 and for liquidation of*  
 21 *obligations incurred for airport development under authority*  
 22 *contained in section 14 of Public Law 91-258, as amended,*  
 23 *to be derived from the Airport and Airway Trust Fund*  
 24 *and to remain available until expended, ~~\$280,000,000~~ \$284,-*



1 500,000, of which \$4,500,000 shall be for airport planning  
2 grants.

3 OPERATION AND MAINTENANCE, NATIONAL CAPITAL  
4 AIRPORTS

5 For expenses incident to the care, operation, mainte-  
6 nance, improvement, and protection of the federally owned  
7 civil airports in the vicinity of the District of Columbia,  
8 including purchase of ten passenger motor vehicles for police  
9 type use, for replacement only; purchase, cleaning, and  
10 repair of uniforms; and arms and ammunition: \$16,000,000.

11 CONSTRUCTION, NATIONAL CAPITAL AIRPORTS

12 For necessary expenses for construction at the federally  
13 owned civil airports in the vicinity of the District of Colum-  
14 bia, ~~\$4,200,000~~ \$7,200,000, to remain available until  
15 June 30, 1977.

16 AVIATION WAR RISK INSURANCE REVOLVING FUND

17 The Secretary of Transportation is hereby authorized to  
18 make such expenditures, within the limits of funds available  
19 pursuant to section 1306 of the Act of August 23, 1958 (49  
20 U.S.C. 1536), and in accordance with section 104 of the  
21 Government Corporation Control Act, as amended (31  
22 U.S.C. 849), as may be necessary in carrying out the pro-  
23 grams set forth in the budget for the current fiscal year for  
24 aviation war risk insurance activities under said Act.

1           **FEDERAL HIGHWAY ADMINISTRATION**  
2           **LIMITATION ON GENERAL OPERATING EXPENSES**

3           Necessary expenses for administration, operation, and  
4 research by the Federal Highway Administration not to  
5 exceed ~~\$127,200,000~~ *\$131,200,000* shall be paid, in ac-  
6 cordance with law, from appropriations made available by  
7 this Act to the Federal Highway Administration together  
8 with advances and reimbursements received by the Federal  
9 Highway Administration: *Provided*, That not to exceed  
10 ~~\$28,600,000~~ *\$32,600,000* of the amount provided herein  
11 shall remain available until expended.

12                                   **MOTOR CARRIER SAFETY**

13           For necessary expenses to carry out motor carrier safety  
14 functions of the Secretary, as authorized by the Department  
15 of Transportation Act (80 Stat. 939-40), \$6,130,000: *Pro-*  
16 *vided*, That not to exceed \$500,000 of the amount appropri-  
17 ated herein shall remain available until expended and not to  
18 exceed \$805,000, shall be available for "Limitation on gen-  
19 eral operating expenses."

20                                   **HIGHWAY SAFETY RESEARCH AND DEVELOPMENT**

21           For necessary expenses in carrying out provisions of  
22 title 23, United States Code, including section 206 (b) of  
23 the "Highway Safety Act of 1973," to be derived from the  
24 Highway Trust Fund, \$9,000,000, to remain available  
25 until expended.

1 HIGHWAY BEAUTIFICATION (LIQUIDATION OF  
2 CONTRACT AUTHORIZATION)

3 For payment of obligations incurred in carrying out the  
4 provisions of title 23, United States Code, sections 131, 136,  
5 and 319 (b), \$25,000,000 to remain available until ex-  
6 pended, together with \$1,000,000 for necessary administra-  
7 tive expenses for carrying out such provisions of title 23,  
8 United States Code, as authorized by section 104 (a) of  
9 the Federal-Aid Highway Act of 1973.

10 HIGHWAY-RELATED SAFETY GRANTS (LIQUIDATION OF  
11 CONTRACT AUTHORIZATION)

12 For payment of obligations incurred in carrying out the  
13 provisions of title 23, United States Code, section 402, ad-  
14 ministered by the Federal Highway Administration, to re-  
15 main available until expended, \$12,000,000 of which  
16 \$7,500,000 shall be derived from the Highway Trust Fund:  
17 *Provided*, That not to exceed \$498,000 of the amount appro-  
18 priated herein shall be available for "Limitation on General  
19 operating expenses."

20 *→ Rail Crossings Demonstration Projects \$6,000,000*  
RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION

*Pastore floor amend.*

21 PROJECTS

22 For necessary expenses of railroad-highway crossings  
23 demonstration projects, as authorized by section 163 of the  
24 Federal-Aid Highway Act of 1973, to remain until ex-  
25 pended ~~\$8,000,000~~ \$15,500,000, to be derived by transfer

1 from amounts available for obligation under sections 203  
2 and 230 of the Highway Safety Act of 1973.

3           RURAL HIGHWAY PUBLIC TRANSPORTATION

4                           DEMONSTRATION PROGRAM

5           For necessary expenses in carrying out the provisions  
6 of the "Federal-Aid Highway Act of 1973," section 147, to  
7 remain available until expended, \$10,000,000, of which \$7,-  
8 000,000 shall be derived from the Highway Trust Fund.

9           TERRITORIAL HIGHWAYS (LIQUIDATION OF CONTRACT  
10                           AUTHORIZATION)

11           For payment of obligations incurred in carrying out the  
12 provisions of title 23, United States Code, sections 215, 402,  
13 and 405, \$4,000,000 to remain available until expended.

14                           DARIEN GAP HIGHWAY

15           For necessary expenses for construction of the Darien  
16 Gap Highway in accordance with the provisions of section  
17 216 of title 23 of the United States Code, \$20,000,000, to  
18 remain available until expended.

19                           ALASKA HIGHWAY

20           For necessary expenses to carry out the provisions of  
21 section 218 of title 23 of the United States Code, \$5,000,000  
22 to remain available until expended.

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

3 For carrying out the provisions of title 23, United States  
4 Code, which are attributable to Federal-aid highways, not  
5 otherwise provided, including reimbursement for sums ex-  
6 pended pursuant to the provisions of section 308, title 23,  
7 United States Code, ~~\$4,573,840,000~~ \$4,577,840,000 or so  
8 much thereof as may be available in and derived from the  
9 "Highway trust fund", to remain available until expended.

10 HIGHWAY SAFETY CONSTRUCTION PROGRAMS (LIQUIDA-  
11 TION OF CONTRACT AUTHORIZATION) (TRUST FUND)

12 For payment of obligations incurred in carrying out the  
13 provisions of title 23, United States Code, sections 130,  
14 144, 151, 152, 153, and 405, \$110,000,000, to be derived  
15 from the Highway Trust Fund, to remain available until  
16 expended.

17 RIGHT-OF-WAY REVOLVING FUND (LIQUIDATION OF  
18 CONTRACT AUTHORIZATION) (TRUST FUND)

19 For payment of obligations incurred in carrying out  
20 the provisions of title 23, United States Code, section  
21 108 (c), as authorized by section 7 (c) of the Federal-Aid  
22 Highway Act of 1968, to remain available until expended,

1 \$20,000,000, to be derived from the "Highway Trust Fund"  
2 at such times and in such amounts as may be necessary to  
3 meet current withdrawals.

4 FOREST HIGHWAYS (LIQUIDATION OF CONTRACT  
5 AUTHORIZATION)

6 For payment of obligations incurred in carrying out the  
7 provisions of title 23, United States Code, section 204, pur-  
8 suant to contract authorization granted by title 23, United  
9 States Code, section 203, to remain available until expended,  
10 \$12,450,000.

11 PUBLIC LANDS HIGHWAYS (LIQUIDATION OF CONTRACT  
12 AUTHORIZATION)

13 For payment of obligations incurred in carrying out  
14 the provisions of title 23, United States Code, section 209,  
15 pursuant to the contract authorization granted by title 23,  
16 United States Code, section 203, \$8,270,000, to remain avail-  
17 able until expended.

18 BALTIMORE-WASHINGTON PARKWAY

19 For necessary expenses, not otherwise provided, to carry  
20 out the provisions of the Federal Aid Highway Act of 1970,  
21 for the Baltimore-Washington Parkway, to remain available  
22 until expended, \$1,600,000 \$4,000,000 to be derived from the "High-  
23 way Trust Fund" and to be withdrawn therefrom at such  
24 times and in such amounts as may be necessary.

*restored,  
to amended  
amount, by  
Mathias  
floor amend.*

## 1 NATIONAL HIGHWAY TRAFFIC SAFETY

## 2 ADMINISTRATION

## 3 TRAFFIC AND HIGHWAY SAFETY

4 For expenses necessary to discharge the functions of  
5 the Secretary with respect to traffic and highway safety and  
6 functions under the Motor Vehicle Information and Cost  
7 Savings Act (Public Law 92-513), ~~\$71,350,000~~ \$80,-  
8 040,000, of which ~~\$27,380,000~~ \$32,870,000 shall be de-  
9 rived from the Highway Trust Fund: *Provided*, That not to  
10 exceed ~~\$33,705,000~~ \$36,605,000 shall remain available  
11 until expended for the contractual and State grant require-  
12 ments of the Motor Vehicle Information and Cost Savings  
13 Act, and the contractual requirements of Research and  
14 Analysis activities.

## 15 STATE AND COMMUNITY HIGHWAY SAFETY

## 16 (LIQUIDATION OF CONTRACT AUTHORIZATION)

17 For payment of obligations incurred in carrying out the  
18 provisions of title 23, United States Code, section 402, to  
19 remain available until expended, \$96,000,000, of which  
20 \$85,140,000 shall be derived from the Highway Trust Fund.

## 21 FEDERAL RAILROAD ADMINISTRATION

## 22 OFFICE OF THE ADMINISTRATOR

23 For necessary expenses of the Federal Railroad Ad-  
24 ministration, not otherwise provided for, \$3,800,000.

## 1 RAILROAD SAFETY

2 For necessary expenses in connection with railroad  
3 safety, not otherwise provided for, \$10,170,000.

## 4 GRANTS-IN-AID FOR RAILROAD SAFETY

5 For grants-in-aid to carry out a railroad safety program,  
6 \$1,000,000, to remain available until expended: *Provided,*  
7 That the unobligated balance of this appropriation for fiscal  
8 year 1974 is hereby continued available until expended.

## 9 RAILROAD RESEARCH AND DEVELOPMENT

10 For necessary expenses for research, development, and  
11 demonstrations in high-speed ground transportation and in  
12 rail matters generally, \$50,000,000, to remain available until  
13 expended.

## 14 GRANTS TO THE NATIONAL RAILROAD PASSENGER

## 15 CORPORATION

16 To enable the Secretary of Transportation to make  
17 grants to the National Railroad Passenger Corporation,  
18 \$143,000,000, to remain available until expended, of which  
19 \$127,800,000 shall be available only upon the enactment  
20 into law of authorizing legislation by the Congress.

