

The original documents are located in Box 54, folder “8/14/76 HR14234 Department of Transportation and Related Agencies Appropriation Act 1977” of the White House Records Office: Legislation Case Files at the Gerald R. Ford Presidential Library

Copyright Notice

The copyright law of the United States (Title 17, United States Code) governs the making of photocopies or other reproductions of copyrighted material. Gerald R. Ford donated to the United States of America his copyrights in all of his unpublished writings in National Archives collections. Works prepared by U.S. Government employees as part of their official duties are in the public domain. The copyrights to materials written by other individuals or organizations are presumed to remain with them. If you think any of the information displayed in the PDF is subject to a valid copyright claim, please contact the Gerald R. Ford Presidential Library.

Exact duplicates within this folder were not digitized.

note
statements
disapproved

APPROVED

AUG 14 1976

8/14/76

THE WHITE HOUSE
WASHINGTON
August 13, 1976

ACTION

Last Day: August 20

MEMORANDUM FOR THE PRESIDENT

FROM: JIM CANNON *JC*

SUBJECT: H.R. 14234 - Department of Transportation
and Related Agencies Appropriation Act, 1977

Posted
8/16/76

Attached for your consideration is H.R. 14234, sponsored by Representative McFall.

archive
8/16/76

The enrolled bill appropriates \$5,296,417,578 in new budget authority for 1977 and \$15,421,779 in advance 1978 budget authority for the activities of the Department of Transportation, the United States Railway Association, the Civil Aeronautics Board, the Interstate Commerce Commission, the Panama Canal, the National Transportation Safety Board, the Washington Metropolitan Area Transit Authority, and the National Transportation Policy Study Commission.

The bill contains a hard-won, \$7.2 billion limitation covering most highway and highway safety programs.

A detailed memorandum explaining specific outlay increases and Congressional changes to the budget requests is provided in OMB's enrolled bill report at Tab A.

OMB, Max Friedersdorf, Counsel's Office (Lazarus) and I recommend approval of the enrolled bill and the signing statement which has been cleared by the White House Editorial Office (Smith).

RECOMMENDATION

That you sign H.R. 14234 at Tab B.

That you approve the signing statement at Tab C.

Approve _____ Disapprove *MCJ*



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

AUG 12 1976

MEMORANDUM FOR THE PRESIDENT

Subject: Enrolled Bill H.R. 14234 - Department of Transportation
and Related Agencies Appropriation Act, 1977

Last Day for Action: August 20, 1976 - Friday

<u>Appropriations</u> <u>(in millions of dollars)</u>	<u>Budget</u> <u>Estimate</u>	<u>Enrolled</u> <u>Bill</u>	<u>Congressional</u> <u>Change</u>
1977.....	5,253.5	5,296.4	+42.9

Outlay Effect: +\$305 million in 1977; +\$525 million in 1978.

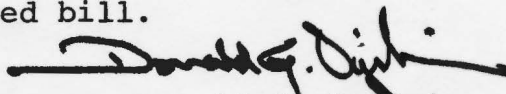
Highlights:

- ° Section 317 of the bill contains a hard-won, \$7.2 billion limitation covering most highway and highway safety programs. The limitation is \$500 million higher than requested, but its inclusion for the second year in a row provides a very desirable foundation for controlling outlays for highway programs--not only this year but in future years.
- ° Over two-thirds of the department's annual obligations are governed by contract authority for highways, mass transit, and airports. Congressional increases to the limitations which you proposed add over \$800 million to your obligation estimates for 1977, including the increase of \$500 million for highways already mentioned. These are the principal cause for higher outlays and will make control of obligations and outlay levels in the future more difficult.
- ° The longer, more detailed memorandum explains specific outlay increases and other Congressional changes to the budget requests.

Recommendation

The major problem that would have caused Secretary Coleman and me to recommend that you veto this bill--the limitation on highway programs--was successfully resolved in your favor in House action on the conference report.

I recommend that you sign the enrolled bill.


Donald G. Ogilvie
Acting Director



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

AUG 12 1976

MEMORANDUM FOR THE PRESIDENT

Subject: Enrolled Bill H.R. 14234 - Department of Transportation
and Related Agencies Appropriation Act, 1977
Sponsor - Rep. McFall (D), California

Last Day for Action

August 20, 1976 - Friday

Purpose

Appropriates \$5,296,417,578 in new budget authority for 1977 and \$15,421,779 in advance 1978 budget authority for the activities of the Department of Transportation, the United States Railway Association, the Civil Aeronautics Board, the Interstate Commerce Commission, the Panama Canal, the National Transportation Safety Board, the Washington Metropolitan Area Transit Authority, and the National Transportation Policy Study Commission.

Agency Recommendations

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

Discussion

The enrolled bill provides \$42,947,000 more in 1977 budget authority than your requests totalling \$5,253,470,578. However, the effect of the enrolled bill on spending is a product not only of budget authority changes, but also of changes made by the Congress to your obligation limitations and liquidating cash proposals. These latter changes occur mostly in the grant-in-aid programs for highways, mass transit, and airport development. Obligations in 1977 made possible by this enrolled bill will exceed budget estimates by over \$800 million. The effect of all these changes is to increase spending in 1977 by \$305 million and in 1978 by \$525 million.



The following table shows the effect of major Congressional action in relation to amounts appropriated for 1976 as well as to your 1977 budget requests for major agencies in the enrolled bill:

1977 Budget Authority*		(in millions of dollars)	
	Amount provided in bill	Change from	
		Amount requested	1976 Appropriation
Department of Transportation:			
Coast Guard.....	1,277	+35	+174
Federal Aviation Administration.....	1,982	-44	+56
Federal Highway Administration.....	128	+48	+99
Federal Railroad Administration.....	963	+26	-70
Urban Mass Transportation Administration.....	529	-15	+252
Other, DOT.....	138	-10	+7
United States Railway Association:			
Payments for purchase of Conrail securities.....	---	---	-1,061
Washington Metropolitan Area Transit Authority:			
Federal contribution*.	7	---	-3
Other, related agencies.	273	+3	+8
Total.....	5,296	+43	-538

*Excludes advance appropriations of \$15,421,779.

The following compares the enrolled bill with House and Senate appropriations subcommittee allocations under the first concurrent resolution on the Budget:

1977 Budget Authority		
(in millions of dollars)		
House target	Senate target	Enrolled bill
6,072	6,100	5,296



The remainder of this analysis discusses the changes made by the Congress to the requests for the Department of Transportation. All changes to your budget authority requests for small transportation agencies are minor and amount to a net increase of \$2,912,000.

Department of Transportation

The major problem that would have caused Secretary Coleman and me to recommend that you veto this bill has been acceptably resolved. In voting on the conference committee report, the House agreed (by a vote of 226-167) to an obligation limitation (ceiling) for highway and highway safety programs--previously deleted on the House floor, but provided by the Senate. Section 317 of the enrolled bill consequently contains a ceiling for Federal-aid highways and highway safety construction programs, with certain exceptions, of \$7.2 billion--\$500 million above your request. Without the limitation, an additional \$5 billion now available could potentially be obligated by the States. In the unlikely event that the States could have obligated this increment, outlays would have increased approximately \$800 million in 1977 and \$2.9 billion in 1978. The existence of this Congressionally imposed ceiling should therefore be very favorably viewed from the Administration's standpoint.

The bill contains \$8.86 billion for liquidation of contract authority for DOT programs--an increase of \$294.8 million from the budget estimate, primarily for payments made from the Urban Mass Transportation Fund and from the Highway Trust Fund for the Federal-aid highway programs. These increases do not affect budget authority but will increase spending.

Budget authority changes for the Department of Transportation result in a net increase of \$40 million. These changes--and others--are discussed below.

Federal Highway Administration

For activities of the Federal Highway Administration the Congress provides a net increase of \$48.3 million, principally to initiate programs authorized under the Federal-Aid Highway Act of 1976:

- ° An unrequested \$35 million is provided for the construction or reconstruction of public highways or highway bridges crossing any Federal water resources development project.



- An unrequested \$10 million is provided to demonstrate the feasibility of reducing the time required to complete highway projects of critical importance to a locality. This provision principally benefits a project in Everett, Pennsylvania.

Other notable FHWA changes are as follows:

- An increase of \$12 million is for reconstruction of deteriorated bridges on the Overseas Highway connecting the U.S. mainland to Key West.
- A decrease of \$5.4 million--from your requested \$6.9 million--will delay reconstruction of the Baltimore-Washington Parkway.
- A decrease of \$4 million in the highway beautification program is due to the availability of a large unobligated balance in this program.
- A transfer of \$4.8 million is made from the Darien Gap Highway program (a highway between Central and South America) to the appropriation for construction of access roads to public recreation areas and lakes.

Coast Guard

Funds for activities of the Coast Guard are increased by a net \$34.5 million, primarily as follows:

- An increase of \$47 million over your request of \$33 million is for enforcement of the 200-mile fisheries management zone. Of this increase, \$43 million is for additional ships and aircraft. We expect to propose deferral of most of this increase.
- The Congress has deleted your request for direct appropriations of \$5 million to augment the oil pollution clean-up fund. Instead, Congress made this amount available through transfer authority from the capital acquisition, construction and improvement program.
- An additional \$9 million is reduced from your request for operating expenses, primarily due to a reestimate of cost-of-living allowances and denial of a new computer system.



Federal Railroad Administration

A net increase of \$26.2 million is provided for the Federal Railroad Administration. This is primarily an increase of \$29.4 million over your request to finance operations of the National Railroad Passenger Corporation (AMTRAK). The increase is based upon Congressional assumption of a larger operating deficit and route structure for AMTRAK than predicted by the Administration.

Federal Aviation Administration

A total decrease of \$44.1 million in budget authority is effected for the Federal Aviation Administration. This consists primarily of two components:

- A reduction of \$26.6 million from your request for installation of new equipment and for the construction and modernization of facilities. This action was based on the availability of a large unobligated balance.
- The bill includes \$11.5 million less than your request for FAA operating expenses, reflecting anticipated slippages in filling authorized positions and a small reduction in the air traffic controller second career training program.

The enrolled bill also contains two significant increases above your requests for the FAA airport development grant-in-aid program.

- Section 319 of the bill is a provision increasing a limitation on transition quarter obligations for the airport development grant-in-aid program by \$350 million above your request of \$87.5 million. This reflects late enactment of the Airport and Airway Development Act of 1976, precluding any of the scheduled \$350 million in obligations during fiscal 1976.
- Section 302 increases your requested fiscal year 1977 limitation of \$350 million by \$160 million. This higher level of funding will make it more difficult to achieve reductions in this program in future years.

Urban Mass Transportation Administration

Two major increases to your requests for the Urban Mass Transportation Administration are made by changes to the general provisions in the enrolled bill. The Congress has not accepted your proposal to limit through the appropriations process the amount of mass transit formula grant funds which may be used for operating subsidies. Deletion of this limitation will increase 1977 outlays by at least \$180 million and 1978 outlays by \$60 million. In addition, to compensate for deletion of this limitation which would have automatically increased capital funds available to grantees, the enrolled bill increases by \$125 million your requested obligation limitation on discretionary mass transit grants--principally to accommodate bus purchases. This change will increase 1977 outlays by \$10 million and 1978 outlays by \$40 million.

Consistent with the enacted Federal-Aid Highway Act of 1976, the enrolled bill provides a more restricted approach than you had requested for Interstate highway fund substitutions for mass transit. Whereas your request sought an overall ceiling of \$575 million for such substitutions in 1977, with a flexible sub-limitation of up to \$400 million for the Washington, D. C. METRO, the enrolled bill effectively eliminates the flexibility by appropriating \$400 million available only for METRO. It may be necessary to seek amendments to restore our flexibility later in the year.

The enrolled bill includes relatively minor budget authority reductions of \$14.8 million for UMTA. \$8.8 million less is provided for research, development, and demonstrations principally for advanced technology systems and certain demonstrations. Another \$6 million is cut from the request for administrative expenses due to the availability of unobligated balances.

Other Budget Authority Changes

Other changes to your DOT requests were minor, as follows:

- ° -\$7.7 million for the National Highway Traffic Safety Administration in automotive safety activities and development of fuel economy regulations.
- ° -\$2.5 million for activities of the Office of the Secretary, primarily planning, research, and development.

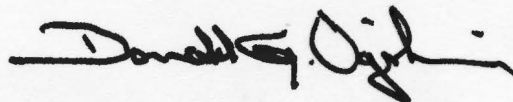


Language Provisions

In addition to the general provisions relating to obligation limitations discussed earlier, the enrolled bill includes a "coming-into-agreement" provision (Section 314) 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 Congressional 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. We again recommend against subjecting this user fee system to committee approval simply by not implementing it this year. The effect of this recommendation is to decrease potential revenue by \$47 million in 1977. The alternative--asking the Congress to remove the restriction--has no realistic chance of success.

Recommendation

I recommend that you sign the enrolled bill. Recommendations for rescissions and deferrals resulting from our review of the appropriations provided in this bill will be sent to you at a later time.



Donald G. Ogilvie
Acting Director



STATEMENT BY THE PRESIDENT

I am signing today H.R. 14234, the 1977 Appropriations Act for the Department of Transportation and related agencies. I commend the Congress for completing action on this measure well before the start of the fiscal year.

This act provides the funds to help keep the United States on the move safely and efficiently. Programs included in this bill will improve the mobility of people and the flow of freight across the Nation as well as play a key role in the economic and social development of both our cities and rural areas.

One of the main reasons that I am able to approve H.R. 14234 is that it includes a provision to assure that Federal expenditures for highway construction in FY 1977 will remain within overall Federal spending plans. I extend my congratulations and appreciation to the bipartisan majority which supported the new Congressional Budget process by approving this provision. If we are to ensure that inflation is not rekindled by excessive Federal spending, all of us must be willing to look beyond special interests and focus on the comprehensive impact of Federal spending on our society and our economic freedoms.

Although in general this legislation represents a reasonable and fiscally sound compromise, I note that the Congress has made funds available which, in the aggregate, exceed my budget recommendations by over \$800 million. I intend to assess carefully each of these additions, particularly those which involve narrow, categorical projects of minimal national significance and, where appropriate, will recommend rescissions and deferrals under the provisions of the Congressional Budget and Improvement Control Act.

Date: August 12

Time: 230pm

FOR ACTION: Judy Hope
 Steve McConahey
 Max Friedersdorf
 Ken Lazarus

cc (for information): Jack Marsh
 Jim Cavanaugh
 Ed Schmults

M.C.

FROM THE STAFF SECRETARY

DUE: Date: August 12

Time: 600pm

SUBJECT:

H.R. 14234-Dept. of DOT and related agencies appropriation
 act, 1977

ACTION REQUESTED:

 For Necessary Action For Your Recommendations Prepare Agenda and Brief Draft Reply For Your Comments Draft Remarks

REMARKS:

please return to judy johnston, ground floor west wing

Recommend approval - judy



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.

James M. Cannon
 for the President

Date: August 12

Time: 230pm

FOR ACTION: Judy Hope
Steve McConahey
Max Friedersdorf
Ken Lazarus

cc (for information): Jack Marsh
Jim Cavanaugh
Ed Schmults

FROM THE STAFF SECRETARY

DUE: Date: August 12

Time: 600pm

SUBJECT:

H.R. 14234-Dept. of DOT and related agencies appropriation act, 1977

ACTION REQUESTED:

For Necessary Action

For Your Recommendations

Prepare Agenda and Brief

Draft Reply

For Your Comments

Draft Remarks

REMARKS:

please return to judy johnston, ground floor west wing

Recommend approval.

[Handwritten signature]

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.

James M. Cannon
for the President

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: August 13

Time:

FOR ACTION: Judy Hope
Jim Frey,
Max Friedersdorf
Ken Lazarus
Robert Hartmann

cc (for information): Jack Marsh
Jim Cavanaugh
Ed Schmults
(signing statement attached)

FROM THE STAFF SECRETARY

DUE: Date: August 13

Time: 500pm:

SUBJECT:

Signing statement - H.R. 14234 - DOT Appropriations

ACTION REQUESTED:

- For Necessary Action
- For Your Recommendations
- Prepare Agenda and Brief
- Draft Reply
- For Your Comments
- Draft Remarks

REMARKS:

please return to judy johnston, ground floor west wing

8/13

No objection.

BK/akl

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: August 12

Time: 230pm

FOR ACTION: Judy Hope *ok*
Steve McConahey *out*
Max Friederädorf *ok*
Ken Lazarus *ok*

cc (for information): Jack Marsh
Jim Cavanaugh
ER Samults

FROM THE STAFF SECRETARY

DUE: Date: August 12

Time: 600pm

SUBJECT:

H.R. 14234-Dept. of DOT and related agencies appropriation act, 1977

ACTION REQUESTED:

- For Necessary Action
- For Your Recommendations
- Prepare Agenda and Brief
- Draft Reply
- For Your Comments
- Draft Remarks

REMARKS:

please return to judy johnston, ground floor 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.

K. R. COLE, JR.
For the President

Date: August 12

Time: 230pm

FOR ACTION: Judy Hope
 Steve McConahey
 Max Friedersdorf
 Ken Lazarus

cc (for information): Jack Marsh
 Jim Cavanaugh
 Ed Schmults

FROM THE STAFF SECRETARY

DUE: Date: August 12

Time: 600pm

SUBJECT:

H.R. 14234-Dept. of DOT and related agencies appropriation
 act, 1977

ACTION REQUESTED:

 For Necessary Action For Your Recommendations Prepare Agenda and Brief Draft Reply For Your Comments Draft Remarks

REMARKS:

please return to judy johnston, ground floor west wing

No objection -- Ken Lazarus 8/12/76

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.

James M. Cannon
 for the President

To: J. Casper
8-12-76
2:00 p.m.

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

AUG 12 1976

MEMORANDUM FOR THE PRESIDENT

Subject: Enrolled Bill H.R. 14234 - Department of Transportation and Related Agencies Appropriation Act, 1977

Last Day for Action: August 20, 1976 - Friday

<u>Appropriations</u> <u>(in millions of dollars)</u>	<u>Budget</u> <u>Estimate</u>	<u>Enrolled</u> <u>Bill</u>	<u>Congressional</u> <u>Change</u>
1977.....	5,253.5	5,296.4	+42.9

Outlay Effect: +\$305 million in 1977; +\$525 million in 1978.


Highlights:

- ° Section 317 of the bill contains a hard-won, \$7.2 billion limitation covering most highway and highway safety programs. The limitation is \$500 million higher than requested, but its inclusion for the second year in a row provides a very desirable foundation for controlling outlays for highway programs--not only this year but in future years.
- ° Over two-thirds of the department's annual obligations are governed by contract authority for highways, mass transit, and airports. Congressional increases to the limitations which you proposed add over \$800 million to your obligation estimates for 1977, including the increase of \$500 million for highways already mentioned. These are the principal cause for higher outlays and will make control of obligations and outlay levels in the future more difficult.
- ° The longer, more detailed memorandum explains specific outlay increases and other Congressional changes to the budget requests.

Recommendation

The major problem that would have caused Secretary Coleman and me to recommend that you veto this bill--the limitation on highway programs--was successfully resolved in your favor in House action on the conference report.

I recommend that you sign the enrolled bill.


Donald G. Ogilvie
Acting Director



THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: August 13

Time:

FOR ACTION: Judy Hope
 Jim Frey
 Max Friedersdorf
 Ken Lazarus
 Robert Hartmann (signing statement attached)

cc (for information): Jack Marsh
 Jim Cavanaugh
 Ed Schmults

FROM THE STAFF SECRETARY

DUE: Date: August 13

Time: 500pm:

SUBJECT:

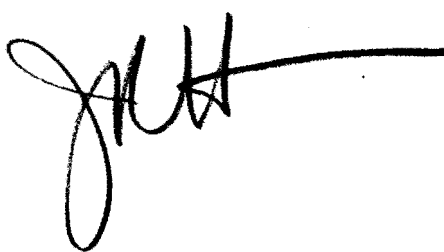
Signing statement - H.R. 14234 - DOT Appropriations

ACTION REQUESTED:

- | | |
|---|---|
| <input type="checkbox"/> For Necessary Action | <input type="checkbox"/> For Your Recommendations |
| <input type="checkbox"/> Prepare Agenda and Brief | <input type="checkbox"/> Draft Reply |
| <input checked="" type="checkbox"/> For Your Comments | <input type="checkbox"/> Draft Remarks |

REMARKS:

please return to judy johnston, ground floor west wing

Excellent


PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a delay in submitting the required material, please

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: August 13

Time:

FOR ACTION: Judy Hope
Jim Frey
Max Friedersdorf *EKW*
Ken Lazarus
Robert Hartmann (signing statement attached)

cc (for information): Jack Marsh
Jim Cavanaugh
Ed Schmults

FROM THE STAFF SECRETARY

DUE: Date: August 13

Time: 500pm

SUBJECT:

Signing statement - H.R. 14234 - DOT Appropriations

ACTION REQUESTED:

For Necessary Action

For Your Recommendations

Prepare Agenda and Brief

Draft Reply

For Your Comments

Draft Remarks

REMARKS:

please return to judy johnston, ground floor west wing

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a

Rec. 4:00 pm
8/13/76

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: August 13

Time:

FOR ACTION: Judy Hope
Jim Frey,
Max Friedersdorf
Ken Lazarus
Robert Hartmann

cc (for information): Jack Marsh
Jim Cavanaugh
Ed Schmults
(signing statement attached)

FROM THE STAFF SECRETARY

DUE: Date: August 13

Time: 500pm:

SUBJECT:

Signing statement - H.R. 14234 - DOT Appropriations

ACTION REQUESTED:

- For Necessary Action
- For Your Recommendations
- Prepare Agenda and Brief
- Draft Reply
- For Your Comments
- Draft Remarks

REMARKS:

please return to judy johnston, ground floor west wing

8/13/76
Copy sent for researching. um

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a

SIGNING STATEMENT

DOT Appropriations Act

DRAFT

I am signing today H.R. 14234, the 1977 Appropriations Act for the Department of Transportation and related agencies. I commend the Congress for completing action on this measure well before the start of the fiscal year.

This act provides the funds to help keep the United States on the move safely and efficiently. Programs included in this bill will improve the mobility of people and the flow of freight across the Nation as well as play a key role in the economic and social development of both our cities and rural areas.

One of the main reasons that I am able to approve H.R. 14234 is that it includes a provision to assure that Federal expenditures for highway construction in FY 1977 will remain within overall Federal spending plans. I extend my congratulations and appreciation to the bipartisan majority which supported the new Congressional Budget process by approving this provision. If we are to ensure that inflation is not rekindled by excessive Federal spending, all of us must be willing to look beyond special interests and focus on the comprehensive impact of Federal spending on our society and our economic freedoms.

Although in general this legislation represents a reasonable and fiscally sound compromise, I note that in several instances the Congress has added funds which, in the aggregate, exceed my budget recommendations by over \$800 million. I intend to assess carefully each of these additions, particularly those which involve narrow, categorical projects of minimal national significance and, where appropriate, will recommend rescissions and deferrals under the provisions of the Congressional Budget and Improvement Control Act.

OK as written
D
8/13/26

DEPARTMENT OF TRANSPORTATION AND RELATED
AGENCIES APPROPRIATION BILL, 1977

JUNE 8, 1976.—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

ADDITIONAL AND SUPPLEMENTAL VIEWS

[To accompany H.R. 14234]

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 September 30, 1977.

(1)

INDEX TO BILL AND REPORT

Department of Transportation:	<i>Bill page</i>	<i>Report page</i>
Office of the Secretary.....	2	8
Coast Guard.....	3	10
Federal Aviation Administration.....	5	15
Federal Highway Administration.....	9	20
National Highway Traffic Safety Administration.....	14	28
Federal Railroad Administration.....	15	30
Urban Mass Transportation Administration.....	18	36
St. Lawrence Seaway Development Corporation.....	20	41
National Transportation Safety Board.....	21	42
Civil Aeronautics Board.....	22	42
Interstate Commerce Commission.....	22	43
The Panama Canal.....	23	45
United States Railway Association.....	25	46
Washington Metropolitan Area Transit Authority.....	25	47
General provisions.....	26	48

The following table summarizes the amounts recommended in the bill for fiscal year 1977 in comparison with the budget estimates and amounts provided for fiscal year 1976.

**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY ESTIMATES AND AMOUNTS
RECOMMENDED IN THE BILL FOR FISCAL YEAR 1977**

Item (1)	New budget ¹ (obligational) authority, fiscal year 1976 (2)	Budget estimates of new (obligational) authority, fiscal year 1977 (3)	New budget (obligational) authority recommended in the bill (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1976 (5)	Budget estimates of new (obligational) authority, fiscal year 1977 (6)
TITLE I—DEPARTMENT OF TRANSPORTATION					
Office of the Secretary.....	\$62, 850, 000	\$67, 750, 000	\$65, 000, 000	+\$2, 150, 000	-\$2, 750, 000
Coast Guard.....	1, 092, 793, 775	1, 209, 095, 578	1, 265, 325, 578	+172, 531, 803	+56, 230, 000
Federal Aviation Administration.....	1, 922, 764, 000	2, 025, 606, 000	1, 979, 200, 000	+56, 436, 000	-46, 406, 000
Federal Highway Administration.....	29, 467, 000	79, 849, 000	126, 449, 000	+96, 982, 000	+46, 600, 000
National Highway Traffic Safety Administration.....	68, 000, 000	73, 980, 000	68, 000, 000	-----	-5, 980, 000
Federal Railroad Administration.....	1, 001, 375, 000	804, 385, 000	788, 300, 000	-213, 075, 000	-16, 085, 000
Urban Mass Transportation Administration.....	89, 300, 000	798, 600, 000	699, 600, 000	+610, 300, 000	-99, 000, 000
Subtotal, Department of Transportation.....	4, 266, 549, 775	5, 059, 265, 578	4, 991, 874, 578	+725, 324, 803	-67, 391, 000

See footnotes at end of table.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1977—Continued

Item	(1)	New budget ¹ (obligational) authority, fiscal year 1976	Budget estimates of new (obligational) authority, fiscal year 1977	New budget (obligational) authority recommended in the bill	Bill compared with—	
					(2)	(3)	(4)	(5)	(6)
TITLE II—RELATED AGENCIES						
National Transportation Safety Board		\$11,260,000	\$12,000,000	\$13,800,000	+\$2,540,000	+\$1,800,000
Civil Aeronautics Board		80,550,000	101,661,000	101,457,000	+20,907,000	-204,000
Interstate Commerce Commission		67,295,000	55,976,000	56,400,000	-10,895,000	+424,000
Panama Canal Zone Government		62,390,000	69,694,000	68,950,000	+6,560,000	-744,000
United States Railway Association		² 1,082,800,000	12,100,000	12,000,000	-1,070,800,000	-100,000
Washington Metropolitan Area Transit Authority		³ 121,759,000	⁴ 41,595,779	⁴ 41,595,779	-80,163,221	-----
Subtotal, related agencies		1,426,054,000	293,026,779	294,202,779	-1,131,851,221	+1,176,000
Total, new budget (obligational) authority		5,692,603,775	5,352,292,357	5,286,077,357	-406,526,418	-66,215,000
Appropriations to liquidate contract authorizations (title I)		(8,659,100,000)	(8,637,320,000)	(8,874,880,000)	(+215,780,000)	(+237,560,000)
Appropriations for debt reduction (title I)		(187,225)	(197,422)	(197,422)	(+10,197)	(-----)
Grand total, all appropriations		(14,351,891,000)	(13,989,809,779)	(14,161,154,779)	(-190,736,221)	(+171,345,000)

¹ Includes \$320,142,000 in new budget (obligational) authority contained in 2d supplemental appropriation bill, 1976 (H. R. 13172) as passed by the House of Representatives.

² Includes \$661,000,000 advance appropriation for fiscal years 1976 and 1978.

³ Includes \$90,059,000 advance appropriation for fiscal year 1977.

⁴ Includes \$15,421,779 advance appropriation for fiscal year 1978.

SUMMARY OF THE BILL

The accompanying bill would provide \$5,286,077,357 in new budget (obligational) authority for the programs of the Department of Transportation and related agencies, a reduction of \$66,215,000 below the \$5,352,292,357 requested in the budget. Of the amount recommended \$5,270,655,578 is for fiscal year 1977 and \$15,421,779 is an advanced appropriation for fiscal year 1978.

The various appropriation bills for fiscal year 1976, including the Second Supplemental Appropriation Bill, H.R. 13172, as passed by the House of Representatives, provided \$7,707,050,714 for the transportation agencies funded under this bill. These bills included \$5,041,544,775 for fiscal year 1976, \$2,014,446,939 for the transition period, \$90,059,000 for fiscal year 1977, \$425,000,000 for fiscal year 1978 and \$136,000,000 for fiscal year 1979. On a relatively comparable basis the fiscal year 1977 appropriations in the accompanying bill represent an increase of \$229,110,803 over the amount appropriated for fiscal year 1976.

Appropriations to liquidate contract authorizations totaling \$8,874,880,000 are recommended. The sum proposed is \$237,560,000 more than the \$8,637,320,000 requested and \$215,780,000 more than the \$8,659,100,000 appropriated for fiscal year 1976, including the funds contained in the Second Supplemental Appropriation Bill as passed by the House of Representatives.

SELECTED MAJOR RECOMMENDATIONS

Selected major recommendations are:

1. The appropriation of \$1,666,000,000 for the operations activities of the Federal Aviation Administration, \$11,519,000 less than the budget request;
2. An increase of \$70,000,000 over the budget for the Coast Guard to implement the Fishery Conservation and Management Act of 1976;
3. The appropriation of \$495,200,000 for Federal grants to Amtrak, including \$414,700,000 to cover operating losses on the full system;
4. A general provision providing for obligations of not to exceed \$7,200,000,000 for Federal-Aid Highways and Highway Safety Construction Programs, an increase of \$500,000,000 over the budget;
5. The appropriation of \$818,580,000 for operating expenses of the Coast Guard;
6. An appropriation of \$575,000,000 for projects substituted for Interstate system projects, including the full budget request for the Washington Metropolitan Area Transit Authority;
7. Rejection of the proposed general provision to place a 50-percent limitation on the use of mass transit formula grants for operating subsidies;
8. Increases over the budget totaling \$62,267,000 for four highway programs financed with direct appropriations;
9. The appropriation of \$68,000,000 to continue the traffic and highway safety activities of NHTSA at the current rate; and
10. The appropriation of \$200,000,000 for facilities and equipment of the Federal Aviation Administration.

EFFECT OF COMMITTEE ACTION ON PROJECTED BUDGET EXPENDITURES
(OUTLAYS) IN FISCAL YEAR 1977

The budget expenditures (outlays) for the Department of Transportation and related agencies covered in this bill are estimated in the 1977 budget, as amended, to be \$13,392,000,000. The actions recommended by the Committee are estimated to have the effect of increasing these expenditures for fiscal year 1977 by about \$267,900,000 to a total of \$13,659,900,000.

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 1976, these activities are estimated to total \$3,572,830,000. The estimate included in the budget document for fiscal year 1977 is \$7,135,030,000, a net increase of \$3,562,200,000. The principal item is Federal-aid highways, which involves an estimated \$6,700,000,000 of contract authority in fiscal year 1977.

INFLATIONARY IMPACT STATEMENT

Clause 2(1)(4) of rule XI of the House of Representatives requires that each committee report on a bill or resolution shall contain a statement as to whether enactment of such bill or resolution may have an inflationary impact on prices and costs in the operation of the national economy.

The accompanying bill contains appropriations for new spending authority of \$5,286,077,357. This is slightly below the President's request. Of the amount recommended, about 69 percent is for personnel and operating costs of the various bureaus and agencies. The total number of personnel financed by the bill is expected to increase by only about 1 percent. The Committee does not believe the level or the increase in these costs will have a measurable impact on the rate of aggregate inflation.

Approximately 5 percent of the bill will go to finance various transportation research and development activities. The remaining 26 percent will finance transportation construction and development projects in various parts of the nation. The Committee believes these activities will improve our nation's transportation system. Improved and lower cost transportation can reduce the prices of goods by lowering the costs of production, improving labor productivity through specialization and encouraging large-scale lower cost industrial production.

In addition, to the extent that more producers are able to sell in a given market, this should give purchasers the benefit of increased competition and tend to keep prices lower than they might be otherwise.

NAVIGATION AND COMMUNICATION SYSTEMS

Last year the Committee expressed its concern about the apparent lack of coordination among the various government agencies which were involved in navigation programs. The Committee believed that there was a proliferation of these systems and that the Department of Transportation had accomplished very little in its role as the lead agency in the development of an interagency navigation plan.

The Committee still believes that there are too many navigation and communication systems in existence or under development and that the Department is not moving expeditiously to remedy this situation. This year's testimony and other information provided to the Committee tends to support this belief. The FAA Administrator testified "... there is a proliferation of navigation and communication systems going on, and every few years it gets worse as someone comes up with a new and better scheme." In a letter to the Committee, dated January 14, 1976, the Acting Director of the Office of Telecommunications Policy stated: "I regret to say that the Department of Transportation efforts to prepare an interagency navigation plan are proceeding very slowly."

Last year the Committee indicated its concern about the potential duplication of the Loran-C and VORTAC systems. The Congress has already appropriated a substantial amount of funds for Loran-C, which, according to the Department, is intended to replace the existing Loran-A system. The Committee's investigative staff has previously indicated that Loran-C should also be considered as an alternative for the existing VORTAC system. This year, however, the Committee received testimony from the Department that the Omega system is potentially a better replacement for Loran-A than is Loran-C.

The Committee also received testimony from the Department that Navstar, a Department of Defense program, has the potential of providing the kind of global navigation capability that is provided now by a combination of the Omega, Loran, and VOR-DME systems.

In addition, it may be possible to combine DOD's Navstar program with FAA's Aerosat program, which is an experimental satellite system for communications. The FAA Administrator testified that, although navigation and communications are separate functions, they can be combined in the same satellite without compromising the capability of either function. The Committee believes that this potential combination should be pursued by the Department of Transportation.

In last year's report the Committee stated that it did not intend to make the decision on which navigation system or systems should be required to meet the needs of all potential users. The Committee now feels, however, that it is essential for some decisions to be made in this area in the very near future. If the Executive Branch is unable or unwilling to make the decisions necessary to reduce the admitted proliferation of navigation and communication systems, the Committee will recommend making this decision through the legislative funding process.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Appropriation, 1976.....	¹ \$32,950,000
Estimate, 1977.....	35,350,000
Recommended in the bill.....	34,900,000
Reduction below estimate.....	-450,000

¹ Includes \$400,000 contained in H.R. 13172 as passed by the House of Representatives.

The amount recommended is a \$1,950,000 increase over fiscal year 1976. The budget includes a request for 8 new positions. However, these new positions are more than offset by reductions of 12 positions in other activities. The positions funded under this appropriation are allocated as shown in the following table:

Office	Fiscal year		Recommended in bill	Bill compared with 1976
	1976	1977		
General Counsel.....	47	50	50	+3
Policy, Plans and International Affairs.....	82	80	80	-2
Environment, Safety and Consumer Affairs.....	83	80	80	-3
Administration.....	319	316	316	-3
Systems Development and Technology.....	72	70	70	-2
Congressional and Intergovernmental Affairs.....	35	34	34	-1
Secretarial offices.....	199	200	200	+1
Materials Transportation Bureau.....	108	111	111	+3
Total.....	945	941	941	-4

The recommended eight new positions include three for the Board for Corrections of Military Records, two for the Office of Deepwater Ports and 3 for the Materials Transportation Bureau.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriation, 1976.....	\$28,000,000
Estimate, 1977.....	29,800,000
Recommended in the bill.....	28,000,000
Reduction below estimate.....	-1,800,000

The bill includes an appropriation of \$28,000,000, the same level as fiscal year 1976, for the transportation planning, research, and development activities of the Office of the Secretary. Some of the major programs under this appropriation are as follows:

Automotive Energy Efficiency—The amount recommended includes \$6,000,000, a reduction of \$500,000, for this program which has as its objectives the assessment of the automotive industry's capability to significantly increase the fuel economy of their production vehicles and the assessment of the probable effects of introducing modified vehicles into the future vehicle fleet.

University Research—The Committee has approved the budget request of \$3,500,000 to stimulate transportation-related research at qualified colleges and universities. This is the fifth fiscal year in which funds have been included for this program. During this time the Department has attempted to achieve a balance between transportation educational support and direct project-related research grants. The

Committee believes that this program is now sufficiently mature so that the principal funding should be allocated to project related research as opposed to basic institutional support.