## 21 THE ALASKA RAILROAD

## 22 ALASKA RAILROAD REVOLVING FUND

23 The Alaska Railroad Revolving Fund shall continue  
24 available until expended for the work authorized by law,  
25 including operation and maintenance of oceangoing or coast-  
26 wise vessels by ownership, charter, or arrangement with



1 other branches of the Government service, for the purpose of  
 2 providing additional facilities for transportation of freight,  
 3 passengers, or mail, when deemed necessary for the benefit  
 4 and development of industries or travel in the area served;  
 5 and payment of compensation and expenses as authorized  
 6 by 5 U.S.C. 8146, to be reimbursed as therein provided:  
 7 *Provided*, That no employee shall be paid an annual salary  
 8 out of said fund in excess of the salaries prescribed by the  
 9 Classification Act of 1949, as amended, for grade GS-15,  
 10 except the general manager of said railroad, one assistant  
 11 general manager at not to exceed the salaries prescribed by  
 12 said Act for GS-17, and five officers at not to exceed the  
 13 salaries prescribed by said Act for grade GS-16.

14 PAYMENT TO THE ALASKA RAILROAD REVOLVING FUND

15 For payment to the Alaska Railroad Revolving Fund  
 16 for capital replacements, improvements, and maintenance,  
 17 ~~\$4,000,000~~ \$6,500,000, to remain available until expended.

18 URBAN MASS TRANSPORTATION

19 ADMINISTRATION

20 URBAN MASS TRANSPORTATION FUND

21 ADMINISTRATIVE EXPENSES

22 For necessary administrative expenses of the urban  
 23 mass transportation program authorized by the Urban Mass  
 24 Transportation Act of 1964 (49 U.S.C. 1601 et seq., as  
 25 amended by Public Law 91-453) and the Federal-Aid  
 26 Highway Act of 1973 (Public Law 93-87) in connection

1 with the activities, including uniforms and allowances there-  
2 for, as authorized by law (5 U.S.C. 5901-5902) ; hire of  
3 passenger motor vehicle; and services as authorized by 5  
4 U.S.C. 3109; ~~\$7,000,000~~ \$6,000,000, to remain available  
5 until expended.

6 RESEARCH, DEVELOPMENT, AND DEMONSTRATIONS AND  
7 UNIVERSITY RESEARCH AND TRAINING

8 For an additional amount for the urban mass transporta-  
9 tion program, as authorized by the Urban Mass Transporta-  
10 tion Act of 1964, as amended (49 U.S.C. 1601 et seq.),

Haskell ✓  
f.w. amend.

11 to remain available until expended; ~~\$51,130,000~~ <sup>\$ 58,750,000</sup> ~~\$48,130,-~~  
<sup>\$ 55,500,000</sup>

12 ~~000~~: Provided, That ~~\$47,880,000~~ ~~\$44,880,000~~ shall be  
13 available for research, development, and demonstrations,  
14 \$2,250,000 shall be available for university research and  
15 training, and not to exceed \$1,000,000 shall be available  
16 for managerial training as authorized under the authority  
17 of the said act.

18 LIQUIDATION OF CONTRACT AUTHORIZATION

19 For payment to the urban mass transportation fund,  
20 for liquidation of contractual obligations incurred under au-  
21 thority of the Urban Mass Transportation Act of 1964 (49  
22 U.S.C. 1601 et seq., as amended by Public Law 91-453).  
23 \$400,000,000, to remain available until expended.

1     **SAINT LAWRENCE SEAWAY DEVELOPMENT**  
2                                     **CORPORATION**

3         The Saint Lawrence Seaway Development Corporation  
4 is hereby authorized to make such expenditures, within the  
5 limits of funds and borrowing authority available to such  
6 Corporation, and in accord with law, and to make such  
7 contracts and commitments without regard to fiscal year  
8 limitations as provided by section 104 of the Government  
9 Corporation Control Act, as amended, as may be necessary  
10 in carrying out the programs set forth in the budget for the  
11 current fiscal year for such Corporation except as hereinafter  
12 provided.

13     **LIMITATION ON ADMINISTRATIVE EXPENSES, SAINT**  
14     **LAWRENCE SEAWAY DEVELOPMENT CORPORATION**

15         Not to exceed \$886,000 shall be available for adminis-  
16 trative expenses which shall be computed on an accrual  
17 basis, including not to exceed \$3,000 for official entertain-  
18 ment expenses to be expended upon the approval or author-  
19 ity of the Secretary of Transportation: *Provided*, That Cor-  
20 poration funds shall be available for the hire of passenger  
21 motor vehicles and aircraft, operation and maintenance of  
22 aircraft, uniforms or allowances therefor for operation and  
23 maintenance personnel, as authorized by law (5 U.S.C.

1 5901-5902), and \$15,000 for services as authorized by 5  
2 U.S.C. 3109.

## 3 TITLE II

### 4 RELATED AGENCIES

#### 5 NATIONAL TRANSPORTATION SAFETY BOARD

##### 6 SALARIES AND EXPENSES

7 For necessary expenses of the National Transportation  
8 Safety Board, \$9,450,000.

#### 9 CIVIL AERONAUTICS BOARD

##### 10 SALARIES AND EXPENSES

11 For necessary expenses of the Civil Aeronautics Board,  
12 including hire of aircraft; hire of passenger motor vehicles;  
13 services as authorized by 5 U.S.C. 3109; uniforms, or allow-  
14 ances therefor, as authorized by law (5 U.S.C. 5901-5902);  
15 and not to exceed \$1,000 for official reception and repre-  
16 sentation expenses, \$17,150,000.

##### 17 PAYMENTS TO AIR CARRIERS

18 For payments to air carriers of so much of the compen-  
19 sation fixed and determined by the Civil Aeronautics Board  
20 under section 406 of the Federal Aviation Act of 1958 (49  
21 U.S.C. 1376), as is payable by the Board, ~~\$69,828,000~~  
22 \$67,728,000, to remain available until expended.

## 1 INTERSTATE COMMERCE COMMISSION

## 2 SALARIES AND EXPENSES

3 For necessary expenses of the Interstate Commerce  
4 Commission, including services as authorized by 5 U.S.C.  
5 3109, \$43,000,000, of which \$150,000 shall be available for  
6 valuation of pipelines: *Provided*, That Joint Board members  
7 and cooperating State commissioners may use Government  
8 transportation requests when traveling in connection with  
9 their duties as such.

## 10 THE PANAMA CANAL

## 11 CANAL ZONE GOVERNMENT

## 12 OPERATING EXPENSES

13 For operating expenses necessary for the Canal Zone  
14 Government, including operation of the Postal Service of the  
15 Canal Zone; hire of passenger motor vehicles; uniforms or  
16 allowances therefor, as authorized by law (5 U.S.C. 5901-  
17 5902); expenses incident to conducting hearings on the  
18 Isthmus; expenses of special training of employees of the  
19 Canal Zone Government as authorized by 5 U.S.C. 4101-  
20 4118, contingencies of the Governor, residence for the Gov-  
21 ernor; medical aid and support of the insane and of lepers  
22 and aid and support of indigent persons legally within the

1 Canal Zone, including expenses of their deportation when  
2 practicable; and maintaining and altering facilities of other  
3 Government agencies in the Canal Zone for Canal Zone  
4 Government use, \$62,700,000.

5 **CAPITAL OUTLAY**

6 For acquisition of land and land under water and acqui-  
7 sition, construction, and replacement of improvements, facili-  
8 ties, structures, and equipment, as authorized by law (2 C.Z.  
9 Code, sec. 2; 2 C.Z. Code, sec. 371), including the purchase  
10 of not to exceed sixteen passenger motor vehicles of which  
11 fourteen are for replacement only; improving facilities of  
12 other Government agencies in the Canal Zone for Canal  
13 Zone Government use; and expenses incident to the retire-  
14 ment of such assets; \$6,000,000, to remain available until  
15 expended.

16 **PANAMA CANAL COMPANY**  
17 **CORPORATION**

18 The Panama Canal Company is hereby authorized to  
19 make such expenditures within the limits of funds and bor-  
20 rowing authority available to it and in accordance with law,  
21 and to make such contracts and commitments without regard  
22 to fiscal year limitations as provided by section 104 of the  
23 Government Corporation Control Act, as amended (31  
24 U.S.C. 849), as may be necessary in carrying out the pro-  
25 grams set forth in the budget for the current fiscal year for

1 such corporation, including maintaining and improving  
2 facilities of other Government agencies in the Canal Zone  
3 for Panama Canal Company use.

4           LIMITATION ON GENERAL AND ADMINISTRATIVE

5                           EXPENSES

6           Not to exceed \$23,837,000 of the funds available to the  
7 Panama Canal Company shall be available for obligation  
8 during the current fiscal year for general and administrative  
9 expenses of the Company, including operation of tourist  
10 vessels and guide services. Funds available to the Panama  
11 Canal Company for obligation shall be available for the pur-  
12 chase of not to exceed twenty-nine passenger motor vehicles,  
13 including one medium sedan, for replacement only, and for  
14 uniforms or allowances therefor as authorized by law (5  
15 U.S.C. 5901-5902)

16           WASHINGTON METROPOLITAN AREA TRANSIT

17                           AUTHORITY

18                                   FEDERAL CONTRIBUTION

19           To enable the Department of Transportation to pay the  
20 Washington Metropolitan Area Transit Authority, as part  
21 of the Federal contribution toward expenses necessary to  
22 design, engineer, construct, and equip a rail rapid transit  
23 system, as authorized by the National Capital Transporta-  
24 tion Act of 1969 (Public Law 91-143) as amended, in-  
25 cluding acquisition of rights-of-way, land, and interest there-

1 in, to remain available until expended, \$52,724,000 for the  
2 fiscal year 1976, and for the fiscal year 1975, \$19,400,000  
3 for the design and construction of facilities for the handi-  
4 capped as authorized by Public Law 93-87.

5 **INTEREST SUBSIDY**

6 To enable the Department of Transportation to pay the  
7 Washington Metropolitan Area Transit Authority the inter-  
8 est subsidy authorized by Public Law 92-349, \$17,750,000,  
9 to remain available until expended.

10 **TITLE III**

11 **GENERAL PROVISIONS**

12 **SEC. 301.** During the current fiscal year applicable ap-  
13 propriations to the Department of Transportation shall be  
14 available for maintenance and operation of aircraft; hire  
15 of passenger motor vehicles and aircraft; and uniforms, or  
16 allowances therefor, as authorized by law (5 U.S.C. 5901-  
17 5902).

18 **SEC. 302.** None of the funds provided in this Act shall  
19 be available for administrative expenses in connection with  
20 commitments for grants-in-aid for airport development aggre-  
21 gating more than \$310,000,000 in fiscal year 1975.

22 **SEC. 303.** None of the funds provided under this Act  
23 shall be available for the planning or execution of programs  
24 the obligations for which are in excess of ~~\$40,000,000~~  
25 \$50,000,000 for "Highway Beautification" in fiscal year  
26 1975.



1 SEC. 304. None of the funds provided under this Act  
 2 shall be available for the planning or execution of programs  
 3 ~~for incentive grants for mandatory seat belt legislation nor~~  
 4 ~~for programs~~ the obligations for which are in excess of  
 5 ~~\$100,000,000~~ \$121,000,000 in fiscal year 1975 for "State  
 6 and Community Highway Safety" and "Highway-Related  
 7 Safety Grants".

8 SEC. 305. None of the funds provided under this Act  
 9 shall be available for the planning or execution of programs  
 10 the obligations for which are in excess of \$4,600,000 in fiscal  
 11 year 1975 for "Territorial Highways".

12 SEC. 306. None of the funds provided in this Act shall  
 13 be available for administrative expenses in connection with  
 14 commitments for "~~Urban Mass Transportation Fund~~" the  
 15 *Urban Mass Transportation Act of 1964, as amended, aggregating*  
 16 *more than \$1,708,870,000* ~~\$1,321,750,000~~ ~~\$1,698,250,000~~ in fiscal  
 17 year 1975.

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 per  
 amend

18 SEC. 307. No part of any appropriation contained in this  
 19 Act shall remain available for obligation beyond the current  
 20 fiscal year unless expressly so provided herein.

21 SEC. 308. None of the funds provided under this  
 22 Act shall be available for the planning or execution of  
 23 programs for any further construction of the Miami jetport  
 24 or of any other air facility in the State of Florida lying  
 25 south of the Okeechobee Waterway and in the drainage

1 basins contributing water to the Everglades National Park  
2 until it has been shown by an appropriate study made jointly  
3 by the Department of the Interior and the Department of  
4 Transportation that such an airport will not have an adverse  
5 environmental effect on the ecology of the Everglades and  
6 until any site selected on the basis of such study is approved  
7 by the Department of the Interior and the Department of  
8 Transportation: *Provided*, That nothing in this section shall  
9 affect the availability of such funds to carry out this study.

10       SEC. 309. The Governor of the Canal Zone is authorized  
11 to employ services as authorized by 5 U.S.C. 3109, in an  
12 amount not exceeding \$150,000.

13       SEC. 310. Funds appropriated for operating expenses of  
14 the Canal Zone Government may be apportioned notwith-  
15 standing section 3679 of the Revised Statutes, as amended  
16 (31 U.S.C. 665), to the extent necessary to permit pay-  
17 ment of such pay increases for officers or employees as  
18 may be authorized by administrative action pursuant to  
19 law which are not in excess of statutory increases granted for  
20 the same period in corresponding rates of compensation for  
21 other employees of the Government in comparable positions.

22       SEC. 311. Funds appropriated under this Act for  
23 expenditure by the Federal Aviation Administration and  
24 the Coast Guard shall be available (1) for expenses of pri-  
25 mary and secondary schooling for dependents of Federal

1 Aviation Administration and Coast Guard personnel sta-  
2 tioned outside the continental United States at costs for any  
3 given area not in excess of those of the Department of  
4 Defense for the same area, when it is determined by the Sec-  
5 retary that the schools, if any, available in the locality are  
6 unable to provide adequately for the education of such  
7 dependents and (2) for transportation of said dependents  
8 between schools serving the area which they attend and their  
9 places of residence when the Secretary, under such regula-  
10 tions as he may prescribe, determines that such schools are  
11 not accessible by public means of transportation on a regular  
12 basis.

13 SEC. 312. Appropriations contained in this Act for the  
14 Department of Transportation shall be available for services  
15 as authorized by 5 U.S.C. 3109, but at rates for individuals  
16 not to exceed the per diem rate equivalent to the rate for a  
17 GS-18.

18 SEC. 313. None of the funds in this Act shall be avail-  
19 able for the implementation or execution of a program in the  
20 Department of Transportation to collect fees, charges or  
21 prices for approvals, tests, authorizations, certificates, per-  
22 mits, registrations, and ratings which are in excess of the  
23 levels in effect on January 1, 1973, or which did not exist  
24 as of January 1, 1973, until such program is reviewed and  
25 approved by the appropriate committees of the Congress.

1       SEC. 314. No part of any appropriation contained in  
2 this Act shall be available for paying to the Administrator  
3 of the General Services Administration in excess of 90 per-  
4 cent of the standard level user charge established pursuant to  
5 section 210 (j) of the Federal Property and Administrative  
6 Services Act of 1949, as amended, for space and services.

7       SEC. 315. None of the funds provided under this Act  
8 shall be available for the purchase of passenger rail or subway  
9 cars, for the purchase of motor buses or for the construction  
10 of related facilities unless such cars, buses and facilities are  
11 designed to meet the mass transportation needs of the elderly  
12 and the handicapped.

13       This Act may be cited as the "Department of Transpor-  
14 tation and Related Agencies Appropriation Act, 1975".

15       Passed the House of Representatives June 19, 1974.

Attest:

W. PAT JENNINGS,

*Clerk.*

Calendar No. 1006

93<sup>d</sup> CONGRESS  
2<sup>d</sup> SESSION

# H. R. 15405

[Report No. 93-1048]

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## AN ACT

Making appropriations for the Department of Transportation and related agencies for the fiscal year ending June 30, 1975, and for other purposes.

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JUNE 20, 1974

Read twice and referred to the Committee on Appropriations

JULY 31, 1974

Reported with amendments

93<sup>D</sup> CONGRESS  
2<sup>D</sup> SESSION

# H. R. 15405

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IN THE HOUSE OF REPRESENTATIVES

AUGUST 2, 1974

Ordered to be printed with the amendments of the Senate numbered

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## AN ACT

Making appropriations for the Department of Transportation and related agencies for the fiscal year ending June 30, 1975, and for other purposes.

1        *Be it enacted by the Senate and House of Representa-*  
2        *tives of the United States of America in Congress assembled,*  
3        That the following sums are appropriated, out of any money  
4        in the Treasury not otherwise appropriated, for the Depart-  
5        ment of Transportation and related agencies for the fiscal  
6        year ending June 30, 1975, and for other purposes, namely:

1

## TITLE I

2

## DEPARTMENT OF TRANSPORTATION

3

## OFFICE OF THE SECRETARY

4

## SALARIES AND EXPENSES

5 For necessary expenses of the Office of the Secretary  
6 of Transportation, including not to exceed \$27,000 for alloca-  
7 tion within the Department for official reception and repre-  
8 sentation expenses as the Secretary may determine, ~~(1)\$31,-~~  
9 ~~300,000~~ \$31,000,000: *Provided*, That not to exceed \$882,-  
10 900 of the funds provided under this Act shall be available  
11 to enable the Office of the Secretary to lease and maintain  
12 automobile parking facilities in the Nassif Building for em-  
13 ployees of the Department.

14

## TRANSPORTATION PLANNING, RESEARCH, AND

15

## DEVELOPMENT

16 For necessary expenses for conducting transportation  
17 planning, research, and development activities, including the  
18 collection of national transportation statistics, to remain avail-  
19 able until expended, ~~(2)\$28,000,000~~ \$32,500,000.

20 GRANTS-IN-AID FOR NATURAL GAS PIPELINE SAFETY

21 For grants-in-aid to carry out a pipeline safety pro-  
22 gram, as authorized by section 5 of the Natural Gas Pipe-  
23 line Safety Act of 1968 (49 U.S.C. 1674), \$1,200,000, to  
24 remain available until expended.

## COAST GUARD

## OPERATING EXPENSES

1  
2  
3 For necessary expenses for the operation and mainte-  
4 nance of the Coast Guard, not otherwise provided for; pur-  
5 chase of not to exceed sixteen passenger motor vehicles, for  
6 replacement only; and recreation and welfare; ~~(3)\$617,579,-~~  
7 ~~448 \$620,444,448~~, of which \$179,448 shall be applied to  
8 Capehart Housing debt reduction: *Provided*, That the num-  
9 ber of aircraft on hand at any one time shall not exceed  
10 one hundred and seventy-nine exclusive of planes and parts  
11 stored to meet future attrition: *Provided further*, That,  
12 without regard to any provisions of law or Executive order  
13 prescribing minimum flight requirements, Coast Guard reg-  
14 ulations which establish proficiency standards and maximum  
15 and minimum flying hours for this purpose may provide for  
16 the payment of flight pay at the rates prescribed in section  
17 301 of title 37, United States Code, to certain members of  
18 the Coast Guard otherwise entitled to receive flight pay  
19 during the current fiscal year (1) who have held aero-  
20 nautical ratings or designations for not less than fifteen years,  
21 or (2) whose particular assignment outside the United  
22 States or in Alaska, makes it impractical to participate in  
23 regular aerial flights, or who have been assigned to a course  
24 of instruction of 90 days or more: *Provided further*, That



1 amounts equal to the obligated balances against the appro-  
2 priations for "Operating expenses" for the two preceding  
3 years, shall be transferred to and merged with this appro-  
4 priation, and such merged appropriation shall be available  
5 as one fund, except for accounting purposes of the Coast  
6 Guard, for the payment of obligations properly incurred  
7 against such prior year appropriations and against this  
8 appropriation.

9 ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

10 For necessary expenses of acquisition, construction, re-  
11 building, and improvement of aids to navigation, shore facil-  
12 ities, vessels, and aircraft, including equipment related  
13 thereto; (4)~~\$111,307,000~~ \$112,307,000, to remain avail-  
14 able until June 30, 1977.

15 ALTERATION OF BRIDGES

16 For necessary expenses for alteration of obstructive  
17 bridges; \$6,800,000, to remain available until expended.

18 RETIRED PAY

19 For retired pay, including the payment of obligations  
20 therefor otherwise chargeable to lapsed appropriations for  
21 this purpose, and payments under the Retired Serviceman's  
22 Family Protection and Survivor Benefit Plans; \$95,850,000.

23 RESERVE TRAINING

24 For all necessary expenses for the Coast Guard Reserve,  
25 as authorized by law; maintenance and operation of facilities;

1 and supplies, equipment, and services \$29,000,000: *Pro-*  
2 *vided*, That amounts equal to the obligated balances against  
3 the appropriations for "Reserve training" for the two pre-  
4 ceding years shall be transferred to and merged with this  
5 appropriation, and such merged appropriation shall be avail-  
6 able as one fund, except for accounting purposes of the Coast  
7 Guard, for the payment of obligations properly incurred  
8 against such prior year appropriations and against this ap-  
9 propriation.

10 RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

11 For necessary expenses, not otherwise provided for, for  
12 basic and applied scientific research, development, test, and  
13 evaluation; maintenance, rehabilitation, lease, and operation  
14 of facilities and equipment, as authorized by law; \$17,500,-  
15 000 to remain available until expended.

16 STATE BOATING SAFETY ASSISTANCE

17 For financial assistance for State boating safety pro-  
18 grams in accordance with the provisions of the Federal Boat  
19 Safety Act of 1971 (46 U.S.C. 1474-1480), \$6,000,000, to  
20 remain available until expended.

21 (5) POLLUTION FUND

22 For carrying out the provisions of subsections (c), (d),  
23 (i) and (l) of section 311 of the Federal Water Pollution  
24 Control Act Amendments of 1972 (Public Law 92-500),  
25 \$10,000,000 to remain available until expended.