Transportation Policy Development—The sum of \$3,500,000 is included to assist the Department in the development of sound policy recommendations in areas such as economic regulation and improved transportation service and productivity. The amount recommended is \$500,000 less than the budget request.

National Transportation Plan—The Committee recommends the full budget request for the development of an integrated comprehensive national transportation plan. It is the intention of the Department to have this plan identify the major aspects of the transportation system which would best serve the nation through 1990 and beyond. The Committee hopes that this plan will be a significant step forward in the formulation and implementation of meaningful national transportation policy.

Noise Abatement—The sum of \$1,000,000 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 Construction Research—The amount recommended includes \$600,000, a reduction of \$300,000, for this program which is designed to coordinate and supplement the construction research being conducted by the operating administrations.

TRANSPORTATION RESEARCH ACTIVITIES OVERSEAS
(SPECIAL FOREIGN CURRENCY PROGRAM)

Appropriation, 1976.....	\$250,000
Estimate, 1977.....	100,000
Recommended in the bill.....	100,000

The Committee has approved the \$100,000 requested to support cooperative research programs with Poland through the utilization of foreign currencies which are in excess of the normal requirements of the United States. These programs are tied directly to related domestic research activities and are monitored by the Department personnel who are responsible for similar activities in the United States.

GRANTS-IN-AID FOR NATURAL GAS PIPELINE SAFETY

Appropriation, 1976.....	\$1,650,000
Estimate, 1977.....	2,500,000
Recommended in the bill.....	2,000,000
Reduction below estimate.....	-500,000

The sum of \$2,000,000 is recommended for grants to state agencies to carry out state natural gas pipeline safety programs. This appropriation provides for grants of up to 50 percent of the cost of personnel, equipment, and activities of these state agencies. The amount recommended is \$350,000 more than the fiscal year 1976 appropriation and \$500,000 less than the budget estimate.

The authorization, H.R. 12168, for this program passed the House on May 3, 1976.

COAST GUARD

IMPLEMENTATION OF THE FISHERY CONSERVATION AND MANAGEMENT ACT OF 1976

The Fishery Conservation and Management Act of 1976 (P.L. 94-265) was signed into law on April 13, 1976. The primary purpose of this legislation is to provide for the protection, conservation, and enhancement of the fishery resources of the United States. To accomplish this purpose, the Act establishes a fishery conservation zone which extends 200 nautical miles from the U.S. coast. Within this zone the United States will have exclusive fishery management authority over all fish except highly migratory species and beyond this zone we will have certain authority over all anadromous species fish spawned in our fresh or estuarine waters. The effective date for enforcement of this authority is March 1, 1977.

Although the Coast Guard is now actively involved in enforcement of existing fisheries laws and treaties, this responsibility is significantly increased under P.L. 94-265. In implementing the provisions of that Act, the Coast Guard is authorized to provide fisheries surveillance and enforcement in an area over four times as large as the present area of jurisdiction. Now some 545 thousand square miles of area are under Coast Guard law enforcement jurisdiction. On March 1, 1977, this will be expanded to 2.2 million square miles.

A critical issue under Public Law 94-265 is effective conservation and management of the fisheries resource. If quotas are not monitored and enforced, and violations are allowed to occur, the resource could be seriously threatened or completely consumed. The Committee believes that an effective enforcement strategy must provide for detection of vessel presence in the 200 mile zone, surveillance of vessel activity (fishery gear in use, species being caught, amount of catch etc.), and apprehension of violators.

Although various enforcement schemes have been considered, the Committee feels that a joint Coast Guard/National Marine Fisheries Service effort should be employed. Under this enforcement approach the Coast Guard would be involved in primary patrol operations in the active fishery areas where commercial fishing is occurring within 200 miles of the U.S. coast, and random patrols to the limit of domestic jurisdiction for the purpose of detecting changes in fishery fleet operation and illicit fisheries support activity. The Committee believes that additional ships, aircraft, and personnel will be required by the Coast Guard to provide the necessary ship days and flight hours to patrol this expanded enforcement area.

As of May 19, 1976, no budget request had been submitted to implement Public Law 94-265. The Committee, however, believes that funding should be provided in the accompanying bill and has recommended \$70,000,000 to permit the Coast Guard to respond in a timely and effective manner. Although these funds represent an increase over the budget estimates, the amount is consistent with the targets contained in the recently passed First Concurrent Resolution on the fiscal year 1977 budget.

In recommending \$70,000,000 in the accompanying bill, the Committee took into consideration the possibility that a somewhat different type of fishery management might result from the United Nations Law of the Sea Conference. It is clear that Public Law 94-265 is not intended to preempt the negotiations of this conference, and the legislation permits the Secretary of Commerce, following treaty ratification, to amend the regulations issued pursuant to the Act to conform with any agreements resulting from the United Nations Conference on the Law of the Sea.

Of the \$70,000,000 recommended, \$10,000,000 is for Operating expenses and \$60,000,000 is for Acquisition, construction, and improvements. Although the Committee is not recommending the specific equipment to be utilized by the Coast Guard to patrol the 200-mile fishery management zone, it is expected that the Coast Guard will report on the planned expenditure of these funds.

OPERATING EXPENSES

Appropriation, 1976.....	¹ \$738, 241, 000
Estimate, 1977.....	² 817, 900, 000
Recommended in the bill.....	² 818, 580, 000
Increase above estimate.....	+680, 000

¹ Includes \$187,225 appropriation for debt reduction and \$19,900,000 contained in H.R. 13172 as passed by the House of Representatives.

² Includes \$197,422 appropriation for debt reduction.

The amount recommended is \$680,000 more than the budget estimate and \$80,339,000 more than the appropriations for fiscal year 1976, adjusted to include the pay increases provided for in the Second Supplemental. The activities funded under this appropriation include search and rescue, aid 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 indicated previously, the Committee has included an additional \$10,000,000 under this appropriation to provide the Coast Guard with the personnel necessary to begin the enforcement of the 200-mile fishery management zone on March 1, 1977. This increase over the budget is, to a large degree, offset by recommended reductions of \$9,320,000. These reductions are discussed below.

The Coast Guard's budget was based on an inflation rate of 9 percent for activities other than personnel compensation. More recent data indicates that this rate of inflation is declining and that an increase of \$23,547,000 over fiscal year 1976 should be adequate for this purpose. This is \$4,711,000 less than the \$28,258,000 increase proposed in the budget request.

The Committee has not approved the requested \$2,000,000 for the conversion of the Coast Guard's computer programs. The testimony indicates that the present computer system is adequate for the operational workload of the Coast Guard. The Committee, therefore, does not feel that there is an urgent requirement to centralize these computer operations and directs that the proposed conversion be deferred.

The Committee has also made reductions of \$900,000 based on anticipated slippages in the operation of new shore facilities, \$700,000

based on the anticipated savings resulting from the enactment of certain pending legislation, and \$1,009,000 related primarily to the lease of aircraft, increased custodial services at the Coast Guard Academy, and civilianization of certain military positions.

The recommended reduction based on proposed legislation does not assume the enactment of the legislation which would eliminate the existing system of Federal documentation of pleasure vessels. With respect to the requested civilianization of 58 military positions at the Coast Guard Academy, the Committee does not feel this should be done unless it is cost-effective.

Within the funds recommended the Committee directs that six enlisted personnel be assigned during the summer months to the search and rescue station at Grand Marais, Minnesota.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

Appropriation, 1976	\$156,100,000
Estimate, 1977	171,100,000
Recommended in the bill	231,000,000
Increase above estimate	+59,900,000

The Committee recommends an appropriation of \$231,000,000, an increase of \$59,900,000 over the budget and \$74,900,000 over fiscal year 1976. This appropriation provides funds for the capital acquisition, construction, and improvement programs of the Coast Guard for vessels, aircraft, shore facilities, navigational aids, pollution control, family housing, and property acquisition, design, and administration. The authorization, H.R. 11670, for this program passed the House on April 5, 1976.

As discussed earlier in the report, \$60,000,000 is included under this heading for the implementation of Public Law 94-265, which establishes a 200-nautical mile fishery management zone. In addition, the bill would provide funds for the following projects which are contained in H.R. 11670, but are not included in the budget request:

2 harbor tugboats	\$13,800,000
10 high-speed surface delivery systems for pollution control	1,500,000
1 44-ft. motor life boat	445,000
New shore station at Provincetown, Mass.	1,826,000

Total	17,571,000
-------	------------

This \$17,571,000 increase is more than offset by a reduction of \$8,600,000 in the budget request for medium range surveillance aircraft and the utilization of \$9,071,000 in previously appropriated unobligated funds which are being held for contractor claims and other contingencies.

The accompanying bill includes \$24,300,000 for the procurement of medium range surveillance aircraft. When combined with prior year appropriations, this would make a total of \$72,000,000 available for the MRS program. The Committee believes that this amount is sufficient to fund the procurement of at least one aircraft per month during fiscal year 1977.

As indicated above, the bill includes funds for two unbudgeted harbor tugboats with icebreaking capability. These two tugboats are

in addition to the one boat funded in fiscal year 1976 and the one included in the fiscal year 1977 budget. They are intended to replace existing harbor tugs which are more than 30 years old. The replacement boats have double the horsepower of the existing tugs and are designed to meet the growing demands for icebreaking service in the Great Lakes and in the Northeastern coastal states.

The bill includes the full amount requested for the program to provide Loran-C radionavigation service throughout the coastal confluence zone. This system is intended to replace the existing Loran-A system. The Committee believes it is important that the Coast Guard continue the operation of Loran-A long enough to permit an orderly transition to the Loran-C system.

ALTERATION OF BRIDGES

Appropriation, 1976	\$6,500,000
Estimate, 1977	8,600,000
Recommended in the bill	9,600,000
Increase above estimate	+1,000,000

The Coast Guard has the responsibility to order the alteration of bridges which have become unreasonable obstructions to the waterborne commerce of the United States. This appropriation provides for the Federal Government's share in the cost of such alterations.

The sum recommended for fiscal year 1976 will provide for the continuation of four on-going projects and the initiation of one new project. These bridges are included in the following table:

Bridge/owner	Total U.S. cost	Previously funded	Fiscal year 1977 budget	Recommended in the bill
Caloosahatchee River, Tice, Fla. (Seaboard Coastline RR)	\$3,300,000	\$1,500,000	\$1,610,000	\$1,610,000
Columbia River, Kennewick, Wash. (Union Pacific RR)	10,000,000	3,410,000	4,900,000	4,900,000
Biloxi Bay, Popps Ferry, Miss. (Popps Ferry Road, Harrison County Road Department)	2,700,000	1,100,000	560,000	560,000
Savannah River, Savannah, Ga. (Seaboard Coastline RR)	5,600,000	2,500,000	1,530,000	1,530,000
Brazos Bridge, Napa River, Calif. (Southern Pacific RR)	10,800,000			1,000,000
Total	32,400,000	8,510,000	8,600,000	9,600,000

RETIRED PAY

Appropriation, 1976	\$123,650,000
Estimate, 1977	147,103,000
Recommended in the bill	147,103,000

¹ Includes \$8,000,000 contained in H.R. 13172 as passed by the House of Representatives.

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 17,518 in fiscal year 1977, as compared with an estimated 16,512 in fiscal year 1976 and 15,710 in fiscal year 1975.

The amount recommended does not assume the enactment of proposed legislation to modify the method of determining the cost-of-living increases for retired annuitants.

RESERVE TRAINING

Appropriation, 1976.....	¹ \$32,100,000
Estimate, 1977.....	34,800,000
Recommended in the bill.....	34,650,000
Reduction below estimate.....	-150,000

¹ Includes \$900,000 contained in H.R. 13172 as passed by the House of Representatives.

The bill includes an appropriation of \$34,650,000 to provide qualified individuals and trained units to be available for active duty in the time of war or national emergency, and to augment regular Coast Guard forces during domestic emergencies and natural disasters. The \$150,000 reduction anticipates a lower rate of inflation for supporting goods and services than was assumed in the budget request.

As has been stated in the past, the Committee believes that the augmentation training program is providing for an efficient utilization of Coast Guard Reserve personnel. Testimony indicates that during fiscal years 1974 and 1975, approximately 2.8 million man-hours of augmentation training were performed each year in practically all of the major operating activities of the regular Coast Guard, such as port safety and security, search and rescue, commercial vessel safety, boating safety and a number of staff and support functions.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

Appropriation, 1976.....	\$18,600,000
Estimate, 1977.....	19,000,000
Recommended in the bill.....	18,800,000
Reduction below estimate.....	-200,000

The sum included in the accompanying bill for the research, development, test, and evaluation programs of the Coast Guard is \$200,000 more than the amount appropriated for fiscal year 1976. During fiscal year 1977 the Coast Guard plans to continue its development of pollution detection and cleanup systems, deepwater ports standards, improved buoy systems, commercial and recreational safety technology, and improved search and rescue detection equipment.

STATE BOATING SAFETY ASSISTANCE

Appropriation, 1976.....	\$5,790,000
Estimate, 1977.....	5,790,000
Recommended in the bill.....	5,790,000

The Committee has approved the full budget request to provide financial assistance for state boating safety programs as authorized by the Federal Boat Safety Act of 1971, as amended. The amount recommended would continue this program at the fiscal year 1976 level. Authorization for this program is contained in H.R. 5630, which passed the House on November 17, 1975. Under H.R. 5630 the grant program would be continued for three additional years with a 33 $\frac{1}{3}$ percent Federal and 66 $\frac{2}{3}$ percent state matching ratio.

The purpose of the Federal Boat Safety Act was to stimulate state boating safety efforts. Recent information indicates that most states are, in fact, increasing their spending in this field. With this increased state spending, there should be an overall increase in our nationwide boating safety efforts.

POLLUTION FUND

Appropriation, 1976.....	\$10,000,000
Estimate, 1977.....	5,000,000
Recommended in the bill.....	
Reduction below estimate.....	-5,000,000

The Committee has denied the \$5,000,000 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 available to initiate and conduct cleanup of oil or other hazardous polluting substances spilled into the waters of the United States, adjoining shorelines, or waters of the contiguous zone. The Act authorized an appropriation of \$35,000,000 and \$30,000,000 has been appropriated through fiscal year 1976. Although the balance in the fund is lower than the total amount appropriated, the Committee feels that the present balance of \$9,400,000 should be adequate to meet the Coast Guard's pollution cleanup requirements through the end of fiscal year 1977.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

Appropriation, 1976.....	¹ \$1,573,250,000
Estimate, 1977.....	1,677,519,000
Recommended in the bill.....	1,666,000,000
Reduction below estimate.....	-11,519,000

¹ Includes \$42,250,000 contained in H.R. 13172, as passed by the House of Representatives and \$6,000,000 derived by transfer.

The sum of \$1,666,000,000 is recommended for the operations activities of the Federal Aviation Administration. This represents an increase of \$92,750,000 over the appropriations provided for similar activities in fiscal year 1976. 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 most of the regulatory personnel in the Federal Aviation Administration.

The budget proposed a net increase in positions of 184, from a level of 53,732 in fiscal year 1976 to 53,916 in fiscal year 1977. The amount recommended in the accompanying bill would provide for a net increase of 125 positions to a level of 53,857 positions. These positions are allocated as shown in the following table.

Activity	Fiscal year 1976	Fiscal year 1977 budget	Bill	Bill compared with 1976
Traffic control.....	29,897	30,369	30,324	+427
Installation and materiel service.....	2,054	2,026	2,026	-28
Systems maintenance.....	13,876	13,890	13,876	
Flight standards.....	5,982	5,864	5,864	-118
Medical programs.....	365	348	348	-17
Development direction.....	597	565	565	-32
Airports.....	961	854	854	-107
Total.....	53,732	53,916	53,857	+125

As indicated above, the largest increase is for the operation of the traffic control system. The Committee has approved all 387 new positions requested for control towers and 150 of the 195 new positions requested for traffic control centers. These increases are partially offset by reductions of 110 positions in other traffic control activities. Since the testimony indicates that only one new traffic control tower will be commissioned during fiscal year 1977, the recommended new positions should alleviate any personnel shortages which may exist in terminal areas. For the traffic control centers, the Committee has recommended a reduction of 45 positions below the budget. The primary workload at the centers is air carrier which, according to the testimony, is not increasing as rapidly as previously forecasted.

The recommended reductions from the budget total \$11,519,000 and are specified below:

Slippages in filling authorized positions.....	-\$5,000,000
Requested new positions not approved.....	-619,000
Second career training.....	-2,300,000
Stock levels at depot.....	-700,000
Special maintenance projects.....	-500,000
Aircraft lease.....	-700,000
Contractural studies.....	-250,000
Reduction in fiscal year 1976 base because of action taken in connection with Second Supplemental.....	-1,450,000
Total reductions.....	-11,519,000

The largest reduction is based on anticipated slippages in filling authorized positions. Testimony indicates that, as of February 29, 1976, employment under this appropriation was more than 600 personnel below the level originally estimated. In addition, the Committee has reduced the second career training program by \$2,300,000. In last year's report, the Committee pointed out that under this program a controller who is eligible for retirement can still avail himself of second career opportunities and collect an additional two years' pay plus additional retirement credit. Legislation has been proposed to remedy this situation and the Committee believes this legislation should be enacted.

FACILITIES, ENGINEERING AND DEVELOPMENT

Appropriation, 1976.....	\$12,250,000
Estimate, 1977.....	¹ 17,892,000
Recommended in the bill.....	¹ 17,400,000
Reduction below estimate.....	-492,000

¹ Includes \$1,900,000 to be derived by transfer.

The bill includes an appropriation of \$15,500,000, plus an additional \$1,900,000 to be derived by transfer, for the engineering and development needed to establish or modify Federal air regulations. The total amount recommended is \$492,000 less than the budget and \$5,150,000 more than the amount appropriated for fiscal year 1976.

The following table shows the comparable amounts for fiscal years 1976 and 1977:

	Fiscal year 1976 appropriation	Fiscal year 1977 request	Recommended in the bill
Aircraft safety research.....	\$3,593,000	\$6,922,000	\$6,800,000
Aviation medicine.....	1,820,000	2,070,000	2,000,000
Aviation noise and environment.....	6,459,000	¹ 8,900,000	¹ 8,600,000
Facilities and equipment.....	378,000		
Total.....	12,250,000	17,892,000	17,400,000

¹ Includes \$1,900,000 to be derived by transfer.

The Committee has approved the full amount requested for the accelerated civil aviation security effort to prevent explosives from being brought into the airport/aircraft complex. These funds are primarily to develop improved methods and techniques for bomb detection.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, 1976.....	\$245,537,000
Estimate, 1977.....	226,595,000
Recommended in the bill.....	200,000,000
Reduction below estimate.....	-26,595,000

The sum of \$200,000,000 is recommended for the installation of new equipment and the construction and modernization of facilities for the Federal airway system. This appropriation also finances major capital investments required by other agency programs such as equipment for the FAA academy and test facilities for the research, engineering, and development program.

The amount recommended is \$26,595,000 less than the budget request. This reduction is based primarily on two factors. First, there is a large amount of previously appropriated funds which are presently available or will soon become available for this program. As of March 31, 1976, the unobligated balance under this appropriation was \$216,820,000. In addition, the fiscal year 1976 facilities and equipment appropriation of \$245,537,000 was made contingent upon the enactment of authorizing legislation. When this authorizing legislation becomes law, the 1976 appropriation will also be available for obligation.

The second reason for the recommended reduction is that there are few major procurements requested in the fiscal year 1977 budget. As indicated on page 839 of part 4 of the hearings, only two of the nine major features of the upgraded third-generation air traffic control system will have advanced to the procurement phase in fiscal year 1977. The Committee believes that the amount recommended is sufficient to insure essential progress in both of these programs and is also adequate for FAA to fully cope with its present workload and the projected growth in aviation.

As in previous years, the bill includes language limiting the number of flight service stations which can be decommissioned with fiscal year 1977 funds.

RESEARCH, ENGINEERING AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, 1976.....	\$67,500,000
Estimate, 1977.....	76,700,000
Recommended in the bill.....	72,000,000
Reduction below estimate.....	-4,700,000

The accompanying bill includes \$72,000,000 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 future. The amount recommended is \$4,700,000 less than the budget and \$4,500,000 more than the amount appropriated in fiscal year 1976.

The Committee has approved the full budget requests of \$11,000,000 for the discrete address beacon system program and \$4,882,000 for flight service station modernization.

The Committee also directs that \$1,000,000 be used to improve FAA's pavement testing program. Testimony indicates that over the past five years more than \$800,000,000 was spent on airport paving. Because of the large expenditure of funds in this area, the Committee feels that the development of a more durable airport runway could be a very cost effective program.

The budget request for the microwave landing system program is \$15,300,000. Over the past few years the Committee has received repeated assurances from FAA that this program is proceeding without any major problems and in a manner which will satisfy Department of Defense requirements. Other testimony, however, indicates that this may not be the case. In addition, the Committee is concerned about the increasing cost of this program. In the fiscal year 1975 hearings the total estimated cost of this research and development effort was estimated by FAA to be \$74,076,000. In last year's hearing this cost had increased to \$90,009,000. In this year's hearing the total estimated cost was projected to be \$106,100,000, an increase of more than 43 percent in just two years.

The Committee remains firm in its belief that the microwave landing system program should move forward in a timely manner and directs that FAA allocate sufficient funds to enable this program to proceed in the most cost effective manner. The Committee further directs the FAA to provide, by December 31, 1976, a report indicating the status of the MLS program and addressing the concerns referred to in the preceding paragraph.

As previously indicated, the Committee is still not satisfied with the progress being made in coordinating our navigation and communications systems. This apparent lack of coordination seems to be exemplified by the Aerosat program. Testimony indicates that it may be possible to incorporate this program with DOD's Navstar satellite program. The Committee has been advised that this matter is being reviewed by the Subcommittee on Aviation and Transportation R&D of the House Committee on Science and Technology. The Committee fully supports this review and directs FAA to make all possible efforts to ensure that its satellite and navigation programs are not redundant with those of other agencies. In addition, the Committee directs that the FAA submit by December 1, 1976, a detailed future funding plan for the Aerosat program.

GRANTS-IN-AID FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1976.....	(\$370,000,000)
Estimate, 1977.....	(355,000,000)
Recommended in the bill.....	(355,000,000)

The Committee has approved the full amount of \$355,000,000 in liquidating cash for airport grants. This is \$15,000,000 less than the amount appropriated for fiscal year 1976. However, \$50,000,000 of the fiscal year 1976 appropriation will not be available until the enactment of authorizing legislation.

As in past years, a limitation on obligations for airport grants financed under contract authority is included in the bill. The limitation recommended for fiscal year 1977 is \$390,000,000, which is an increase of \$40,000,000 over the budget request and the fiscal year 1976 level.

OPERATION AND MAINTENANCE, METROPOLITAN WASHINGTON AIRPORTS

Appropriation, 1976.....	¹ \$18,602,000
Estimate, 1977.....	20,700,000
Recommended in the bill.....	20,700,000

¹ Includes \$1,075,000 contained in H.R. 13172, as passed by the House of Representatives.

The funds included in the bill for the operation and maintenance of Washington National and Dulles International Airports total \$20,700,000, an increase of \$2,098,000 over fiscal year 1976. No new positions are requested or recommended. The increase provided over fiscal year 1976 is, for the most part, attributable to price increases in supplies and materials, annualization costs, and funding of existing authorized but unfilled positions.

The operation of the airports is conducted on a business basis with revenues derived from landing fees, concession activity, and lease arrangements deposited as receipts in the general fund of the Treasury. The direct operating costs and capital outlays are financed by direct appropriations.

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 \$736,000 net loss for the two airports for fiscal year 1977. 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 \$7,036,000 and at Dulles International by \$804,000.

CONSTRUCTION, METROPOLITAN WASHINGTON AIRPORTS

Appropriation, 1976.....	\$11,625,000
Estimate, 1977.....	8,100,000
Recommended in the bill.....	5,000,000
Reduction below estimate.....	-3,100,000

The Committee recommends \$5,000,000 to finance major improvements and expansions of facilities at the Metropolitan Washington Airports. This is \$3,100,000 less than the budget and \$6,625,000 less than the amount appropriated for fiscal year 1976. As of March 31, 1976, there was an unobligated balance of \$17,982,000 under this appropriation. In view of this unobligated balance, the Committee believes that the sum recommended should be adequate to accomplish all essential projects included in the fiscal year 1977 budget request.

The Committee has approved the \$800,000 requested to redesign and improve the road system at Washington National Airport. Frequent automobile traffic congestion is one of the most obvious problems at the airport, particularly in the traffic circle in front of the main terminal. According to the FAA, few changes have been made in the airport road system since the early 1940's. At that time the system was designed to accommodate 4 million passengers per year. The present total is in excess of 11 million per year and is projected to increase to almost 15 million passengers per year by 1980. The Committee expects that the funds recommended will be utilized to design a road system which will alleviate the present problems and be adequate to accommodate the growth levels projected for the future.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON GENERAL OPERATING EXPENSES

Appropriation, 1976.....	¹ (\$144,480,000)
Estimate, 1977.....	(152,300,000)
Recommended in the bill.....	(150,400,000)
Reduction below estimate.....	(-1,900,000)

¹ Includes \$2,000,000 contained in H.R. 13172 as passed by the House of Representatives.

This limitation provides for the salaries and expenses of the Federal Highway Administration required to conduct and administer the Federal-aid highways and Off-system roads programs. Commencing in fiscal year 1977, administrative expenses for the Highway beautification and Territorial highways programs will also be included within the limitation.

Administrative services for other programs of the Federal Highway Administration, including Highway-related safety grants, are initially financed from this limitation and reimbursements are collected from those programs. In addition, the appropriation for Highway safety research and development is transferred to and administered through this limitation. The limitation does not cover administrative expenses of the Darien Gap Highway or Motor carrier safety programs. These costs are covered by separate appropriations.

The limitation recommended is \$5,920,000 above the level provided for fiscal year 1976 and \$1,900,000 below the budget request. Most of this reduction results from a lower fiscal year 1976 base for this program because of the action taken in connection with the Second Supplemental Appropriations Bill, 1976. In that bill this limitation was reduced \$1,028,000 below the budget. In addition, the Committee has reduced highway research and development funding by \$830,000 and travel funds by \$42,000.

MOTOR CARRIER SAFETY

Appropriation, 1976.....	¹ \$6,667,000
Estimate, 1977.....	6,949,000
Recommended in the bill.....	6,949,000

¹ Includes \$167,000 contained in H.R. 13172 as passed by the House of Representatives.

The Committee recommends the full budget request 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. These programs involve Federal safety inspection and law enforcement over the highway operations of commercial interstate carriers.

The amount recommended includes \$799,000 for administrative support and \$400,000 for contract research. The contract research effort is designed to assist in identifying safety risks and in establishing or modifying safety regulations. No additional positions were requested under this appropriation and none are recommended.

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

Appropriation, 1976.....	\$9,000,000
Estimate, 1977.....	9,000,000
Recommended in the bill.....	9,000,000

The bill includes an appropriation of \$9,000,000 for the highway safety research and development efforts of the Federal Highway Administration. This would continue this program at the current rate. The research conducted under this program is utilized to support the safety standards established by the Highway Safety Act of 1970. Some of the major projects involve traffic and pedestrian safety, improving highway designs, and developing more effective traffic surveillance systems.

HIGHWAY BEAUTIFICATION

	Appropriation	Liquidation of contract authorization
Appropriation, 1976.....	\$1,000,000	(\$30,000,000)
Estimate, 1977.....	32,000,000	(40,000,000)
Recommended in the bill.....	28,000,000	(33,600,000)
Reduction below estimate.....	-4,000,000	(-6,400,000)

With the enactment of the Federal-Aid Highway Act of 1976 funding for this program shifted from contract authority to direct appropriations. This technical shift accounts for the large increase in direct appropriations over fiscal year 1976. In fiscal year 1976 direct appropriations were made only for administrative expenses.

The \$4,000,000 reduction is based primarily on the substantial unobligated balance under this heading. As of March 31, 1976, this balance was \$23,774,000.

The Committee is also recommending a \$6,400,000 reduction in liquidating cash. This reduction results from the fact that under existing law liquidating cash appropriations are required only to cover obligations incurred prior to fiscal year 1977. Recent information provided by the Federal Highway Administration indicates that \$33,600,000 should be adequate for this purpose.

HIGHWAY-RELATED SAFETY GRANTS (LIQUIDATION OF
CONTRACT AUTHORIZATION)

Appropriation, 1976.....	(\$15,000,000)
Estimate, 1977.....	(25,820,000)
Recommended in the bill.....	(25,820,000)

The bill includes a liquidating cash appropriation of \$25,820,000 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 surveillance, and the highway related aspects of pedestrian safety. The amount recommended is an increase of \$10,820,000 over the fiscal year 1976 appropriation.

The bill also includes a separate general provision (Section 303) limiting obligations under this program in fiscal year 1977 to \$17,000,000. This is the same as the budget estimate and \$2,000,000 more than the estimated fiscal year 1976 level.

RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

Appropriation, 1976.....	¹ \$16,620,000
Estimate, 1977.....	10,000,000
Recommended in the bill.....	10,000,000

¹ Includes \$15,220,000 to be derived by transfer.

The Committee has approved the full budget request of \$10,000,000 for certain railroad-highway crossings demonstration projects authorized by the Federal-Aid Highway Act of 1973, Federal-Aid Highway Amendments of 1974, National Mass Transportation Assistance Act of 1974, and Federal-Aid Highway Act of 1976. These projects involve the relocation of railroad lines from the central area of cities, the elimination or protection of public ground-level railroad-highway crossings, and the construction of overpasses and underpasses.

Information provided by the Federal Highway Administration indicates that there was an unobligated balance of \$12,883,000 under this appropriation as of March 31, 1976. The Committee believes that these unobligated funds plus the \$10,000,000 provided in the bill should permit all of the previously funded projects to progress on schedule. Testimony indicates that only a few of these projects have progressed to the construction phase.

The Federal-Aid Highway Act of 1976 authorizes four additional projects at Sherman, Texas, Pine Bluff, Arkansas, Augusta, Georgia, and Metairie, Jefferson Parish, Louisiana. The amount recommended is intended to fund preliminary engineering for these projects. The Federal-Aid Highway Act of 1976 also expands the scope of the work to be performed on the railroad relocation project at Lafayette, Indiana. The total cost of this demonstration is now authorized. The Committee is advised that during fiscal year 1977 funding will be required for engineering and design approval and right-of-way surveys. The Committee feels that the amount recommended is sufficient to cover these costs.

TERRITORIAL HIGHWAYS (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1976.....	(\$4,000,000)
Estimate, 1977.....	(3,400,000)
Recommended in the bill.....	(3,560,000)
Increase above estimate.....	(+160,000)

A liquidating cash appropriation of \$3,560,000 is recommended 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.

As in previous years, a limitation on obligations in fiscal year 1977 is included in the bill. The limitation is \$5,600,000, which is an increase of \$1,000,000 over the budget and the fiscal year 1976 level. The Committee directs that these additional funds be allocated to the territory of Guam.

ALASKA HIGHWAY

Appropriation, 1976.....	\$15,000,000
Estimate, 1977.....	15,000,000
Recommended in the bill.....	15,000,000

The bill includes the budget request of \$15,000,000 for the 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. Testimony indicates that action on the required agreement between the governments of Canada and the United States will be completed and construction will begin on the Southern portion of the Haines Cutoff Highway during fiscal year 1977.

OFF-SYSTEM ROADS (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1976.....	(\$10,000,000)
Estimate, 1977.....	(92,000,000)
Recommended in the bill.....	(70,000,000)
Reduction below estimate.....	(-22,000,000)

The sum of \$70,000,000 in liquidating cash is recommended for construction, reconstruction, and improvement projects on public roads and bridges in rural areas not previously eligible for Federal-aid. The amount recommended is \$22,000,000 less than the budget and \$60,000,000 more than the amount appropriated in fiscal year 1976.

These funds are to liquidate obligations incurred under the Federal-Aid Highway Amendments of 1974. The reduction below the budget is based on the fact that obligations for this program are proceeding slower than expected. Information provided by the Federal Highway Administration indicates that, as of March 31, 1976, less than \$30,000,000 had been obligated under this program.

NATIONAL SCENIC AND RECREATIONAL HIGHWAY (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1976.....	
Estimate, 1977.....	(\$22,500,000)
Recommended in the bill.....	(22,500,000)

The Federal-Aid Highway Act of 1973 included \$90,000,000 for the construction of a national scenic and recreational highway, better known as the Great River Road, by the ten states bordering the Mississippi River. The President's first special message for fiscal year 1976, dated July 1, 1975, proposed a rescission (R 76-1) of these funds. The Committee report (94-496) on the Budget Rescission Bill, 1976, recommended disapproval of the rescission, but indicated that the Committee would be receptive to a deferral of the funds until specific plans were developed and additional testimony received. On September 24, 1975, a deferral message (D 76-55) covering the \$90,000,000 for the Great River Road was submitted. Pursuant to this message funding for this program was deferred. Recently, this deferral was withdrawn and the contract authority was allocated to the states. The Committee believes, therefore, that a liquidating cash appropriation will be required to cover the obligations incurred under the available contract authority.

ACCESS HIGHWAYS TO PUBLIC RECREATION AREAS ON CERTAIN LAKES

Appropriation, 1976.....	\$10,000,000
Estimate, 1977.....	
Recommended in the bill.....	¹ (4,767,000)
Increase above estimate.....	(+4,767,000)

¹ By transfer.

The accompanying bill includes an increase of \$4,767,000 over the budget for the construction or reconstruction of access highways, including bridges, to public recreation areas on certain lakes. Under the language in the bill these funds would be derived by transfer from the appropriation for Darien Gap Highway.

The sum recommended will provide for the completion of five access highways which were initially funded in fiscal year 1976. These projects are included in the following table:

Project	Estimated total cost	Federal share	Previously appropriated	Recommended in the bill
Brookeville Lake, Ind.....	\$3,060,000	\$2,142,000	\$1,379,000	\$763,000
Clinton Parkway, Kans.....	5,900,000	4,130,000	2,658,000	1,472,000
Paint Creek Reservoir, Ohio.....	5,650,000	3,955,000	2,545,000	1,410,000
Hemlock Road, Pa.....	1,804,000	1,263,000	813,000	450,000
Lake Raystown, Pa.....	2,692,000	1,884,000	1,212,000	672,000
Projects fully funded in fiscal year 1976.....	2,648,000	1,854,000	¹ 1,393,000	
Total.....	21,754,000	15,228,000	10,000,000	4,767,000

¹ Other Federal funds were allocated to some of these projects.

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION—TRUST FUND)

Appropriation, 1976.....	¹ (\$6,533,800,000)
Estimate, 1977.....	(6,065,000,000)
Recommended in the bill.....	(6,143,100,000)
Increase above estimate.....	(+78,100,000)

¹ Includes \$1.1 billion contained in H.R. 13172 as passed by the House of Representatives.

A liquidating cash appropriation of \$6,143,100,000 is recommended for the Federal-Aid Highways program. This is an increase of \$78,100,000 above the budget and a decrease of \$390,700,000 below fiscal year 1976. The increase over the budget is intended to cover the additional fiscal year 1977 cash requirements resulting from the recommended increase in the proposed limitation on obligations for this program.

Approximately \$3 billion of the recommended liquidating cash funds is to continue the construction of the Interstate Highway System. The balance of the funds is 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, 1975, to March 31, 1976, an additional 693 miles of the Interstate System were completed and opened to traffic. As of March 31, 1976, about 37,600 miles, or 88 percent of the 42,500 mile authorized Interstate System, had been completed and opened to traffic. In addition, there are about 4,200 miles on which construction, right-of-way acquisition, or preliminary engineering is underway, making a total of roughly 41,800 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, 1976, projects involving about 280,000 miles had been completed at a cost of \$34.2 billion. Contracts involving an additional 13,100 miles were authorized or underway.

LIMITATION ON OBLIGATIONS

The accompanying bill also includes two general provisions on the Federal-aid highways program. Section 316 would limit to \$7.2 billion the obligations which can be incurred under this program and the highway safety construction programs during fiscal year 1977. This is an increase of \$500 million above the limitation proposed in the budget and would continue these programs at the current rate. This level is also consistent with the amount included in the First Concurrent Resolution on the Budget. The report on that resolution indicates that a \$7.2 billion obligation level is included for these programs.