## 1 FEDERAL AVIATION ADMINISTRATION

## 2 OPERATIONS

3 For necessary expenses of the Federal Aviation Admin-  
4 istration, not otherwise provided for, including administrative  
5 expenses for research and development and for establishment  
6 of air navigation facilities, and carrying out the provisions of  
7 the Airport and Airway Development Act; purchase of four  
8 passenger motor vehicles for replacement only; and pur-  
9 chase and repair of skis and snowshoes; ~~(6)\$1,363,000,000~~  
10 \$1,379,500,000: *Provided*, That there may be credited to  
11 this appropriation, funds received from States, counties,  
12 municipalities, other public authorities, and private sources,  
13 for expenses incurred in the maintenance and operation of  
14 air navigation facilities.

## 15 FACILITIES, ENGINEERING AND DEVELOPMENT

16 For necessary expenses of the Federal Aviation Ad-  
17 ministration, not otherwise provided for, and for acquisition  
18 and modernization of facilities and equipment and service  
19 testing in accordance with the provisions of the Federal  
20 Aviation Act (49 U.S.C. 1301-1542), including construc-  
21 tion of experimental facilities and acquisition of necessary  
22 sites by lease or grant, ~~(7)\$12,000,000~~ \$12,500,000, to re-  
23 main available until expended: *Provided*, That there may be  
24 credited to this appropriation, funds received from States,  
25 counties, municipalities, other public authorities, and private

1 sources, for expenses incurred for engineering and develop-  
2 ment.

3 FACILITIES AND EQUIPMENT (AIRPORT AND AIRWAY  
4 TRUST FUND)

5 For necessary expenses, not otherwise provided for; for  
6 acquisition, establishment, and improvement by contract or  
7 purchase, and hire of air navigation and experimental facili-  
8 ties, including initial acquisition of necessary sites by lease or  
9 grant; engineering and service testing including construction  
10 of test facilities and acquisition of necessary sites by lease or  
11 grant; construction and furnishing of quarters and related  
12 accommodations for officers and employees of the Federal  
13 Aviation Administration stationed at remote localities where  
14 such accommodations are not available, and purchase of six  
15 aircraft (8)\$241,100,000 \$242,221,000, to be derived from  
16 the Airport and Airway Trust Fund, to remain available un-  
17 til June 30, 1977: *Provided*, That there may be credited to  
18 this appropriation funds received from States, counties, mu-  
19 nicipalities, other public authorities, and private sources, for  
20 expenses incurred in the establishment and modernization of  
21 air navigation facilities: *Provided further*, That no part of  
22 the foregoing appropriation shall be available for the con-  
23 struction of a new wind tunnel, or to purchase any land for  
24 or in connection with the National Aviation Facilities Ex-

1 perimental Center, or to remote or decommission any existing  
 2 flight service station.

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

5 For necessary expenses, not otherwise provided, for re-  
 6 search, engineering and development in accordance with the  
 7 provisions of the Federal Aviation Act (49 U.S.C. 1301-  
 8 1542), including construction of experimental facilities and  
 9 acquisition of necessary sites by lease or grant; ~~(9)\$55,000,-~~  
 10 ~~000 \$70,000,000~~, to be derived from the Airport and Airway  
 11 Trust Fund, to remain available until expended: *Provided,*  
 12 That there may be credited to this appropriation funds re-  
 13 ceived from States, counties, municipalities, other public  
 14 authorities, and private sources, for expenses incurred for  
 15 research, engineering and development.

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

18 For ~~(10)~~*grants-in-aid for airport planning pursuant to*  
 19 *section 13 of Public Law 91-258 and for liquidation of*  
 20 *obligations incurred for airport development under authority*  
 21 *contained in section 14 of Public Law 91-258, as amended,*  
 22 *to be derived from the Airport and Airway Trust Fund*  
 23 *and to remain available until expended, ~~(11)\$280,000,000~~*

1 \$284,500,000(12), of which \$4,500,000 shall be for airport  
2 planning grants.

3 OPERATION AND MAINTENANCE, NATIONAL CAPITAL

4 AIRPORTS

5 For expenses incident to the care, operation, mainte-  
6 nance, improvement, and protection of the federally owned  
7 civil airports in the vicinity of the District of Columbia,  
8 including purchase of ten passenger motor vehicles for police  
9 type use, for replacement only; purchase, cleaning, and  
10 repair of uniforms; and arms and ammunition: \$16,000,000.

11 CONSTRUCTION, NATIONAL CAPITAL AIRPORTS

12 For necessary expenses for construction at the federally  
13 owned civil airports in the vicinity of the District of Colum-  
14 bia, (13)~~\$4,200,000~~ \$7,200,000, to remain available until  
15 June 30, 1977.

16 AVIATION WAR RISK INSURANCE REVOLVING FUND

17 The Secretary of Transportation is hereby authorized to  
18 make such expenditures, within the limits of funds available  
19 pursuant to section 1306 of the Act of August 23, 1958 (49  
20 U.S.C. 1536), and in accordance with section 104 of the  
21 Government Corporation Control Act, as amended (31  
22 U.S.C. 849), as may be necessary in carrying out the pro-

1 grams set forth in the budget for the current fiscal year for  
2 aviation war risk insurance activities under said Act.

3 **FEDERAL HIGHWAY ADMINISTRATION**

4 **LIMITATION ON GENERAL OPERATING EXPENSES**

5 Necessary expenses for administration, operation, and  
6 research by the Federal Highway Administration not to  
7 exceed ~~(14)\$127,200,000~~ \$131,200,000 shall be paid, in  
8 accordance with law, from appropriations made available by  
9 this Act to the Federal Highway Administration together  
10 with advances and reimbursements received by the Federal  
11 Highway Administration: *Provided*, That not to exceed  
12 ~~(15)\$28,600,000~~ \$32,600,000 of the amount provided  
13 herein shall remain available until expended.

14 **MOTOR CARRIER SAFETY**

15 For necessary expenses to carry out motor carrier safety  
16 functions of the Secretary, as authorized by the Department  
17 of Transportation Act (80 Stat. 939-40), \$6,130,000: *Pro-*  
18 *vided*, That not to exceed \$500,000 of the amount appropri-  
19 ated herein shall remain available until expended and not to  
20 exceed \$805,000, shall be available for "Limitation on gen-  
21 eral operating expenses."

22 **HIGHWAY SAFETY RESEARCH AND DEVELOPMENT**

23 For necessary expenses in carrying out provisions of  
24 title 23, United States Code, including section 206 (b) of  
25 the "Highway Safety Act of 1973," to be derived from the

1 Highway Trust Fund, \$9,000,000, to remain available  
2 until expended.

3 HIGHWAY BEAUTIFICATION (LIQUIDATION OF  
4 CONTRACT AUTHORIZATION)

5 For payment of obligations incurred in carrying out the  
6 provisions of title 23, United States Code, sections 131, 136,  
7 and 319 (b), \$25,000,000 to remain available until ex-  
8 pended, together with \$1,000,000 for necessary administra-  
9 tive expenses for carrying out such provisions of title 23,  
10 United States Code, as authorized by section 104 (a) of  
11 the Federal-Aid Highway Act of 1973.

12 HIGHWAY-RELATED SAFETY GRANTS (LIQUIDATION OF  
13 CONTRACT AUTHORIZATION)

14 For payment of obligations incurred in carrying out the  
15 provisions of title 23, United States Code, section 402, ad-  
16 ministered by the Federal Highway Administration, to re-  
17 main available until expended, \$12,000,000 of which  
18 \$7,500,000 shall be derived from the Highway Trust Fund:  
19 *Provided*, That not to exceed \$498,000 of the amount appro-  
20 priated herein shall be available for "Limitation on General  
21 operating expenses."

22 (16) RAIL CROSSINGS—DEMONSTRATION PROJECTS

23 For payment of obligations incurred in carrying out the  
24 provisions of title 23, United States Code, section 322, to



1 *remain available until expended, \$6,000,000, of which*  
 2 *\$4,560,000 shall be derived from the Highway Trust Fund.*

3 RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION

4 PROJECTS

5 For necessary expenses of railroad-highway crossings  
 6 demonstration projects, as authorized by section 163 of the  
 7 Federal-Aid Highway Act of 1973, to remain until ex-  
 8 pended (17) ~~\$8,000,000~~ \$15,500,000, to be derived (18)  
 9 *by transfer* from amounts available for obligation under sec-  
 10 tions 203 and 230 of the Highway Safety Act of 1973.

11 RURAL HIGHWAY PUBLIC TRANSPORTATION

12 DEMONSTRATION PROGRAM

13 For necessary expenses in carrying out the provisions  
 14 of the "Federal-Aid Highway Act of 1973," section 147, to  
 15 remain available until expended, \$10,000,000, of which \$7,-  
 16 000,000 shall be derived from the Highway Trust Fund.

17 TERRITORIAL HIGHWAYS (LIQUIDATION OF CONTRACT

18 AUTHORIZATION)

19 For payment of obligations incurred in carrying out the  
 20 provisions of title 23, United States Code, sections 215, 402,  
 21 and 405, \$4,000,000 to remain available until expended.

22 DARIEN GAP HIGHWAY

23 For necessary expenses for construction of the Darien  
 24 Gap Highway in accordance with the provisions of section

1 216 of title 23 of the United States Code, \$20,000,000, to  
2 remain available until expended.

3 (19)ALASKA HIGHWAY

4 For necessary expenses to carry out the provisions of  
5 section 218 of title 23 of the United States Code, \$5,000,000  
6 to remain available until expended.

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

9 For carrying out the provisions of title 23, United States  
10 Code, which are attributable to Federal-aid highways, not  
11 otherwise provided, including reimbursement for sums ex-  
12 pended pursuant to the provisions of section 308, title 23,  
13 United States Code, (20)\$~~4,573,840,000~~ \$4,577,840,000  
14 or so much thereof as may be available in and derived from  
15 the "Highway trust fund", to remain available until  
16 expended.

17 HIGHWAY SAFETY CONSTRUCTION PROGRAMS (LIQUIDA-  
18 TION OF CONTRACT AUTHORIZATION) (TRUST FUND)

19 For payment of obligations incurred in carrying out the  
20 provisions of title 23, United States Code, sections 130,  
21 144, 151, 152, 153, and 405, \$110,000,000, to be derived  
22 from the Highway Trust Fund, to remain available until  
23 expended.

1 RIGHT-OF-WAY REVOLVING FUND (LIQUIDATION OF  
2 CONTRACT AUTHORIZATION) (TRUST FUND)

3 For payment of obligations incurred in carrying out  
4 the provisions of title 23, United States Code, section  
5 108 (c), as authorized by section 7 (c) of the Federal-Aid  
6 Highway Act of 1968, to remain available until expended,  
7 \$20,000,000, to be derived from the "Highway Trust Fund"  
8 at such times and in such amounts as may be necessary to  
9 meet current withdrawals.

10 FOREST HIGHWAYS (LIQUIDATION OF CONTRACT  
11 AUTHORIZATION)

12 For payment of obligations incurred in carrying out the  
13 provisions of title 23, United States Code, section 204, pur-  
14 suant to contract authorization granted by title 23, United  
15 States Code, section 203, to remain available until expended,  
16 \$12,450,000.

17 PUBLIC LANDS HIGHWAYS (LIQUIDATION OF CONTRACT  
18 AUTHORIZATION).

19 For payment of obligations incurred in carrying out  
20 the provisions of title 23, United States Code, section 209,  
21 pursuant to the contract authorization granted by title 23,  
22 United States Code, section 203, \$8,270,000, to remain avail-  
23 able until expended.

1           **(21) BALTIMORE-WASHINGTON PARKWAY**

2           *For necessary expenses, not otherwise provided, to carry*  
 3 *out the provisions of the Federal Aid Highway Act of 1970,*  
 4 *for the Baltimore-Washington Parkway, to remain available*  
 5 *until expended, \$1,600,000 to be derived from the "High-*  
 6 *way Trust Fund" and to be withdrawn therefrom at such*  
 7 *times and in such amounts as may be necessary.*

8           ~~**(22) BALTIMORE-WASHINGTON PARKWAY**~~

9           ~~*For necessary expenses, not otherwise provided, to carry*~~  
 10 ~~*out the provisions of the Federal Aid Highway Act of 1970,*~~  
 11 ~~*for the Baltimore-Washington Parkway, to remain available*~~  
 12 ~~*until expended, \$4,000,000 to be derived from the "High-*~~  
 13 ~~*way Trust Fund" and to be withdrawn therefrom at such*~~  
 14 ~~*times and in such amounts as may be necessary.*~~

15           **NATIONAL HIGHWAY TRAFFIC SAFETY**16                           **ADMINISTRATION**17                                   **TRAFFIC AND HIGHWAY SAFETY**

18           For expenses necessary to discharge the functions of  
 19 the Secretary with respect to traffic and highway safety and  
 20 functions under the Motor Vehicle Information and Cost  
 21 Savings Act (Public Law 92-513), ~~**(23)**\$71,350,000~~ \$80-  
 22 040,000, of which ~~**(24)**\$27,380,000~~ \$32,870,000 shall be  
 23 derived from the Highway Trust Fund: *Provided, That not*

1 to exceed ~~(25)\$33,705,000~~ \$36,605,000 shall remain avail-  
 2 able until expended for the contractual and State grant  
 3 requirements of the Motor Vehicle Information and Cost  
 4 Savings Act, and the contractual requirements of Research  
 5 and Analysis activities.

6 STATE AND COMMUNITY HIGHWAY SAFETY

7 (LIQUIDATION OF CONTRACT AUTHORIZATION)

8 For payment of obligations incurred in carrying out the  
 9 provisions of title 23, United States Code, section 402, to  
 10 remain available until expended, \$96,000,000, of which  
 11 \$85,140,000 shall be derived from the Highway Trust Fund.

12 FEDERAL RAILROAD ADMINISTRATION

13 OFFICE OF THE ADMINISTRATOR

14 For necessary expenses of the Federal Railroad Ad-  
 15 ministration, not otherwise provided for, \$3,800,000.

16 RAILROAD SAFETY

17 For necessary expenses in connection with railroad  
 18 safety, not otherwise provided for, \$10,170,000.

19 GRANTS-IN-AID FOR RAILROAD SAFETY

20 For grants-in-aid to carry out a railroad safety program,  
 21 \$1,000,000, to remain available until expended: *Provided,*  
 22 That the unobligated balance of this appropriation for fiscal  
 23 year 1974 is hereby continued available until expended.

## 1 RAILROAD RESEARCH AND DEVELOPMENT

2 For necessary expenses for research, development, and  
3 demonstrations in high-speed ground transportation and in  
4 rail matters generally, \$50,000,000, to remain available until  
5 expended.

6 **(26)** GRANTS TO THE NATIONAL RAILROAD PASSENGER  
7 CORPORATION

8 *To enable the Secretary of Transportation to make*  
9 *grants to the National Railroad Passenger Corporation,*  
10 *\$143,000,000, to remain available until expended, of which*  
11 *\$127,800,000 shall be available only upon the enactment*  
12 *into law of authorizing legislation by the Congress.*

## 13 THE ALASKA RAILROAD

## 14 ALASKA RAILROAD REVOLVING FUND

15 The Alaska Railroad Revolving Fund shall continue  
16 available until expended for the work authorized by law,  
17 including operation and maintenance of oceangoing or coast-  
18 wise vessels by ownership, charter, or arrangement with  
19 other branches of the Government service, for the purpose of  
20 providing additional facilities for transportation of freight,  
21 passengers, or mail, when deemed necessary for the benefit  
22 and development of industries or travel in the area served;  
23 and payment of compensation and expenses as authorized

1 by 5 U.S.C. 8146, to be reimbursed as therein provided:  
2 *Provided*, That no employee shall be paid an annual salary  
3 out of said fund in excess of the salaries prescribed by the  
4 Classification Act of 1949, as amended, for grade GS-15,  
5 except the general manager of said railroad, one assistant  
6 general manager at not to exceed the salaries prescribed by  
7 said Act for GS-17, and five officers at not to exceed the  
8 salaries prescribed by said Act for grade GS-16.

9 PAYMENT TO THE ALASKA RAILROAD REVOLVING FUND

10 For payment to the Alaska Railroad Revolving Fund  
11 for capital replacements, improvements, and maintenance,  
12 ~~(27)\$4,000,000~~ \$6,500,000, to remain available until  
13 expended.

14 URBAN MASS TRANSPORTATION

15 ADMINISTRATION

16 URBAN MASS TRANSPORTATION FUND

17 ADMINISTRATIVE EXPENSES

18 For necessary administrative expenses of the urban  
19 mass transportation program authorized by the Urban Mass  
20 Transportation Act of 1964 (49 U.S.C. 1601 et seq., as  
21 amended by Public Law 91-453) and the Federal-Aid  
22 Highway Act of 1973 (Public Law 93-87) in connection  
23 with the activities, including uniforms and allowances there-  
24 for, as authorized by law (5 U.S.C. 5901-5902); hire of

1 passenger motor vehicle; and services as authorized by 5  
 2 U.S.C. 3109; ~~(28)\$7,000,000~~ \$6,000,000, to remain avail-  
 3 able until expended: *Provided, however, That there be a 3.5*  
 4 *per centum reduction in new budget authority (obligational)*  
 5 *across the board of the total appropriations contained in this*  
 6 *Act.*

7 RESEARCH, DEVELOPMENT, AND DEMONSTRATIONS AND  
 8 UNIVERSITY RESEARCH AND TRAINING

9 For an additional amount for the urban mass transporta-  
 10 tion program, as authorized by the Urban Mass Transpor-  
 11 tation Act of 1964, as amended (49 U.S.C. 1601 et seq.),  
 12 to remain available until expended; ~~(29)\$51,130,000~~ \$58,-  
 13 750,000: *Provided, That* ~~(30)\$47,880,000~~ \$55,500,000  
 14 shall be available for research, development, and demonstra-  
 15 tions, \$2,250,000 shall be available for university research  
 16 and training, and not to exceed \$1,000,000 shall be available  
 17 for managerial training as authorized under the authority  
 18 of the said Act.

19 LIQUIDATION OF CONTRACT AUTHORIZATION

20 For payment to the urban mass transportation fund,  
 21 for liquidation of contractual obligations incurred under au-  
 22 thority of the Urban Mass Transportation Act of 1964 (49  
 23 U.S.C. 1601 et seq., as amended by Public Law 91-453),  
 24 \$400,000,000, to remain available until expended.



1     SAINT LAWRENCE SEAWAY DEVELOPMENT  
2                                   CORPORATION

3         The Saint Lawrence Seaway Development Corporation  
4 is hereby authorized to make such expenditures, within the  
5 limits of funds and borrowing authority available to such  
6 Corporation, and in accord with law, and to make such  
7 contracts and commitments without regard to fiscal year  
8 limitations as provided by section 104 of the Government  
9 Corporation Control Act, as amended, as may be necessary  
10 in carrying out the programs set forth in the budget for the  
11 current fiscal year for such Corporation except as hereinafter  
12 provided.

13     LIMITATION ON ADMINISTRATIVE EXPENSES, SAINT  
14     LAWRENCE SEAWAY DEVELOPMENT CORPORATION

15         Not to exceed \$886,000 shall be available for adminis-  
16 trative expenses which shall be computed on an accrual  
17 basis, including not to exceed \$3,000 for official entertain-  
18 ment expenses to be expended upon the approval or author-  
19 ity of the Secretary of Transportation: *Provided*, That Cor-  
20 poration funds shall be available for the hire of passenger  
21 motor vehicles and aircraft, operation and maintenance of  
22 aircraft, uniforms or allowances therefor for operation and  
23 maintenance personnel, as authorized by law (5 U.S.C.  
24 5901-5902), and \$15,000 for services as authorized by 5  
25 U.S.C. 3109.

## TITLE II

## RELATED AGENCIES

## NATIONAL TRANSPORTATION SAFETY BOARD

## SALARIES AND EXPENSES

For necessary expenses of the National Transportation Safety Board, \$9,450,000.

## CIVIL AERONAUTICS BOARD

## SALARIES AND EXPENSES

For necessary expenses of the Civil Aeronautics Board, including hire of aircraft; hire of passenger motor vehicles; services as authorized by 5 U.S.C. 3109; uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901-5902); and not to exceed \$1,000 for official reception and representation expenses, \$17,150,000.

## PAYMENTS TO AIR CARRIERS

For payments to air carriers of so much of the compensation fixed and determined by the Civil Aeronautics Board under section 406 of the Federal Aviation Act of 1958 (49 U.S.C. 1376), as is payable by the Board, ~~(31)\$69,828,000~~ \$67,728,000, to remain available until expended.

## INTERSTATE COMMERCE COMMISSION

## SALARIES AND EXPENSES

For necessary expenses of the Interstate Commerce Commission, including services as authorized by 5 U.S.C. 3109, \$43,000,000, of which \$150,000 shall be available for

1 valuation of pipelines: *Provided*, That Joint Board members  
2 and cooperating State commissioners may use Government  
3 transportation requests when traveling in connection with  
4 their duties as such.

5 THE PANAMA CANAL

6 CANAL ZONE GOVERNMENT

7 OPERATING EXPENSES

8 For operating expenses necessary for the Canal Zone  
9 Government, including operation of the Postal Service of the  
10 Canal Zone; hire of passenger motor vehicles; uniforms or  
11 allowances therefor, as authorized by law (5 U.S.C. 5901-  
12 5902); expenses incident to conducting hearings on the  
13 Isthmus; expenses of special training of employees of the  
14 Canal Zone Government as authorized by 5 U.S.C. 4101-  
15 4118, contingencies of the Governor, residence for the Gov-  
16 ernor; medical aid and support of the insane and of lepers  
17 and aid and support of indigent persons legally within the  
18 Canal Zone, including expenses of their deportation when  
19 practicable; and maintaining and altering facilities of other  
20 Government agencies in the Canal Zone for Canal Zone  
21 Government use, \$62,700,000.