The second general provision, section 317, states that the limitation contained in section 316 shall not extend the completion date of the Interstate System past September 30, 1990.

In recommending an obligation limitation of \$7.2 billion for the Federal highway program, it is the intention of the Committee to prevent the aggregate amount of contract authority apportioned and available to the states from being obligated in one fiscal year, thus creating an unreasonable burden on total Federal spending. It is *not* the intent of the Committee that the limitation imposed under section 316 and the provisions of section 317 be used by the Secretary as discretionary authority to distort the priorities established in the Federal highway legislation. For example, it is not intended that the Secretary set aside all or a major portion of the unobligated Interstate funds available in fiscal year 1977 merely to comply with these provisions and in so doing severely limit the availability of non-interstate funds.

This would be a contradiction of the principle established under section 209(g) of the Highway Revenue Act of 1956, as amended, which requires priority for non-Interstate construction. Rather, the Secretary should take only the action necessary, consistent with the intent of Congress, to insure that a program level of \$7.2 billion is achieved, consistent with each state's highway program abilities and priorities.

HIGHWAY SAFETY CONSTRUCTION PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION—TRUST FUND)

Appropriation, 1976.....	(\$300,000,000)
Estimate, 1977.....	(385,000,000)
Recommended in the bill.....	(385,000,000)

The Committee has approved the budget estimate of \$385,000,000 for grants to the states for safety improvements to highway systems. The Committee is maintaining a separate safety construction appropriation to enable the Congress to see the level of emphasis given to these programs.

The safety construction programs included under this heading are as follows: Rail-highway crossings, Bridge reconstruction and replacement, Pavement marking demonstrations, Projects for high hazard locations, Elimination of roadside obstacles, and Federal-aid safer roads demonstrations.

RIGHT-OF-WAY REVOLVING FUND

(LIQUIDATION OF CONTRACT AUTHORIZATION—TRUST FUND)

Appropriation, 1976.....	(\$20,000,000)
Estimate, 1977.....	(46,600,000)
Recommended in the bill.....	(35,000,000)
Reduction below estimate.....	(—11,600,000)

The sum of \$35,000,000 in liquidating cash is recommended for the right-of-way revolving fund. This is \$11,600,000 less than the budget estimate and \$15,000,000 more than the amount appropriated in fiscal year 1976. The reduction from the budget is based on the availability of unexpended cash balances from fiscal year 1976 and the transition period in addition to those anticipated in the budget.

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.

HIGHWAYS CROSSING FEDERAL PROJECTS

Appropriation, 1976.....	
Estimate, 1977.....	
Recommended in the bill.....	\$35,000,000
Increase above estimate.....	+35,000,000

Section 132(a) of the Federal-Aid Highway Act of 1976 authorizes \$100,000,000 for the construction or reconstruction of public highways or highway bridges crossing any Federal public works project when there has been a substantial change in the requirements and cost of

such highway or bridge since the public works project was authorized and when such increased costs would work an undue hardship upon local interests. The accompanying bill includes an appropriation of \$35,000,000 to initiate this program.

These funds are intended to apply to water resources development projects, such as those of the Corps of Engineers, which were authorized some time ago under policies different than those existing today and on which construction has not yet been completed. In the past, where the project required relocation or alteration of highway bridges, or construction of new bridges, it was sometimes required that this work be a non-Federal responsibility—especially in Corps of Engineers navigation projects. Since then, however, the policy has changed and necessary relocations or alterations and necessary new bridges are a Federal responsibility. This appropriation will provide a means whereby these earlier authorized projects can be brought substantially in line with current policy.

BALTIMORE-WASHINGTON PARKWAY

Appropriation, 1976.....	
Estimate, 1977.....	\$6,900,000
Recommended in the bill.....	
Reduction below estimate.....	—6,900,000

The Committee has denied the \$6,900,000 budget request for the reconstruction of the Federally-owned section of the Baltimore-Washington Parkway. Testimony indicates that the Park Service has funded an interim resurfacing of the most severely deteriorated part of the highway. Since work on the resurfacing project is currently underway, the Committee does not feel there is an urgent need to reconstruct the Parkway.

This project is authorized by the Federal-Aid Highway Act of 1970. Following reconstruction, the highway will be transferred to the State of Maryland and placed on the Federal-aid primary system.

OVERSEAS HIGHWAY

Appropriation, 1976.....	\$500,000
Estimate, 1977.....	
Recommended in the bill.....	12,500,000
Increase above estimate.....	+12,500,000

The accompanying bill includes a \$12,500,000 increase over the budget for the Overseas Highway which bridges the Keys from the Florida mainland at Homestead to Key West. Testimony indicates that this highway is in a state of disrepair and requires significant renovation to assure its continued use as a surface transportation link.

According to the testimony presented by the Secretary of the Florida Department of Transportation this program will involve the reconstruction of 37 of the 44 bridges in the Florida Keys. The Committee feels that the amount recommended should be sufficient to permit the State of Florida, in cooperation with the Federal Government, to reconstruct 13 of these bridges.

PROJECT ACCELERATION DEMONSTRATION PROGRAM

Appropriation, 1976.....	
Estimate, 1977.....	
Recommended in the bill.....	\$10,000,000
Increase above estimate.....	+10,000,000

Section 141 of the Federal-Aid Highway Act of 1976 authorizes funds to demonstrate the feasibility of reducing the time required to complete highway projects in areas severely impacted as a result of recent or imminent changes in population or traffic flow resulting from the construction of federal projects. The bill includes an appropriation of \$10,000,000 to initiate this program.

The Committee feels that it may be desirable to demonstrate this concept at two separate geographically dispersed locations. These projects could then serve as a model for all Federal-aid highway projects.

NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION

TRAFFIC AND HIGHWAY SAFETY

Appropriation, 1976.....	¹ \$68,000,000
Estimate, 1977.....	73,980,000
Recommended in the bill.....	68,000,000
Reduction below estimate.....	-5,980,000

¹Includes \$1,150,000 contained in H.R. 13172 as passed by the House of Representatives.

The Committee recommends a total of \$68,000,000 and 878 positions for fiscal year 1977. This appropriation finances various automotive safety activities, including the development, promulgation and enforcement of safety performance standards, automotive defects reviews and investigations, technical assistance to the states regarding state safety programs, special safety demonstration projects, research and analysis on various traffic and highway safety problems, information for consumers related to various aspects of automobile safety, and executive direction of the Federal highway safety effort.

Last year's appropriation included about \$5,400,000 for alcohol safety action projects which have now been completed or are being financed from other sources. Under the Committee's recommendation this amount will be available to initiate new programs or to expand on-going programs. The reduction below the budget totals \$5,980,000 and is comprised of the following amounts:

Standards development and enforcement.....	-\$1,000,000
Advanced countermeasures support.....	-315,000
Alcohol public education.....	-300,000
Manpower development.....	-200,000
Vehicles-in-use program.....	-100,000
Enforcement technologies and procedures.....	-185,000
Driver education programs.....	-675,000
State records and information system.....	-300,000
Air bag research.....	-250,000
ESV research.....	-780,000

Accident investigation and data analysis.....	-\$1,055,000
Drug and alcohol research.....	-366,000
Reduction in FY 1976 base because of action taken on the Second Supplemental.....	-454,000
Total reductions.....	-5,980,000

The Committee recommendations include the full amount requested for the motor vehicle consumer information programs and the national accident sampling system. In addition, most of the programs for which reductions are recommended will have funding equal to or in excess of the fiscal year 1976 level.

During the past fiscal year the Committee's investigative staff examined the alcohol and drug programs of the National Institute on Alcohol Abuse and Alcoholism (NIAAA), the National Institute on Drug Abuse (NIDA) and the National Highway Traffic Safety Administration. This examination indicates a need for greater coordination of program activities among these agencies. The Committee directs NHTSA to take the necessary steps to help ensure better coordination among the various alcohol-drug programs administered by the Federal government.

NHTSA's budget justification materials indicate that there is little hard evidence on the crash reduction effectiveness of driver education, rehabilitation and improvement programs. As previously noted, the Committee has recommended a reduction of \$675,000 from the budgeted amount for these programs. In future years the Committee expects a thorough reexamination and/or substantial modification in this program. The Committee does not intend to continue to recommend funding for this program until a reexamination or program modification is completed.

STATE AND COMMUNITY HIGHWAY SAFETY

(LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1976.....	(\$71,000,000)
Estimate, 1977.....	(92,000,000)
Recommended in the bill.....	(83,300,000)
Reduction below estimate.....	(-8,700,000)

This appropriation finances the development and implementation of state highway safety programs on a 70 percent Federal-30 percent State matching basis. These programs include alcohol countermeasures, enforcement, motor vehicle inspection, emergency medical services, traffic records, driver education, motorcycle safety, adjudication, pedestrian safety, and bicycle safety. The \$8,700,000 reduction in liquidating cash is based on testimony which indicates substantial carryover funds will be available in fiscal year 1977.

As in past years, the Committee has included a general provision (Section 304) which limits the obligations to be incurred under this program. For fiscal year 1977 the Committee recommends a limitation of \$103 million, which is the amount requested in the budget. This limitation is comprised of \$84,700,000 for basic state and community grants, \$15,000,000 for incentive grants for fatality reduction and \$3,300,000 for administration.

FEDERAL RAILROAD ADMINISTRATION

OFFICE OF THE ADMINISTRATOR

Appropriation, 1976	¹ \$6,075,000
Estimate, 1977	6,485,000
Recommended in the bill	6,300,000
Reduction below estimate	-185,000

¹ Includes \$175,000 contained in H.R. 13172 as passed by the House of Representatives.

The Committee recommends a total of \$6,300,000 and 173 positions for the salaries and necessary expenses of the Office of the Administrator. This is a reduction of \$185,000 and 9 positions below the budget. The functions of this office include general executive direction of Federal programs in rail transportation, legal counsel and participation in the litigation involving the bankrupt railroad estates.

The amount recommended does not include funds for the 5 requested additional positions to establish new regional administrators. The Committee believes that the existing regional safety directors should be used for any enlarged program responsibilities in the FRA regional offices.

RAILROAD SAFETY

Appropriation, 1976	¹ \$16,450,000
Estimate, 1977	18,500,000
Recommended in the bill	18,300,000
Reduction below estimate	-200,000

¹ Includes \$250,000 contained in H.R. 13172 as passed by the House of Representatives.

The Committee recommends a total of \$18,300,000 and 376 positions for the Federal railroad safety inspection program. This effort consists of track, signal, equipment, motive power and hazardous materials inspectors, as well as automated railroad track inspection vehicles. The reduction is proposed because of slippages in projected average employment. Legislative authorization for this program is provided by H.R. 11804, which was reported on May 15, 1976.

The Committee has strongly supported this program in past years and continues to believe that FRA's program can be effective in identifying and correcting many of the safety problems of the nation's railroads. Of the funds recommended, \$5,000,000 is for the automated track inspection program, including the use of highway-rail inspection cars. This new equipment should enable the existing personnel to inspect more track on a more efficient basis.

GRANTS-IN-AID FOR RAILROAD SAFETY

Appropriation, 1976	\$1,500,000
Estimate, 1977	2,000,000
Recommended in the bill	1,000,000
Reduction below estimate	-1,000,000

The Committee is recommending a \$1,000,000 reduction based on information indicating a substantial unobligated balance for this program. Under this program, the states are assisted in paying salaries and expenses incurred by state safety inspectors. These inspectors provide additional enforcement and surveillance capability for the

Federal rail safety effort. Legislative authorization for this program is provided by H.R. 11804, which was reported on May 15, 1976.

The Committee is concerned that this Federal grant program may not be having the intended effect of increasing the overall state effort in the rail safety area. The Committee urges FRA to examine the program further to determine its effectiveness and to recommend those changes or modifications which it considers necessary to strengthen the program.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriation, 1976	¹ \$61,150,000
Estimate, 1977	56,500,000
Recommended in the bill	51,500,000
Reduction below estimate	-5,000,000

¹ Includes \$12,200,000 for programs transferred to other accounts in fiscal year 1977.

The Committee recommends a total of \$51,500,000 for railroad research and development activities, a reduction of \$9,650,000 from the amount appropriated for fiscal year 1976. Of the amount provided in fiscal year 1976, \$12,200,000 was for various programs which have been transferred to other accounts for fiscal year 1977. For the programs remaining in this account, the Committee's recommendation actually provides for an increase of \$2,550,000 over the amounts appropriated in fiscal year 1976. Under the Committee's recommendation the following amounts would be provided:

	Fiscal year 1976 appro- priation	Fiscal year 1977 budget estimate	Recommended in the bill
Industry problems	\$3,000,000	\$4,500,000	\$3,000,000
Intermodal freight system	5,100,000	6,500,000	5,500,000
Freight car management	2,000,000	2,500,000	2,000,000
Improved rail freight service	3,000,000	3,100,000	3,100,000
Safety research	5,200,000	6,450,000	5,750,000
Improved track, inspection and data acquisition technology	10,000,000	8,850,000	8,850,000
Improved passenger service	1,000,000	250,000	250,000
Advanced technology	100,000	100,000	100,000
Tunneling technology	400,000		
Propulsion	2,150,000	2,000,000	1,850,000
Energy electrification		1,450,000	1,450,000
Transportation Test Center	9,600,000	10,200,000	9,600,000
Rail Dynamics Laboratory	3,400,000	2,000,000	2,000,000
Research studies authorized by Public Law 94-210		3,500,000	3,250,000
Administration	4,000,000	5,100,000	4,800,000
Programs funded under other accounts (in fiscal year 1977)	12,200,000		
Total	61,150,000	56,500,000	51,500,000

The Committee has made reductions totaling \$3,000,000 in the program areas of industry problems, freight car management and intermodal freight system demonstration. Much of the research under these programs should be conducted by the private sector. On the other hand, the bill includes all of the funds requested for research into railroad problems in terminal areas because there are significant institutional barriers to private effort in this field. The Committee is hopeful that the financial aid and regulatory reform provisions of the Railroad Revitalization and Regulatory Reform Act of 1976 will enable the railroads to perform more of their own proprietary research and development work in the future.

The Committee has recommended the full budget request for the SLEM program and a new program to investigate the energy conservation opportunities and other engineering advantages of railroad electrification. Electrification is the use of sideline generated power rather than diesel electric power for railroad locomotives. The FRA research in this area should better enable the railroads to evaluate the feasibility and desirability of railroad electrification investments.

The Committee also recommends the full amounts requested for the rail dynamics laboratory, improved rail freight service, improved track, inspection and data acquisition technology, improved passenger service and advanced technology. For research and development administration, the Committee recommends 155 positions and \$4,800,000, a reduction of 6 positions and \$300,000 from the budget request.

The Committee is concerned about the progress of the intermodal terminal demonstration program funded in the Department of Transportation and Related Agencies Appropriation Act, 1976. The Conference Report accompanying that bill (H. Rept. 94-636) provides appropriate legislative history for the program. The Committee directs the Federal Railroad Administration to make funds available to those qualified communities that desire this assistance.

RAIL SERVICE ASSISTANCE

Appropriation, 1976.....	1 261, 000, 000
Estimate, 1977.....	81, 200, 000
Recommended in the bill.....	60, 000, 000
Reduction below estimate.....	-21, 200, 000

¹ Includes \$236,000,000 contained in H.R. 13172 as passed by the House of Representatives for the forgiveness of loans authorized by section 215 of P.L. 93-236, as amended.

Last year the Congress approved a total of \$33,600,000 for rail service continuation subsidies for light density railroad lines not included in the ConRail system. The Railroad Revitalization and Regulatory Reform Act of 1976 provided for major changes in the previously authorized rail service assistance program as well as creating a national light density line subsidy program. As of May 1, 1976, the full amount of previously appropriated funds was still available.

For fiscal year 1977, the Committee recommends \$60,000,000 for the nationwide and regional rail service assistance programs authorized by section 402 of the Regional Rail Reorganization Act of 1973, as amended, and section 803 of the Railroad Revitalization and Regulatory Reform Act of 1976. The Committee intends that the funds recommended will be available for planning and subsidy grants for both programs. The reduction recommended is based on information from FRA which indicates that only about 50 percent of the eligible railroad mileage will be included in state railroad subsidy plans. This is a much lower rate of participation than was assumed in the budget request.

The amount recommended includes not more than \$6,000,000 and 89 positions for administrative expenses of the Federal railroad assistance programs. These expenses are necessary for the effective and prudent management of the Northeast Corridor Improvement Program, the branch line subsidy programs, the minority resource center as authorized by section 906 of P.L. 94-210, and other program responsibilities. No funds are provided for the rail freight services

division in connection with the program implementation, administration or processing of applications for the obligation guarantee program authorized by section 511 of P.L. 94-210. The Committee will consider administrative expenses for this program together with budget requests for railroad rehabilitation and improvement financing authorized by title V of P.L. 94-210.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Appropriation, 1976.....	1 \$25, 000, 000
Estimate, 1977.....	150, 000, 000
Recommended in the bill.....	150, 000, 000

¹ An additional \$25,000,000 was appropriated for the transition period.

The Committee recommends the full budget amount for the reconstruction and improvement of the railroad plant and right-of-way between Boston, Massachusetts and Washington, D.C. This 456 mile corridor is a valuable transportation asset and the Committee is supportive of the program as it was presented by FRA officials at a February 20, 1976 hearing.

The Northeast Corridor Improvement Program is expected to cost about \$1.75 billion and is expected to take approximately five years to complete. A summary of the projected funding follows:

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM, OBLIGATION PLAN

[In millions of dollars]

Year	Annual	Cumulative
Fiscal year 1976.....	25	25
Transition quarter.....	25	50
Fiscal year 1977.....	150	200
Fiscal year 1978.....	450	650
Fiscal year 1979.....	600	1, 250
Fiscal year 1980.....	500	1, 750

According to sections 703 and 704 of P.L. 94-210, the Secretary of Transportation is charged with the control and implementation of the Northeast Corridor project. This responsibility has been delegated to the Federal Railroad Administration. Accordingly, the Committee will expect the FRA to keep the Committee fully informed concerning the status of the project and any problems which might arise which would have an impact on the integrity or cost of the project.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriation, 1976.....	\$471, 200, 000
Estimate, 1977.....	483, 700, 000
Recommended in the bill.....	495, 200, 000
Increase above estimate.....	+11, 500, 000

The Committee recommends \$495,200,000 in Federal grants to the National Railroad Passenger Corporation (Amtrak). The Committee believes that the amount recommended will enable the Corporation to operate the entire Amtrak system for fiscal year 1977, except for the incremental amounts necessary for the operation of passenger service in the Northeast Corridor. The Committee will consider these latter costs when the agreements between ConRail and Amtrak con-

cerning ownership and operation of the corridor have been finally consummated and a budget request has been submitted by the Administration.

For operating grants the Committee recommends a total of \$414,700,000 which is \$36,700,000 above the budget request and \$45,300,000 less than what Amtrak officials have requested. However, the Committee has proposed reductions in certain operating expenses which should not encumber Amtrak's ability to operate the present intercity rail passenger system. The reductions from Amtrak's request are as follows:

Equipment and facility maintenance expenses----- -\$31,000,000

For fiscal year 1976 Amtrak will have an estimated \$191,000,000 in operating expenses for equipment and facility maintenance. Amtrak proposed to increase this function to \$222,000,000 for fiscal year 1977, principally for substantial increases in passenger car and locomotive overhauls. The Committee's recommendation of \$191,000,000 is intended to cover the full amount requested for the Metroliner overhaul program.

FRA officials indicate that the recent Amtrak takeover of certain maintenance facilities should result in substantial savings in maintenance costs. Amtrak does not agree with the assessment. If such savings are realized, an increased level of maintenance could be achieved.

Cost inflation estimates----- -\$12,300,000

Amtrak estimates of cost inflation occurring during fiscal year 1976 and the transition period were necessarily based on data obtained in the autumn of 1975. Recent data compiled by the American Association of Railroads indicates that inflation for railroad costs is slightly lower than Amtrak projected. Amtrak's calculations also included inflation on \$21,200,000 in operating costs related to the new responsibilities in the Northeast corridor. As stated earlier, the Committee will consider a budget request for these costs at a later time.

General and administrative expenses----- -\$2,000,000

Amtrak's request for general and administrative expenses for fiscal year 1977 is \$18,000,000. The Committee believes that some reductions can and should be made in this area. The Committee recommendation would allow Amtrak \$16,000,000 for general and administrative expenses in fiscal year 1977.

For capital grants the Committee recommends a total of \$80,500,000, which is \$25,200,000 below the Amtrak request as well as the budget request. The proposed reductions from Amtrak's request are as follows:

"Spot" right-of-way improvements----- -\$8,000,000

This reduction would allow Amtrak \$2,400,000 for right-of-way improvements. The Committee believes that this amount will be sufficient for Amtrak, particularly in view of the major new right-of-way improvement programs authorized by the Railroad Revitalization and Regulatory Reform Act of 1976.

Passenger equipment----- -\$6,300,000

This reduction would allow approximately \$20,000,000 for the purchase and modernization of passenger equipment, including the full amount requested for the Metroliner refurbishment program.

Facilities ----- -\$8,400,000
Motive power----- -2,500,000

These reductions would allow approximately \$32,100,000 for facilities and \$19,700,000 for motive power. The Committee believes these reductions can be achieved without impairing the current level of Amtrak service.

In total the Committee has recommended a significant reduction in the Amtrak capital program for FY 1977. This reduction is based, in part, on certain information contained in a recent GAO report requested by the Subcommittee on Oversight and Investigations of the House Interstate and Foreign Commerce Committee. This report examined Amtrak's recent five year plan (dated August, 1975) which includes a projection of capital needs as well as operating performance. The following quote from the GAO report is most disturbing to the Committee:

"Amtrak's capital program is oriented toward modernizing its equipment and facilities to make Amtrak more attractive to travelers. Because of the magnitude of the capital investment required it is important that it be used to provide the type of equipment and facilities that will attract riders in sufficient numbers to justify the investment.

These decisions need to be based on studies of the ridership potential in the markets served by Amtrak and the equipment and facility characteristics that are critical to attracting the potential riders to train travel. Many of Amtrak's planned investments represent management's judgment of what is needed. In the absence of in-depth market studies for each of Amtrak's current and proposed routes, the appropriateness of Amtrak's planned investments is uncertain."

The Committee is aware that long term business planning is not an exact science. However, it is evident that a great deal more analysis must be applied to the question of Amtrak's future capital and operating costs. The Committee urges Amtrak to make efforts to produce a better business plan and directs the Federal Railroad Administration to become involved in the formulation of this plan.

The GAO report, as well as Amtrak's own financial report, indicates that Amtrak's financial performance makes the repayment of obligations incurred under section 602 of the Rail Passenger Service Act of 1970, as amended, highly unlikely. The Committee feels that the continued use of this authority without review by the Appropriations Committees constitutes a clear form of "backdoor" spending. Accordingly, the Committee has recommended a general provision (Section 318) in the accompanying bill to deal with this problem.

Information provided to the Committee indicates that an estimated \$746,000,000 has already been committed under the guise of "loans" which will probably not be repaid from earnings. These loans will probably require future appropriations for interest expenses or for the outright forgiveness of the indebtedness.

During the past five years, Amtrak has received \$1,236,800,000 in Federal grants for operating losses and capital equipment. When Amtrak was created in 1970, it was organized as a stock company. Currently, there are three railroads (Burlington Northern, Milwaukee

Road and Grand Trunk Western) plus the Penn Central estate which own the entire amount of Amtrak's outstanding stock. The Committee is greatly concerned about the status of Amtrak ownership, particularly in view of the large Federal investment contemplated in the Northeast Corridor property. The Department of Transportation is currently studying this situation and the Committee hopes that recommendations will be forwarded to the Congress at an early date.

PAYMENT TO THE ALASKA RAILROAD REVOLVING FUND

Appropriation, 1976.....	\$9,000,000
Estimate, 1977.....	6,000,000
Recommended in the bill.....	6,000,000

The Committee recommends the full budget request for the Alaska Railroad Revolving Fund. The appropriated funds together with internally generated funds will be used for a major capital replacement program including track and right-of-way improvements, other real property improvements, freight cars, and other equipment.

The Committee is pleased to report that the Alaska Railroad earned \$5,800,000 in fiscal year 1975. If the railroad's projected earnings are realized, it will achieve a positive balance in retained earnings in fiscal year 1977. Given this improved operating performance, the Committee urges FRA to investigate other forms of financing for the railroad.

URBAN MASS TRANSPORTATION ADMINISTRATION

URBAN MASS TRANSPORTATION FUND

ADMINISTRATIVE EXPENSES

Appropriation, 1976.....	\$10,300,000
Estimate, 1977.....	18,600,000
Recommended in the bill.....	12,600,000
Reduction below estimate.....	-6,000,000

The bill includes an appropriation of \$12,600,000 for the administrative functions of the Urban Mass Transportation Administration. This amount, plus the use of available unrestricted authorities, should provide sufficient funds for a total of 500 positions. This is an increase of 20 positions over the currently approved level. Of the 20 positions provided, 17 are for the Washington headquarters and 3 are for the regional offices. The Committee is not convinced that UMTA needs a large staff for its field operations.

RESEARCH, DEVELOPMENT, AND DEMONSTRATIONS AND UNIVERSITY RESEARCH AND TRAINING

Appropriation, 1976.....	\$54,000,000
Estimate, 1977.....	70,000,000
Recommended in the bill.....	57,000,000
Reduction below estimate.....	-13,000,000

The sum of \$57,000,000 is recommended for the programs to be financed under this heading. This is \$13,000,000 less than the budget estimate and \$3,000,000 more than the amount appropriated for fiscal year 1976. However, the \$54,000,000 provided for fiscal year 1976 included a one-time appropriation of \$7,500,000 for a Bicentennial demonstration project in the National Capital area.

The following amounts are recommended for fiscal year 1977:

[In thousands of dollars]

Major programs	Fiscal year 1976 program	Fiscal year 1977 budget	Recommended in the bill	Bill compared with budget
Bus transit and paratransit.....	3,600	3,600	4,600	+1,000
Rapid, commuter, and light rail.....	9,859	6,450	6,450	-----
Rail supporting technology.....	5,441	9,050	8,050	-1,000
New systems:				
Morgantown.....	1,500	-----	-----	-----
Shuttle and loop transit.....	1,000	3,000	2,000	-1,000
Advanced GRT.....	3,000	8,000	5,250	-2,750
Automated guideway transit.....	3,500	2,500	2,500	-----
AGT socioeconomic research.....	1,000	1,000	750	-250
Accelerating walkway.....	-----	400	-----	-400
Demand responsive transit.....	1,500	2,000	2,000	-----
Special projects.....	500	1,500	500	-1,000
Service and methods demonstrations.....	7,000	19,000	14,000	-5,000
Planning, policy development, and program evaluation.....	5,000	6,000	5,400	-600
Management techniques.....	3,000	5,000	3,000	-2,000
University research.....	2,000	2,000	2,000	-----
Managerial training.....	600	500	500	-----
Subtotal.....	48,500	70,000	57,000	-13,000
Bicentennial (Washington, D.C.).....	7,500	-----	-----	-----
Total.....	56,000	70,000	57,000	-13,000

¹ Includes \$2,000,000 of unobligated prior year appropriations.

As indicated above, the Committee has recommended an increase over the budget of \$1,000,000 for bus and paratransit research. These additional funds are intended to be used for the continuation of the paratransit program utilizing a small diesel in a multipayload vehicle.

The amount recommended includes \$2,000,000 for shuttle and loop transit research. These funds are to implement section 148 of the Federal-Aid Highway Act of 1976 (P.L. 94-280).

The Committee has recommended \$5,250,000 for the advanced GRT, formerly called the high performance PRT, program. With this appropriation a total of \$14,750,000 will have been provided for this program. According to the testimony, this amount should be adequate to cover the cost of the program through the end of phase II-A. This phase of the program was scheduled to start in April, 1976 and run for 18 months. As of May 1, 1976, phase II-A had not started. Therefore, the amount recommended in the bill should be sufficient to maintain the current schedule for this program during the fiscal year 1977.

The bill includes a \$7,000,000, or 100 percent, increase over fiscal year 1976 for service and methods demonstrations. The basic premise

of this program is that better performance of the existing urban transportation system can be attained through the improved use of traffic management and marketing techniques, pricing, transit service variations, and existing technology. The Committee is in general agreement with this premise and feels that the areas which this program addresses should be given a higher priority than they have been accorded heretofore. The Committee, however, is reluctant to increase this program at a more rapid rate until further specific tangible accomplishments resulting from these projects can be delineated.

LIQUIDATION OF CONTRACT AUTHORIZATION

Appropriation, 1976-----	(\$1,290,300,000)
Estimate, 1977-----	(1,510,000,000)
Recommended in the bill-----	(1,718,000,000)
Increase above estimate-----	(+208,000,000)

The Committee recommends an appropriation of \$1,718,000,000 to liquidate obligations incurred under basic legislation for urban mass transportation. This liquidating cash appropriation covers the UMTA programs for capital facilities grants, formula grants, and technical studies. In addition, liquidating cash is included for interstate substitutions approved prior to May 5, 1976.

The amount recommended is an increase of \$208,000,000 over the budget. The budget request assumed the enactment of a general provision limiting to 50 percent the amount of formula grants which could be used for operating assistance. The Committee has rejected this proposal and, accordingly, has increased the liquidating cash appropriation for this program.

The bill includes language which would prohibit the use of these funds for the establishment of depreciation reserves or reserves for replacement accounts. The Committee does not feel it is proper to permit local communities to deposit and receive interest on Federal grant funds while the Federal government is expected to incur \$42 billion in interest expense during fiscal year 1977.

LIMITATION ON OBLIGATIONS

The accompanying bill also includes a general provision limiting commitments to \$1,947,000,000 in fiscal year 1977. This is comprised of \$1,125,000,000 for capital grants, \$650,000,000 for formula grants, \$41,700,000 for technical studies, \$57,000,000 for research, \$18,300,000 for administrative expenses and \$55,000,000 for rail service operating payments. These amounts include the full budget requests for capital facilities grants, formula grants, and rail service operating payments.

Within the \$41,700,000 limitation for technical studies the Committee believes UMTA should initiate a project for the planning and assessment of environmental impacts of public transportation and access improvements for university and college facilities in the Washington, D.C. metropolitan area. The public transportation and access improvements considered could include: alternatives for a new south access to Georgetown University, including a public transportation terminal for transit and paratransit vehicles; and public and paratransit transportation alternatives for universities and colleges to reduce parking needs, including systems for inter-university transportation. This study could be undertaken by the Metropolitan Wash-

ington Council of Governments in cooperation with the District of Columbia, Department of Transportation, WMATA, and Georgetown University in association with the consortium of universities. The planning could be a national pilot project which would demonstrate how universities in an area can utilize the subway system as the major means of access to the universities and also for area inter-university transportation.

RAIL SERVICE OPERATING PAYMENTS

Appropriation, 1976-----	\$25,000,000
Estimate, 1977-----	55,000,000
Recommended in the bill-----	55,000,000

The sum of \$55,000,000 is recommended for Federal payments to eligible recipients to cover higher commuter rail operating costs. These costs were previously being absorbed by certain bankrupt railroads which were acquired by ConRail on April 1, 1976. This appropriation, which is authorized by Section 808 of the Railroad Revitalization and Regulatory Reform Act of 1976, is intended to cover the estimated additional commuter subsidies anticipated through September 30, 1977.

PROJECTS SUBSTITUTED FOR INTERSTATE SYSTEM PROJECTS

Appropriation, 1976-----	(¹)
Estimate, 1977-----	\$655,000,000
Recommended in the bill-----	575,000,000
Reduction below estimate-----	-80,000,000

¹Prior to May 5, 1976, obligations for these projects were incurred under contract authority provisions of 23 U.S.C. 103(e) (4).

Under the provisions of the Federal-Aid Highway Act of 1973 a state could elect to withdraw an Interstate route and substitute a transit project. The Federal-Aid Highway Act of 1976 (P.L. 94-280) changes the scope of this program in a number of ways. One of these changes would permit the substitution of highway projects for Interstate segments. Another change resulting from the enactment of P.L. 94-280 is that direct appropriations are now required for this program. Consistent with this new legislation, the Committee recommends an appropriation of \$575,000,000 for transit or highway projects which are substituted for Interstate system projects.

Although the recommended direct appropriation is \$80,000,000 below the budget, the actual program (obligation) level provided in the bill is substantially above the budget. This is occasioned by the fact that in addition to the \$575,000,000 appropriation, the bill would permit a total of \$175,000,000 of obligations under prior year contract authority. Therefore, the total fiscal year 1977 obligations allowed under the accompanying bill would be \$750,000,000.

INTERSTATE TRANSFER APPROPRIATION FOR WMATA

Of the recommended direct appropriation, not to exceed \$400,000,000 would be available for the Washington Metropolitan Area Transit Authority (WMATA). Because of the substantial funding being proposed for WMATA under the Interstate substitution mechanism, the Committee conducted rather detailed hearings on the Metro sys-

tem. In addition, the Committee directed the Department of Transportation to analyze the recent study prepared for the Library of Congress to determine the validity of the projections contained in the study as well as those made by the Washington Metropolitan Council of Governments in 1974.

This analysis was recently received by the Committee. The analysis examined the estimates of transit patronage contained in both studies and concluded that the best estimate would lie somewhere between the pessimistic estimate of the Library of Congress study and the optimistic estimate of the Washington Metropolitan Council of Governments. The DOT analysis did not address the issues of capital or operating costs of the Metro system. The Committee assumes, therefore, that the Department does not disagree with the estimates contained in the Library of Congress study.

The Committee is concerned about the method being used to finance and build the WMATA system. The Federal contribution appropriation for WMATA included in the bill exhausts the full amount authorized under the National Capital Transportation Act of 1969, as amended. Subsequent WMATA financing is proposed to be substantially derived from the Interstate transfer provisions of 23 U.S.C. 103(e) (4).

However, the review procedure established for Interstate transfers requested by other communities, as now established, is substantially different from procedures applicable to WMATA. The following testimony of the UMTA Administrator reveals the significant differences currently established:

You can understand that I will seek consistently to distinguish the way in which this system was authorized, and is being built, from the way in which UMTA participates in projects throughout the country.

It has not been an UMTA project. It is not a test of how our current national policies apply in practice, and that is not by way of criticism of the Metro system, it is by way of simple fact.

If UMTA had been funding this project now, it would not be built this way. There would not be enough money for one thing to fund it all at once. In the systems that we are funding, the very new fixed rail systems we are funding around the country, we require very detailed analysis of alternatives in advance, such as the Library of Congress is now arguing should be done on the unbuilt segments now.

We only permit their building a segment at a time, so that a community can accommodate the changing demographic and economic effects, and they can put operating finance agreements in place before starting construction. So, there are a great many procedural differences between the way we proceed nationally, and the way in which the Metro system was launched and is proceeding.

I do not think we will build any more like Metro—all at once—98 miles all at once—\$4.45 to \$6 billion at a crack—that will not be done again. I guess with the single exception of BART, there was never a subway system in the world that was built that way. We proceed instead by an incremental approach. That is the approach which historically has been

followed for 70 years in building rail—a piece at a time, and adjusting your sight as you go along.

Given the questions that have been raised about the projections on which the entire 98-mile WMATA system is based (both the Library of Congress study and the DOT analysis indicate that the Washington Metropolitan Council of Governments projections are optimistic) and the new financing mechanism proposed, the Committee believes that the alternatives analysis required for section 3 capital grants as well as Interstate transfer grants should be performed on selected unbuilt parts of the WMATA system which will require Interstate transfer grants for an appreciable portion of the total funding. The Committee is apprehensive of similar problems arising elsewhere in the country and directs that no Interstate transfer grants be awarded to any local jurisdiction which has not completed an alternatives analysis as is currently required for section 3 capital grants. To not require this analysis would, in the Committee's view, amount to an abrogation of Federal oversight and responsibility regarding the use of Interstate transfer grants.

LIMITATION ON OBLIGATIONS

As indicated above, the bill includes a general provision (Section 307) which limits to \$175,000,000 the obligations which can be incurred under the contract authority granted in the Federal-Aid Highway Act of 1973. As previously stated in the Committee report on the Second Supplemental Appropriation Bill, 1976, the Committee does not intend that UMTA should delay its processing of Interstate transfer applications which are part of a major transportation system improvement plan. The Committee anticipates that UMTA will approve these projects while making grant obligations for them in portions or phases following the procedures that are in effect for the section 3 capital grant program.

This is to be accomplished so that equitable assistance is provided to those states which have opted for the Interstate transfer procedure pursuant to 23 U.S.C. 103(e) (4). However, the Committee feels that the use of such options should not in any way adversely affect the processing of a jurisdiction's grant applications under other UMTA programs, including the section 3 capital program.

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The accompanying bill includes language 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 consistent with the limitation on administrative expenses discussed below. The language included in the bill is exactly the same as the language provided last year and requested in the fiscal year 1977 budget.

LIMITATION ON ADMINISTRATIVE EXPENSES

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Limitation, 1976	¹ (943, 000)
Budget estimate	(982, 000)
Recommended in the bill.....	(982, 000)

¹ Includes \$20,000 contained in H.R. 13172 as passed by the House of Representatives.

For fiscal year 1977 the Committee recommends an increase in the limitation of \$39,000 over the previous fiscal year. Most of the increase is for pay increases and within-grade advancements. No additional positions are requested or recommended.

TITLE II—RELATED AGENCIES

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriation, 1976.....	\$11,280,000
Estimate, 1977.....	12,000,000
Recommended in the bill.....	13,800,000
Increase above estimate.....	+1,800,000

Under the Independent Safety Board Act of 1974 (P.L. 93-633) NTSB can submit its budget requests directly to the Congress. The Board's original request to the Congress was \$16,300,000. On March 30, 1976, this request was revised to \$13,800,000. The Committee has approved this later request, which is \$2,540,000 more than the amount appropriated for fiscal year 1976 and \$1,800,000 more than the budget.

The recommended increase is primarily to cover increases for mandatory salary and benefit changes, annualization of the additional positions provided in fiscal year 1976, and other uncontrollable increases. The 386 positions requested and recommended represent no increase over fiscal year 1976. The Committee is pleased that the Safety Board will be able to fully comply with its new legislative responsibilities by reallocating previously approved positions.

CIVIL AERONAUTICS BOARD

SALARIES AND EXPENSES

Appropriation, 1976.....	¹ \$19,855,000
Estimate, 1977.....	21,654,000
Recommended in the bill.....	21,450,000
Reduction below estimate.....	-204,000

¹ Includes \$560,000 contained in H.R. 13172 as passed by the House of Representatives.

The Committee recommends 773 positions and \$21,450,000 for the Civil Aeronautics Board. The CAB regulates the economic aspects of air carrier operations, both domestic and international, which includes regulation of air carrier operating authority, rates and fares charged by the carriers, interlocking agreements among the carriers, accounting and reporting as well as enforcement of the Board's decisions and consumer protection activities.

The Congress is currently considering legislation which would significantly change the CAB's responsibilities in the air transportation industry. The Committee has recommended some small increases over fiscal year 1976 to enable the Board to cope with its existing responsibilities. The Committee believes that the legislation currently under consideration could have a significant impact on the Board's budgetary needs and intends to monitor the situation closely during fiscal year 1977.

PAYMENTS TO AIR CARRIERS

Appropriation, 1976.....	\$80,695,000
Estimate, 1977.....	80,007,000
Recommended in the bill.....	80,007,000

The Committee has approved the full budget request of \$80,007,000 for payments to subsidy-eligible certificated air carriers to make air transportation available to certain smaller communities which might otherwise not be served. This program is authorized by 49 U.S.C. 1376.

The Committee urges the Board to study this program, giving appropriate consideration to the national policy on air transportation set forth in the Federal Aviation Act of 1958, as amended, regarding the subsidy needs of each air carrier. It is important that this Congressional declared policy not continue to be frustrated. The Committee believes that this study should include an examination of local service certificated air carriers, including carriers previously, but not currently, receiving subsidies. Some of these carriers have experienced severe economic problems due to the current economic recession. These carriers provide important air transportation service to numerous small communities throughout the nation.

INTERSTATE COMMERCE COMMISSION

SALARIES AND EXPENSES

Appropriation, 1976.....	¹ \$52,295,000
Estimate, 1977.....	² 55,976,000
Recommended in the bill.....	56,400,000
Increase above estimate.....	+424,000

¹ Includes \$2,965,000 contained in H.R. 13176 as passed by the House of Representatives.

² This amount is the President's budget request, as amended. P.L. 94-210 allows the ICC to submit its budget request directly to the Congress. The ICC budget request, as amended, for fiscal year 1977 is \$59,680,000.

The Committee recommends a total appropriation of \$56,400,000 and 2185 positions under this heading. For the various ICC bureaus and offices the sum of \$53,786,600 and 2143 positions are recommended, including \$258,200 and 6 positions for a permanent planning staff within the Commission. For the rail services planning office, the Committee recommends \$1,250,000 and for the office of rail public counsel, the Committee has provided \$1,363,400 for fiscal year 1977.

On February 5 of this year, the President signed the Railroad Revitalization and Regulatory Reform Act of 1976. In the joint explanatory statement of the Committee of Conference, the purposes of the regulatory reform provisions are spelled out as follows:

Title II (railroad rates) amends Part I of the Interstate Commerce Act to provide for an extensive overhaul of railroad rate regulation by the Interstate Commerce Commission. The provisions eliminate needless or harmful constraints on railroads, and they prescribe ratemaking practices which will encourage effective competition and protect consumers.

The President of the United States Railway Association made the following comments about the regulatory reform provisions of the new act:

With respect to how the new act will affect the railroads, I would have to say it depends on the interpretations applied

by the ICC. You can take a piece of legislation, like the one that was just passed, and if you interpret it to mean that it doesn't really change anything very much, that we'll only implement the minimum amount of change required by the law—and, in fact, we'll make an effort not to change the present act very much—then obviously the legislation won't have much effect. We've been through this before. I think the 1958 Transportation Act changed or attempted to change how the ICC operated. There wasn't very much of a change because of the interpretation applied.

However, if the ICC sees this new legislation as an opportunity to really reform the process, to speed things up, and to improve the way dockets are handled—and they recognize the competitive posture of the carriers—then I think that it can be very meaningful and it can be very useful. There are some very good things in the act. It recognizes the fact that there needs to be more flexibility and that the timing needs to be improved. Therefore, if it's interpreted properly, Mr. Chairman, I think it will be a good change.

During the Committee's hearing with the ICC, the following question was asked regarding the Conference Report discussed above:

Mr. McFALL. At this point in the record, place a summary and description concerning railway rates.

It would appear from the description in the conference report that you would have reduced responsibilities. We will place in the record page 134, title II, on railroad rates. We would like to have you summarize for us why your responsibilities have not been reduced by the new legislation.

The following narrative was provided by the ICC (details omitted):

The general discussion of the Railroad Revitalization and Regulatory Reform Act of 1976, beginning on page 134 of the report of the Committee of Conference (Report No. 94-781), conveys the impression that the market dominance provisions as well as certain other provisions of the new act will reduce Commission responsibility and hence result in fewer cases being handled by the Commission. While a reduction of Commission responsibility may have been intended by the initial sponsors of this legislation, the provisions actually enacted will increase the Commission's workload.

While the new Rail Act did impose new duties and responsibilities on the Commission, it seems clear that the Congress intended to introduce some new ratemaking concepts and definitions while also intending to lessen the amount of Commission attention given to the great bulk of railroad rates and rely instead on the forces of competition from other transportation modes to regulate railroad rates. Given the preliminary indications from the Commission, it seems clear that the Commission does not view the new Rail Act as changing its role in railroad regulation.

Accordingly, the Committee has provided 10 new positions and \$3,241,700 over the fiscal year 1976 appropriation for the various ICC

bureaus and agencies. Some bureaus and offices will require new personnel in order to comply with the new statutory requirements for deciding cases and rulemakings. Other bureaus and offices with responsibilities over rates and tariffs should transfer positions to those units where the needs are more acute. For the offices with special one-time rulemakings, proceedings or investigations, the Committee has provided substantial sums for contractual personnel. This will avoid an increase in permanent staffing while providing the Commission with the resources necessary to address its new statutory responsibilities. These responsibilities include defining areas where the railroads do not have market dominance over traffic and ICC regulation is not needed, seasonal, regional and peak demand pricing practices, expeditious divisions of revenues, recyclable materials discrimination, revised tariff publications, demurrage and car compensation practices and a uniform system of revenue and cost accounting.

The Committee has also provided funds for closer oversight over railroad rate bureaus. The Committee has not provided funds for an expanded rail carrier audit program at this time. With a reallocation of existing personnel, the Committee believes the Commission can fulfill its new responsibilities while at the same time reducing its efforts in the general area of railroad rate regulation and oversight.

The Committee recommends 27 positions and \$1,250,000 for the rail service planning office. This office has a number of important responsibilities including the timely development and promulgation of accounting standards for various Federal rail assistance programs, light density line evaluations, and policy planning activities.

For the office of rail public counsel, the Committee recommends 15 positions and \$1,363,400. This office was established to help insure that the public interest viewpoint is presented before all ICC rail proceedings and hearings. The recommendation includes over \$700,000 in contract funds for the legal and technical consulting work necessary to carry out the duties of the office.

THE PANAMA CANAL

CANAL ZONE GOVERNMENT

OPERATING EXPENSES

Appropriation, 1976.....	\$60,150,000
Estimate, 1977.....	68,047,000
Recommended in the bill.....	65,800,000
Reduction below estimate.....	—247,000

¹ Includes \$350,000 contained in H.R. 13172, as passed by the House of Representatives.

This appropriation, which finances the operation of the Canal Zone Government, represents an advance of funds that are repaid to the U.S. Treasury through charges for services furnished or from revenues of the Panama Canal Company. The appropriation provides for those functions in the Canal Zone which, in the United States, would be performed by state and local governments and civilian departments of the Federal Government, and for the operation of hospitals and clinics.

The amount recommended is an increase of \$5,650,000 over fiscal year 1976. Virtually all of this increase involves recurring maintenance work and administratively uncontrollable requirements, such as wage increases. The Committee has approved the requested personnel level under this appropriation, which is a net decrease of four positions from fiscal year 1976.

CAPITAL OUTLAY

Appropriation, 1976.....	\$2, 240, 000
Estimate, 1977.....	3, 647, 000
Recommended in the bill.....	3, 150, 000
Reduction below estimate.....	—497, 000

The Committee recommends \$3,150,000 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 \$910,000 increase over fiscal year 1976 is primarily for improvements of hospitals and health facilities. The recommended reduction is based primarily on the availability of carryover balances from fiscal year 1976 in addition to those indicated in the budget estimate. The budget projected a carryover balance of \$110,000 as of September 30, 1976. Testimony indicates that this carryover balance is presently estimated to be \$600,000.

PANAMA CANAL COMPANY

The accompanying bill includes language authorizing the Panama Canal Company to make expenditures within the limits of the funds available to the Corporation to carry out its programs consistent with the limitation on general and administrative expenses discussed below. The language included in the bill is essentially the same as the language provided last year and requested in the fiscal year 1977 budget.

LIMITATION ON GENERAL AND ADMINISTRATIVE EXPENSES

Appropriation, 1976.....	(\$24, 371, 000)
Estimate, 1977.....	(26, 585, 000)
Recommended in the bill.....	(25, 285, 000)
Reduction below estimate.....	(—1, 300, 000)

The \$914,000 increase over fiscal year 1976 in the limitation on general and administrative expenses is largely for increased wage and other mandatory costs.

UNITED STATES RAILWAY ASSOCIATION

ADMINISTRATIVE EXPENSES

Appropriation, 1976.....	¹ \$21, 800, 000
Estimate, 1977.....	12, 100, 000
Recommended in the bill.....	12, 000, 000
Reduction below estimate.....	—100, 000

¹Includes \$6,000,000 contained in H.R. 13172 as passed by the House of Representatives.

The Committee recommends the full amount requested for litigation expenses and the analysis of the unified ConRail structure, which was not part of the original analysis of the final system plan. The Committee has also provided \$1,900,000 for USRA's duties and responsibilities under P.L. 94-210 which include important financial and managerial oversight responsibilities regarding ConRail, including an annual report to Congress on ConRail's performance. The Committee expects a comprehensive report on ConRail's financial and operating performance to be submitted to the Committee in January, 1977. The Committee intends to exercise close financial oversight over ConRail which is receiving \$2,026,000,000 in appropriated funds over a period of four years.

Other responsibilities given to USRA include authority to propose a further restructuring of the rail lines in the Northeast and Midwest as well as assistance to the Department of Transportation in executing the branch line assistance program.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

FEDERAL CONTRIBUTION

Appropriation, 1976.....	¹ \$99, 559, 000
Estimate, 1977.....	² 22, 221, 779
Recommended in the bill.....	² 22, 221, 779

¹Included an advanced appropriation of \$90,059,000 for fiscal year 1977.

²Includes an advanced appropriation of \$15,421,779 for fiscal year 1978.

The Committee has approved the full budget request for the Federal share of the rapid rail transit system to serve the National Capital area. This includes an advanced appropriation of \$15,421,779 for fiscal year 1978 and \$6,800,000 for the design and construction of facilities for the handicapped as authorized by Public Law 93-87.

The \$15,421,779 recommended for fiscal year 1978 represents the final increment of the \$1,147,044,000 Federal contribution authorized by the National Capital Transportation Act of 1969, as amended. As discussed earlier in the report, additional fiscal year 1977 funding is being recommended for the Metro system under the appropriation for Projects substituted for Interstate system projects in the Urban Mass Transportation Administration.

INTEREST SUBSIDY

Appropriation, 1976.....	\$22, 200, 000
Estimate, 1977.....	19, 374, 000
Recommended in the bill.....	19, 374, 000

The bill includes the budget request of \$19,374,000 to provide a Federal interest subsidy for the bonds issued 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 bonds through an interest subsidy. This subsidy amounts to 25 percent of the interest and issuance costs of the Authority's obligations. To date nearly \$1 billion of these bonds have been sold.

TITLE III—GENERAL PROVISIONS

Four new general provisions are proposed.

Section 307—Limits obligations for interstate substitutions under 23 U.S.C. 103(e) (4) to \$175,000,000. A similar provision is included in the Second Supplemental Appropriations Bill, 1976.

Section 317—Provides that the limitation in section 316 shall not extend the completion date of the Interstate Highway System past September 30, 1990.

Section 318—Limits the loan guarantee program for Amtrak to \$746,000,000.

Section 319—Earmarks funds from the appropriations to FAA and CAB for the preparation of a plan to coordinate the use of Midway Airport with O'Hare Airport in Chicago, Illinois for service by air carriers.

Former sections 303 and 313 have been deleted and former sections 307, 308, 309, 311, and 312 have been renumbered. Former sections 310, 314, and 315 are essentially the same as last year.

Other proposed changes are as follows:

Section 301—Adds language covering purchase of liability insurance for motor vehicles operating in foreign countries on official business.

Section 302—Limits commitments for Grants-in-Aid for airports to \$390,000,000.

Section 303—Limits obligations for Highway-related safety grants to \$17,000,000.

Section 304—Limits obligations for State and community highway safety to \$103,000,000.

Section 305—Limits obligations for Territorial highways to \$5,600,000.

Section 306—Limits commitments for the Urban Mass Transportation Act of 1964, as amended, to \$1,947,000,000.

Section 316—Limits obligations for Federal-aid highways and Highway safety construction programs to \$7,200,000,000.

LIMITATIONS AND LEGISLATIVE PROVISIONS

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

On page 10 in connection with highway beautification:

Provided, That not to exceed \$1,085,000 of the amount appropriated herein shall be available for "Limitation on general operating expenses".

On page 12 in connection with territorial highways (liquidation of contract authorization):

Provided, That not to exceed \$228,000 of the amount appropriated herein shall be available for "Limitation on general operating expenses".

On page 19 in connection with liquidation of contract authorization:

Provided, That none of these funds shall be made available for the establishment of depreciation reserves or reserves for replacement accounts;

On page 26 in connection with the purchase of automobile liability insurance:

purchase of liability insurance for motor vehicles operating in foreign countries on official departmental business;

On page 31 in connection with Federal-aid highways:

The limitation contained in section 316 shall not extend the completion date of the Interstate System past the date specified in section 101(b) of title 23, United States Code, as amended by section 107 of the Federal-Aid Highway Act of 1976.

On page 31 in connection with the loan guarantee for Amtrak:

None of the funds provided under or included in this Act shall be available for administrative expenses or interest expenses which would be incurred in connection with the insurance of securities, obligations or loans authorized by 45 U.S.C. 602 aggregating more than \$746,000,000.

On page 31 in connection with CAB and FAA:

Such funds as may be necessary shall be utilized from the appropriations hereinabove made available to the Federal Aviation Administration and to the Civil Aeronautics Board for the preparation of a plan to coordinate as promptly as possible the use of Midway Airport with O'Hare Airport in Chicago, Illinois, for service by airline carriers, in order to relieve air traffic congestion and to promote air safety in that area.

CHANGES IN EXISTING LAW

Pursuant to Clause 3, Rule XXI of the House of Representatives, the following statements are submitted describing the effect of provisions in the accompanying bill which directly or indirectly change the application of existing law.

1. In many cases, the Committee has recommended appropriations which are less than the maximum amounts authorized for the various programs which are funded in the bill. Whether these actions constitute a change in the application of existing laws is subject to individual interpretation, but the Committee felt this fact should be mentioned.

2. The bill provides that appropriations shall remain available for more than one year for a number of programs for which the basic authorizing legislation does not presently authorize such extended availability.

3. On page 14 of the bill, the appropriation for project acceleration demonstration program is made available for more than one project.

4. On page 19 of the bill, the appropriation for liquidation of contract authorization includes a provision which prohibits the use of these funds for the establishment of depreciation reserves or reserves for replacement accounts.

5. Sections 301 through 319 of the bill contains a number of general provisions which place limitations on the use of funds in the bill and which might, under some circumstances, be construed as changing the application of existing law. Similar provisions to these have appeared in many previous appropriation acts.

TRANSFER OF FUNDS

Pursuant to Clause 1(b), Rule X of the House of Representatives, the following statement is submitted describing the transfers of funds provided in the accompanying bill.

The Committee recommends two transfers between accounts totaling \$6,667,000. One of these involves the transfer of \$1,900,000 within the Federal Aviation Administration from the appropriations for Civil supersonic aircraft development and Civil supersonic aircraft development termination to the appropriation for Facilities, engineering and development. The second involves the transfer of \$4,767,000 within the Federal Highway Administration from the appropriation for Darien Gap Highway to the appropriation for Access highways to public recreation areas on certain lakes.

In addition the bill would permit the transfer within the Coast Guard of the obligated balances for the appropriations for Operating expenses and Reserve training for the two preceding years and the transition period to the respective fiscal year 1977 appropriations.

COMPARISON WITH FIRST CONCURRENT BUDGET RESOLUTION

Section 308(a)(1)(A) of the Congressional Budget and Impoundment Control Act of 1974 requires that the report accompanying any bill or resolution providing new budget authority (other than continuing appropriations) shall contain a comparison of the new budget authority provided in the bill with the new budget authority allocations contained in the most recently agreed to concurrent resolution on the budget.

The following table summarizes the budget authority recommended in the bill compared to the budget authority allocations under the first concurrent resolution on the budget:

[Thousands of dollars]

Function	Allocation under 1st concurrent resolution	Recommended in the bill	Remaining for future consideration
300 Natural Resources—Environment—Energy.....	\$5,000		+\$5,000
400 Commerce and Transportation.....	5,996,898	\$5,201,706	+795,192
800 General Government.....	69,694	68,950	+744
Total.....	6,071,592	5,270,656	+800,936

BUDGET AUTHORITY—OUTLAY EFFECTS

Section 308(a)(1)(B) of the Congressional Budget and Impoundment Control Act of 1974 requires that the report accompanying any bill or resolution providing new budget authority (other than continuing appropriations) shall contain a projection for the period of 5 fiscal years beginning with such fiscal year of budget outlays, associated with the budget authority provided in the bill or resolution, in each fiscal year in such period.

The following table summarizes the budget authority recommended in the bill and the estimated outlays for the subsequent five fiscal years:

[Thousands of dollars]

	Budget authority recommended	Outlays; fiscal year—				
		1977	1978	1979	1980	1981
Fiscal year 1977.....	\$5,270,656	\$3,638,665	\$820,676	\$372,306	\$212,786	\$141,378
Fiscal year 1978.....	15,422			15,422		
Total.....	5,286,078	3,638,665	820,676	387,728	212,786	141,378

Note: Outlays after fiscal year 1981 from the budget authority recommended in the bill are projected to be \$84,845,000.

FINANCIAL ASSISTANCE TO STATE AND LOCAL GOVERNMENTS

Section 308(a)(1)(C) of the Congressional Budget and Impoundment Control Act of 1974 requires that the report accompanying any bill or resolution providing new budget authority (other than continuing appropriations) shall contain a statement of the new budget authority and budget outlays provided by that bill or resolution for financial assistance to State and local governments.

It is estimated, by the Congressional Budget Office, that the accompanying bill would provide a total of \$912,886,000 in budget authority and \$237,941,000 in outlays for state and local governments. These amounts do not include those appropriations contained in the bill to liquidate obligations incurred under contract authority granted in basic legislation.

ADDITIONAL VIEWS OF HON. SILVIO O. CONTE AND
BILL ALEXANDER

It is with grave concern that we voice our dissatisfaction with the progress of the Coast Guard Medium Range Surveillance Aircraft (MRS) procurement program thus far. Since the program was first funded in fiscal year 1975, this committee has provided \$62.7 million in funding support. Because of a \$15 million reprogramming, \$47.7 million remains available. This bill contains additional funding of \$24.3 million for this program. Should it be included in the final bill, \$72 million will be available for obligation. The Coast Guard intends to purchase a total of 41 aircraft to replace its existing fleet of grossly obsolete Grumman HU-16E Albatross amphibians and to expand its over-water surveillance capability. Unfortunately, to date, no procurements are underway.

Because of the unanticipated delay in the procurement process and because of the mandatory retirement of the Albatross amphibians, the Coast Guard has had to de-mothball Air Force C-131a aircraft for interim use until the new fanjet aircraft are available.

The Coast Guard is an extremely flexible service. In time of peace, it functions as part of the Department of Transportation and is delegated prime responsibility for patrolling our harbors and waterways. During times of declared war or at the direction of the President, the Coast Guard becomes a part of the Department of Defense. Accordingly, these aircraft would be utilized as strategic surveillance aircraft in times of national emergency. This is our first concern with the aircraft procurement problem. At this time, five aerospace manufacturers demonstrated an ability to satisfy the Coast Guard specifications while one additional aerospace concern has petitioned for consideration. To date, three of the five qualifying manufacturers are United States aerospace firms. The other two firms under consideration are French and German manufacturers. The sixth firm petitioning for consideration would offer a modified Soviet-built aircraft. Our apprehensions are now obvious.

We feel it is unconscionable that strategic aircraft which will be used by our military services might have to rely on foreign facilities for parts, components, and repairs during a time of national emergency. Further, each of the American aerospace firms are able to deliver modified "off-the-shelf" mission-capable craft within 18 months of the contract date. It is doubtful that the foreign manufacturers could supply the craft within the projected 30 month time period contemplated. Accordingly, U.S. procurement could get the craft into service a year earlier and would make up some of the important time lost on the procurement procedure.

Our second and equally important concern is the loss of potential domestic employment. If any one of the U.S. aerospace firms are awarded the 41 aircraft contract, it could be translated into 9,000 U.S. man-years of employment for the 41-aircraft program or an approximate yearly average of 1,510 jobs. This figure not only represents aerospace employment but also employment among the transportation equipment, primary metals, and fabricated metals industries which are stimulated by aerospace production activity.

At a time when the unemployment rate in various parts of this nation is still at the highest level in over 30 years, we must do all we can to stimulate production in the private sector. We spend billions on "make-work" jobs that never result in a lasting end result. We should make every endeavor to retain federal contracts such as this in the domestic market which will result in meaningful increased employment.

There are many who will claim that the Buy America Act (41 U.S.C. 10a-d)¹ will protect American industry and employment. This legislation only gives an American concern a 6 percent advantage on a contract bid or 12 percent should the manufacturer be located in an area of severe unemployment. This maximum 10 percent advantage is more than surpassed by the massive export subsidies foreign governments provide their manufacturers to "get-into" American markets. The French and German aerospace firms have considerable craft represented in our commercial and private fleets. As a matter of fact one of our large domestic air cargo fleets is almost completely comprised of French built craft.

We are not proposing to change, in any way, commercial and private acquisitions of foreign craft. Our concern is with government, especially military, acquisition and reliance on foreign aerospace facilities.

We intend to offer an amendment to this bill when it reaches the floor. The effect of our amendment will be to restrict awarding of the contract to a domestic aerospace firm.

The obvious benefits flowing from our amendment can be summarized as follows:

1. Avoid reliance by a military service on foreign parts and components during times of national emergency.
2. Obvious stimulation of domestic aerospace industry directly resulting in increased employment.
3. Mission-capable aircraft would be available one year earlier than foreign craft.
4. Earlier aircraft acquisition and deployment will decrease the need to perform costly rehabilitation work on mothballed C-131a aircraft for interim use.

SILVIO O. CONTE.
BILL ALEXANDER.

¹ See also, Exec. Ord. No. 10582, 19 F.R. 8723 (Dec. 15, 1954), as amended by Exec. Ord. No. 11051, 27 F.R. 9683 (Sept. 27, 1962).

SUPPLEMENTAL VIEWS OF HON. EDWARD I. KOCH

I support the subcommittee report, but I would like to highlight two areas which I hope are of general interest. One involves use of the Interstate Highway program to provide funds for urban mass transportation and the other involves the landing of the supersonic transport (SST) in the United States.

First, I believe there still exists a great deal of misunderstanding in the Congress and in the country as a whole about the provisions of the Highway Acts of 1973 and 1976 concerning the allocation of Interstate Highway funds for mass transportation purposes. Although this is not a matter over which this Committee has legislative jurisdiction, the effect of this new program is to require that increasing appropriations be made from the general revenues of the Treasury. These mass transit projects are not being paid from the Highway Trust Funds, as is supposed by a great number of people.

I have no objection to this, and I think it is an appropriate use of federal resources, serving to expand the nation's commitment to safe and convenient transportation available to all our citizens, but I believe that some have the misconception that these so-called "Interstate Transfers" are funded from the Highway Trust Fund.

In fact, under the highway authorizing legislation, there are two separate provisions benefiting mass transit. The Interstate Transfer provision allows the transfer of authority, but not the funds, for mass transit projects. The money must still be appropriated for these mass transit projects, while the money which would have been spent for the Interstate segment remains in the Highway Trust Fund.

Another provision in the Highway Act allows the use of funds provided for Urban System roads to be used for mass transportation purposes. This transit option is funded directly from the Highway Trust Fund, but thus far only seven cities have used a total of \$50 million from this source during the past three years. This provision, which does not require that a city completely renounce a particular highway project in order to obtain the funding for mass transportation projects, will hopefully be used increasingly in the future, but it is a very limited program. For one thing, there is a more limited amount of money available under this program for each urban area's highway and transit needs. Nationwide \$800 million must be apportioned among all states; for example, for fiscal 1976 California was apportioned \$90 million, New York State \$77.5 million. This money is further subdivided to urban areas within the state, so that all of New York City and Northern New Jersey were apportioned \$57.8 million in fiscal 1976. This limited amount of money must be allocated both to repair and to build existing highways within urban areas as well as mass transit projects. Furthermore, the formula for the Urban System program provides a 70/30 federal/state matching share rather than the 80/20 available under some Urban Mass Transportation Admin-

istration programs and under the Interstate Transfer arrangement. Thus both the amount of money available and the terms of the Urban System program discourage its widespread use for mass transportation.

I point this out, because I think it is important that we not be under the illusion that the Highway Trust Fund is providing a great deal of mass transit assistance. It is not. I believe that the Congress must revise the Trust Fund at the next opportunity to provide for general funding for all transportation needs rather than continue this single purpose Trust Fund which misallocates our resources by funding highways almost exclusively.

The Public Works and Transportation Committee performed legislative legerdemain, when it got this piece of Highway Trust Fund legislation through the Congress in 1973. Many members, then and now, thought they were opening the Highway Trust Fund for mass transportation. They were not. They were opening the general treasury.

Nevertheless, even though I believe the Highway Trust Fund should directly provide the funds for federally aided mass transportation projects, the existing Interstate Transfer provision does provide a vital mechanism to authorize funding for mass transportation, and I certainly support the appropriation of general funds for this purpose, until legislation is adopted to provide for funding for mass transit from the Highway Trust Fund.

I would also like to state my continued opposition to the landing of the Supersonic transport in the United States. I believe that the environmental impact of this airplane will be adverse—because of the noise and air pollution it will generate and because of the enormous amount of fuel it will consume. Rep. Sidney R. Yates and I both offered amendments in subcommittee to prohibit the landing of SST's at United States airports, but they were not adopted. I urge the support of these amendments, when they are offered in the future.

EDWARD I. KOCH

ADDITIONAL VIEWS OF HON. WILLIAM L. ARMSTRONG

During recent years Congress has appropriated several billion dollars to bail out the nation's railroads. This bill ups the ante with additional subsidies and payments to keep the railroads running. Since federal regulatory policies are largely to blame for the financial plight of the nation's rail companies, Congress certainly has a responsibility to straighten out the problems it has created. But it seems to me we'd better take a long hard look before we wade much deeper into the quagmire of rail subsidies.

A few decades ago the nation's railroads were healthy and prosperous. But under the staggering burden imposed by Congress, one railroad after another has been forced into bankruptcy. Today eight of the nation's major Eastern railroads are already in bankruptcy. And much of the rest of the industry is in shaky financial condition. As profits and incentive have disappeared, equipment has been allowed to wear out or become obsolete; roadbeds have fallen into disrepair; service has deteriorated to an incredible extent and the eastern United States, heart of industrial America, has ended up with a crippled rail system.

Why?

Several factors can be blamed. But Congress and federal regulatory agencies are largely to blame. The federal government has put so many restrictions on railroads that profitable operation has become virtually impossible. No wonder the nation's rail system is falling apart. Unfortunately, however, Congress has reacted to each successive crisis with a characteristic unwillingness to face the issue. Instead of repealing or drastically modifying legislation and regulations which are strangling the industry, Congress has passed a series of appropriations to subsidize inefficient operations.

I would not object to Federal funding for railroads if it were accompanied by the kind of action necessary to get the industry back on a solid footing: Regulatory reform, rate flexibility, elimination of unduly restrictive labor requirements. But we badly serve the Nation by merely continuing to subsidize without coping with these and other basic issues.

W. L. ARMSTRONG.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1976 AND THE BUDGET ESTIMATES FOR 1977

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 1976 (2)	Budget estimates of new (obligational) authority, fiscal year 1977 (3)	Increase (+) or decrease (-), estimates compared with appropriations (4)
Coast Guard: Oil pollution fund (indefinite)-----	\$2, 000, 000	\$5, 000, 000	+\$3, 000, 000
Federal Highway Administration:			
Highway beautification (contract authorization)-----		32, 000, 000	+32, 000, 000
Highway-related safety grants (contract authorization)-----		17, 000, 000	+17, 000, 000
Territorial highways (contract authorization)-----	8, 000, 000		-8, 000, 000
Total, permanent new budget (obligational) authority, Federal funds--	10, 000, 000	54, 000, 000	+44, 000, 000

58

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1976 AND THE BUDGET ESTIMATES FOR 1977—Continued

PERMANENT NEW BUDGET (OBLIGATIONAL) AUTHORITY—TRUST 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 1976 (2)	Budget estimates of new (obligational) authority, fiscal year 1977 (3)	Increase (+) or decrease (-), estimates compared with appropriations (4)
Coast Guard: General gift fund (indefinite)-----	\$30, 000	\$30, 000	
Federal Aviation Administration:			
Grants-in-aid for airports (contract authorization)-----		350, 000, 000	+\$350, 000, 000
Federal Highway Administration:			
Federal-aid highways (contract authorization)-----	3, 475, 000, 000	6, 700, 000, 000	+3, 225, 000, 000
Other Federal Highway Administration-----	31, 300, 000	31, 000, 000	-300, 000
National Highway Traffic Safety Administration:			
Highway safety programs (contract authorization)-----	56, 500, 000		-56, 500, 000
Total, permanent new budget (obligational) authority, trust funds--	3, 562, 830, 000	7, 081, 030, 000	+3, 518, 200, 000

59

NOTE.—Amounts as estimated and shown in the January 1976 budget document. Some items are indefinite in amount and thus are subject to later reestimation.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1976 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1977

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

Agency and item (1)	New budget (obligational) authority, fiscal year 1976 ¹ (2)	Budget estimates of new (obligational) authority, fiscal year 1977 (3)	New budget (obligational) authority recommended in bill (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1976 (5)	Budget estimates of new (obliga- tional) authority, fiscal year 1977 (6)
TITLE I					
DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses.....	\$ 32,950,000	\$ 35,350,000	\$ 34,900,000	\$ 1,950,000	\$ -450,000
Transportation planning, research, and development....	28,000,000	29,800,000	28,000,000	-----	-1,800,000
Transportation Research Activities Overseas.....	250,000	100,000	100,000	-150,000	-----
Grants-in-aid for natural gas pipeline safety.....	1,650,000	2,500,000	2,000,000	350,000	-500,000
Total.....	62,850,000	67,750,000	65,000,000	2,150,000	-2,750,000
Coast Guard					
Operating expenses.....	738,241,000	817,900,000	818,580,000	80,339,000	680,000
Appropriation for debt reduction.....	-187,225	-197,422	-197,422	-10,197	-----
Subtotal.....	738,053,775	817,702,578	818,382,578	80,328,803	680,000
Acquisition, construction, and improvements.....	156,100,000	171,100,000	231,000,000	74,900,000	59,900,000
Alteration of bridges.....	6,500,000	8,600,000	9,600,000	3,100,000	1,000,000
Retired pay.....	123,650,000	147,103,000	147,103,000	23,453,000	-----
Reserve training.....	32,100,000	34,800,000	34,650,000	2,550,000	-150,000
Research, development, test, and evaluation.....	18,600,000	19,000,000	18,800,000	200,000	-200,000
State boating safety assistance.....	5,790,000	5,790,000	5,790,000	-----	-----
Supply fund.....	2,000,000	-----	-----	-2,000,000	-----
Pollution fund.....	10,000,000	5,000,000	-----	-10,000,000	-5,000,000
Total.....	1,092,793,775	1,209,095,578	1,265,325,578	172,531,803	56,230,000
Federal Aviation Administration					
Operations.....	1,567,250,000	1,677,519,000	1,666,000,000	98,750,000	-11,519,000
By transfer.....(	6,000,000)(	-----)(	-----)(	-6,000,000)(-----)
Facilities, engineering, and development.....	12,250,000	15,992,000	15,500,000	3,250,000	-492,000
By transfer.....(	-----)(	1,900,000)(	1,900,000)(	1,900,000)(-----)
Facilities and equipment (Airport and Airway Trust Fund).....	245,537,000	226,595,000	200,000,000	-45,537,000	-26,595,000
Research, engineering and development (Airport and Airway Trust Fund).....	67,500,000	76,700,000	72,000,000	4,500,000	-4,700,000
Grants-in-aid for airports (Airport and Airway Trust Fund)					
Appropriation to liquidate contract authorization.....(	370,000,000)(	355,000,000)(	355,000,000)(	-15,000,000)(-----)
Operation and maintenance, Metropolitan Washington Airports.....	18,602,000	20,700,000	20,700,000	2,098,000	-----
Construction, Metropolitan Washington Airports.....	11,625,000	8,100,000	5,000,000	-6,625,000	-3,100,000
Total.....	1,922,764,000	2,025,606,000	1,979,200,000	56,436,000	-46,406,000
Federal Highway Administration					
Limitation on general operating expenses.....(	144,480,000)(	152,300,000)(	150,400,000)(	5,920,000)(	-1,900,000)
Motor carrier safety.....	6,667,000	6,949,000	6,949,000	282,000	-----
Highway safety research and development.....	9,000,000	9,000,000	9,000,000	-----	-----
Highway beautification:					
Appropriation.....	1,000,000	32,000,000	28,000,000	27,000,000	-4,000,000
Appropriation to liquidate contract authorization.....(	30,000,000)(	40,000,000)(	33,600,000)(	3,600,000)(	-6,400,000)
Highway-related safety grants (appropriation to liquidate contract authorization).....(	15,000,000)(	25,820,000)(	25,820,000)(	10,820,000)(-----)
Railroad-highway crossings demonstration projects.....	1,400,000	10,000,000	10,000,000	8,600,000	-----
By transfer.....(	15,220,000)(	-----)(	-----)(	-15,220,000)(-----)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1976 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1977