22 CAPITAL OUTLAY

23 For acquisition of land and land under water and acqui-  
24 sition, construction, and replacement of improvements, facili-  
25 ties, structures, and equipment, as authorized by law (2 C.Z.

1 Code, sec. 2; 2 C.Z. Code, sec. 371), including the purchase  
2 of not to exceed sixteen passenger motor vehicles of which  
3 fourteen are for replacement only; improving facilities of  
4 other Government agencies in the Canal Zone for Canal  
5 Zone Government use; and expenses incident to the retire-  
6 ment of such assets; \$6,000,000, to remain available until  
7 expended.

8 PANAMA CANAL COMPANY

9 CORPORATION

10 The Panama Canal Company is hereby authorized to  
11 make such expenditures within the limits of funds and bor-  
12 rowing authority available to it and in accordance with law,  
13 and to make such contracts and commitments without regard  
14 to fiscal year limitations as provided by section 104 of the  
15 Government Corporation Control Act, as amended (31  
16 U.S.C. 849), as may be necessary in carrying out the pro-  
17 grams set forth in the budget for the current fiscal year for  
18 such corporation, including maintaining and improving  
19 facilities of other Government agencies in the Canal Zone  
20 for Panama Canal Company use.

21 LIMITATION ON GENERAL AND ADMINISTRATIVE

22 EXPENSES

23 Not to exceed \$23,837,000 of the funds available to the  
24 Panama Canal Company shall be available for obligation  
25 during the current fiscal year for general and administrative

1 expenses of the Company, including operation of tourist  
2 vessels and guide services. Funds available to the Panama  
3 Canal Company for obligation shall be available for the pur-  
4 chase of not to exceed twenty-nine passenger motor vehicles,  
5 including one medium sedan, for replacement only, and for  
6 uniforms or allowances therefor as authorized by law (5  
7 U.S.C. 5901-5902)

8 WASHINGTON METROPOLITAN AREA TRANSIT  
9 AUTHORITY

10 FEDERAL CONTRIBUTION

11 To enable the Department of Transportation to pay the  
12 Washington Metropolitan Area Transit Authority, as part  
13 of the Federal contribution toward expenses necessary to  
14 design, engineer, construct, and equip a rail rapid transit  
15 system, as authorized by the National Capital Transporta-  
16 tion Act of 1969 (Public Law 91-143) as amended, in-  
17 cluding acquisition of rights-of-way, land, and interest there-  
18 in, to remain available until expended, \$52,724,000 for the  
19 fiscal year 1976, and for the fiscal year 1975, \$19,400,000  
20 for the design and construction of facilities for the handi-  
21 capped as authorized by Public Law 93-87.

22 INTEREST SUBSIDY

23 To enable the Department of Transportation to pay the  
24 Washington Metropolitan Area Transit Authority the inter-  
25 est subsidy authorized by Public Law 92-349, \$17,750,000,  
26 to remain available until expended.

## TITLE III

## GENERAL PROVISIONS

1  
2  
3 SEC. 301. During the current fiscal year applicable ap-  
4 propriations to the Department of Transportation shall be  
5 available for maintenance and operation of aircraft; hire  
6 of passenger motor vehicles and aircraft; and uniforms, or  
7 allowances therefor, as authorized by law (5 U.S.C. 5901-  
8 5902).

9 SEC. 302. None of the funds provided in this Act shall  
10 be available for administrative expenses in connection with  
11 commitments for grants-in-aid for airport development aggre-  
12 gating more than \$310,000,000 in fiscal year 1975.

13 SEC. 303. None of the funds provided under this Act  
14 shall be available for the planning or execution of programs  
15 the obligations for which are in excess of ~~(32)~~\$40,000,000  
16 \$50,000,000 for "Highway Beautification" in fiscal year  
17 1975.

18 SEC. 304. None of the funds provided under this Act  
19 shall be available for the planning or execution of programs  
20 ~~(33)~~for incentive grants for mandatory seat belt legislation  
21 nor for programs the obligations for which are in excess of  
22 ~~(34)~~\$100,000,000 \$121,000,000 in fiscal year 1975 for  
23 "State and Community Highway Safety" and "Highway-  
24 Related Safety Grants".

25 SEC. 305. None of the funds provided under this Act

1 shall be available for the planning or execution of programs  
2 the obligations for which are in excess of \$4,600,000 in fiscal  
3 year 1975 for "Territorial Highways".

4 SEC. 306. None of the funds provided in this Act shall  
5 be available for administrative expenses in connection with  
6 commitments for (35)~~"Urban Mass Transportation Fund"~~  
7 *the Urban Mass Transportation Act of 1964, as amended,*  
8 aggregating more than (36)~~\$1,321,750,000~~ \$1,708,870,000  
9 in fiscal year 1975.

10 SEC. 307. No part of any appropriation contained in this  
11 Act shall remain available for obligation beyond the current  
12 fiscal year unless expressly so provided herein.

13 SEC. 308. None of the funds provided under this  
14 Act shall be available for the planning or execution of  
15 programs for any further construction of the Miami jetport  
16 or of any other air facility in the State of Florida lying  
17 south of the Okeechobee Waterway and in the drainage  
18 basins contributing water to the Everglades National Park  
19 until it has been shown by an appropriate study made jointly  
20 by the Department of the Interior and the Department of  
21 Transportation that such an airport will not have an adverse  
22 environmental effect on the ecology of the Everglades and  
23 until any site selected on the basis of such study is approved  
24 by the Department of the Interior and the Department of

1 Transportation: *Provided*, That nothing in this section shall  
2 affect the availability of such funds to carry out this study.

3 SEC. 309. The Governor of the Canal Zone is authorized  
4 to employ services as authorized by 5 U.S.C. 3109, in an  
5 amount not exceeding \$150,000.

6 SEC. 310. Funds appropriated for operating expenses of  
7 the Canal Zone Government may be apportioned notwith-  
8 standing section 3679 of the Revised Statutes, as amended  
9 (31 U.S.C. 665), to the extent necessary to permit pay-  
10 ment of such pay increases for officers or employees as  
11 may be authorized by administrative action pursuant to  
12 law which are not in excess of statutory increases granted for  
13 the same period in corresponding rates of compensation for  
14 other employees of the Government in comparable positions.

15 SEC. 311. Funds appropriated under this Act for  
16 expenditure by the Federal Aviation Administration and  
17 the Coast Guard shall be available (1) for expenses of pri-  
18 mary and secondary schooling for dependents of Federal  
19 Aviation Administration and Coast Guard personnel sta-  
20 tioned outside the continental United States at costs for any  
21 given area not in excess of those of the Department of  
22 Defense for the same area, when it is determined by the Sec-  
23 retary that the schools, if any, available in the locality are  
24 unable to provide adequately for the education of such



1 dependents and (2) for transportation of said dependents  
2 between schools serving the area which they attend and their  
3 places of residence when the Secretary, under such regula-  
4 tions as he may prescribe, determines that such schools are  
5 not accessible by public means of transportation on a regular  
6 basis.

7       SEC. 312. Appropriations contained in this Act for the  
8 Department of Transportation shall be available for services  
9 as authorized by 5 U.S.C. 3109, but at rates for individuals  
10 not to exceed the per diem rate equivalent to the rate for a  
11 GS-18.

12       SEC. 313. None of the funds in this Act shall be avail-  
13 able for the implementation or execution of a program in the  
14 Department of Transportation to collect fees, charges or  
15 prices for approvals, tests, authorizations, certificates, per-  
16 mits, registrations, and ratings which are in excess of the  
17 levels in effect on January 1, 1973, or which did not exist  
18 as of January 1, 1973, until such program is reviewed and  
19 approved by the appropriate committees of the Congress.

20       SEC. 314. No part of any appropriation contained in  
21 this Act shall be available for paying to the Administrator  
22 of the General Services Administration in excess of 90 per-  
23 cent of the standard level user charge established pursuant to  
24 section 210 (j) of the Federal Property and Administrative  
25 Services Act of 1949, as amended, for space and services.



# Ninety-third Congress of the United States of America

## AT THE SECOND SESSION

*Begun and held at the City of Washington on Monday, the twenty-first day of January, one thousand nine hundred and seventy-four*

### An Act

Making appropriations for the Department of Transportation and related agencies for the fiscal year ending June 30, 1975, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Transportation and related agencies for the fiscal year ending June 30, 1975, and for other purposes, namely:*

#### TITLE I

#### DEPARTMENT OF TRANSPORTATION

##### OFFICE OF THE SECRETARY

##### SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary of Transportation, including not to exceed \$27,000 for allocation within the Department for official reception and representation expenses as the Secretary may determine, \$31,000,000: *Provided*, That not to exceed \$882,900 of the funds provided under this Act shall be available to enable the Office of the Secretary to lease and maintain automobile parking facilities in the Nassif Building for employees of the Department.

##### TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, and development activities, including the collection of national transportation statistics, to remain available until expended, \$28,000,000.

##### GRANTS-IN-AID FOR NATURAL GAS PIPELINE SAFETY

For grants-in-aid to carry out a pipeline safety program, as authorized by section 5 of the Natural Gas Pipeline Safety Act of 1968 (49 U.S.C. 1674), \$1,200,000, to remain available until expended.

##### COAST GUARD

##### OPERATING EXPENSES

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase of not to exceed sixteen passenger motor vehicles, for replacement only; and recreation and welfare; \$618,144,448, of which \$179,448 shall be applied to Capehart Housing debt reduction: *Provided*, That the number of aircraft on hand at any one time shall not exceed one hundred and seventy-nine exclusive of planes and parts stored to meet future attrition: *Provided further*, That, without regard to any provisions of law or Executive order prescribing minimum flight requirements, Coast Guard regulations which establish proficiency standards and maximum and minimum flying hours for this purpose many provide for the payment of flight pay at the rates prescribed in section 301 of title 37, United States Code, to certain members of the Coast Guard otherwise entitled to receive flight pay during the current fiscal year (1) who

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have held aeronautical ratings or designations for not less than fifteen years, or (2) whose particular assignment outside the United States or in Alaska, makes it impractical to participate in regular aerial flights, or who have been assigned to a course of instruction of 90 days or more: *Provided further*, That amounts equal to the obligated balances against the appropriations for "Operating expenses" for the two preceding years, shall be transferred to and merged with this appropriation, and such merged appropriation shall be available as one fund, except for accounting purposes of the Coast Guard, for the payment of obligations properly incurred against such prior year appropriations and against this appropriation.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

For necessary expenses of acquisition, construction, rebuilding, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto; \$112,307,000, to remain available until June 30, 1977.

ALTERATION OF BRIDGES

For necessary expenses for alteration of obstructive bridges; \$6,800,000, to remain available until expended.

RETIRED PAY

For retired pay, including the payment of obligations therefor otherwise chargeable to lapsed appropriations for this purpose, and payments under the Retired Serviceman's Family Protection and Survivor Benefit Plans; \$95,850,000.