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

Agency and item (1)	New budget (obligational) authority, fiscal year 1976 ¹ (2)	Budget estimates of new (obligational) authority, fiscal year 1977 (3)	New budget (obligational) authority recommended in bill (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1976 (5)	Budget estimates of new (obliga- tional) authority, fiscal year 1977 (6)
Rural highway public transportation demonstration program.....	15,000,000	---	---	-15,000,000	---
Territorial highways (appropriation to liquidate contract authorization).....(	4,000,000)	3,400,000)	3,560,000)	-440,000)	160,000)
Darien Gap highway.....	4,900,000	---	---	-4,900,000	---
Alaska Highway.....	---	15,000,000	15,000,000	15,000,000	---
Off-System Roads (appropriation to liquidate contract authorization).....(	10,000,000)	92,000,000)	70,000,000)	60,000,000)	-22,000,000)
National Scenic and Recreational Highway (appropriation to liquidate contract authorization)(	---	22,500,000)	22,500,000)	22,500,000)	---
Access highways to public recreation areas on certain highways.....	10,000,000	---	---	-10,000,000	---
By transfer.....(	---	---	4,767,000)	4,767,000)	4,767,000)
Federal-aid highways (trust fund-appropriation to liquidate contract authorization).....(	6,533,800,000)	6,065,000,000)	6,143,100,000)	-390,700,000)	78,100,000)
Highway safety construction programs (trust fund-appropriation to liquidate contract authorization).....(	300,000,000)	385,000,000)	385,000,000)	85,000,000)	---
Right-of-way revolving fund (trust fund-appropriation to liquidate contract authorization).....(	20,000,000)	46,600,000)	35,000,000)	15,000,000)	-11,600,000)
Highways crossing federal projects.....	---	---	35,000,000	35,000,000	35,000,000
Baltimore-Washington Parkway.....	---	6,900,000	---	---	-6,900,000
Overseas Highway.....	500,000	---	12,500,000	12,000,000	12,500,000
Rescission of contract authority.....	-25,000,000	---	---	25,000,000	---
Highland Scenic Highway (trust fund-appropriation to liquidate contract authorization).....(	15,000,000)	---	---	-15,000,000)	---
Bikeway program.....	6,000,000	---	---	-6,000,000	---
Project acceleration demonstration program.....	---	---	10,000,000	10,000,000	10,000,000
Total.....	29,467,000	79,849,000	126,449,000	96,982,000	46,600,000
National Highway Traffic Safety Administration					
Traffic and highway safety.....	68,000,000	73,980,000	68,000,000	---	-5,980,000
State and community highway safety (appropriation to liquidate contract authorization).....(	71,000,000)	92,000,000)	83,300,000)	12,300,000)	-8,700,000)
Federal Railroad Administration					
Office of the Administrator.....	6,075,000	6,485,000	6,300,000	225,000	-185,000
Railroad safety.....	16,450,000	18,500,000	18,300,000	1,850,000	-200,000
Grants-in-aid for railroad safety.....	1,500,000	2,000,000	1,000,000	-500,000	-1,000,000
Railroad research and development.....	61,150,000	56,500,000	51,500,000	-9,650,000	-5,000,000
Interim Operating Assistance.....	60,000,000	---	---	-60,000,000	---
Rail Service Assistance.....	261,000,000	81,200,000	60,000,000	-201,000,000	-21,200,000
Northeast corridor improvement program.....	25,000,000	150,000,000	150,000,000	125,000,000	---
Grants to National Railroad Passenger Corporation.....	471,200,000	483,700,000	495,200,000	24,000,000	11,500,000
Rail Transportation Employment and Improvement.....	90,000,000	---	---	-90,000,000	---
Payment to the Alaska railroad revolving fund.....	9,000,000	6,000,000	6,000,000	-3,000,000	---
Total.....	1,001,375,000	804,385,000	788,300,000	-213,075,000	-16,085,000
Urban Mass Transportation Administration					
Urban Mass Transportation Fund:					
Administrative expenses.....	10,300,000	18,600,000	12,600,000	2,300,000	-6,000,000
Research, development, and demonstrations and university research and training.....	54,000,000	70,000,000	57,000,000	3,000,000	-13,000,000
Appropriation to liquidate contract authorization.....(	1,290,300,000)	1,510,000,000)	1,718,000,000)	427,700,000)	208,000,000)
Rail service operating payments.....	25,000,000	55,000,000	55,000,000	30,000,000	---
Projects substituted for interstate system projects.....	---	655,000,000	575,000,000	575,000,000	-80,000,000
Total.....	89,300,000	798,600,000	699,600,000	610,300,000	-99,000,000

62

63

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1976 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1977

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

Agency and item (1)	New budget (obligational) authority, fiscal year 1976 ¹ (2)	Budget estimates of new (obligational) authority, fiscal year 1977 (3)	New budget (obligational) authority recommended in bill (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1976 (5)	Budget estimates of new (obligational) authority, fiscal year 1977 (6)
St. Lawrence Seaway Development Corporation					
Limitation on administrative expenses.....	(\$ 943,000)	(\$ 982,000)	(\$ 982,000)	(\$ 39,000)	(\$ ---)
Total, TITLE I	4,266,549,775	5,059,265,578	4,991,874,578	725,324,803	-67,391,000
Title II					
Related Agencies					
National Transportation Safety Board					
Salaries and expenses.....	11,260,000	12,000,000	13,800,000	2,540,000	1,800,000
Civil Aeronautics Board					
Salaries and expenses.....	19,855,000	21,654,000	21,450,000	1,595,000	-204,000
Payments to air carriers.....	60,695,000	80,007,000	80,007,000	19,312,000	---
Total	80,550,000	101,661,000	101,457,000	20,907,000	-204,000
Interstate Commerce Commission					
Salaries and expenses.....	52,295,000	55,976,000	56,400,000	4,105,000	424,000
Payment for directed rail service.....	15,000,000	---	---	-15,000,000	---
Total	67,295,000	55,976,000	56,400,000	-10,895,000	424,000
The Panama Canal					
Canal Zone Government					
Operating expenses.....	60,150,000	66,047,000	65,800,000	5,650,000	-247,000
Capital outlay.....	2,240,000	3,647,000	3,150,000	910,000	-497,000
Panama Canal Company					
Limitation on general and administrative expenses.....	(24,371,000)	(26,585,000)	(25,285,000)	(914,000)	(-1,300,000)
Total	62,390,000	69,694,000	68,950,000	6,560,000	-744,000
United States Railway Association					
Administrative expenses.....	21,800,000	12,100,000	12,000,000	-9,800,000	-100,000
Payments for purchase of Conrail securities:					
Fiscal year 1976.....	500,000,000	---	---	-500,000,000	---
Fiscal year 1978.....	425,000,000	---	---	-425,000,000	---
Fiscal year 1979.....	136,000,000	---	---	-136,000,000	---
Total	1,082,800,000	12,100,000	12,000,000	-1,070,800,000	-100,000
Washington Metropolitan Area Transit Authority					
Federal contribution:					
Fiscal year 1976.....	9,500,000	---	---	-9,500,000	---
Fiscal year 1977.....	90,059,000	6,800,000	6,800,000	-83,259,000	---
Fiscal year 1978.....	---	15,421,779	15,421,779	15,421,779	---
Subtotal	99,559,000	22,221,779	22,221,779	-77,337,221	---

64

65

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1976 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1977

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

Agency and item (1)	New budget (obligational) authority, fiscal year 1976 ¹ (2)	Budget estimates of new (obligational) authority, fiscal year 1977 (3)	New budget (obligational) authority recommended in bill (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1976 (5)	Budget estimates of new (obligational) authority, fiscal year 1977 (6)
Interest subsidy.....	\$ 22,200,000	\$ 19,374,000	\$ 19,374,000	\$ -2,826,000	\$ ---
Total.....	121,759,000	41,595,779	41,595,779	-80,163,221	---
Total, TITLE II	1,426,054,000	293,026,779	294,202,779	-1,131,851,221	1,176,000
Title III					
General Provisions					
Federal Aviation Administration:					
Grants-in-aid for airport development (limitation on obligations).....(	350,000,000)	350,000,000)	390,000,000)	40,000,000)	40,000,000)
Federal Highway Administration:					
Highway Beautification (limitation on obligations).....(	40,000,000)	---	---	-40,000,000)	---
Highway related safety grants (limitation on obligations).....(	---	17,000,000)	17,000,000)	17,000,000)	---
Territorial highways (limitation on obligations).....(	4,600,000)	4,600,000)	5,600,000)	1,000,000)	1,000,000)
Federal-aid highways and highway safety construction programs (limitation on obligations).....(	7,200,000,000)	6,700,000,000)	7,200,000,000)	---	500,000,000)
National Highway Traffic Safety Administration:					
State and community highway safety (limitation on obligations).....(	120,000,000)	103,000,000)	103,000,000)	-17,000,000)	---
Federal Railroad Administration (limitation on loan guarantee program for the National Railroad Passenger Corporation).....(
Urban Mass Transportation Administration:	---	---	746,000,000)	746,000,000)	746,000,000)
Urban Mass transportation fund (limitation on commitments).....(	1,732,150,000)	1,963,600,000)	1,947,000,000)	214,850,000)	-16,600,000)
Interstate transfer.....(	---	175,000,000)	175,000,000)	175,000,000)	---
Total, limitations on obligations... (	9,446,750,000)	9,313,200,000)	10,583,600,000)	1,136,850,000)	1,270,400,000)
Total, Titles I, II, and III, New budget (obligational) authority.....	5,692,603,775	5,352,292,357	5,286,077,357	-406,526,418	-66,215,000
Consisting of --					
Appropriations:					
Fiscal year 1976.....	(5,041,544,775)	(---)	(---)	(-5,041,544,775)	(---)
Fiscal year 1977.....	(90,059,000)	(5,336,870,578)	(5,270,655,578)	(+5,180,596,578)	(-66,215,000)
Fiscal year 1978.....	(425,000,000)	(15,421,779)	(15,421,779)	(-409,578,221)	(---)
Fiscal year 1979.....	(136,000,000)	(---)	(---)	(-136,000,000)	(---)
Memoranda:					
Appropriations to liquidate contract authorizations.....	8,659,100,000	8,637,320,000	8,874,880,000	215,780,000	237,560,000
Appropriations for debt reduction.....	187,225	197,422	197,422	10,197	---
GRAND TOTAL.....	14,351,891,000	13,989,809,779	14,161,154,779	-190,736,221	171,345,000

¹Includes \$320,142,000 in new budget (obligational) authority contained in Second Supplemental Appropriation Bill, 1976 (H.R. 13172) as passed by the House of Representatives.

DEPARTMENT OF TRANSPORTATION AND RELATED
AGENCIES APPROPRIATIONS FOR FISCAL YEAR 1977

JULY 22, 1976.—Ordered to be printed

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

CONFERENCE REPORT

[To accompany H.R. 14234]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 14234) "making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1977, 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 1, 18, 42, 48, 49 and 50.

That the House recede from its disagreement to the amendments of the Senate numbered 5, 8, 9, 11, 13, 15, 17, 19, 20, 30, 31, 32, 33, 34, 35, 37, 38, 41, 43, 44, 45, 46, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 62, and 63, and agree to the same.

Amendment numbered 2:

That the House recede from its disagreement to the amendment of the Senate numbered 2, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$2,250,000; and the Senate agree to the same.

Amendment numbered 4:

That the House recede from its disagreement to the amendment of the Senate numbered 4, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$10,900,000; 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 \$74,350,000; 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 \$72,326,000; and the Senate agree to the same.

Amendment numbered 16:

That the House recede from its disagreement to the amendment of the Senate numbered 16, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$29,876,000; and the Senate agree to the same.

Amendment numbered 21:

That the House recede from its disagreement to the amendment of the Senate numbered 21, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$52,900,000; and the Senate agree to the same.

Amendment numbered 22:

That the House recede from its disagreement to the amendment of the Senate numbered 22, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$75,000,000; 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 matter proposed by said amendment insert: *"together with \$5,000,000 for the programs authorized by section 11 (c) (6) and (7) of the Department of Transportation Act, as amended, and \$3,000,000 for the Minority Resource Center, as authorized by section 906 of Public Law 94-210,"*

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 \$575,700,000; 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 \$482,600,000; and the Senate agree to the same.

Amendment numbered 28:

That the House recede from its disagreement to the amendment of the Senate numbered 28, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$61,200,000; and the Senate agree to the same.

Amendment numbered 29:

That the House recede from its disagreement to the amendment of the Senate numbered 29, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$58,700,000; and the Senate agree to the same.

Amendment numbered 39:

That the House recede from its disagreement to the amendment of the Senate numbered 39, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$65,900,000; and the Senate agree to the same.

Amendment numbered 47:

That the House recede from its disagreement to the amendment of the Senate numbered 47, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$2,077,700,000; and the Senate agree to the same.

Amendment numbered 64:

That the House recede from its disagreement to the amendment of the Senate numbered 64, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment amended to change the "Sec. 316" to "Sec. 319".

And the Senate agree to the same.

The committee of conference report in disagreement amendments numbered 3, 7, 10, 12, 26, 27, 36, 40 and 61.

JOHN J. McFALL,
SIDNEY R. YATES,
TOM STEED,
EDWARD I. KOCH,
BILL ALEXANDER,
ROBERT B. DUNCAN,
GEORGE MAHON,
SILVIO O. CONTE,
JACK EDWARDS,
ELFORD A. CEDERBERG,
Managers on the Part of the House.

BIRCH BAYH,
JOHN L. McCLELLAN,
ROBERT C. BYRD,
JOHN C. STENNIS,
WARREN G. MAGNUSON,
JOHN O. PASTORE,
THOMAS F. EAGLETON,
CLIFFORD P. CASE,
MILTON R. YOUNG,
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. 14234) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1977, and for other purposes, submitted 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

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Amendment No. 1: Appropriates \$28,000,000 as proposed by the House instead of \$31,000,000 as proposed by the Senate. The conferees direct that \$3,000,000 shall be allocated to a multi-modal demonstration project at South Bend, Indiana.

GRANTS-IN-AID FOR NATURAL GAS PIPELINE SAFETY

Amendment No. 2: Appropriates \$2,250,000 instead of \$2,000,000 as proposed by the House and \$2,500,000 as proposed by the Senate.

COAST GUARD

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

Amendment No. 3: 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 which reads as follows:

\$241,000,000, of which not to exceed \$5,000,000 may be transferred to the appropriation "Pollution Fund"

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 have included language permitting the transfer of not to exceed \$5,000,000 to the Pollution Fund only as a temporary mechanism to meet emergency clean up requirements until a supplemental budget request can be submitted for this fund. If funds are transferred from essential Acquisition, Construction, and Improvement projects,

the conferees expect that restoration of those funds will be submitted in a supplemental budget request. The conferees direct that no funds be transferred from the projects at Sitka and Kodiak, Alaska.

ALTERATION OF BRIDGES

Amendment No. 4: Appropriates \$10,900,000 instead of \$9,600,000 as proposed by the House and \$12,300,000 as proposed by the Senate.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

Amendment No. 5: Provides that \$250,000,000 of the appropriation be derived from the Airport and Airway Trust Fund as proposed by the Senate. The conference agreement includes a total of 53,917 positions. The increase of 60 positions over the House bill is for the administration of the airports program.

RESEARCH, ENGINEERING AND DEVELOPMENT

(Airport and Airway Trust Fund)

Amendment No. 6: Appropriates \$74,350,000 instead of \$72,000,000 as proposed by the House and \$76,700,000 as proposed by the Senate.

The conferees direct that no part of the reduction be applied to the development of the Microwave Landing System or to the programs for wind shear detection and avoidance. The conferees also feel that it is necessary for the Aerosat program to proceed as planned because of the United States' international commitments made with the approval of the Congress.

GRANTS-IN-AID FOR AIRPORTS

(Liquidation of Contract Authorization—Airport and Airway Trust Fund)

Amendment No. 7: 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 which reads as follows:

\$355,000,000; and for airport planning grants \$15,000,000 to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That the sum appropriated for airport planning grants shall be available for obligation upon the date of enactment of this Act.

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 recognize the obligation of the Government to liquidate the contracts entered into under this program and expect that a supplemental request will be submitted if additional cash is required later in the fiscal year.

FEDERAL HIGHWAY ADMINISTRATION

HIGHWAY-RELATED SAFETY GRANTS

(Liquidation of Contract Authorization)

Amendment No. 8: Appropriates \$26,820,000 as proposed by the Senate instead of \$25,820,000 as proposed by the House.

Amendment No. 9: Provides that \$20,320,000 of the appropriation be derived from the Highway Trust Fund as proposed by the Senate instead of \$19,320,000 as proposed by the House.

RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

Amendment No. 10: 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 include projects at Terre Haute, Indiana under section 163 of Public Law 93-87.

ACCESS HIGHWAYS TO PUBLIC RECREATION AREAS ON CERTAIN LAKES

Amendment No. 11: Provides that the appropriation remain available until September 30, 1979 as proposed by the Senate instead of September 30, 1980 as proposed by the House.

BALTIMORE-WASHINGTON PARKWAY

Amendment No. 12: 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 which reads as follows:

In lieu of the sum named in said amendment insert "\$1,500,000".

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

ALASKA ROADS STUDY

Amendment No. 13: Appropriates \$200,000 as proposed by the Senate.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TRAFFIC AND HIGHWAY SAFETY

Amendment No. 14: Appropriates \$72,326,000 instead of \$68,000,000 as proposed by the House and \$89,326,000 as proposed by the Senate. The conferees have made the following changes from the amounts provided by the House:

Standards development and enforcement.....	+ \$500,000
Support engineering systems.....	- 170,000
Driver pedestrian research.....	- 300,000
Emergency medical services.....	+ 245,000
Alcohol public education.....	+ 300,000
Manpower development.....	+ 200,000
Enforcement technologies and procedures.....	+ 185,000
Drug and alcohol research.....	+ 366,000
Automotive fuel economy.....	+ 3,000,000

The conferees intend that this appropriation should be available for both Public Law 92-513 and 94-163.

Amendment No. 15: Provides as proposed by the Senate that \$26,746,000 of the appropriation shall be derived from the Highway Trust Fund instead of \$25,750,000 as proposed by the House.

Amendment No. 16: Provides that \$29,876,000 of the appropriation shall remain available until expended instead of \$27,260,000 as proposed by the House and \$45,926,000 as proposed by the Senate.

Amendment No. 17: Provides as proposed by the Senate that \$8,616,000 of the amount appropriated to remain available until expended shall be derived from the Highway Trust Fund instead of \$8,550,000 as proposed by the House.

Amendment No. 18: Deletes language proposed by the Senate to earmark \$13,500,000 for the construction of the Compliance Test Facility at East Liberty, Ohio.

STATE AND COMMUNITY HIGHWAY SAFETY

(Liquidation of Contract Authorization)

Amendment No. 19: Appropriates \$88,500,000 as proposed by the Senate instead of \$83,300,000 as proposed by the House.

Amendment No. 20: Provides as proposed by the Senate that \$83,360,000 of the appropriation shall be derived from the Highway Trust Fund instead of \$78,160,000 as proposed by the House.

FEDERAL RAILROAD ADMINISTRATION

RAILROAD RESEARCH AND DEVELOPMENT

Amendment No. 21: Appropriates \$52,900,000 instead of \$51,500,000 as proposed by the House and \$54,300,000 as proposed by the Senate.

The conference agreement includes \$3,750,000 for industry problems, \$2,250,000 for freight car management, \$6,100,000 for safety research and \$4,850,000 for administration.

RAIL SERVICE ASSISTANCE

Amendment No. 22: Appropriates \$75,000,000 instead of \$60,000,000 as proposed by the House and \$100,450,000 as proposed by the Senate.

Amendment No. 23: Appropriates \$5,000,000 for programs authorized by section 11(c) (6) and (7) of the Department of Transportation Act, as amended, instead of \$10,000,000 as proposed by the Senate and appropriates \$3,000,000 for the Minority Resource Center instead of \$3,050,000 as proposed by the Senate.

The conferees expect that the Department of Transportation will expeditiously implement the various programs contemplated by the Minority Resource Center legislation to insure that minority firms

have an equal opportunity to participate in all aspects of the railroad rehabilitation program.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Amendment No. 24: Appropriates \$575,700,000 instead of \$495,200,000 as proposed by the House and \$603,700,000 as proposed by the Senate.

The conferees expect Amtrak will continue to operate the national rail passenger system within the appropriations provided. The conferees note the appreciable cost reductions made by the Corporation in fiscal year 1976 as being consistent with the instructions of the conference committee and expect the Corporation to continue to take further steps to reduce costs and increase productivity. The conferees further expect that Amtrak will make every reasonable effort to promote the success of experimental routes during the demonstration period required by law.

The conferees are concerned by the size and trend of payments required under present railroad incentive contracts and believe that future contracts should be tightened.

Incentive criteria for payments for on-time performance must be set to be more prudent and consistent with the public interest.

The conferees note with some concern the estimated cost of \$35 million annually required to meet Interstate Commerce Commission provisions of service. Amtrak and the Federal Railroad Administration are directed to study this matter and report to the appropriate Committees of the Congress recommendations for reducing or eliminating high-cost regulatory requirements.

The General Accounting Office has completed an audit of the Corporation's travel and entertainment expenses. While no abuses were reported by the GAO, the conferees are concerned that Amtrak regulations governing the description of expenses are not being followed in all instances. The Corporation is instructed to take action to assure that its regulations on expense accounts are followed. In addition, the conferees direct Amtrak to tighten its regulations in order to bring them more in line with the public interest in light of the large Federal investment in the Corporation.

The conferees have included language in the bill which prohibit the lease or purchase of vehicles for the use of Amtrak's officers and employees except when such officers and employees are in official travel status. The conferees intend this action to remove the use of such vehicles in traveling to and from work as has been the previous practice for such employees. The conferees do, however, understand the need for Amtrak's President to have the use of such service, and therefore exclude the present policy of providing a vehicle for him from this provision.

Amendment No. 25: Provides that \$482,600,000 of the appropriation shall be available for operating losses instead of \$414,700,000 as proposed by the House and \$498,000,000 as proposed by the Senate.

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 which reads as follows:

Corporation, including \$62,600,000 which shall be available for the payment of additional operating expenses of the National Railroad Passenger Corporation, resulting from the operation, maintenance, and ownership or control of the Northeast Corridor pursuant to title VII of the Railroad Revitalization and Regulatory Reform Act of 1976, and not more than \$93,100,000 shall be available for capital improvements; *Provided, however,* That none of the funds herein appropriated shall be used for the lease or purchase of passenger motor vehicles or for the hire of vehicle operators for any officer or employee, other than the President, of the National Railroad Passenger Corporation, excluding the lease of passenger motor vehicles for those officers or employees while in official travel status.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING FUNDS

Amendment No. 27: 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 which reads as follows:

The Secretary of Transportation is hereby authorized to expend proceeds from the sale of Fund anticipation notes to the Secretary of the Treasury and any other monies deposited in the Railroad Rehabilitation and Improvement Fund pursuant to sections 502, 505-507 and 509 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210) for the uses authorized for the Fund, in amounts not to exceed \$70,000,000, to remain available until September 30, 1978. The Secretary of Transportation is also authorized to issue to the Secretary of the Treasury notes or other obligations pursuant to section 512 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210) in such amounts and at such time as may be necessary to pay any amounts required pursuant to the guarantee not to exceed \$400,000,000 principal amount of obligations under

sections 511 through 513 of such act, such authority to exist as long as any such guaranteed obligation is outstanding: *Provided,* That the aggregate principal amount of guarantees and commitments to guarantee obligations under section 511 of Public Law 94-210 shall not exceed \$400,000,000.

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 do not intend that the action limiting the aggregate principal amount of obligation guarantees under section 511 of Public Law 94-210 to \$400,000,000 should be considered a precedent with regard to other loan guarantee programs in the Federal Government.

URBAN MASS TRANSPORTATION ADMINISTRATION

RESEARCH, DEVELOPMENT, AND DEMONSTRATIONS AND UNIVERSITY RESEARCH AND TRAINING

Amendment No. 28: Appropriates \$61,200,000 instead of \$57,000,000 as proposed by the House and \$65,000,000 as proposed by the Senate. The conference agreement restores the \$2,000,000 included by the House for the demonstration project authorized by section 148 of Public Law 94-280 and includes the following additions to the House bill:

Shuttle and loop transit.....	\$3,000,000
AGT socioeconomic research.....	125,000
Accelerating walkway.....	400,000
Special projects.....	250,000
Management techniques.....	425,000

The conferees recognize the possible need to obligate funds during fiscal year 1977 to implement certain new reporting requirements under section 15 of the Urban Mass Transportation Act. The conferees intend to request additional information from UMTA on this program.

Amendment No. 29: Earmarks \$58,700,000 of the appropriation for research, development, and demonstrations instead of \$54,500,000 as proposed by the House and \$62,500,000 as proposed by the Senate.

LIQUIDATION OF CONTRACT AUTHORIZATION

Amendment No. 30: Appropriates \$1,700,000,000 as proposed by the Senate instead of \$1,718,000,000 as proposed by the House.

Amendments Nos. 31 and 32: Delete "such" and "as are necessary" from the proviso as proposed by the Senate.

PROJECTS SUBSTITUTED FOR INTERSTATE SYSTEM PROJECTS

Amendment No. 33: Appropriates \$400,000,000 as proposed by the Senate instead of \$575,000,000 as proposed by the House.

Amendments Nos. 34 and 35: Delete "such" and "as are necessary" from the proviso as proposed by the Senate.

TITLE II—RELATED AGENCIES

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Amendment No. 36: 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 earmark \$300 of the appropriation for official reception and representation expenses.

INTERSTATE COMMERCE COMMISSION

SALARIES AND EXPENSES

Amendment No. 37: Appropriates \$57,036,000 as proposed by the Senate instead of \$56,400,000 as proposed by the House.

The conference agreement includes 2205 positions.

The conferees recognize that the Railroad Revitalization and Regulatory Reform Act of 1976 imposed certain new responsibilities on the Commission. The conferees have provided substantial sums for contractual support necessary to discharge these responsibilities and expect the Commission to make certain internal adjustments in commission personnel so that the intent of Congress regarding railroad rate regulation can be achieved.

The conferees direct that the Commission and/or the rail services planning office expeditiously complete an evaluation of certain rail lines in Luzerne County, Pennsylvania pursuant to section 205(e)(2) of Public Law 93-236, as amended.

Amendment No. 38: Earmarks \$1,999,400 of the appropriation for the office of rail public counsel as proposed by the Senate instead of \$1,363,400 as proposed by the House. The conference agreement includes 21 positions for the office of rail public counsel.

THE PANAMA CANAL

CANAL ZONE GOVERNMENT

Operating Expenses

Amendment No. 39: Appropriates \$65,900,000 instead of \$65,800,000 as proposed by the House and \$66,000,000 as proposed by the Senate.

DEPARTMENT OF THE TREASURY

OFFICE OF THE SECRETARY

Investment in Fund Anticipation Notes

Amendment No. 40: 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 provide \$70,000,000.

NATIONAL TRANSPORTATION POLICY STUDY COMMISSION

Amendment No. 41: Appropriates \$1,000,000 as proposed by the Senate.

TITLE III—GENERAL PROVISIONS

Amendment No. 42: Deletes language proposed by the Senate to amend section 302 of Public Law 94-134 and to exempt uncommitted funds from the fiscal year 1977 limitation. Language to amend section 302 of Public Law 94-134 has been included under amendment No. 64. The conferees direct FAA to give first priority in fiscal year 1977 to those applications which were in process during the transition period, but were not approved during that period. The conferees have deleted the Senate language with respect to the exemption of uncommitted funds without prejudice to the consideration of a supplemental request to increase the fiscal year 1977 limitation.

Amendment No. 43: Limits obligations for Highway-related safety grants to \$21,000,000 as proposed by the Senate.

Amendment No. 44: Limits obligations for State and Community Highway Safety to \$129,000,000 as proposed by the Senate.

Amendments Nos. 45 and 46: Change Section numbers.

Amendment No. 47: Limits commitments for the Urban Mass Transportation Act of 1964, as amended, to \$2,077,700,000 instead of \$1,947,000,000 as proposed by the House and \$2,083,000,000 as proposed by the Senate.

Amendments Nos. 48 and 49: Delete language proposed by the Senate to exempt unobligated section 17 funds from the limitation on commitments for mass transportation. The deletion of this language is made without prejudice to the consideration of a supplemental request to increase the fiscal year 1977 limitation.

Amendment No. 50: Deletes language proposed by the Senate to exempt from the limitation on commitments for mass transportation certain uncommitted funds for sections 3, 6, 9, 10, and 11 of the Urban Mass Transportation Act of 1964, as amended.

Amendments Nos. 51, 52, 53 and 54: Change Section numbers.

Amendment No. 55: Inserts language as proposed by the Senate prohibiting the use of funds provided under this act to implement the provision of section 155 of title 2 of the Canal Zone Code relating to the establishment of employment standards, pay levels, and other conditions of employment within the Canal Zone.

Amendments Nos. 56, 57, 58, 59 and 60: Change Section numbers.

Amendment No. 61: 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 limit obligations for certain highway construction programs to \$7,200,000,000.

Amendment No. 62: Deletes language proposed by the House to limit the issuance of securities, obligations or loans authorized by 45 U.S.C. 602 to \$746,000,000.

Amendment No. 63: Changes Section number.
 Amendment No. 64: Restores House provision to amend Section 302
 of Public Law 94-134.

CONFERENCE TOTAL—WITH COMPARISONS

The total new budget (obligational) authority for the fiscal year 1977 recommended by the Committee of Conference, with comparisons to the fiscal year 1976 amount, the 1977 budget estimates, and the House and Senate bills for 1977 follows:

New budget (obligational) authority, fiscal year 1976.....	¹ \$5,925,893,775
Budget estimates of new (obligational) authority, fiscal year 1977	² 5,173,292,357
House bill, fiscal year 1977.....	³ 5,296,077,357
Senate bill, fiscal year 1977.....	³ 5,411,139,357
Conference agreement.....	³ 5,311,839,357
Conference agreement compared with:	
New Budget (obligational) authority, fiscal year 1976.....	-614,054,418
Budget estimates of new (obligational) authority, fiscal year 1977.....	+138,547,000
House bill, fiscal year 1977.....	+15,762,000
Senate bill, fiscal year 1977.....	-99,300,000

¹ Includes \$90,059,000 advance appropriation for fiscal year 1977 and \$561,000,000 advance appropriation for fiscal years 1978 and 1979.

² Includes \$76,000,000 of budget estimates not considered by the House, contained in Sen. Doc. 94-203 and 94-206, and excludes \$255,000,000 of budget estimates considered by the House reduced by Sen. Doc. 94-196.

³ Includes \$15,421,779 advance appropriation for fiscal year 1978.

JOHN J. MCFALL,
 SIDNEY R. YATES,
 TOM STEED,
 EDWARD I. KOCH,
 BILL ALEXANDER,
 ROBERT B. DUNCAN,
 GEORGE MAHON,
 SILVIO O. CONTE,
 JACK EDWARDS,
 ELFORD A. CEDERBERG,
Managers on the Part of the House.

BIRCH BAYH,
 JOHN L. MCCLELLAN,
 ROBERT C. BYRD,
 JOHN C. STENNIS,
 WARREN G. MAGNUSON,
 JOHN O. PASTORE,
 THOMAS F. EAGLETON,
 CLIFFORD P. CASE,
 MILTON R. YOUNG,
 TED STEVENS,
 CHARLES MCC. MATHIAS, Jr.,
 RICHARD S. SCHWEIKER,
Managers on the Part of the Senate.

Calendar No. 960

94TH CONGRESS }
2d Session }

SENATE }

REPORT
No. 94-1017

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATION BILL, 1977

JUNE 30 (legislative day, JUNE 18), 1976.—Ordered to be printed

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

REPORT

[To accompany H.R. 14234]

The Committee on Appropriations, to which was referred the bill (H.R. 14234) making appropriations for the fiscal year ending September 30, 1977, 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 FOR FISCAL YEAR 1977

Amount of bill as passed House.....	\$5,296,077,357
Amount of increase by Senate.....	69,562,000
Amount of bill as reported to Senate.....	5,365,639,357
Amount of appropriations, 1976.....	5,925,233,775
Amount of budget estimates, 1977.....	5,268,892,357
Over the estimates for 1977.....	+96,747,000
Under the appropriations for 1976.....	-559,594,418

(1)

SUMMARY OF MAJOR RECOMMENDATIONS

The major recommendations in the bill include:

1. The appropriation of \$1,666,000,000 for the operations activities of the FAA;
2. the appropriation of \$818,580,000 for the operating expenses of the Coast Guard;
3. appropriation of \$53 million over the budget for the implementation of the Fishery Conservation and Management Act of 1976;
4. appropriation of the full \$81.2 million budget request for the nationwide rail service assistance programs authorized by the Railroad Revitalization and Regulatory Reform Act of 1976;
5. appropriation of \$603.7 million for grants to Amtrak, including \$498 million for operations and \$105.7 million for capital improvements;
6. appropriation of \$70 million for the redeemable preference share program authorized in Public Law 94-210 for providing assistance to railroads, plus authority for DOT to initiate the \$1 billion loan guarantee program authorized in that Act;
7. appropriation of the full \$400 million budget request for projects substituted for interstate system projects, plus another \$175 million in contract authority for this program;
8. a general provision providing for obligations of not to exceed \$7.2 billion for Federal-Aid Highways and Highway Safety Construction Programs, with the emergency relief, special urban high density and special bridge replacement programs being excluded from this limitation;
9. general provisions limiting the highway-related safety grants obligations for NHTSA and FHWA to \$150 million, including \$30 million over the budget for highest payoff programs as determined by the states;
10. a general provision limiting the commitments from the Urban Mass Transportation Fund to \$2,083,000,000 for fiscal year 1977;
11. rejection of the proposed general provision limiting to 50 percent the use of mass transit formula grants for operating expenses;
12. a general provision limiting the obligations for the airport development aid program to \$510 million for fiscal year 1977, plus language allowing the carryover of the unused portion of last year's ceiling;
13. appropriation of \$200 million for facilities and equipment of the FAA.

**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1976 AND
BUDGET ESTIMATES AND AMOUNTS RECOMMENDED**

Item	1976 Appropriation	Budget estimate
Office of the Secretary.....	\$62,850,000	\$67,750,000
Coast Guard.....	1,102,793,775	1,242,095,578
Federal Aviation Administration.....	1,925,264,000	2,025,606,000
Federal Highway Administration.....	29,467,000	79,849,000
National Highway Traffic Safety Administration.....	68,000,000	79,980,000
Federal Railroad Administration.....	1,033,505,000	936,985,000
Urban Mass Transportation Administration.....	277,300,000	543,600,000
Subtotal, Department of Transportation.....	4,499,179,775	4,975,865,578
TITLE II - RELATED AGENCIES		
National Transportation Safety Board.....	11,260,000	12,000,000
Civil Aeronautics Board.....	80,550,000	101,661,000
Interstate Commerce Commission.....	67,295,000	55,976,000
Panama Canal Zone Government.....	62,390,000	69,694,000
United States Railway Association.....	1,082,800,000	12,100,000
Washington Metropolitan Area Transit Authority.....	121,759,000	41,595,779
Subtotal, related agencies.....	1,426,054,000	293,026,779
Total, new budget (obligational authority).....	5,925,233,775	5,268,892,357
Appropriations to liquidate contract authorizations (title I).....	(8,645,100,000)	(8,568,320,000)
Appropriations for debt reduction (title I).....	(187,225)	(197,422)
Grand total, all appropriations.....	(14,570,521,000)	(13,837,409,779)

**TIONAL) AUTHORITY FOR FISCAL YEAR 1976 AND
IN THE BILL FOR FISCAL YEAR 1977**

House allowance	Committee recommendation	Increase (+) or decrease (-) compared with—		
		1976 Appropriation	Budget estimate	House allowance
\$65,000,000	\$68,500,000	+\$5,650,000	+\$750,000	+\$3,500,000
1,275,325,578	1,288,025,578	+185,231,803	+45,930,000	+12,700,000
1,979,200,000	1,983,900,000	+58,636,000	-41,706,000	+4,700,000
126,449,000	119,649,000	+90,182,000	+39,800,000	-6,800,000
68,000,000	74,826,000	+6,826,000	-5,154,000	+6,826,000
788,300,000	1,003,100,000	-30,405,000	+66,115,000	+214,800,000
699,600,000	532,600,000	+255,300,000	-11,000,000	-167,000,000
5,001,874,578	5,070,600,578	+571,420,803	+94,735,000	+68,726,000
13,800,000	13,800,000	+2,540,000	+1,800,000	---
101,457,000	101,457,000	+20,907,000	-204,000	---
56,400,000	57,036,000	-10,259,000	+1,060,000	+636,000
68,950,000	69,150,000	+6,760,000	-544,000	+200,000
12,000,000	12,000,000	-1,070,800,000	-100,000	---
41,595,779	41,595,779	-80,163,221	---	---
294,202,779	295,038,779	-1,131,015,221	+2,012,000	+836,000
5,296,077,357	5,365,639,357	-559,594,418	+96,747,000	+69,562,000
(8,874,880,000)	(8,894,080,000)	(+248,980,000)	(+325,760,000)	(+19,200,000)
(197,422)	(197,422)	(+10,197)	---	---
(14,171,154,779)	(14,259,916,779)	(-310,604,221)	(+422,507,000)	(+88,762,000)

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Appropriation, 1976.....	\$32,950,000
Budget estimate, 1977.....	35,350,000
House allowance.....	34,900,000
Committee recommendation.....	34,900,000

The Salaries and Expenses account includes the policy development, central supervisory, and coordinating functions necessary for the overall planning and direction of the Department. Additionally this account supports the materials transportation function of the Department, including the issuance and enforcement of safety standards for hazardous materials and pipeline operations.

The amount recommended is \$450,000 less than requested and is in agreement with the House allowance. Within the funds appropriated to the Office of the Secretary, the Committee intends that the activities of the Hazardous Materials Office be fully funded. The Committee expects the Office to: refine definitions of hazardous materials such that quantitative criteria may be used in redesigned comprehensive classification and determining "imminent hazard"; establish a phase program of Bureau of Explosives delegation withdrawals beginning immediately and continuing in phases through fiscal year 1978; establish the capability to offer technical assistance and to provide interpretive information in times of emergencies connected with the transportation of hazardous materials in coordination with National Contingency Plan, Interagency Radiological Assistance Plan, Chem Trec and others; provide economic and environmental impact analysis during rule making and exemptions; and review and evaluate local and state applications for preemption determinations.

The budget includes a request for eight new positions. However, these new positions are more than offset by reductions of 12 positions in other activities. The positions funded under this appropriation are allocated as shown in the following table:

Office	Fiscal year		Recommended in bill	Bill compared with 1976
	1976	1977		
General Counsel.....	47	50	50	+3
Policy, Plans and International Affairs.....	82	80	80	-2
Environment, Safety and Consumer Affairs.....	83	80	80	-3
Administration.....	319	316	316	-3
Systems Development and Technology.....	72	70	70	-2
Congressional and Intergovernmental Affairs.....	35	34	34	-1
Secretarial offices.....	199	200	200	+1
Materials Transportation Bureau.....	108	111	111	+3
Total.....	945	941	941	-4

The recommended eight new positions include three for the Board for Corrections of Military Records, two for the Office of Deepwater Ports and three for the Materials Transportation Bureau.

Within the amount provided the Committee provides not to exceed \$27,000 for reception and representation expenses as the Secretary may determine.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriation, 1976.....	\$28,000,000
Budget estimate, 1977.....	29,800,000
House allowance.....	28,000,000
Committee recommendation.....	\$31,000,000

The Committee recommends an appropriation of \$31,000,000 for the transportation planning, research, and development activities of the Office of the Secretary. This is \$1,200,000 above the budget request and \$3,000,000 above the amount appropriated in fiscal year 1976 and recommended by the House for fiscal year 1977. The Committee recommends full funding for the following major programs conducted under this account:

National transportation plan.—The Committee recommends the full \$1,100,000 for the development of a integrated national transportation plan. It is the intention of the Department to have this plan identify the major aspects of the transportation system which would best serve the nation through 1990 and beyond. The Committee hopes that this plan will be a significant step forward in the formulation and implementation of meaningful national transportation policy.

University research.—The Committee has approved the budget request of \$3,500,000 to stimulate transportation-related research at qualified colleges and universities. The Committee believes that these funds can be profitably used to support transportation education at the graduate level and for project-related research grants.

Noise abatement.—The sum of \$1,000,000 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.

Environmental affairs.—The Committee approves the full \$460,000 for the assuring that the Department adequately carries out its responsibility as required under the Clean Air Act, Noise Control Act, National Environmental Policy Act and others. Significant environmental and social projects in this area are: transportation of the handicapped and elderly, transportation measures to achieve and maintain air quality, and the effects of land use and costal zone management plans on transportation systems.

Material transportation.—The amount recommended includes the full request for \$775,000 for the programs conducted by the Office of Hazardous Material Operations and the Office of Pipeline Safety.

The Committee notes that the Airport and Airway Development Act Amendments of 1976, authorizes a proposed demonstration project at South Bend, Indiana. This project is for a multi-modal transportation terminal building and facilities for the inter-modal transfer of passengers and baggage between and among interconnecting air, rail and highway transportation routes and facilities. The Committee believes this demonstration project is needed because of the long term impact it will have on increasing transportation efficiency and economy. Accordingly, the Committee recommends an appropriation of \$3,000,000 for this project.

TRANSPORTATION RESEARCH ACTIVITIES OVERSEAS

Appropriation, 1976.....	\$250,000
Budget estimate, 1977.....	100,000
House allowance.....	100,000
Committee recommendation.....	100,000

The Committee has approved the \$100,000 requested to support cooperative research programs with Poland through the utilization of foreign currencies which are in excess of the normal requirements of the United States. These programs are tied directly to related domestic research activities and are monitored by the Department personnel who are responsible for similar activities in the United States. Valuable scientific and cultural interchange occurs under this program.

GRANTS-IN-AID FOR NATURAL GAS PIPELINE SAFETY

Appropriation, 1976.....	\$1,650,000
Budget estimate, 1977.....	2,500,000
House allowance.....	2,000,000
Committee recommendation.....	2,500,000

The sum of \$2,500,000 is recommended for grants to State agencies to carry out State natural gas pipeline safety programs. This appropriation provides for grants of up to 50 percent of the cost of personnel, equipment, and activities of these State agencies. The amount recommended is \$850,000 more than the fiscal year 1976 appropriation and the same as the budget estimate. The full amount is required to allow the Federal Government to match the States' estimated expenses in fiscal year 1977.

COAST GUARD

OPERATING EXPENSES

Appropriation, 1976.....	\$738,241,000
Budget estimate, 1977.....	823,900,000
House allowance.....	818,580,000
Committee recommendation.....	818,580,000

¹ Includes \$6,000,000 budget amendment contained in S. Doc. 94—

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 allowance of both military and civilian personnel.

The Committee concurs with the House in the inclusion of an additional \$10,000,000 under this appropriation to provide the Coast Guard with the personnel necessary to begin the enforcement of the 200-mile fishery management zone on March 1, 1977. In providing these additional funds the Committee recognizes that the Coast Guard's responsibilities for fishery enforcement will be significantly increased under the Fishery Conservation and Management Act of 1976 (Public Law 94-265), in implementing the provisions of that enforcement in an area over four times as large as the present area of jurisdiction. Now some 545 thousand square miles of area are under Coast Guard law enforcement jurisdiction. On March 1, 1977, this will be expanded to 2.2 million square miles.

The Committee has requested and received an informal Office of Technology Assessment evaluation of the Coast Guard's enforcement

plan. On the basis of this information the Committee believes that the monies recommended under this account and the Acquisition, Construction, and Improvement account are reasonable and prudent.

The increase of \$10,000,000 over the budget is, to a large degree, offset by recommended reductions prepared by both the House and Senate Committees. These reductions are discussed below.

The Coast Guard's budget was based on an inflation rate of 9 percent for activities other than personnel compensation. More recent data indicates that this rate of inflation is declining and that an increase of \$23,547,000 over fiscal year 1976 should be adequate for this purpose. This is \$4,711,000 less than the \$28,258,000 increase proposed in the budget request.

The Committee has not approved the requested \$2,000,000 for the conversion of the Coast Guard's computer programs. The testimony indicates that the present computer system is adequate for the operational workload of the Coast Guard. The Committee, therefore, does not feel that there is an urgent requirement to centralize these computer operations and directs that the proposed conversion be deferred.

The Committee has also made reductions of \$900,000 based on anticipated slippages in the operation of new shore facilities, \$700,000 based on the anticipated savings resulting from the enactment of certain pending legislation, and \$1,009,000 related primarily to the lease of aircraft, increased custodial services at the Coast Guard Academy, and civilianization of certain military positions.

The recommended reduction based on proposed legislation does not assume the enactment of the legislation which would eliminate the existing system of Federal documentation of pleasure vessels. With respect to the requested civilianization of 58 military positions at the Coast Guard Academy, the Committee concurs with the House and does not feel this should be done unless it is cost-effective.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

Appropriation, 1976.....	¹ \$166, 100, 000
Budget estimate, 1977.....	² 198, 100, 000
House allowance.....	241, 000, 000
Committee recommendation.....	251, 000, 000

¹ Includes \$10,000,000 appropriated in the Second Supplemental Appropriations Act.
² Includes \$27,000,000 budget amendment contained in S. Doc. 94-

The Committee recommendation is \$42,900,000 over the budget and \$10,000,000 over the House allowance. This account provides funds for the capital acquisition, construction, and improvement programs of the Coast Guard for vessels, aircraft, shore facilities, navigational aids, pollution control, family housing, and property acquisition, design, and administration.

The Committee has included \$80 million for carrying out Coast Guard missions under the Fishery Conservation and Management Act of 1976 (Public Law 94-265) which was signed by the President on April 13, 1976. This is \$20 million over the House, but is within the target contained in the First Concurrent Resolution. This new law extends the fishery law enforcement jurisdiction of the United States to 200 nautical miles from shore. These funds are to be used for procurement of vessels and aircraft and modification of support facilities.

The Committee expects that the Coast Guard, in determining its exact requirements under this new law, will examine all feasible types of equipment, including hydrofoils, to determine the most efficient and least costly method of carrying out its missions.

The committee notes that the House added \$17.6 million in projects that were not included in the Coast Guard budget request, stipulating that funds would be available within the requested amount as a result of unobligated balances being held for contractor claims and contingencies. The committee recognizes that not all of the funds cited to accomplish these added projects are still available, and recommends that the Coast Guard accomplish such projects as funds permit.

The accompanying bill includes \$24,300,000 for the procurement of medium range surveillance aircraft. When combined with prior year appropriations, this would make a total of \$72,000,000 available for the MRS program. The Committee agrees with the House that this amount is sufficient to fund the procurement of at least one aircraft per month during fiscal year 1977.

As indicated above, the bill includes funds for two unbudgeted harbor tugboats with icebreaking capability. These two tugboats are in addition to the one boat funded in fiscal year 1976 and the one included in the fiscal year 1977 budget. They are intended to replace existing harbor tugs which are more than 30 years old. The replacement boats have double the horsepower of the existing tugs and are designed to meet the growing demands for icebreaking service in the Great Lakes and in the Northeastern coastal states.

The bill includes the full amount requested for the program to provide Loran-C radionavigation service throughout the coastal confluence zone. This system is intended to replace the existing Loran-A system.

ALTERATION OF BRIDGES

Appropriation, 1976.....	\$6, 500, 000
Budget estimate, 1977.....	8, 600, 000
House allowance.....	9, 600, 000
Committee recommendation.....	12, 300, 000

The Coast Guard has the responsibility to alter or remove bridges which have become unreasonable obstructions to the waterborne commerce of the United States. This appropriation provides for the Federal Government's share in the cost of such action.

The Committee has added \$2,700,000 to the House bill and directs that such increase be used to fund the project to modify the Seaboard Coastline Railroad bridge, which crosses the Cooper River at Strawberry Landing, South Carolina.

RETIRED PAY

Appropriation, 1976.....	¹ \$123, 650, 000
Budget estimate, 1977.....	147, 103, 000
House allowance.....	147, 103, 000
Committee recommendation.....	147, 103, 000

¹ Includes \$8,000,000 appropriated in the Second Supplemental Appropriations Act.

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 17,518 in fiscal year 1977, as compared with an estimated 16,512 in fiscal year 1976 and 15,710 in fiscal year 1975.

The amount recommended does not assume the enactment of proposed legislation to modify the method of determining the cost-of-living increases for retired annuitants.

RESERVE TRAINING

Appropriation, 1976	\$32,100,000
Budget estimate, 1977	34,800,000
House allowance	34,650,000
Committee recommendation	34,650,000

The bill includes an appropriation of \$34,650,000 to provide qualified individuals and trained units to be available for active duty in the time of war or national emergency, and to augment regular Coast Guard forces during domestic emergencies and natural disasters. During fiscal years 1974 and 1975, approximately 2.8 million man-hours of augmentation training were performed each year in practically all of the major operating activities of the regular Coast Guard, such as port safety and security, search and rescue, commercial vessel safety, boating safety and a number of staff and support functions. The \$150,000 reduction anticipates a lower rate of inflation for support goods and services than was assumed in the budget request.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

Appropriation, 1976	\$18,600,000
Budget estimate, 1977	19,000,000
House allowance	18,800,000
Committee recommendation	18,800,000

The sum included in the accompanying bill for the research, development, test, and evaluation programs of the Coast Guard is \$200,000 less than requested and the same as the House allowance. During fiscal year 1977 the Coast Guard plans to continue its development of pollution detection and cleanup systems, deepwater ports standards, improved buoy systems, commercial vessel and recreational boating safety technology, and improved search and rescue detection equipment.

STATE BOATING SAFETY ASSISTANCE

Appropriation, 1976	\$5,790,000
Budget estimate, 1977	5,790,000
House allowance	5,790,000
Committee recommendation	5,790,000

The Committee has approved the full budget request to provide financial assistance for state boating safety programs as authorized by the Federal Boat Safety Act of 1971, as amended. The amount recommended would continue this program at the fiscal year 1976 level.

The purpose of the Federal Boat Safety Act was to stimulate state boating safety efforts. Recent information indicates that most states are, in fact, increasing their spending in this field. Hopefully, with this increased state spending, there will be an overall increase in boating safety.

POLLUTION FUND

Appropriation, 1976	\$10,000,000
Budget estimate, 1977	5,000,000
House allowance	
Committee recommendation	

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 available to initiate and conduct cleanup of oil or other hazardous polluting substances spilled into the waters of the United States, adjoining shorelines, or waters of the contiguous zone. The Act authorized an appropriation of \$35,000,000 and \$30,000,000 has been appropriated through fiscal year 1976. The Committee feels that the present balance of \$9,400,000 should be adequate to meet the Coast Guard's pollution cleanup requirements through the end of fiscal year 1977 and therefore concurs with the House in denying the request for an additional \$5,000,000.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

		<i>By transfer</i>
Appropriation, 1976	\$1,567,250,000	(\$6,000,000)
Budget estimate, 1977	1,677,519,000	
House allowance	1,666,000,000	
Committee recommendation	1,666,000,000	

The Federal Aviation Administration's request for Operations activities amounted to \$1,677,519,000 and 53,916 positions, an increase of \$104,269,000 and 184 positions above the fiscal year 1976 authorization. House action reduced funding by \$11,519,000 and 59 positions.

The Committee's analysis of FAA's budget request indicates that at this time justification does not exist to restore all or any part of the \$11,519,000 House funding reduction. The Committee does, however, restore the 45 new air traffic controller positions cut by the House, and 107 administration of airports positions which had been reduced by the administration below FAA's fiscal year 1976 authorization.

In restoring the 45 controller positions, the Committee wants to insure that control facilities are properly staffed with qualified personnel in the 1977/1978 time frame. The 107 airport position restoration is justified for several reasons. First, the Committee believes the position reduction, if approved, would require that FAA close several district offices and consolidate others with headquarters staffs. Additionally, the Committee is concerned that any reduction in airports staffing would delay the issuance and the administration of grants for planning and construction, water down the airport certification and safety program and perhaps force FAA to delegate certain functions and responsibilities to states and local sponsors. Finally, the Committee takes note of the fact that the proposed extension to the Air-

port and Airway Development Act of 1970, as amended, provides greater annual grant-in-aid levels.

The Committee is not providing any additional funding for the 152 position restoration because it believes FAA can manage all programs within the \$1,666,000,000 level. (The House cut of \$11,519,000 amounts to less than 1 percent of the budget request and the 152 additional positions should not require more than \$3,000,000 in fiscal year 1977.) However, the Committee does not intend for FAA to absorb costs by deferring recruitment of air traffic controller, maintenance or other positions essential to the safety and efficiency of the national airspace system and expects a supplemental budget request in the event program adjustments cannot be made to finance essential costs except by reducing planned recruitment, employees years and/or technical training.

Recently the Committee learned that the Civil Service Commission is auditing the Air Traffic Controller duties and that this audit may produce revised Position Classification Standards. The Committee believes this audit to be timely because it considers FAA's air traffic controllers to be highly professional employees accomplishing a most difficult assignment and the Committee wants to be assured that controller pay is equitable based on the responsibility placed on them.

FACILITIES, ENGINEERING, AND DEVELOPMENT

		<i>By transfer</i>
Appropriation, 1976.....	\$14,750,000	
Budget estimate, 1977.....	15,992,000	(\$1,900,000)
House allowance.....	15,500,000	(1,900,000)
Committee recommendation.....	15,500,000	(1,900,000)

¹ Includes \$2,500,000 appropriated in the Second Supplemental Appropriations Act.

The Committee recommends \$17,400,000 for activities and projects conducted under this appropriation. This amount is \$492,000 under the budget request and is the same as the House allowance. The \$17,400,000 shall be made available as follows: \$15,500,000 in new obligating authority (from general funds) plus an additional \$1,900,000 to be derived by transfer from the Civil Supersonic Aircraft Development and/or CSAD Termination accounts.

The Committee believes that the House cut of \$492,000 can be accommodated within the proposed levels without any significant programmatic effect. Accordingly, the Committee directs FAA to assure that efforts related to increased crash survivability, occupant protection, emergency evacuation methods, etc. continue. In addition, the Committee directs the FAA to assure that its proposed antinoise and pollution efforts, including the monitoring and recordation of data on supersonic transport flights into U.S. airports, continue as rapidly as possible within funds now available and to be appropriated for fiscal year 1977.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, 1976.....	\$245,537,000
Budget estimate, 1977.....	226,595,000
House allowance.....	200,000,000
Committee recommendation.....	200,000,000

The House allowed \$200,000,000 for Facilities and Equipment to be financed from the Airport/Airway Trust Fund. This amount is \$26,595,000 less than the FAA's budget request.

The Committee carefully considered the need to restore funds cut by the House, and concluded that restoration of all or any part of the \$26,595,000 reduction is not warranted. At this time, the agency has \$245,537,000 unobligated and available upon enactment of enabling legislation from the fiscal year 1976 appropriation. This coupled with \$200,000,000 for fiscal year 1977, plus an estimated unobligated carry-over of \$62,000,000 as of June 30, 1976 from fiscal year 1975 and prior year appropriations, provides FAA with more than \$500,000,000 available for obligation during the transition quarter and fiscal year 1977. The Committee feels that this amount is adequate to accommodate all urgent safety projects as well as projects needed now to expand and improve the national airspace system.

The Committee concurs with House action which continues the limitation on the number of flight service stations which may be decommissioned with fiscal year 1977 funding.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, 1976.....	\$67,500,000
Budget estimate, 1977.....	76,700,000
House allowance.....	72,000,000
Committee recommendation.....	76,700,000

The House reduced FAA's budget estimate for fiscal year 1977 by \$4,700,000, and in addition directed FAA to commit \$1,000,000 to the airport pavement testing program.

The Committee takes no exception to the House proposal for increased airport pavement testing efforts. However, the Committee's analysis indicates that ample justification exists to provide FAA with its full fiscal year 1977 appropriation request for \$76,700,000. The FAA is now engaged in several system safety, productivity, and efficiency efforts such as the discrete address beacon system, aircraft separation assurance, metering and spacing, conflict prediction and resolution, wake vortex and wind shear detection and avoidance, FSS modernization, etc., and the Committee believes these programs should proceed as rapidly as feasible and not be subjected to a stretch-out because of funding limitations. The Committee notes that the development of the Microwave Landing System is entering a critical phase because the International Civil Aviation Organization's evaluation and selection of the international standard is expected in the upcoming year. The Committee is concerned that a funding reduction might cause an MLS program delay and feels this should not occur because it might deter acceptance of the U.S. MLS as the international standard.

The Committee feels that it is necessary for the AEROSAT program to proceed as planned because of the United States' international commitments made with the approval of the Congress.

However, the Committee shares the House's concern that Federal Government agencies may be researching and/or installing a prolifera-

tion of navigation and communication systems. Accordingly, the Committee directs FAA to assure that its plans for future systems, including national upgrading of the existing systems, are fully coordinated with other appropriate Federal agencies to guard against overlap, unnecessary duplication or redundancy and to guarantee long term investment payoffs.

GRANTS-IN-AID FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND—LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1976	(\$370,000,000)
Budget estimate, 1977	(355,000,000)
House allowance	(355,000,000)
Committee recommendation	(386,000,000)

The House made no adjustment in FAA's request for liquidating cash for airport grants. The authorization provided by the House assumes a limitation of \$510,000,000 for obligations for airport grants.

The Committee concurs with the House's obligation limitation of \$510,000,000 for reasons stated in other sections of this report. This action requires a corresponding adjustment in liquidating cash. FAA has advised the Committee that under optimum conditions a fiscal year 1977 obligation authorization of \$510,000,000 would require \$31,000,000 more than House allowance. However, FAA has also stated that it cannot make a precise estimate because requirements are dependent upon the date the enabling legislation is enacted and the provisions of the legislation. The Committee recognizes these variables but believes it advisable to assure the availability of cash requirements if and when needed. Accordingly, it authorizes \$386,000,000 for liquidating cash for airport grants.

OPERATION AND MAINTENANCE, METROPOLITAN WASHINGTON AIRPORTS

Appropriation, 1976	¹ \$18,602,000
Budget estimate, 1977	20,700,000
House allowance	20,700,000
Committee recommendation	20,700,000

¹ Includes \$1,075,000 appropriated in the Second Supplemental Appropriations Act.

The Committee recommends \$20,700,000 for the operation and maintenance of Washington National and Dulles International Airports. This is the same amount requested by the FAA and approved by the House. The increase of \$2,098,000 above the fiscal year 1976 appropriations is required, for the most part, because of inflation, mandatory pay adjustments, increase in employee-years, equipment, etc.

Excluding interest and depreciation expenses, both airports are expected to generate revenues in excess of direct operating costs. It is estimated that revenues will exceed these out-of-pocket costs by \$7,036,000 at Washington National and \$804,000 at Dulles International. If interest and depreciation expenses are considered, then Washington National Airport's profit is expected to amount to \$4,475,000 in fiscal year 1977 and Dulles International's deficit is expected to be \$5,211,000.

The Committee is pleased to note the significant improvements made in personnel and police courtesy, and the security systems that cope with bomb threats and aircraft hijackings at both airports. The Committee urges the FAA to continue and expand these programs, if deemed necessary, to help assure maximum possible safety at these two federally owned and operated airports serving the nation's capital.

CONSTRUCTION, METROPOLITAN WASHINGTON AIRPORTS

Appropriation, 1976	\$11,625,000
Budget estimate, 1977	8,100,000
House allowance	5,000,000
Committee recommendation	5,000,000

The House cut FAA's estimate by \$3,100,000 because it believed an appropriation of \$5,000,000 for fiscal year 1977 to be adequate for major improvements, since FAA had approximately \$18,000,000 unobligated in the Construction account as of March 31, 1976.

The Committee is not increasing the appropriation for this account above the House allowance because it, too, believes that the FAA has adequate unobligated funds to accommodate in fiscal year 1977 those projects that it is neither operationally nor economically advisable to defer. Accordingly, the Committee interposes no objection if FAA wants to proceed with any of the projects proposed in its fiscal year 1977 budget using unobligated balances in the Construction account.

If FAA's obligating plans materialize and the agency finds it needs additional funding in fiscal year 1977, the projects that should not be deferred for safety, operational efficiency, or economic reasons, the Committee suggests that a supplemental budget request be submitted for consideration by the Congress.

GENERAL PROVISIONS

Under Section 302, the House limits grant commitments to \$510 million. The Committee agrees with this level for fiscal 1977.

FAA has in hand approximately 850 new grant requests from airport sponsors. These requests seek assistance amounting to \$700-800 million. Also, no construction grants have been made since June 30, 1975 because the enabling legislation expired. This means that FAA will have a "catch up" job to do, i.e., attempt to accomplish two years work in one. The new enabling legislation will be more encompassing by permitting grants for public use terminal areas and for land environmental compatibility. These items were not eligible for grant funding under previous legislation. This will undoubtedly create a greater demand for grants.

The President's budget again proposes that section 312 of the House bill which prohibits imposition of fees for certification and licensing of airmen and aircraft be deleted.

The Committee supports retention of section 312 in the bill. As stated on several previous occasions, the Committee believes that imposition of administrative user fees should be considered in conjunction with decisions made on aviation user taxes so that the total tax burden can be fully assessed prior to adoption.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON GENERAL OPERATING EXPENSES

Appropriation, 1976.....	(\$144,480,000)
Budget estimate, 1977.....	(152,300,000)
House allowance.....	(150,400,000)
Committee recommendation.....	(150,400,000)

The Committee recommends concurrence with the House limit of \$150,400,000 on general operating expenses of the Federal Highway Administration for fiscal year 1977. This limitation covers the salaries and expenses of FHWA required to administer such programs as the Federal-Aid Highways and Off-system roads programs. In addition, other programs of FHWA, including highway safety and road construction programs of other agencies are financed from this account and reimbursements are collected for those programs.

This limitation does not fund the administrative expenses of the Darien Gap Highway and motor carrier safety programs. Separate appropriations were made for these programs, carry the administrative costs therein.

MOTOR CARRIER SAFETY

Appropriation, 1976.....	\$6,667,000
Budget estimate, 1977.....	6,949,000
House allowance.....	6,949,000
Committee recommendation.....	6,949,000

The bill provides \$6,949,000 for the Federal Highway Administration's motor carrier safety function. Of this amount, \$799,000 is for administrative support and \$400,000 is for contract research. Under this activity, FHWA carries out a national regulatory and enforcement program designed to insure the safe operation of commercial motor carriers in interstate and foreign commerce. The amount recommended equals the budget request and the House allowance.

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

Appropriation, 1976.....	\$9,000,000
Budget estimate, 1977.....	9,000,000
House allowance.....	9,000,000
Committee recommendation.....	9,000,000

The Committee recommends concurrence with the House allowance of the full budget request of \$9,000,000 for the highway safety research and development programs of the Federal Highway Administration. This research is conducted in support of the Safety standards contained in the Highway Safety Act of 1970. The program is directed toward identifying, correcting, and evaluating the effectiveness of the solutions to the most critical elements that contribute to loss of life, disabling injuries, and property damage on American highways.

HIGHWAY BEAUTIFICATION

Appropriation, 1976.....	\$1,000,000
Budget estimate, 1977.....	32,000,000
House allowance.....	28,000,000
Committee recommendation.....	28,000,000

The Committee recommends concurrence with the House allowance of \$28,000,000 for the highway beautification program. Under the provisions contained in the Federal-Aid Highway Act of 1976, this program now requires a direct appropriation whereas in the past, it was conducted under contract authority. This accounts for the large increase in the appropriation of budget authority recommended for fiscal 1977. The program level for this activity, however, is the same as for fiscal 1976.

The reduction of \$4,000,000 below the budget request is possible due to the large unobligated balance for this program, over \$23,000,000 in March of 1976, which will be available in addition to the amount recommended.

HIGHWAY BEAUTIFICATION (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1976.....	(\$30,000,000)
Budget estimate, 1977.....	(40,000,000)
House allowance.....	(33,600,000)
Committee recommendation.....	(33,600,000)

This appropriation of \$33,600,000 should be adequate to pay the obligations incurred during prior fiscal years for the highway beautification program. The Committee therefore recommends concurrence with the House allowance of that amount, which represents a decrease of \$6,400,000 in liquidating cash below the budget request.

HIGHWAY-RELATED SAFETY GRANTS (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1976.....	(\$15,000,000)
Budget estimate, 1977.....	(25,820,000)
House allowance.....	(25,820,000)
Committee recommendation.....	(26,820,000)

The Committee recommends a liquidating cash appropriation of \$26,820,000 for the highway related safety grant activity of the Federal Highway Administration. The increase of \$1,000,000 over the House allowance and the budget request is necessary in order to cover outlays from additional obligations in fiscal 1977 as a result of the increased obligation ceiling recommended by the Committee in section 303 of the general provisions of the bill.

Testimony by the Federal Highway Administration before the Committee indicated that the Section 402 program of making safety grants to assist States and localities in implementing their highway safety activities, with emphasis on high pay-off programs, has been gaining momentum and is producing results in helping to reduce highway fatalities.

RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

Appropriation, 1976.....	\$1,400,000	<i>By transfer</i>
Budget estimate, 1977.....	10,000,000	(\$15,220,000)
House allowance.....	10,000,000	
Committee recommendation.....	10,000,000	

The bill provides \$10,000,000 for certain rail-highway crossings demonstration projects authorized by the Federal-Aid Highway Act of 1973, the Federal-Aid Highway Amendments of 1974, the National Mass Transportation Assistance Act of 1974, and the Federal-Aid Highway Act of 1976.

The Committee believes that this appropriation, plus carryover balances, should be sufficient to permit all of these projects to proceed on schedule during fiscal 1977. The Committee notes that the Federal-Aid Highway Act of 1976 authorizes four new projects at Sherman, Tex.; Pine Bluff, Ark.; Augusta, Ga.; and Metairie, Jefferson Parish, La. Also, the total cost of project at Lafayette, Ind. is now authorized by the Federal-Aid Highway Act of 1976. The Committee feels that the fiscal 1977 funding needs of these projects can also be accommodated within the amount recommended. The Committee has included language in the bill which will enable projects at Terre Haute, Ind. to qualify for funding under this program.

TERRITORIAL HIGHWAYS (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1976.....	(\$4,000,000)
Budget estimate, 1977.....	(3,400,000)
House allowance.....	(3,560,000)
Committee recommendation.....	(3,560,000)

The Committee concurs in the House allowance of \$3,560,000 in liquidating cash for territorial highways. The increase of \$160,000 over the budget is needed to pay off additional obligations that will come due in fiscal 1977 under the \$1,000,000 increase in the obligation limitation for this program contained in the general provisions of the bill. This \$1,000,000 increase is to be allocated to the territory of Guam.

ALASKA HIGHWAY

Appropriation, 1976.....	.....
Budget estimate, 1977.....	\$15,000,000
House allowance.....	15,000,000
Committee recommendation.....	15,000,000

The bill includes the full \$15,000,000 budget request for the 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. The required agreement between the United States and Canada is expected to be concluded during fiscal 1977 and construction is to begin on the Southern portion of the Haines Cutoff Highway.

OFF-SYSTEM ROADS (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1976.....	(\$10,000,000)
Budget estimate, 1977.....	(92,000,000)
House allowance.....	(70,000,000)
Committee recommendation.....	(70,000,000)

The Committee recommends concurrence with the House allowance of \$70,000,000 in liquidating cash for obligations incurred under the off-System roads provisions of the Federal-Aid Highway Amendments of 1974. That act authorized \$200 million for the construction, and improvement of roads off the Federal-Aid highway system. Such construction includes, but is not limited to the replacement of bridges and the elimination of high-hazard locations and roadside obstacles.

Although \$194 million was apportioned to the states in fiscal 1975, testimony indicated that less than \$30 million had been obligated under this program as of March 31, 1976. This accounts for the reduction of \$22 million below the budget request for this liquidating cash appropriation.

NATIONAL SCENIC AND RECREATIONAL HIGHWAY (LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1976.....	.....
Budget estimate, 1977.....	(\$22,500,000)
House allowance.....	(22,500,000)
Committee recommendation.....	(22,500,000)

The Committee is in agreement with the House allowance of the full budget request of \$22,500,000 in liquidating cash to cover obligations incurred for the construction or reconstruction of the Great River Road by the 10 States bordering the Mississippi River. This program, authorized by the Federal-Aid Highway Act of 1973, specifies that the term "construction" includes the acquisition of areas of historical, archaeological, or scientific interest, necessary easements for scenic purposes, and the construction or reconstruction of roadside rest areas, scenic viewing areas, and other appropriate facilities.

ACCESS HIGHWAYS TO PUBLIC RECREATION AREAS ON CERTAIN LAKES

Appropriation, 1976.....	\$10,000,000
Budget estimate, 1977.....	.....
House allowance.....	¹ (4,767,000)
Committee recommendation.....	¹ (4,767,000)

¹ By transfer.

The Committee recommends concurrence with the House allowance of \$4,767,000 over the budget for the construction or reconstruction of access highways, including bridges, to public recreation areas on certain lakes, as authorized by the Federal-Aid Highway Amendments of 1974.

This amount should provide for the completion of the full projects initially funded in fiscal year 1976, as shown in the following table:

Project	Estimated total cost	Federal share	Previously appropriated	Recommended in the bill
Brookville Lake, Ind.....	\$3,060,000	\$2,142,000	\$1,379,000	\$763,000
Clinton Parkway, Kans.....	5,900,000	4,130,000	2,658,000	1,472,000
Paint Creek Reservoir, Ohio.....	5,650,000	3,955,000	2,545,000	1,410,000
Hemlock Road, Pa.....	1,804,000	1,263,000	813,000	450,000
Lake Raystown, Pa.....	2,692,000	1,884,000	1,212,000	672,000
Projects fully funded in fiscal year 1976.....	2,648,000	1,854,000	¹ 1,393,000	.....
Total.....	21,754,000	15,228,000	10,000,000	4,767,000

¹ Other Federal funds were allocated to some of these projects.

FEDERAL-AID HIGHWAYS (TRUST FUND-APPROPRIATION TO LIQUIDATE CONTRACT AUTHORIZATION)

Appropriation, 1976.....	¹ (\$6,533,800,000)
Budget estimate, 1977.....	(6,065,000,000)
House allowance.....	(6,143,100,000)
Committee recommendation.....	(6,143,100,000)

¹ Includes \$1.1 billion appropriated in the Second Supplemental Appropriations Act.

The Committee is in agreement with the House Appropriation of \$6,143,100,000 in liquidating cash for the Federal-Aid Highways program. This represents an increase of \$78,100,000 over the budget and a decrease of \$390,700,000 below the fiscal year 1976 appropriation. The increase over the budget is necessary due to the proposed increase in the limitation on fiscal year 1977 obligations that can be incurred under this program.

Approximately \$3 billion of this appropriation will be used to cover obligations incurred in construction of the Interstate Highway System, with the balance going 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 earlier in this report.

GENERAL PROVISIONS

The Committee has included the language in section 317 of the general provisions, which would limit total obligations for all programs funded under this heading to \$7.2 billion for fiscal year 1977. The Committee's recommendation would exclude from this limitation emergency relief under section 125 of title 23, special urban high density program under section 146 of title 23, and the special bridge replacement program under section 144 of title 23, U.S.C.

HIGHWAY SAFETY CONSTRUCTION PROGRAMS (TRUST FUND-APPROPRIATION TO LIQUIDATE CONTRACT AUTHORIZATION)

Appropriation, 1976.....	(\$300,000,000)
Budget estimate, 1977.....	(385,000,000)
House allowance.....	(385,000,000)
Committee recommendation.....	(385,000,000)

The bill provides \$385 million in liquidating cash for payment to the States for their highway safety construction programs. Included under this heading are the following programs: rail-highway crossings, bridge reconstruction and replacement, pavement marking demonstrations, high hazard location projects, elimination of roadside obstacles, and the Federal-Aid safer roads demonstrations.