RESERVE TRAINING

For all necessary expenses for the Coast Guard Reserve, as authorized by law; maintenance and operation of facilities; and supplies, equipment, and services; \$29,000,000: *Provided*, That amounts equal to the obligated balances against the appropriations for "Reserve training" for the two preceding years shall be transferred to and merged with this appropriation, and such merged appropriation shall be available as one fund, except for accounting purposes of the Coast Guard, for the payment of obligations properly incurred against such prior year appropriations and against this appropriation.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

For necessary expenses, not otherwise provided for, for basic and applied scientific research, development, test, and evaluation; maintenance, rehabilitation, lease, and operation of facilities and equipment, as authorized by law; \$17,500,000, to remain available until expended.

STATE BOATING SAFETY ASSISTANCE

For financial assistance for State boating safety programs in accordance with the provisions of the Federal Boat Safety Act of 1971 (46 U.S.C. 1474-1480), \$6,000,000, to remain available until expended.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

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; purchase of four passenger motor vehicles for replacement only; and purchase and repair of skis and snowshoes; \$1,375,500,000: *Provided*, That there may be credited to this appropriation, funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the maintenance and operation of air navigation facilities.

FACILITIES, ENGINEERING AND DEVELOPMENT

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, and for acquisition and modernization of facilities and equipment and service testing in accordance with the provisions of the Federal Aviation Act (49 U.S.C. 1301-1542), including construction of experimental facilities and acquisition of necessary sites by lease or grant, \$12,250,000, to remain available until expended: *Provided*, That there may be credited to this appropriation, funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for engineering and development.

FACILITIES AND EQUIPMENT (AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for; for acquisition, establishment, and improvement by contract or purchase, and hire of air navigation and experimental facilities, including initial acquisition of necessary sites by lease or grant; engineering and service testing including construction of test facilities and acquisition of necessary sites by lease or grant; construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available, and purchase of six aircraft; \$235,521,000, to be derived from the Airport and Airway Trust Fund, to remain available until June 30, 1977: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment and modernization of air navigation facilities: *Provided further*, That no part of the foregoing appropriation shall be available for the construction of a new wind tunnel, or to purchase any land for or in connection with the National Aviation Facilities Experimental Center, or to remote or decommission any existing flight service station.

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

For necessary expenses, not otherwise provided, for research, engineering and development in accordance with the provisions of the Federal Aviation Act (49 U.S.C. 1301-1542), including construction of experimental facilities and acquisition of necessary sites by lease or grant; \$60,000,000, to be derived from the Airport and Airway Trust Fund, to remain available until expended: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for research, engineering and development.

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

For liquidation of obligations incurred for airport development under authority contained in section 14 of Public Law 91-258, as amended, to be derived from the Airport and Airway Trust Fund and to remain available until expended, \$280,000,000.

OPERATION AND MAINTENANCE, NATIONAL CAPITAL AIRPORTS

For expenses incident to the care, operation, maintenance, improvement, and protection of the federally owned civil airports in the vicinity of the District of Columbia, including purchase of ten passenger motor vehicles for police type use, for replacement only; purchase, cleaning, and repair of uniforms; and arms and ammunition: \$16,000,000.

CONSTRUCTION, NATIONAL CAPITAL AIRPORTS

For necessary expenses for construction at the federally owned civil airports in the vicinity of the District of Columbia, \$5,700,000, to remain available until June 30, 1977.

AVIATION WAR RISK INSURANCE REVOLVING FUND

The Secretary of Transportation is hereby authorized to make such expenditures, within the limits of funds available pursuant to section 1306 of the Act of August 23, 1958 (49 U.S.C. 1536), and in accordance with section 104 of the Government Corporation Control Act, as amended (31 U.S.C. 849), as may be necessary in carrying out the programs set forth in the budget for the current fiscal year for aviation war risk insurance activities under said Act.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON GENERAL OPERATING EXPENSES

Necessary expenses for administration, operation, and research of the Federal Highway Administration not to exceed \$129,200,000 shall be paid, in accordance with law, from appropriations made available by this Act to the Federal Highway Administration together with advances and reimbursements received by the Federal Highway Administration: *Provided*, That not to exceed \$30,600,000 of the amount provided herein shall remain available until expended.

MOTOR CARRIER SAFETY

For necessary expenses to carry out motor carrier safety functions of the Secretary, as authorized by the Department of Transportation Act (80 Stat. 939-40), \$6,130,000: *Provided*, That not to exceed \$500,000 of the amount appropriated herein shall remain available until expended and not to exceed \$805,000, shall be available for "Limitation on general operating expenses."

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

For necessary expenses in carrying out provisions of title 23, United States Code, including section 206(b) of the "Highway Safety Act of 1973," to be derived from the Highway Trust Fund, \$9,000,000, to remain available until expended.

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HIGHWAY BEAUTIFICATION (LIQUIDATION OF CONTRACT  
AUTHORIZATION)

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, sections 131, 136, and 319(b), \$25,000,000 to remain available until expended, together with \$1,000,000 for necessary administrative expenses for carrying out such provisions of title 23, United States Code, as authorized by section 104(a) of the Federal-Aid Highway Act of 1973.

HIGHWAY-RELATED SAFETY GRANTS (LIQUIDATION OF CONTRACT  
AUTHORIZATION)

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, section 402, administered by the Federal Highway Administration, to remain available until expended, \$12,000,000 of which \$7,500,000 shall be derived from the Highway Trust Fund: *Provided*, That not to exceed \$498,000 of the amount appropriated herein shall be available for "Limitation on General operating expenses."

RAIL CROSSINGS—DEMONSTRATION PROJECTS

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, section 322, to remain available until expended, \$3,000,000, of which \$2,000,000 shall be derived from the Highway Trust Fund.

RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

For necessary expenses of railroad-highway crossings demonstration projects, as authorized by section 163 of the Federal-Aid Highway Act of 1973, to remain until expended, ~~\$11,000,000~~, to be derived by transfer from amounts available for obligation under sections 203 and 230 of the Highway Safety Act of 1973.

RURAL HIGHWAY PUBLIC TRANSPORTATION DEMONSTRATION  
PROGRAM

For necessary expenses in carrying out the provisions of the "Federal-Aid Highway Act of 1973," section 147, to remain available until expended, \$10,000,000, of which \$7,000,000 shall be derived from the Highway Trust Fund.

TERRITORIAL HIGHWAYS (LIQUIDATION OF CONTRACT  
AUTHORIZATION)

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, sections 215, 402, and 405, \$4,000,000 to remain available until expended.

DARIEN GAP HIGHWAY

For necessary expenses for construction of the Darien Gap Highway in accordance with the provisions of section 216 of title 23 of the United States Code, \$20,000,000, to remain available until expended.

ALASKA HIGHWAY

For necessary expenses to carry out the provisions of section 218 of title 23 of the United States Code, \$5,000,000 to remain available until expended.

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

For carrying out the provisions of title 23, United States Code, which are attributable to Federal-aid highways, not otherwise provided, including reimbursement for sums expended pursuant to the provisions of section 308, title 23, United States Code, \$4,575,840,000 or so much thereof as may be available in and derived from the "Highway trust fund", to remain available until expended.

HIGHWAY SAFETY CONSTRUCTION PROGRAMS (LIQUIDATION OF  
CONTRACT AUTHORIZATION) (TRUST FUND)

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, sections 130, 144, 151, 152, 153, and 405, \$110,000,000, to be derived from the Highway Trust Fund, to remain available until expended.

RIGHT-OF-WAY REVOLVING FUND (LIQUIDATION OF CONTRACT AUTHORIZATION)  
(TRUST FUND)

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, section 108(c), as authorized by section 7(c) of the Federal-Aid Highway Act of 1968, to remain available until expended, \$20,000,000, to be derived from the "Highway Trust Fund" at such times and in such amounts as may be necessary to meet current withdrawals.

FOREST HIGHWAYS (LIQUIDATION OF CONTRACT AUTHORIZATION)

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, section 204, pursuant to contract authorization granted by title 23, United States Code, section 203, to remain available until expended, \$12,450,000.

PUBLIC LANDS HIGHWAY (LIQUIDATION OF CONTRACT AUTHORIZATION)

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, section 209, pursuant to the contract authorization granted by title 23, United States Code, section 203, \$8,270,000, to remain available until expended.

BALTIMORE-WASHINGTON PARKWAY

For necessary expenses, not otherwise provided, to carry out the provisions of the Federal-Aid Highway Act of 1970, for the Baltimore-Washington Parkway, to remain available until expended, \$1,600,000 to be derived from the "Highway Trust Fund" and to be withdrawn therefrom at such times and in such amounts as may be necessary.

NATIONAL HIGHWAY TRAFFIC SAFETY  
ADMINISTRATION

TRAFFIC AND HIGHWAY SAFETY

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), \$73,445,000, of which \$29,130,000 shall be derived from the Highway Trust Fund; *Provided*, That not to exceed \$34,800,000 shall



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remain available until expended for the contractual and State grant requirements of the Motor Vehicle Information and Cost Savings Act, and the contractual requirements of Research and Analysis activities.

STATE AND COMMUNITY HIGHWAY SAFETY  
(LIQUIDATION OF CONTRACT AUTHORIZATION)

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, section 402, to remain available until expended, \$96,000,000, of which \$85,140,000 shall be derived from the Highway Trust Fund.

FEDERAL RAILROAD ADMINISTRATION

OFFICE OF THE ADMINISTRATOR

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, \$3,800,000.

RAILROAD SAFETY

For necessary expenses in connection with railroad safety, not otherwise provided for, \$10,170,000.

GRANTS-IN-AID FOR RAILROAD SAFETY

For grants-in-aid to carry out a railroad safety program, \$1,000,000, to remain available until expended: *Provided*, That the unobligated balance of this appropriation for fiscal year 1974 is hereby continued available until expended.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for research, development, and demonstrations in high-speed ground transportation and in rail matters generally, \$50,000,000, to remain available until expended.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation, \$135,000,000, to remain available until expended, of which \$119,800,000 shall be available only upon the enactment into law of authorizing legislation by the Congress.

THE ALASKA RAILROAD

ALASKA RAILROAD REVOLVING FUND

The Alaska Railroad Revolving Fund shall continue available until expended for the work authorized by law, including operation and maintenance of oceangoing or coastwise vessels by ownership, charter, or arrangement with other branches of the Government service, for the purpose of providing additional facilities for transportation of freight, passengers, or mail, when deemed necessary for the benefit and development of industries or travel in the area served; and payment of compensation and expenses as authorized by 5 U.S.C. 8146, to be reimbursed as therein provided: *Provided*, That no employee shall be paid an annual salary out of said fund in excess of the salaries prescribed by the Classification Act of 1949, as amended, for grade GS-15, except the general manager of said railroad, one assistant general

manager at not to exceed the salaries prescribed by said Act for GS-17, and five officers at not to exceed the salaries prescribed by said Act for grade GS-16.

PAYMENT TO THE ALASKA RAILROAD REVOLVING FUND

For payment to the Alaska Railroad Revolving Fund for capital replacements, improvements, and maintenance, \$6,250,000, to remain available until expended.