RIGHT-OF-WAY REVOLVING FUND (TRUST FUND-APPROPRIATION TO LIQUIDATE CONTRACT AUTHORIZATION)

Appropriation, 1976.....	(\$20,000,000)
Budget estimate, 1977.....	(46,600,000)
House allowance.....	(35,000,000)
Committee recommendation.....	(35,000,000)

The liquidating cash appropriation of \$35,000,000 provided in the bill should be adequate to cover obligations coming due in fiscal 1977 for this program.

The revolving fund was established under the Federal-Aid Highway Act of 1968 to be used for the advance acquisition (2 to 7 years in advance of construction) of right-of-way parcels for projects that will later be funded under the regular Federal-aid program. The Federal-Aid Highway Act of 1973 extended the time period for such acquisitions to 2 to 10 years.

As projects move to the construction phase and funding becomes available under the Federal-aid program, the States are required to reimburse the revolving Fund.

HIGHWAYS CROSSING FEDERAL PROJECTS

Appropriation, 1976.....	
Budget estimate, 1977.....	
House allowance.....	\$35,000,000
Committee recommendation.....	35,000,000

The Committee recommends concurrence with the House allowance of \$35,000,000 over the budget for the projects authorized under section 132(a) of the Federal-Aid Highway Act of 1976. That provision authorizes \$100,000,000 for the construction or reconstruction of public highways or highway bridges crossing any Federal public works project where there has been a substantial change in the requirements and cost of such highway or bridge since initiation of the public works project and when such increased costs would cause undue hardship upon local interests.

BALTIMORE-WASHINGTON PARKWAY

Appropriation, 1976.....	
Budget estimate, 1977.....	\$6,900,000
House allowance.....	
Committee recommendation.....	3,000,000

The Committee recommends \$3 million for planning, design, and advance right-of-way acquisition for the long range reconstruction of the Baltimore Washington Parkway. Resurfacing work currently nearing completion is a temporary measure that will only extend the life of the parkway for a few more years. The planning and design for the total reconstruction of the parkway should proceed without delay since the useful life of the resurfacing will be over by the time actual reconstruction begins.

OVERSEAS HIGHWAY

Appropriation, 1976.....	\$500,000
Budget estimate, 1977.....	
House allowance.....	12,500,000
Committee recommendation.....	12,500,000

The Committee is increasingly concerned that any delays in commencing reconstruction of the 37 structurally deteriorated bridges on the Overseas Highway connecting the U.S. mainland to Key West will further jeopardize the public safety, continue to cause a heavy negative impact on the economy of this economically depressed area and possibly deny the use of military bases in the Florida Keys for military operations in the event of mobilization or a national defense emergency. The Committee notes especially that reconstruction of the Overseas Highway has the strong support of the U.S. Department of Defense. This support was reaffirmed by the Assistant Secretary of Defense for Installations and Logistics on May 12, 1976.

The Secretary of Transportation for the State of Florida and the administrator, Federal Highway Administration both have testified that \$20 million in federal funds will be required in fiscal year 1977

to keep this project on a five year reconstruction schedule. However, because a study of construction and funding alternatives (referenced in the administration's budget proposal for fiscal year 1977 submitted to the Congress on January 21, 1976), is not completed, the Committee has limited construction funding for the Overseas Highway at this time to \$12.5 million to allow additional time for the United States DOT to complete the study of construction and funding alternatives and to initiate an appropriate budget amendment for fiscal year 1977 covering this unique and important highway project.

The Committee is aware that the State of Florida may require additional Federal funding for fiscal 1977 at a later date to keep this project on the proposed five year reconstruction schedule in order to avoid unacceptable risks and to minimize the impact of inflation on total project costs. The Committee will expeditiously consider any additional request for this purpose in subsequent appropriation bills.

PROJECT ACCELERATION DEMONSTRATION PROGRAM

Appropriation, 1976.....	
Budget estimate, 1977.....	
House allowance.....	\$10,000,000
Committee recommendation.....	

The Committee recommends deletion of the \$10,000,000 appropriation contained in the House bill for the projects authorized under section 141 of the Federal-Aid Highway Act of 1976.

In taking this action, the Committee notes that no hearings have been held on this newly authorized program, no justification for it has been received from the Department of Transportation, and that Secretary Coleman, in a letter to the Committee dated May 26, 1976 and attachments thereto, recommends that this appropriation be deleted.

ALASKA ROADS STUDY

Appropriation, 1976.....	
Budget estimate, 1977.....	
House allowance.....	
Committee recommendation.....	\$200,000

It has been brought to the attention of the Committee that the Federal-Aid Highway Act of 1976 requires a report from the Executive Branch on the impact which construction of the Alaska pipeline has had upon highways in that State. A final report together with estimated costs of rebuilding the effected highways is to be submitted no later than 3 months after the pipeline becomes operational.

The 1976 Federal-Aid Highway Act authorizes \$200,000 to be appropriated from general funds to FHWA for the purpose of developing the required report. The appropriation recommended by the Committee will permit FHWA to fulfill its legislative responsibility in this respect.

In passing the Federal-Aid Highway Act of 1976, Public Law 94-280, the Congress recognized the problem of increasing deterioration of portions of the Federal-Aid highway systems, which are used for the transportation of energy resources, by directing the Secretary

of Transportation to undertake a one-year study to determine the need for special federal assistance in the construction or reconstruction of such highways. The Committee, therefore, directs the Secretary, in light of the pressing nature of this problem, particularly in such States as Montana and Kentucky, to make available on a prompt and sufficient basis adequate funds under section 104(a) of title 23, United States Code to carry out the study.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TRAFFIC AND HIGHWAY SAFETY

Appropriation, 1976.....	\$68,000,000
Budget estimate, 1977.....	79,980,000
House allowance.....	68,000,000
Committee recommendation.....	74,826,000

¹ Includes \$6,000,000 budget amendment, not considered by the House.

The Committee recommends a total of \$74,826,000 and 918 positions for fiscal year 1977. This appropriation finances various automotive safety activities including the development, evaluation and enforcement of safety performance standards, technical assistance to the states regarding safety programs, safety research and statistical analysis, information for consumers related to various aspects of automobile safety and executive direction of the NHTSA safety effort. A comparison of the House and Senate budget adjustments follows (dollars in thousands):

	Request	House adjustment	Senate adjustment
Standards development and enforcement.....	5,400	-1,000	-1,000
Support engineering systems.....	1,020		-170
Advanced countermeasures support.....	625	-315	-315
Vehicle-in-use program.....	300	-100	-100
Driver education programs.....	1,675	-675	-675
State records and information system.....	1,100	-300	-300
Air bag research.....	700	-250	-250
ESV research.....	5,780	-780	-780
Driver pedestrian factors research.....	3,100		-300
Emergency medical services.....	655		+245
Accident investigation and data analysis.....	10,055	-1,055	-1,055
Alcohol public education.....	800	-300	
Manpower development.....	950	-200	
Enforcement technologies and procedures.....	500	-185	
Drug and alcohol research.....	1,795	-366	
Reduction in fiscal year 1976 base because of action taken on the 2d supplemental.....		-454	-454
Total reduction.....		-5,980	-5,154

NHTSA's budget justification materials indicate that there is little hard evidence on the crash reduction effectiveness of driver education, rehabilitation and improvement programs. As previously noted, the Committee has recommended a reduction of \$675,000 from the budgeted amount for these programs. For similar reasons the Committee has also recommended reductions of \$300,000 in the Driver Pedestrian Factors R. & D. effort. The Committee directs NHTSA to actively promote the promising products of its Pedestrian and Driver R. & D. Programs in the various states and to curtail the initiation of new R. & D. programs until previous efforts have been evaluated in the field. In future years the Committee expects a thorough reexamination and/or substantial modification in these pro-

grams. The Committee does not intend to continue to recommend funding for these programs unless there is evidence of their potential and actual effectiveness.

The Committee has recommended an additional \$245,000 for the Emergency Medical Services Program (EMS). This increase would continue the program at its fiscal year 1976 funding level. Testimony before the Committee indicates that EMS is one of the most effective means for reducing injury severity and lessening the fatality rate.

The Committee recommends including the full amount requested for the Motor Vehicle Consumer Information Programs and for initiation of the National Accident Sampling System (NASS). The Committee believes that the NASS can make an important contribution to NHTSA's safety program by providing accurate statistics and descriptions of the national accident experience.

The Committee recommends the restoration of the full amount for the Alcohol Public Education, Drug and Alcohol Research, Manpower Development, and Enforcement Technologies and Procedures programs. The first two programs address the serious problem of drug and alcohol involvement. These programs will help fill the gap left by the completion of the alcohol safety action projects. The latter two programs are aimed at increasing the effectiveness of state and local safety agencies. Testimony before this Committee indicates that these agencies could be more effective in reducing accidents if they received training in the latest safety techniques.

Within the funds provided the Committee includes \$6,000,000 for contract support and the 40 new positions needed to implement regulations and procedures for automobile fuel economy standards established by the Energy Policy and Conservation Act of 1975. This is a new regulatory responsibility of DOT not anticipated during the formulation of the fiscal year 1977 budget request. An official request for these funds was transmitted to the Committee on June 2, 1976.

STATE AND COMMUNITY HIGHWAY SAFETY

(LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriation, 1976.....	\$71,000,000
Budget estimate, 1977.....	92,000,000
House allowance.....	83,300,000
Committee recommendation.....	88,500,000

This appropriations finances the development and implementation of State Highway Safety programs on a 70 percent Federal and 30 percent State matching basis. These programs include such high payoff areas as alcohol countermeasures, enforcement of the 55 mile an hour speed limit and Emergency Medical Services. The additional \$5.2 million in liquidating cash is based on the increase in outlays expected in fiscal year 1977.

The Committee recommends a level of \$150 million for the obligation limitations applicable to the programs of the National Highway Traffic Safety Administration and the Federal Highway Administration. The recommended figures will provide \$129 million for NHTSA, which is \$26 million more than the amount requested in the budget. For NHTSA this limitation is comprised of \$110,700,000 for basic state and community grants, \$15 million for incentive grants for fa-

tality reduction and \$3,300,000 for administration. In fiscal year 1976 the Committee similarly increased the funding for these "402 programs". The record shows that the additional funds in fiscal year 1976 were used in high priority areas and that the states could prudently accommodate the additional funds recommended for fiscal year 1977. Under the recommended level for fiscal year 1977 the Committee expects the added \$26 million to be used to continue to maximize State investment in high payoff areas such as alcohol countermeasures and selected traffic enforcement activities, including 55 mile-per-hour efforts consistent with each State's identification process.

The balance of the allowance for Section 402 programs (\$21 million) will be used by the FHWA's highway related safety grant program.

FEDERAL RAILROAD ADMINISTRATION

OFFICE OF THE ADMINISTRATOR

Appropriation, 1976.....	\$6,075,000
Budget estimate, 1977.....	6,485,000
House allowance.....	6,300,000
Committee recommendation.....	6,300,000

The Committee recommends concurrence with the House allowance of \$6,300,000 for salaries and expenses of the Office of the Administrator. However, the Committee does not agree with the House reduction of nine positions below the budgeted level.

In restoring the five positions requested for new regional administrators, the Committee feels that the FRA has demonstrated a need for the full time services of a broad-gauged Regional Administrator in each of the five regions. Failure to approve these new positions would reduce the effectiveness of programs requiring local contact with the States, such as grants-in-aid and rail continuation subsidies. Requiring the Safety Directors to assume Regional Administrator duties, as the House would do, would reduce their effectiveness in carrying out their responsibilities in the rail safety area. The Committee has also restored the four positions requested for the Minority Resource Center.

The Committee expects FRA to employ the full number of authorized positions for the rail safety function.

RAILROAD SAFETY

Appropriation, 1976.....	\$16,450,000
Budget estimate, 1977.....	18,500,000
House allowance.....	18,300,000
Committee recommendation.....	18,300,000

For railroad safety, the Committee recommends concurrence with the House allowance of \$18,300,000. The Committee continues to feel that this program, along with the grants-in-aid program for the states which complements it, is a vital function of the Federal Railroad Administration.

The Committee directs FRA to make every effort to employ the full 500 positions authorized for this activity, of which 45 positions shall be signal and train control inspectors.

The railroad safety program consists of track, signal, equipment, motive power and hazardous materials inspections. In addition, \$5,000,000 is included in the amount recommended for the automated track inspection program. This program shows great promise by enabling track inspections to be conducted more efficiently.

GRANTS-IN-AID FOR RAILROAD SAFETY

Appropriation, 1976.....	\$1,500,000
Budget estimate, 1977.....	2,000,000
House allowance.....	1,000,000
Committee recommendation.....	1,000,000

In recommending concurrence with the \$1,000,000 appropriation for grants-in-aid for railroad safety, the Committee shares the concerns expressed in the House report regarding the effectiveness of this program. Testimony indicated a substantial carryover of previously appropriated funds which will be available for use in fiscal 1977 along with the amount recommended.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriation, 1976.....	¹ \$64,150,000
Budget estimate, 1977.....	56,500,000
House allowance.....	51,500,000
Committee recommendation.....	54,300,000

¹ Includes \$12,200,000 for programs transferred to other accounts in fiscal 1977. Also \$3,000,000 appropriated in the Second Supplemental Appropriations Act.

The Committee recommends restoration of \$2,800,000 of the \$5,000,000 House reduction below the budget for railroad research and development, the \$54,300,000 appropriation recommended would be utilized as shown in the following table:

	Fiscal year 1976 approp- riation	Fiscal year 1977 budget estimate	House allowance	Committee recommendations
Industry problems.....	\$3,000,000	\$4,500,000	\$3,000,000	\$4,500,000
Intermodal freight system.....	5,100,000	6,500,000	5,500,000	5,500,000
Freight car management.....	2,000,000	2,500,000	2,000,000	2,500,000
Improved rail freight service.....	3,000,000	3,100,000	3,100,000	3,100,000
Safety research.....	5,200,000	6,450,000	5,750,000	6,450,000
Improved track, inspection and data acquisition technology.....	10,000,000	8,850,000	8,850,000	8,850,000
Improved passenger service.....	1,000,000	250,000	250,000	250,000
Advanced technology.....	100,000	100,000	100,000	100,000
Tunneling technology.....	400,000			
Propulsion.....	2,150,000	2,000,000	1,850,000	1,850,000
Energy electrification.....		1,450,000	1,450,000	1,450,000
Transportation Test Center.....	9,600,000	10,200,000	9,600,000	9,600,000
Rail Dynamics Laboratory.....	3,400,000	2,000,000	2,000,000	2,000,000
Research studies authorized by Public Law 94-210.....	3,000,000	3,500,000	3,250,000	3,250,000
Administration.....	4,000,000	5,100,000	4,800,000	4,900,000
Programs funded under other accounts (in fiscal year 1977).....	12,200,000			
Total.....	64,150,000	56,500,000	51,500,000	54,300,000

The Committee recommendation for restoration of the full House reduction of \$1,500,000 for industry problems is due to the fact that the Committee views all of the subprograms under this heading as being necessary at the budgeted level.

The cost analysis subprogram, where the House cut \$500,000 from the \$850,000 requested, will provide the rail industry a means of identifying the real economic costs of railroad operations. The previous nonavailability of such data has contributed greatly to the existing financial difficulties of the industry.

The Carrier Financial Analysis subprogram, where the House reduced the budget request from \$400,000 to \$150,000 was established to enable FRA to develop various financial and econometric tech-

niques for monitoring the health of the railroad industry. Such capability is required under the RRRR Act.

Similarly, the House reductions of \$100,000 below the budget for labor and management research and \$650,000 below the budget for the railroad network model subprogram are restored by the Committee recommendation. These programs, too, are designed to enable the FRA to meet its Congressionally mandated responsibilities under the RRRR Act.

The Committee has also restored the \$500,000 House reduction to the Freight Car Management program. This is an ongoing effort where over 120 people, many contributed from the railroad industry, have worked over a year to achieve car utilization improvements nationwide. To curtail the program at this point would be counterproductive. To date, the program includes nine railroads, representing over 35 percent of the Nation's carloadings and of car ownership. Even during car surplus conditions, the experiment has shown over a 30 percent reduction of empty car-miles for this subset of cars—associated with increased revenue carloadings of 37 percent.

Finally, the Committee recommends restoration of the House cut of \$700,000 from safety research. Congress and FRA recognize that immediate action is necessary to improve the safety aspects of American railroads. To assure maximum payoff for each Government safety research dollar spent, the FRA under this program has joined with the heads of the major rail unions and executives of the major railroads in participating on the Railroad Safety Research Board. The principal purpose of this Board is to endorse safety research priorities and focus Government and industry funding on defined critical areas. Failure to provide the full \$6,450,000 request for this program will seriously impair systematic FRA and railroad plans to reverse, at the earliest possible time, the unfavorable trend in train accidents.

RAIL SERVICE ASSISTANCE

Appropriations, 1976.....	¹ \$350,130,000
Budget estimate, 1977.....	81,200,000
House allowance.....	60,000,000
Committee recommendation.....	93,500,000

¹ Includes \$265,130,000 appropriated in the Second Supplemental Appropriations Act.

The Committee has restored the full House reduction of \$21,200,000 for the rail service assistance activity of FRA. In addition, the Committee recommends \$12,300,000 over the budget for the newly formed Minority Resource Center.

The Committee agrees with the House action to expand the availability of the rail continuation subsidy funds to include the programs authorized by section 803 of Public Law 94-210. The Committee directs the FRA to administer the program by giving equal consideration to all qualified applicants for these funds, whether such applicants qualify under section 402 of Public Law 93-236, as amended, or under section 803 of Public Law 94-210. If the amount recommended proves to be inadequate to fund all such applications during fiscal 1977, the Committee expects to receive a timely supplemental estimate. Such a request will be given immediate attention by the Committee.

The Committee intends that \$10,000,000 of the amount designated in the bill for the Minority Resource Center, be used to establish a venture capital mechanism as authorized by section 11(c) (6) and (7) of the DOT Act, as amended. The Committee feels that one of the primary obstacles to the growth and success of minority business firms is the lack of access to venture capital. It was in recognition of this fact that Congress authorized the program contained in title IX of the RRRR Act. The Committee intends that this venture capital mechanism shall be complementary to, and not in duplication of, existing MESBIC and SBG programs.

The Committee also restores eight of the eleven positions for this activity on which the House deferred action.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Appropriation, 1976.....	¹ \$25,000,000
Budget estimate, 1977.....	150,000,000
House allowance.....	150,000,000
Committee recommendation.....	150,000,000

¹ An additional \$25,000,000 was appropriated for the transition period.

The Committee agrees with the House allowance of the full \$150,000,000 budget request for the Northeast Corridor Improvement Program authorized under title VII of Public Law 94-210. This program of construction and reconstruction of the plant and right-of-way between Boston, Mass. and New York City and between Washington, D.C. and New York City, is designed to greatly improve the comfort and efficiency of passenger train service in these highly populated corridors. The amount recommended, plus \$50,000,000 in previously appropriated funds, should enable the FRA to adhere to the legislatively mandated 5-year year schedule for completing this \$1.75 billion improvement program.

GRANTS TO NATIONAL RAILROAD PASSENGER CORPORATION

Appropriation, 1976.....	\$471,200,000
Budget estimate, 1977.....	¹ 546,300,000
House allowance.....	495,200,000
Committee recommendation.....	² 603,700,000

¹ Includes a \$62,600,000 budget amendment for NEC operations contained in S. Doc. 94-

² Includes \$65,000,000 for Northeast Corridor operations which was deferred by the House, pending a budget request.

The funds requested by the Administration to finance operations of the National Railroad Passenger Corporation are \$87.4 million below the Corporation's stated needs to continue the operation of the current route structure. In testimony before the Committee the Corporation stated that the reduced level of funding could require the discontinuance of nineteen routes and severely disrupt the intercity rail passenger service of the United States. To allow such major reductions in route structure at a time when Amtrak is nearing completion of an extensive equipment and facility modernization program for which over a billion dollars has been invested is not consistent with the public interest or legislation enacted by the Congress. By mid-1978 most of the new equipment already ordered will be in service. At that time the Congress will be in a position to review the results of Amtrak's operation and to make informed judgements as to the future role and

need for intercity rail passenger service. The Committee strongly opposes a major reduction in rail passenger service at this time.

The bill includes appropriations of \$603,700,000 for fiscal year 1977 for grants to the National Railroad Passenger Corporation. The Committee includes in its recommendations Operating grants of \$430,000,000—an increase of \$15.3 million over the House allowance of \$414,700,000; Capital grants as recommended at the level in the President's Budget of \$105,700,000—an increase of \$25.2 million over the House allowance of \$80.5 million and \$68,000,000 for operating expenses in connection with the Corporation's additional operating responsibilities over the rail properties of the Northeast corridor.

The Committee also recommends continuation of the guaranteed loan authority at \$900,000,000 as provided in law and does not concur with the House proposal to reduce guaranteed loan authority to \$746,000,000.

The Committee shares the concern expressed by the House regarding Amtrak's increasing operating deficits and the recommended appropriation reduces \$30 million from Amtrak's Operating grant request of \$460 million. The Committee expects that the Corporation will continue to operate a National Railroad Passenger System within the appropriations provided. In taking this action the Committee notes the appreciable cost reductions made by the Corporation in fiscal year 1976 as being consistent with the instructions of the Committee and expects the Corporation to continue to take further steps to reduce costs and increase productivity.

In this context, the Committee expects the Corporation to address the matter of railroad incentive payments. The Committee is concerned by the size and trend of payments required under the present contracts and believes that future contracts should be tightened. Incentive criteria for payments for on-time performance must be set to be more prudent and consistent with the public interest.

The Committee also notes with some concern the estimated cost of \$35 million annually required to meet Interstate Commerce Commission provisions of service. Amtrak and the Federal Railroad Administration are directed to study this matter and report to the appropriate Committees of the Congress recommendations for reducing or eliminating these high-cost regulatory requirements.

The Committee asked the General Accounting Office to audit the Corporation's travel and entertainment expenses. While no abuses were reported by the GAO, the Committee is concerned that Amtrak regulations governing the description of expenses are not being followed in all instances. The Corporation is instructed to take action to assure that its regulations on expense accounts are followed. In addition, the Committee directs Amtrak to tighten its regulations in order to bring them more in line with the public interest in light of the large Federal investment in the Corporation.

The Committee reaffirms its support of the "Criteria and Procedures for Making Route and Service Decisions" and expects the Corporation to apply them in the event adjustments are required to remain within the funds appropriated. The Committee emphasizes that the Corporation is to make the maximum possible improvement in route economics through schedule revisions, improving service, advertising, and through increased productivity prior to discontinuing any routes.

The Committee recommends the appropriation for Capital Grants of \$105.7 million and does not concur with the House allowances of \$80.5 million. The Committee feels that capital reductions of this severity will constrain the Corporation from a balanced upgrading of facilities and equipment necessary to the preservation of acceptable levels of service and proper introduction of new equipment into the system.

The Committee has included language in the bill which will prohibit the lease or purchase of vehicles for the use of Amtrak's officers and employees except when such officers and employees are in official travel status. The Committee intends this action to remove the use of such vehicles in traveling to and from work as has been the previous practice for such employees. The Committee does, however, understand the need for Amtrak's President to have the use of such service, and therefore excludes the present policy of providing a vehicle for him from this provision.

In fiscal year 1976 \$1.5 million was appropriated for construction of an intermodal rail station at Baltimore-Washington International Airport. The Committee directs that construction of this project proceed without delay.

Sums appropriated to AMTRAK to finance passenger service operations shall be available to AMTRAK for use in accordance with its agreement with the Consolidated Rail Corporation to purchase the Northeast Corridor properties. The Department of Transportation has questioned the use of previously appropriated funds for this purpose and has impounded \$6 million of such funds. The Committee wishes to reiterate its earlier position that such funds should be available to AMTRAK to acquire the Northeast Corridor properties from Conrail in accordance with such contracts as may be reached between AMTRAK and the Consolidated Rail Corporation.

PAYMENT TO THE ALASKA RAILROAD REVOLVING FUND

Appropriation, 1976.....	\$9,000,000
Budget estimate, 1977.....	6,000,000
House allowance.....	6,000,000
Committee recommendation.....	6,000,000

The Committee agrees with the House allowance of the full \$6,000,000 budget request for payment to the Alaska Railroad Revolving Fund.

The Committee has noted with approval the growth and progress shown by the Alaska Railroad in recent years and is interested in insuring that this healthy development be continued. A positive means by which to promote the use of and interest in the Alaska Railroad is by encouraging Alaskan participation in its management. We are concerned that at the present time, the Alaska Railroad has no Alaskan consumer-user members on its board of directors. The General manager of the railroad is a member—all others are employees of the Federal Railroad Administration in Washington, D.C. or "outside" people. Accordingly, the Committee directs the Federal Railroad Administration to develop plans which would bring about the added participation of Alaskan representatives, particularly consumer-users, on the Board of Directors of the Alaska Railroad.

The Committee reaffirms its position expressed in Senate Report 94-291 to accompany H.R. 8365 that hiring restriction should not be imposed upon the Alaska railroad. Such an action would be ill-advised at a time when the construction of the Alaskan Pipeline is placing increasing demands on that railroad. Therefore, the Committee directs that no limitation be placed on the amount of money available for expenditure by the Alaska railroad for the purpose of securing additional full-time permanent personnel which the railroad believes are necessary.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING FUNDS

Appropriation, 1976.....	
Budget estimate, 1977.....	\$70,000,000
House allowance.....	not considered
Committee recommendation.....	70,000,000

¹ Budget estimate received on June 2, 1976 and contained in S. Doc. 94-203.

This amendment for fiscal year 1977 provides authority to spend public debt receipts through the purchase of fund anticipation notes by the Secretary of the Treasury for the "Railroad Rehabilitation and Improvement Fund" as authorized by title V of the recently enacted Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210) (The Act), to finance the purchase of "redeemable preference shares" by the Secretary. The foregoing will provide the Secretary with a visible means to undertake a flexible financial assistance program, allowing him to hold serious discussions with rail leaders on mergers, consolidations, joint use of facilities, controlled transfers, and to help railroads make needed fixed plant investments.

Title V of the Act provides for the establishment of a Railroad Rehabilitation and Improvement Fund to be financed by the sale of "fund anticipation notes" to Treasury, paid for by appropriations authorized for this purpose. Aid to the railroads is authorized through purchase of "redeemable preference shares" by the Secretary to the extent specific authority is provided in appropriation acts. The amount requested is the expected aggregate amount of financing agreements executed in fiscal year 1977 pursuant to Section 505(c) of the act.

Under the 1976 Act, the highest priority should be given to those projects which will return the highest level of public benefits. The Secretary should establish a process for measuring those benefits. The Committee does not believe that higher priority should be given to projects that would facilitate or encourage consolidation or coordination of rail facilities with proven economic benefits or to projects that facilitate competition where other projects would return higher public benefits. Project priorities should be based upon an evaluation of the extent to which an improvement project will return benefits to the public which might not otherwise accrue directly to a railroad and therefore justify the investment of private capital. Thus, the Committee recommends that the redeemable preference shares be invested in no project which would earn a return to the railroad equal to or above the Federal cost of money. Loan guarantees should be adequate to provide capital for these projects. Instead, redeemable preference share funds should be utilized for projects which would earn a low return

on capital but can be justified in terms of improvements in the quality of rail services. Deferred maintenance, for example, when finally undertaken, may earn no return on capital for a railroad but may be essential to the maintenance of rail services required in the public interest.

When funds are available, assistance under section 505(a)(1) may be made available immediately. Projects which the Secretary would have to consider after September, 1977, under section 505(a)(2) may be immediately authorized under section 505(a)(1) at the discretion of the Secretary. For assistance under section 505(a)(2), classification of each main and branch line must be included in each railroad's proposed facilities rehabilitation and improvement project. However, the Secretary may approve such projects under section 505(a)(1) prior to the completion of the study under section 503(3). While the Secretary is not required to act finally on any application for financial assistance for facilities rehabilitation and improvement financing until publication of the final standards and designation, he may do so at his discretion under section 505(a)(1). The Committee intends that the Secretary shall act upon applications for funding under section 505(a)(1) and (2) as promptly as possible and that he not delay action unless necessary for the full 6 months provided for action under the Act. The Committee expects that if the Secretary determines prior to completion of section 503(e) studies that additional funds are needed for assistance under section 505(a)(1), that these funds shall be requested immediately.

OBLIGATION GUARANTEE AUTHORITY, \$400,000,000

The Secretary of Transportation is authorized to guarantee and make commitments to guarantee payment of the principal balance and interest of an obligation by an applicant for acquisition or rehabilitation and improvement of facilities right-of-way and equipment in a manner that returns the most public benefits for the cost involved.

Although administrative expenses are also authorized to be expended from the fund, in keeping with FRA practice of funding positions for each manager under a single appropriation, we are providing for this support in the Administration activity in the Rail Service Assistance appropriation.

Railroads have been unable to secure loans in the private market in order to make a large capital investment for improving their facilities and equipment due largely to the low rate of earnings over the past several years. In order to assist the railroad industry in producing a viable rail network, the Act has provided a means for industry to secure guaranteed loans, the proceeds of which will be used to make these needed capital investments and increase their rate of return potential. The Secretary may guarantee loans, at his discretion, up to the full authorization.

Section 512(a) of Public Law 94-210 permits the Secretary to issue notes to cover defaults on guaranteed loans only up to the amounts provided in appropriation acts. The proposed bill language limits the amount of such notes to an outstanding level of \$400 million in fiscal year 1977. The committee feels that this amount should be more than adequate to cover anticipated defaults during fiscal 1977.

URBAN MASS TRANSPORTATION ADMINISTRATION

ADMINISTRATIVE EXPENSES

Appropriation, 1976	\$10,300,000
Budget estimate, 1977	18,600,000
House allowance	12,600,000
Committee recommendation	12,600,000

The Committee recommends concurrence with the House allowance of \$12,600,000 for UMTA's administrative expenses. However, the Committee has no objection to the employment of up to the full 505 positions requested within the amount provided.

The Committee directs UMTA to expedite the pending grant application for the Camden Intermodal Transportation Terminal in Camden, N.J. This application has been pending for almost 2 years and should receive prompt attention from UMTA. The Committee expects a report on the status of the pending application by October 1, 1976.

RESEARCH, DEVELOPMENT, AND DEMONSTRATIONS AND UNIVERSITY RESEARCH AND TRAINING

Appropriation, 1976	\$54,000,000
Budget estimate, 1977	70,000,000
House allowance	57,000,000
Committee recommendation	65,000,000

In recommending \$65 million for research, development and demonstrations and university research and training, the Committee has restored \$8 million of the \$13 million House reduction below the budget. The following table provides details of the recommendations:

[In thousands of dollars]

Major programs	Fiscal year 1976 program	Fiscal year 1977 budget	Recommended in House bill	Committee recommendation
Bus transit and paratransit	3,600	3,600	4,600	4,600
Rapid, commuter, and light rail	9,859	6,450	6,450	6,450
Rail supporting technology	5,441	9,050	8,050	8,050
New systems:				
Morgantown	1,500			
Shuttle and loop transit	1,000	3,000	2,000	3,000
Advanced GRT	3,000	8,000	5,250	5,250
Automated guideway transit	3,500	2,500	2,500	2,500
AGT socioeconomic research	1,000	1,000	750	1,000
Accelerating walkway		400		400
Demand responsive transit	1,500	2,000	2,000	2,000
Special projects	500	1,500	500	1,000
Service and methods demonstrations	7,000	19,000	14,000	19,000
Planning, policy development, and program evaluation	5,000	6,000	5,400	5,400
Management techniques	3,000	5,000	3,000	3,850
University research	2,000	2,000	2,000	2,000
Managerial training	600	500	500	500
Subtotal	48,500	70,000	57,000	65,000
Bicentennial (Washington, D.C.)	7,500			
Total	\$56,000	70,000	57,000	65,000

¹ Includes \$2,000,000 of unobligated prior year appropriations.

The Committee recommends restoration of \$850,000 of the \$2,000,000 disallowed by the House for Management Techniques and Methods and the Committee expects that some portion of the restored funds be

used to accelerate UMTA's efforts to promote enhanced safety and systems assurance and passenger security. The actual or perceived lack of passenger security persists as a leading cause of public reluctance to use transit, especially in large city subway and elevated systems. The additional funds should permit UMTA to increase its involvement in measures to improve transit safety and security. While accepting the need for devoting some resources to studies that will improve understanding of the problems of transit safety and security and for limited hardware R. & D., the Committee intends that the bulk of the funds allowed for this purpose be directed toward cost-effective security measures that can be put into practice at the earliest practicable date.

The Committee concurs with the House allowance of \$1 million over the budget for bus and paratransit research.

The Committee has restored the \$3 million House reduction to UMTA's planned shuttle and loop transit program for fiscal 1977. This downtown people mover (DPM) project is intended to provide a national demonstration of the benefits of fully automated, simple SLT type systems. Up to three cities will be chosen from the more than sixty applicants in the fall of 1976 for the first deployment and public operation of an urban automated people mover system. While this multiyear program will be funded primarily from UMTA's Capital Assistance Program, thereby requiring 20 percent local funding, there is nevertheless an urgent need for the R. & D. funds herein provided to support certain efforts which cannot be funded under Capital Assistance. Such funds will be used to address component and subsystem reliability, safety maintainability, operational procedures, and service availability which are essential parts of the program and are intended to assure a successful first deployment of such systems.

In removing the \$2,000,000 provided in the House bill for the project authorized in section 148 of Public Law 94-280, the Committee notes the potential benefits to be gained from such a demonstration, but would rather consider funding for it in a supplemental bill than to include it in this appropriation as an over-the-budget item while deleting equally important budgeted programs, as the House bill has done.

The Committee agrees with the House allowance of \$5,250,000 for the Advanced Group Rapid Transit program. That amount, plus carryover funds, should be sufficient to continue this program on schedule during fiscal 1977.

For Service and Methods demonstrations, the Committee has restored the full \$5 million House reduction. This will enable UMTA to carry out its full fiscal 1977 program, which is greatly expanded over previous years. This activity will receive special emphasis in UMTA's programs this year because of its importance in finding near-term solutions to many areas of National concern, particularly energy conservation and air quality, and on encouraging the most efficient use of existing public transportation modes and highway facilities to achieve significantly better service quality.

The Committee directs UMTA to provide up to \$300,000 under this activity, upon proper application by the Maryland Department of Transportation and the West Virginia Region IX Planning and Development Council, for the initiation of an evening train from Washington, D.C.'s Union Station to Martinsburg, W. Va.

APPROPRIATION TO LIQUIDATE CONTRACT AUTHORIZATION

Appropriation, 1976.....	¹ (\$1, 276, 300, 000)
Budget estimate, 1977.....	(1, 441, 000, 000)
House allowance.....	(1, 718, 000, 000)
Committee recommendation.....	(1, 700, 000, 000)

¹ Includes \$86,000,000 appropriated in the Second Supplemental Appropriations Act.

The Committee recommends a liquidating cash appropriation of \$1.7 billion for UMTA's contract authority programs. The net reduction below the House is the result of the recommendations discussed in the UMTA sections of this report. The major increase over the budget which affects the liquidating cash requirements by \$9 million is the addition of \$125 million in the obligation ceiling contained in the general provisions of the bill. This addition is necessary due to the removal of the requested 50 percent limit on the amount of formula grants which may be used for operating assistance.

The liquidating cash requirement is reduced by \$27 million due to the reduction made to the interstate substitution appropriation discussed subsequently in this report.

GENERAL PROVISIONS

The bill contains a general provision limiting UMTA's commitments in fiscal year 1977 to \$2,083,000,000. This is comprised of \$1,250,000,000 for capital grants, \$650,000,000 for formula grants, \$44,700,000 for technical studies, \$65,000,000 for research, \$18,300,000 for administrative expenses, and \$55,000,000 for rail service operating payments.

Within the amount provided for technical studies, the Committee agrees with the House suggestion that UMTA should initiate a project for the planning and assessment of environmental impacts of public transportation and access improvements for university and college facilities in the Washington, D.C. Metropolitan area.

RAIL SERVICE OPERATING PAYMENTS

Appropriation, 1976.....	\$25, 000, 000
Budget estimate, 1977.....	55, 000, 000
House allowance.....	55, 000, 000
Committee recommendation.....	55, 000, 000

The Committee agrees with the House allowance of the full budget request of \$55,000,000 for rail service operating payments as authorized by section 808 of the Railroad Revitalization and Regulatory Reform Act of 1976.