URBAN MASS TRANSPORTATION ADMINISTRATION

URBAN MASS TRANSPORTATION FUND

ADMINISTRATIVE EXPENSES

For necessary administrative expenses of the urban mass transportation program authorized by the Urban Mass Transportation Act of 1964 (49 U.S.C. 1601 et seq., as amended by Public Law 91-453) and the Federal-Aid Highway Act of 1973 (Public Law 93-87) in connection with the activities, including uniforms and allowances therefor, as authorized by law (5 U.S.C. 5901-5902); hire of passenger motor vehicle; and services as authorized by 5 U.S.C. 3109; \$6,000,000: *Provided, however,* That there be a 3.5 per centum reduction in new budget (obligational) authority across the board of the total appropriations contained in this Act except for the appropriations for Coast Guard, operating expenses; Coast Guard, retired pay; Federal Aviation Administration, operations; National Transportation Safety Board, salaries and expenses; Civil Aeronautics Board, salaries and expenses; Civil Aeronautics Board, payments to aircarriers; Interstate Commerce Commission, salaries and expenses; and except for all limitations: *Provided further,* That the appropriation for Darien Gap Highway is reduced by an additional \$6,000,000.

RESEARCH, DEVELOPMENT, AND DEMONSTRATIONS AND UNIVERSITY  
RESEARCH AND TRAINING

For an additional amount for the urban mass transportation program, as authorized by the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1601 et seq.), to remain available until expended; \$45,130,000: *Provided,* That \$41,880,000 shall be available for research, development, and demonstrations, \$2,250,000 shall be available for university research and training, and not to exceed \$1,000,000 shall be available for managerial training as authorized under the authority of the said act.

LIQUIDATION OF CONTRACT AUTHORIZATION

For payment to the urban mass transportation fund, for liquidation of contractual obligations incurred under authority of the Urban Mass Transportation Act of 1964 (49 U.S.C. 1601 et seq., as amended by Public Law 91-453), \$400,000,000, to remain available until expended.

SAINT LAWRENCE SEAWAY DEVELOPMENT  
CORPORATION

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

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to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the budget for the current fiscal year for such Corporation except as hereinafter provided.

LIMITATION ON ADMINISTRATIVE EXPENSES, SAINT  
LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Not to exceed \$886,000 shall be available for administrative expenses which shall be computed on an accrual basis, including not to exceed \$3,000 for official entertainment expenses to be expended upon the approval or authority of the Secretary of Transportation: *Provided*, That Corporation funds shall be available for the hire of passenger motor vehicles and aircraft, operation and maintenance of aircraft, uniforms or allowances therefor for operation and maintenance personnel, as authorized by law (5 U.S.C. 5901-5902), and \$15,000 for services as authorized by 5 U.S.C. 3109.

TITLE II

RELATED AGENCIES

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

For necessary expenses of the National Transportation Safety Board, \$9,450,000.

CIVIL AERONAUTICS BOARD

SALARIES AND EXPENSES

For necessary expenses of the Civil Aeronautics Board, including hire of aircraft; hire of passenger motor vehicles; services as authorized by 5 U.S.C. 3109; uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901-5902); and not to exceed \$1,000 for official reception and representation expenses, \$17,150,000.

PAYMENTS TO AIR CARRIERS

For payments to air carriers of so much of the compensation fixed and determined by the Civil Aeronautics Board under section 406 of the Federal Aviation Act of 1958 (49 U.S.C. 1376), as is payable by the Board, \$67,728,000, to remain available until expended.

INTERSTATE COMMERCE COMMISSION

SALARIES AND EXPENSES

For necessary expenses of the Interstate Commerce Commission, including services as authorized by 5 U.S.C. 3109, \$43,000,000, of which \$150,000 shall be available for valuation of pipelines: *Provided*, That Joint Board members and cooperating State commissioners may use Government transportation requests when traveling in connection with their duties as such.

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THE PANAMA CANAL

CANAL ZONE GOVERNMENT

OPERATING EXPENSES

For operating expenses necessary for the Canal Zone Government, including operation of the Postal Service of the Canal Zone; hire of passenger motor vehicles; uniforms or allowances therefor, as authorized by law (5 U.S.C. 5901-5902); expenses incident to conducting hearings on the Isthmus; expenses of special training of employees of the Canal Zone Government as authorized by 5 U.S.C. 4101-4118, contingencies of the Governor, residence for the Governor; medical aid and support of the insane and of lepers and aid and support of indigent persons legally within the Canal Zone, including expenses of their deportation when practicable; and maintaining and altering facilities of other Government agencies in the Canal Zone for Canal Zone Government use, \$62,700,000.

CAPITAL OUTLAY

For acquisition of land and land under water and acquisition, construction, and replacement of improvements, facilities, structures, and equipment, as authorized by law (2 C.Z. Code, sec. 2; 2 C.Z. Code, sec. 371), including the purchase of not to exceed sixteen passenger motor vehicles of which fourteen are for replacement only; improving facilities of other Government agencies in the Canal Zone for Canal Zone Government use; and expenses incident to the retirement of such assets; \$6,000,000, to remain available until expended.

PANAMA CANAL COMPANY

CORPORATION

The Panama Canal Company is hereby authorized to make such expenditures within the limits of funds and borrowing authority available to it and in accordance with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended (31 U.S.C. 849), as may be necessary in carrying out the programs set forth in the budget for the current fiscal year for such corporation, including maintaining and improving facilities of other Government agencies in the Canal Zone for Panama Canal Company use.

LIMITATION ON GENERAL AND ADMINISTRATIVE  
EXPENSES

Not to exceed \$23,837,000 of the funds available to the Panama Canal Company shall be available for obligation during the current fiscal year for general and administrative expenses of the Company, including operation of tourist vessels and guide services. Funds available to the Panama Canal Company for obligation shall be available for the purchase of not to exceed twenty-nine passenger motor vehicles, including one medium sedan, for replacement only, and for uniforms or allowances therefor as authorized by law (5 U.S.C. 5901-5902).

WASHINGTON METROPOLITAN AREA TRANSIT  
AUTHORITY

FEDERAL CONTRIBUTION

To enable the Department of Transportation to pay the Washington Metropolitan Area Transit Authority, as part of the Federal contribution toward expenses necessary to design, engineer, construct,

and equip a rail rapid transit system, as authorized by the National Capital Transportation Act of 1969 (Public Law 91-143) as amended, including acquisition of rights-of-way, land, and interest therein, to remain available until expended, \$52,724,000 for the fiscal year 1976, and for the fiscal year 1975, \$19,400,000 for the design and construction of facilities for the handicapped as authorized by Public Law 93-87.

## INTEREST SUBSIDY

To enable the Department of Transportation to pay the Washington Metropolitan Area Transit Authority the interest subsidy authorized by Public Law 92-349, \$17,750,000, to remain available until expended.

## TITLE III

## GENERAL PROVISIONS

SEC. 301. During the current fiscal year applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; and uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901-5902).

SEC. 302. None of the funds provided in this Act shall be available for administrative expenses in connection with commitments for grants-in-aid for airport development aggregating more than \$310,000,000 in fiscal year 1975.

SEC. 303. None of the funds provided under this Act shall be available for the planning or execution of programs the obligations for which are in excess of \$45,000,000 for "Highway Beautification" in fiscal year 1975.

SEC. 304. None of the funds provided under this Act shall be available for the planning or execution of programs the obligations for which are in excess of \$100,000,000 in fiscal year 1975 for "State and Community Highway Safety" and "Highway-Related Safety Grants".

SEC. 305. None of the funds provided under this Act shall be available for the planning or execution of programs the obligations for which are in excess of \$4,600,000 in fiscal year 1975 for "Territorial Highways".

SEC. 306. None of the funds provided in this Act shall be available for administrative expenses in connection with commitments for the Urban Mass Transportation Act of 1964, as amended, aggregating more than \$1,445,250,000 in fiscal year 1975.

SEC. 307. No part of any appropriation contained in this Act shall remain available for obligation beyond the current fiscal year unless expressly so provided herein.

SEC. 308. None of the funds provided under this Act shall be available for the planning or execution of programs for any further construction of the Miami jetport or of any other air facility in the State of Florida lying south of the Okeechobee Waterway and in the drainage basins contributing water to the Everglades National Park until it has been shown by an appropriate study made jointly by the Department of the Interior and the Department of Transportation that such an airport will not have an adverse environmental effect on the ecology of the Everglades and until any site selected on the basis of such study is approved by the Department of the Interior and the Department of Transportation: *Provided*, That nothing in this section shall affect the availability of such funds to carry out this study.

SEC. 309. The Governor of the Canal Zone is authorized to employ services as authorized by 5 U.S.C. 3109, in an amount not exceeding \$150,000.

SEC. 310. Funds appropriated for operating expenses of the Canal Zone Government may be apportioned notwithstanding section 3679

of the Revised Statutes, as amended (31 U.S.C. 665), to the extent necessary to permit payment of such pay increases for officers or employees as may be authorized by administrative action pursuant to law which are not in excess of statutory increases granted for the same period in corresponding rates of compensation for other employees of the Government in comparable positions.

SEC. 311. Funds appropriated under this Act for expenditure by the Federal Aviation Administration and the Coast Guard shall be available (1) for expenses of primary and secondary schooling for dependents of Federal Aviation Administration and Coast Guard personnel stationed outside the continental United States at costs for any given area not in excess of those of the Department of Defense for the same area, when it is determined by the Secretary that the schools, if any, available in the locality are unable to provide adequately for the education of such dependents and (2) for transportation of said dependents between schools serving the area which they attend and their places of residence when the Secretary, under such regulations as he may prescribe, determines that such schools are not accessible by public means of transportation on a regular basis.

SEC. 312. Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for a GS-18.

SEC. 313. None of the funds in this Act shall be available for the implementation or execution of a program in the Department of Transportation to collect fees, charges or prices for approvals, tests, authorizations, certificates, permits, registrations, and ratings which are in excess of the levels in effect on January 1, 1973, or which did not exist as of January 1, 1973, until such program is reviewed and approved by the appropriate committees of the Congress.

SEC. 314. No part of any appropriation contained in this Act shall be available for paying to the Administrator of the General Services Administration in excess of 90 percent of the standard level user charge established pursuant to section 210(j) of the Federal Property and Administrative Services Act of 1949, as amended, for space and services.

SEC. 315. None of the funds provided under this Act shall be available for the purchase of passenger rail or subway cars, for the purchase of motor buses or for the construction of related facilities unless such cars, buses and facilities are designed to meet the mass transportation needs of the elderly and the handicapped.

This Act may be cited as the "Department of Transportation and Related Agencies Appropriation Act, 1975".

*Speaker of the House of Representatives.*

*Vice President of the United States and  
President of the Senate.*

August 16, 1974

Dear Mr. Director:

The following bills were received at the White House on August 16th:

H.R. 15155  
H.R. 15405  
H.R. 15544

Please let the President have reports and recommendations as to the approval of these bills as soon as possible.

Sincerely,

Robert D. Linder  
Chief Executive Clerk

The Honorable Roy L. Ash  
Director  
Office of Management and Budget  
Washington, D C.