PROJECTS SUBSTITUTED FOR INTERSTATE SYSTEM PROJECTS

Appropriation, 1976.....	¹ \$188, 000, 000
Budget estimate, 1977.....	² 400, 000, 000
House allowance.....	575, 000, 000
Committee recommendation.....	400, 000, 000

¹ Appropriated in the Second Supplemental Appropriations Act.

² Current estimate as amended by S. Doc. 94-196, received on May 19, 1976.

The Committee recommends appropriation of the full \$400 million budget request for interstate substitution projects for the Washington, D.C. Metro project for fiscal year 1977. This appropriation of

new budget authority is required under the provisions of the Federal-Aid Highway Act of 1976, Public Law 94-280. In addition to this appropriation, an additional \$175 million from prior year contract authority is provided in the general provisions of the bill for this program. The Committee intends that no qualified projects be delayed for lack of funding in fiscal 1977 and expects to receive an additional budget request should that become necessary during the year.

In general the Committee recognizes the need for careful review and analysis of proposed Interstate transfers. The Federal-Aid Highway Act of 1973 authorized Interstate substitutions to give state and local officials maximum flexibility to decide for themselves how to best meet their transportation needs. In the case of Metro, Congress as well as state and local officials agreed upon a regional rapid transit system after extensive analysis of alternate ways of providing transportation services to the National Capital Area. The Committee therefore expects that any requirements for additional alternatives analyses with respect to Interstate transfers will avoid unnecessary delays in completion of this previously approved rapid transit project.

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

LIMITATION ON ADMINISTRATIVE EXPENSES

Appropriation, 1976.....	(\$943,000)
Budget estimate, 1977.....	(982,000)
House allowance.....	(982,000)
Committee recommendation.....	(982,000)

For fiscal year 1977 the Committee recommends an increase in the limitation of \$39,000 over fiscal year 1976. Most of the increase is for pay adjustment and within-grade advancements. No additional positions were requested and none are recommended. The Corporation is a wholly Government-owned enterprise and is responsible for making the St. Lawrence Seaway system a safer, efficient, low cost transportation artery. This program calls for round the clock operations of facilities between Montreal and Lake Erie throughout the navigational season.

TITLE II—RELATED AGENCIES

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriation, 1976.....	\$11,260,000
Budget estimate, 1977.....	12,000,000
House allowance.....	13,800,000
Committee recommendation.....	13,800,000

Under the Independent Safety Board Act of 1974 (Public Law 93-633) NTSB can submit its budget requests directly to the Congress. The Board's original request to the Congress was \$16,300,000. On March 30, 1976, this request was revised to \$13,800,000. The Committee has approved this later request, which is \$1,800,000 more than the budget.

The recommended increase is primarily to cover increases for mandatory salary and benefit changes, annualization of the additional positions provided in fiscal year 1976, annualization of 31 positions approved in prior years, and other uncontrollable increases. The 386 positions requested and recommended represent no increase over fiscal year 1976. The Committee would like to acknowledge the efforts of Mr. Webster Todd, Jr., Chairman of NTSB, for reallocating positions within NTSB and thereby making it possible to comply with the Board's new legislative responsibility without increasing the staff. A significant savings was achieved through a reevaluation of the Board's role in the highway accident area. The Committee approves the Board's decision to reduce its planned commitment to this area so as to avoid any duplication of effort with the National Highway Traffic Safety Administration. The Committee feels however, that the Board can, through carefully defining its sampling strategy, make a positive contribution to the highway safety area within the funds and positions available.

Within the funds available the Committee provides not to exceed \$300 for official reception and representation expenses. This amount is consistent with NTSB's allocation for prior years when it received such funds from DOT.

CIVIL AERONAUTICS BOARD

SALARIES AND EXPENSES

Appropriation, 1976.....	\$19,855,000
Budget estimate, 1977.....	21,654,000
House allowance.....	21,450,000
Committee recommendation.....	21,450,000

The Committee is in agreement with the House allowances for the salaries and expenses of the Civil Aeronautics Board. The CAB regulates the economic aspects of air carrier operations, both domestic and international, which includes regulation of air carrier operating au-

thority, rates and fares charged by the carriers, interlocking agreements among the carriers, accounting and reporting as well as enforcement of the Board's decisions and consumer protection activities. The fiscal year 1977 appropriation of \$21,450,000 is a reduction below the budget of \$204,000 but an increase of \$1,595,000 over last year's appropriation. The Committee has no objection to the CAB's employment of the 29 new positions requested within the funds provided.

PAYMENTS TO AIR CARRIERS

Appropriation, 1976.....	\$80,695,000
Budget estimate, 1977.....	80,007,000
House allowance.....	80,007,000
Committee recommendation.....	80,007,000

The committee has approved the full budget request of \$80,007,000 for payments to subsidy-eligible certificated air carriers. These funds will make air transportation available to certain smaller communities which might otherwise not be served because the traffic they generate is insufficient to permit a profitable operation without subsidy. Eight carriers within the 48 contiguous States and the District of Columbia, and three in Alaska are expected to receive subsidies. In all, approximately 400 small communities are served by these 11 carriers.

INTERSTATE COMMERCE COMMISSION

SALARIES AND EXPENSES

Appropriation, 1976.....	\$52,455,000
Budget estimate, 1977.....	55,976,000
House allowance.....	56,400,000
Committee recommendation.....	57,036,000

The Committee recommends a total appropriation of \$57,036,000 and 2,299 positions under this heading for fiscal year 1977. This includes \$55,036,000 and 2,269 positions for the various ICC Bureaus and Offices and \$2,000,000 and 30 positions for the Rail Public Counsel.

On February 5 of this year, the President signed the Railroad Revitalization and Regulatory Reform Act of 1976. The agency will require additional personnel in order to comply with the new statutory requirements imposed therein for deciding cases and rulemakings. These responsibilities include defining areas where the railroads do not have market dominance over traffic, determining seasonal, regional and peak demand pricing practices, expeditious divisions of revenues, recyclable materials discrimination, revised tariff publications, demurrage and car compensation practices and a uniform system of revenue and cost accounting.

The Committee has also provided funds for closer oversight over railroad rate bureaus and for the expansion of the Permanent Planning Staff.

The overall recommended appropriation includes funding for the Rail Services Planning Office. This Office has a number of important responsibilities including the timely development and promulgation of accounting standards for various Federal rail assistance programs, light density line evaluations and policy planning activities.

The foregoing has been authorized in order to permit the Commission to accomplish its increased workload, resulting from enactment

of the Railroad Revitalization and Regulatory Reform Act of 1976. The Commission is nevertheless encouraged to seek ways and means of reducing its overall funding and manpower requirements through greater use of available technologies and internal regulatory reform procedures; so as to accomplish these additional duties and responsibilities with a minimum of increased cost.

Also included in the amount is \$2,000,000 for the Office of Rail Public Counsel (ORPC). The ORPC was created as a "permanent, independent" office "affiliated" with ICC. ORPC is authorized to participate in and seek judicial review of Commission proceedings for the purpose of protecting the public interest and the interests of users and providers of rail services in the areas of quality of service, cost of service, subsidy programs, and environmental overview. Information presented to the Committee indicates that ORPC will require \$2,000,000 to maintain the appropriate staffing level and hire the technical and legal consultants necessary to perform these functions. The Railroad Revitalization and Regulatory Reform Act (Public Law 94-210) calls for the budget requests and estimates of the Office to be submitted independently to the Congress and the President without review by the Commission. The funds which have been appropriated for the ORPC are therefore intended for the exclusive use of that Office and are not intended for the use by the Commission for any other purpose.

Inasmuch as the President has not nominated a Director of the Office of Rail Public Counsel, funds appropriated for the Office of Rail Public Counsel may be utilized by the Interstate Commerce Commission to support the activities of an Office of Public Counsel until the permanent director is nominated by the President and that nomination is confirmed. To the extent the duties of the Office of Public Counsel, which may be created by the Commission, exceed the duties specified for the Office of Rail Public Counsel in Public Law 94-210, the Commission may make available such funds as are necessary to support these additional duties. The Commission shall be reimbursed for such expenditures upon request out of funds appropriated for the Office of Rail Public Counsel at such time as a Director has been nominated and confirmed.

THE PANAMA CANAL

CANAL ZONE GOVERNMENT

OPERATING EXPENSES

Appropriation, 1976.....	\$60,150,000
Budget estimate, 1977.....	66,047,000
House allowance.....	65,800,000
Committee recommendation.....	66,000,000

The amount recommended is \$47,000 less than the budget request and \$200,000 above the House allowance. This appropriation, which finances the operation of the Canal Zone government, represents an advance of funds that are repaid to the U.S. Treasury through charges for services furnished or from revenues of the Panama Canal Company. The appropriation provides for those functions in the Canal Zone which, in the United States would be performed by State and local governments and civilian departments of the Federal Government, and for the operation of hospitals and clinics. The \$6,850,000

over fiscal year 1976 is attributable to recurring maintenance work and administratively uncontrollable requirements, such as wage increases. Since the budget submission the Canal Zone government estimates that it will experience an additional \$735,000 in unexpected pay costs. Therefore, the Committee has recommended restoring \$200,000 as requested by the Canal Zone Governor.

The Committee has included language in the general provisions of the bill which is intended to prohibit the use of any of the funds appropriated in the act from being used to implement the provision of section 155 of title 2 of the Canal Zone Code relating to certain employee standards, pay levels, and the employment conditions within the Canal Zone.

CAPITAL OUTLAY

Appropriation, 1976.....	\$2,240,000
Budget estimate, 1977.....	3,647,000
House allowance.....	3,150,000
Committee recommendation.....	3,150,000

The Committee concurs with the House in recommending \$3,150,000 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 \$910,000 increase over fiscal year 1976 is primarily for improvements of hospitals and health facilities. The recommended reduction is based primarily on the availability of carryover balances from fiscal year 1976.

PANAMA CANAL COMPANY

LIMITATION ON GENERAL AND ADMINISTRATIVE EXPENSES

Appropriation, 1976.....	(\$24,371,000)
Budget estimate, 1977.....	(26,585,000)
House allowance.....	(25,285,000)
Committee recommendation.....	(25,285,000)

The accompanying bill includes language authorizing the Panama Canal Company to make expenditures within the limits of the funds available to the Corporation to carry out its programs consistent with the limitation on general and administrative expenses. The \$914,000 increase over fiscal year 1976 in the limitation on general and administrative expenses is largely for increased wage and other mandatory costs. The language included in the bill is essentially the same as the language provided last year and requested in the fiscal year 1977 budget.

UNITED STATES RAILWAY ASSOCIATION

ADMINISTRATIVE EXPENSES

Appropriation, 1976.....	\$22,300,000
Budget estimate, 1977.....	12,100,000
House allowance.....	12,000,000
Committee recommendation.....	12,000,000

The Committee concurs with the House in recommending \$12,000,000 for USRA. USRA has important oversight responsibilities in determining properties conveyed to ConRail. The Committee recognizes the

importance and magnitude of verifying and documenting the approximately 400,000 acres of land, 4,000 building in addition to track and rolling stock. Other responsibilities given to USRA include authority to propose a further restructuring of the rail lines in the Northeast and Midwest as well as assistance to the Department of Transportation in executing the branch line program.

The Committee recommends the full amount requested for litigation expenses and the analysis of the unified ConRail structure, which was not part of the original analysis of the final system plan.

The Committee has also provided \$1,900,000 for USRA's duties and responsibilities under Public Law 94-210 which include important financial and managerial oversight responsibilities regarding ConRail, including an annual report to Congress on ConRail's performance. The Committee expects a comprehensive report on ConRail's financial and operating performance to be submitted to the Committee in January, 1977.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

	New budget authority enacted fiscal year 1976	New budget authority estimates fiscal year 1977	New budget authority House fiscal year 1977	New budget authority committee recommendation fiscal year 1977
Federal contribution:				
Fiscal year 1976.....	\$9,500,000			
Fiscal year 1977.....	90,059,000	\$6,800,000	\$6,800,000	\$6,800,000
Fiscal year 1978.....		15,421,779	15,421,779	15,421,779

The Committee concurs with the House in approving the full budget request for the Federal share of the rapid rail transit system to serve the National Capital area. This includes an advanced appropriation of \$15,421,779 for fiscal year 1978 and \$6,800,000 for the design and construction of facilities for the handicapped as authorized by Public Law 93-87.

The \$15,421,779 recommended for fiscal year 1978 represents the final increment of the \$1,147,044,000 Federal contribution authorized by the National Capital Transportation Act of 1969, as amended. As discussed earlier in the report, additional fiscal year 1977 funding is being recommended for the Metro system under the appropriation for Projects substituted for Interstate system projects in the Urban Mass Transportation Administration.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

INTEREST SUBSIDY

Appropriation, 1976.....	\$22,200,000
Budget estimate, 1977.....	19,374,000
House allowance.....	19,374,000
Committee recommendation.....	19,374,000

The bill includes the budget request of \$19,374,000 to provide a Federal interest subsidy for the bonds issued 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 bonds through an interest subsidy. This subsidy amounts to 25 percent of the interest and issuance costs of the Authority's obligations. To date nearly \$1 billion of these bonds have been sold.

BUDGETARY IMPACT OF H.R. 14234¹
(Dollars in millions)

	Budget authority		Outlays	
	Committee allocation	Amount in bill	Committee allocation	Amount in bill
I. Comparison of amounts in the bill with the Committee allocation to its subcommittees of amounts in the First Concurrent Resolution for 1977:				
SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES				
	\$6,100	\$5,350 (under target)	² \$14,400	² \$13,810 (under target)
II. Summary by functional category of 1977 budget amounts recommended in the bill:				
150 - International Affairs				27
300 - Natural Resources, Environment, and Energy				23
400 - Commerce and Transportation		5,281		13,730
800 - General Government		69		² 70
III. Financial assistance to state and local governments for 1977 in the bill				
		756		245
IV. Projections of outlays associated with budget authority recommended in the bill:				
1977				³ ⁴ 3,780
1978				5877
1979				352
1980				189
1981				106
Future year				60

¹ Prepared by the Congressional Budget Office pursuant to Section 308a, Public Law 93-344.

² Includes outlays from prior year budget authority.

³ Excludes outlays from prior year budget authority.

⁴ Excludes \$79 million in outlays for permanent or backdoor budget authority (Airport and Airway trust fund--\$73 million, Highway Related Safety Grants--\$6 million).

⁵ Includes \$15 million in outlays for 1978 budget authority for WMATA.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1976 AND THE BUDGET ESTIMATES FOR 1977—Continued

PERMANENT NEW BUDGET (OBLIGATIONAL) AUTHORITY—TRUST 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 1976 (2)	Budget estimates of new (obligational) authority, fiscal year 1977 (3)	Increase (+) or decrease (-), estimates compared with appropriations (4)
Coast Guard: General gift fund (indefinite)-----	\$30,000	\$30,000	
Federal Aviation Administration:			
Grants-in-aid for airports (contract authorization)-----		350,000,000	+\$350,000,000
Federal Highway Administration:			
Federal-aid highways (contract authorization)-----	3,475,000,000	3,700,000,000	+3,225,000,000
Other Federal Highway Administration-----	31,300,000	31,000,000	-300,000
National Highway Traffic Safety Administration:			
Highway safety programs (contract authorization)-----	56,500,000		-56,500,000
Total, permanent new budget (obligational) authority, trust funds--	3,562,830,000	7,081,030,000	+3,518,200,000

NOTE.—Amounts as estimated and shown in the January 1976 budget document. Some items are indefinite in amount and thus are subject to later reestimation.

46

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1976 AND THE BUDGET ESTIMATES FOR 1977

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 1976 (2)	Budget estimates of new (obligational) authority, fiscal year 1977 (3)	Increase (+) or decrease (-), estimates compared with appropriations (4)
Coast Guard: Oil pollution fund (indefinite)-----	\$2,000,000	\$5,000,000	+\$3,000,000
Federal Highway Administration:			
Highway beautification (contract authorization)-----		32,000,000	+32,000,000
Highway-related safety grants (contract authorization)-----		17,000,000	+17,000,000
Territorial highways (contract authorization)-----	8,000,000		-8,000,000
Total, permanent new budget (obligational) authority, Federal funds--	10,000,000	54,000,000	+44,000,000

47

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1976 AND IN THE BILL FOR FISCAL YEAR 1977

Item	1976 Appropriation	Budget estimate
TITLE I		
DEPARTMENT OF TRANSPORTATION		
Office of the Secretary		
Salaries and expenses.....	\$32,950,000	\$35,350,000
Transportation planning, research, and development....	28,000,000	29,800,000
Transportation Research Activities Overseas.....	250,000	100,000
Grants-in-aid for natural gas pipeline safety.....	1,650,000	2,500,000
Total, Office of the Secretary.....	62,850,000	67,750,000
Coast Guard		
Operating expenses.....	738,241,000	823,900,000
Appropriation for debt reduction.....	-187,225	-197,422
Subtotal, Operating Expenses.....	738,053,775	823,702,578
Acquisition, construction, and improvements.....	166,100,000	198,100,000
Alteration of bridges.....	6,500,000	8,600,000
Retired pay.....	123,650,000	147,103,000
Reserve training.....	32,100,000	34,800,000
Research, development, test, and evaluation.....	18,600,000	19,000,000
State boating safety assistance.....	5,790,000	5,790,000
Supply fund.....	2,000,000	---
Pollution fund.....	10,000,000	5,000,000
Total, Coast Guard.....	1,102,793,775	1,242,095,578
Federal Aviation Administration		
Operations.....	1,567,250,000	1,677,519,000
Facilities, engineering, and development.....	14,750,000	15,992,000
Facilities and equipment (Airport and Airway Trust Fund).....	245,537,000	226,595,000
Research, engineering and development (Airport and Airway Trust Fund).....	67,500,000	76,700,000
Grants-in-aid for airports (Airport and Airway Trust Fund)		
Appropriation to liquidate contract authorization.....	(370,000,000)	(355,000,000)
Operation and maintenance, Metropolitan Washington Airports.....	18,602,000	20,700,000
Construction, Metropolitan Washington Airports.....	11,625,000	8,100,000
Total, Federal Aviation Administration.....	1,925,264,000	2,025,606,000
Federal Highway Administration		
Limitation on general operating expenses.....	(144,480,000)	(152,300,000)
Motor carrier safety.....	6,667,000	6,949,000
Highway safety research and development.....	9,000,000	9,000,000

TIONAL) AUTHORITY FOR FISCAL YEAR 1976 AND IN THE BILL FOR FISCAL YEAR 1977

House allowance	Committee recommendation	Increase (+) or decrease (-) compared with—		
		1976 Appropriation	Budget estimate	House allowance
\$34,900,000	\$34,900,000	+\$1,950,000	-\$450,000	---
28,000,000	31,000,000	+3,000,000	+3,000,000	+\$3,000,000
100,000	100,000	-150,000	---	---
2,000,000	2,500,000	+850,000	---	+500,000
65,000,000	68,500,000	+5,650,000	+750,000	+3,500,000
818,580,000	818,580,000	+80,339,000	-5,320,000	---
-197,422	-197,422	-10,197	---	---
818,382,578	818,382,578	+80,328,803	-5,320,000	---
241,000,000	251,000,000	+84,900,000	+52,900,000	+10,000,000
9,600,000	12,300,000	+5,800,000	+3,700,000	+2,700,000
147,103,000	147,103,000	+23,453,000	---	---
34,650,000	34,650,000	+2,550,000	-150,000	---
18,800,000	18,800,000	+200,000	-200,000	---
5,790,000	5,790,000	---	---	---
---	---	-2,000,000	---	---
---	---	-10,000,000	-5,000,000	---
1,275,325,578	1,288,025,578	+185,231,803	+45,930,000	+12,700,000
1,666,000,000	1,666,000,000	+98,750,000	-11,519,000	---
15,500,000	15,500,000	+750,000	-492,000	---
200,000,000	200,000,000	-45,537,000	-26,595,000	---
72,000,000	76,700,000	+9,200,000	---	+4,700,000
(355,000,000)	(386,000,000)	(+16,000,000)	(+31,000,000)	(+31,000,000)
20,700,000	20,700,000	+2,098,000	---	---
5,000,000	5,000,000	-6,625,000	-3,100,000	---
1,979,200,000	1,983,900,000	+58,636,000	-41,706,000	+4,700,000
(150,400,000)	(150,400,000)	(+5,920,000)	(-1,900,000)	---
6,949,000	6,949,000	+282,000	---	---
9,000,000	9,000,000	---	---	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATION) AUTHORITY FOR FISCAL YEAR 1976 AND IN THE BILL FOR FISCAL YEAR 1977—Continued

Item	Increase (+) or decrease (-) compared with—	
	1976 Appropriation	Budget estimate
Highway beautification:		
Appropriation.....	\$1,000,000	\$32,000,000
Appropriation to liquidate contract authorization.....	(30,000,000)	(40,000,000)
Highway-related safety grants (appropriation to liquidate contract authorization).....	(15,000,000)	(25,820,000)
Railroad-highway crossings demonstration projects.....	1,400,000	10,000,000
By transfer.....	(15,220,000)	---
Rural highway public transportation demonstration program.....	15,000,000	---
Territorial highways (appropriation to liquidate contract authorization).....	(4,000,000)	(3,400,000)
Darien Gap highway.....	4,900,000	---
Alaska Highway.....	---	15,000,000
Off-System Roads (Liquidation of Contract Authorization).....	(10,000,000)	(92,000,000)
National Scenic and Recreational Highway (appropriation to liquidate contract authorization).....	---	(22,500,000)
Access highways to public recreation areas on certain lakes.....	10,000,000	---
By transfer.....	---	---
Federal-aid highways (trust fund-appropriation to liquidate contract authorization).....	(6,533,800,000)	(6,065,000,000)
Highway safety construction programs (trust fund-appropriation to liquidate contract authorization).....	(300,000,000)	(385,000,000)
Right-of-way revolving fund (trust fund-appropriation to liquidate contract authorization).....	(20,000,000)	(46,600,000)
Highways crossing federal projects.....	---	---
Baltimore-Washington Parkway.....	---	6,900,000
Overseas Highway.....	500,000	---
Recission of contract authority.....	-25,000,000	---
Highland Scenic Highway (trust fund-appropriation to liquidate contract authorization).....	(15,000,000)	---
Bikeway program.....	6,000,000	---
Project acceleration demonstration program.....	---	---
Alaska Roads Study.....	---	---
Total, Federal Highway Administration.....	29,467,000	79,849,000
National Highway Traffic Safety Administration		
Traffic and highway safety.....	68,000,000	79,980,000
State and community highway safety (appropriation to liquidate contract authorization).....	(71,000,000)	(92,000,000)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATION) AUTHORITY FOR FISCAL YEAR 1976 AND IN THE BILL FOR FISCAL YEAR 1977—Continued

House allowance	Committee recommendation	Increase (+) or decrease (-) compared with—		
		1976 Appropriation	Budget estimate	House allowance
\$28,000,000	\$28,000,000	+\$27,000,000	-\$4,000,000	---
(33,600,000)	(33,600,000)	(+3,600,000)	(-6,400,000)	---
(25,820,000)	(26,820,000)	(+11,820,000)	(+1,000,000)	(+\$1,000,000)
10,000,000	10,000,000	+8,600,000	---	---
---	---	(-15,220,000)	---	---
---	---	-15,000,000	---	---
(3,560,000)	(3,560,000)	(-440,000)	(+160,000)	---
---	---	-4,900,000	---	---
15,000,000	15,000,000	+15,000,000	---	---
(70,000,000)	(70,000,000)	(+60,000,000)	(-22,000,000)	---
(22,500,000)	(22,500,000)	(+22,500,000)	---	---
---	---	-10,000,000	---	---
(4,767,000)	(4,767,000)	(+4,767,000)	(+4,767,000)	---
(6,143,100,000)	(6,143,100,000)	(-390,700,000)	(+78,100,000)	---
(385,000,000)	(385,000,000)	(+85,000,000)	---	---
(35,000,000)	(35,000,000)	(+15,000,000)	(-11,600,000)	---
35,000,000	35,000,000	+35,000,000	+35,000,000	---
---	3,000,000	+3,000,000	-3,900,000	+3,000,000
12,500,000	12,500,000	+12,000,000	+12,500,000	---
---	---	+25,000,000	---	---
---	---	(-15,000,000)	---	---
---	---	-6,000,000	---	---
10,000,000	---	---	---	-10,000,000
---	200,000	+200,000	+200,000	+200,000
126,449,000	119,649,000	+90,182,000	+39,800,000	-6,800,000
68,000,000	74,826,000	+6,826,000	-5,154,000	+6,826,000
(83,300,000)	(88,500,000)	(+17,500,000)	(-3,500,000)	(+5,200,000)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATION) AUTHORITY FOR FISCAL YEAR 1976 AND IN THE BILL FOR FISCAL YEAR 1977—Continued

Item	Increase (+) or decrease (-) compared with—	
	1976 Appropriation	Budget estimate
Federal Railroad Administration		
Office of the Administrator.....	\$6,075,000	\$6,485,000
Railroad safety.....	16,450,000	18,500,000
Grants-in-aid for railroad safety.....	1,500,000	2,000,000
Railroad research and development.....	64,150,000	56,500,000
Interim Operating Assistance.....	60,000,000	---
Rail Service Assistance.....	290,130,000	81,200,000
Northeast corridor improvement program.....	25,000,000	150,000,000
Grants to National Railroad Passenger Corporation.....	471,200,000	546,300,000
Rail Transportation Improvement and Employment.....	90,000,000	---
Payment to the Alaska railroad revolving fund.....	9,000,000	6,000,000
Railroad Rehabilitation and Improvement Financing Funds.....	---	70,000,000
Total, Federal Railroad Administration.....	1,033,505,000	936,985,000
Urban Mass Transportation Administration		
Urban Mass Transportation Fund:		
Administrative expenses.....	10,300,000	18,600,000
Research, development, and demonstrations and university research and training.....	54,000,000	70,000,000
Appropriation to liquidate contract authorization.....	(1,276,300,000)	(1,441,000,000)
Rail service operating payments.....	25,000,000	55,000,000
Projects substituted for Interstate Systems Projects..	188,000,000	400,000,000
Total, Urban Mass Transportation.....	277,300,000	543,600,000
St. Lawrence Seaway Development Corporation		
Limitation on administrative expenses.....	(943,000)	(982,000)
TOTAL, TITLE I.....	4,499,179,775	4,975,865,578
TITLE II		
RELATED AGENCIES		
National Transportation Safety Board		
Salaries and expenses.....	11,260,000	12,000,000
Civil Aeronautics Board		
Salaries and expenses.....	19,855,000	21,654,000
Payments to air carriers.....	60,695,000	80,007,000
Total, Civil Aeronautics Board.....	80,550,000	101,661,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATION) AUTHORITY FOR FISCAL YEAR 1976 AND IN THE BILL FOR FISCAL YEAR 1977—Continued

House allowance	Committee recommendation	Increase (+) or decrease (-) compared with—		
		1976 Appropriation	Budget estimate	House allowance
\$6,300,000	\$6,300,000	+\$225,000	-\$185,000	---
18,300,000	18,300,000	+1,850,000	-200,000	---
1,000,000	1,000,000	-500,000	-1,000,000	---
51,500,000	54,300,000	-9,850,000	-2,200,000	+\$2,800,000
---	---	-60,000,000	---	---
60,000,000	93,500,000	-196,630,000	+12,300,000	+33,500,000
150,000,000	150,000,000	+125,000,000	---	---
495,200,000	603,700,000	+132,500,000	+57,400,000	+108,500,000
---	---	-90,000,000	---	---
6,000,000	6,000,000	-3,000,000	---	---
---	70,000,000	+70,000,000	---	+70,000,000
788,300,000	1,003,100,000	-30,405,000	+66,115,000	+214,800,000
12,600,000	12,600,000	+2,300,000	-6,000,000	---
57,000,000	65,000,000	+11,000,000	-5,000,000	+8,000,000
(1,718,000,000)	(1,700,000,000)	(+423,700,000)	(+259,000,000)	(-18,000,000)
55,000,000	55,000,000	+30,000,000	---	---
575,000,000	400,000,000	+212,000,000	---	-175,000,000
699,600,000	532,600,000	+255,300,000	-11,000,000	-167,000,000
(982,000)	(982,000)	(+39,000)	---	---
5,001,874,578	5,070,600,578	+571,420,803	+94,735,000	+68,726,000
13,800,000	13,800,000	+2,540,000	+1,800,000	---
21,450,000	21,450,000	+1,595,000	-204,000	---
80,007,000	80,007,000	+19,312,000	---	---
101,457,000	101,457,000	+20,907,000	-204,000	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATION) AUTHORITY FOR FISCAL YEAR 1976 AND IN THE BILL FOR FISCAL YEAR 1977—Continued

Item	1976 Appropriation	Budget estimate	Increase (+) or decrease (-) compared with—		
			House allowance	Committee recommendation	House allowance
Interstate Commerce Commission					
Salaries and expenses.....	\$52,295,000	\$55,976,000			
Payment for directed rail service.....	15,000,000	---			
Total, Interstate Commerce Commission.....	67,295,000	55,976,000			
The Panama Canal					
Canal Zone Government					
Operating expenses.....	60,150,000	66,047,000			
Capital outlay.....	2,240,000	3,647,000			
Panama Canal Company					
Limitation on general and administrative expenses.....	(24,371,000)	(26,585,000)			
Total, Panama Canal.....	62,390,000	69,694,000			
Department of the Treasury					
Office of the Secretary:					
Investment in Fund Anticipation Notes.....	---	(70,000,000)			
United States Railway Association					
Administrative expenses.....	21,800,000	12,100,000			
Payments for purchase of Conrail securities:					
Fiscal year 1976.....	500,000,000	---			
Fiscal year 1978.....	425,000,000	---			
Fiscal year 1979.....	136,000,000	---			
Total, U.S. Railway Association.....	1,061,000,000	12,100,000			
Washington Metropolitan Area Transit Authority					
Federal contribution:					
Fiscal year 1976.....	9,500,000	---			
Fiscal year 1977.....	90,059,000	6,800,000			
Fiscal year 1978.....	---	15,421,779			
Subtotal.....	99,559,000	22,221,779			
Interest subsidy.....	22,200,000	19,374,000			
Total, W.M.A.T.A.	121,759,000	41,595,779			
TOTAL, TITLE II.....	1,426,054,000	293,026,779			

TIONAL) AUTHORITY FOR FISCAL YEAR 1976 AND IN THE BILL FOR FISCAL YEAR 1977—Continued

House allowance	Committee recommendation	Increase (+) or decrease (-) compared with—		
		1976 Appropriation	Budget estimate	House allowance
\$56,400,000	\$57,036,000	+\$4,741,000	+\$1,060,000	+\$636,000
---	---	-15,000,000	---	---
56,400,000	57,036,000	-10,259,000	+1,060,000	+636,000
65,800,000	66,000,000	+5,850,000	-47,000	+200,000
3,150,000	3,150,000	+910,000	-497,000	---
(25,285,000)	(25,285,000)	(+914,000)	(-1,300,000)	---
68,950,000	69,150,000	+6,760,000	-544,000	+200,000
Not Considered	(70,000,000)	(+70,000,000)	---	(+70,000,000)
12,000,000	12,000,000	-9,800,000	-100,000	---
---	---	-500,000,000	---	---
---	---	-425,000,000	---	---
---	---	-136,000,000	---	---
12,000,000	12,000,000	-1,070,800,000	-100,000	---
---	---	-9,500,000	---	---
6,800,000	6,800,000	-83,259,000	---	---
15,421,779	15,421,779	+15,421,779	---	---
22,221,779	22,221,779	-77,337,221	---	---
19,374,000	19,374,000	-2,826,000	---	---
41,595,779	41,595,779	-80,163,221	---	---
294,202,779	295,038,779	-1,131,015,221	+2,012,000	+836,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATION) BUDGET ESTIMATES AND AMOUNTS RECOMMENDED

Item	1976 Appropriation	Budget estimate
TITLE III		
GENERAL PROVISIONS		
Federal Aviation Administration: Grants-in-aid for airport development (limitation on obligations).....	(\$350,000,000)	(\$350,000,000)
Federal Highway Administration: Highway related safety grants (limitation on obligations).....	---	(17,000,000)
Territorial highways (limitation on obligations).....	(4,600,000)	(4,600,000)
Federal-aid highways and highway safety construction programs (limitation on obligations).....	(7,200,000,000)	(6,700,000,000)
National Highway Traffic Safety Administration: State and community highway safety (limitation on obligations).....	(120,000,000)	(103,000,000)
Federal Railroad Administration (limitation on loan guarantee program for the National Railroad Passenger Corporation).....	---	---
Urban Mass Transportation Administration: Urban Mass transportation fund (limitation on commitments).....	(1,732,150,000)	(1,963,600,000)
Interstate transfer.....	---	(175,000,000)
Total, General Provisions.....	(9,406,750,000)	(9,313,200,000)
TOTAL, TITLE III.....	---	---
TOTAL TITLES I, II, and III(NBOA).....	5,925,233,775	5,268,892,357
(Liquidation of contract authority).....	(8,645,100,000)	(8,568,320,000)
(Appropriation for debt reduction).....	(187,225)	(197,422)
GRAND TOTAL	14,570,521,000	13,837,409,779

TIONAL) AUTHORITY FOR FISCAL YEAR 1976 AND IN THE BILL FOR FISCAL YEAR 1977—Continued

House allowance	Committee recommendation	Increase (+) or decrease (-) compared with—		
		1976 Appropriation	Budget estimate	House allowance
(\$510,000,000)	(\$510,000,000)	(+\$160,000,000)	(+\$160,000,000)	---
---	(21,000,000)	(+21,000,000)	(+4,000,000)	(+\$21,000,000)
(5,600,000)	(5,600,000)	(+1,000,000)	(+1,000,000)	---
---	(7,200,000,000)	---	(+500,000,000)	(+7,200,000,000)
---	(129,000,000)	(+9,000,000)	(+26,000,000)	(+129,000,000)
(746,000,000)	---	---	---	(-746,000,000)
(1,947,000,000)	(2,083,000,000)	(+350,850,000)	(+119,400,000)	(+136,000,000)
(175,000,000)	(175,000,000)	(+175,000,000)	---	---
(3,383,600,000)	10,123,600,000	(+716,850,000)	(+810,400,000)	(+6,740,000,000)
---	---	---	---	---
5,296,077,357	5,365,639,357	-559,594,418	+96,747,000	+69,562,000
(8,874,880,000)	(8,894,080,000)	(+248,980,000)	(+325,760,000)	(+19,200,000)
(197,422)	(197,422)	(+10,197)	---	---
14,171,154,779	14,259,916,779	-310,604,221	+422,507,000	+88,762,000

Ninety-fourth Congress of the United States of America

AT THE SECOND SESSION

*Begun and held at the City of Washington on Monday, the nineteenth day of January,
one thousand nine hundred and seventy-six*

An Act

Making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1977, 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 September 30, 1977, 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, \$34,900,000.

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.

TRANSPORTATION RESEARCH ACTIVITIES OVERSEAS (SPECIAL FOREIGN CURRENCY PROGRAM)

For payments in foreign currencies which the Treasury Department determines to be excess to the normal requirements of the United States, for necessary expenses for conducting transportation research activities overseas, as authorized by law, \$100,000, to remain available until expended: *Provided*, That this appropriation shall be available, in addition to other appropriations to the Department, for payments in the foregoing currencies.

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), \$2,250,000, to remain available until expended.

H. R. 14234—2

COAST GUARD

OPERATING EXPENSES

(INCLUDING TRANSFER OF FUNDS)

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; \$818,580,000 of which \$197,422 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 amounts equal to the obligated balances against the appropriations for "Operating expenses" for the two preceding years, and the period July 1, 1976, through September 30, 1976, 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; \$241,000,000, of which not to exceed \$5,000,000 may be transferred to the appropriation "Pollution Fund" to remain available until September 30, 1979.

ALTERATION OF BRIDGES

For necessary expenses for alteration of obstructive bridges; \$10,900,000 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; \$147,103,000.

RESERVE TRAINING

(INCLUDING TRANSFER OF FUNDS)

For all necessary expenses for the Coast Guard Reserve, as authorized by law; maintenance and operation of facilities; and supplies, equipment, and services; \$34,650,000: *Provided*, That amounts equal to the obligated balances against the appropriations for "Reserve training" for the two preceding years and the period July 1, 1976, through September 30, 1976, 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.

H. R. 14234—3

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; \$18,800,000, 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, as amended (46 U.S.C. 1451 et seq.), \$5,790,000, 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: \$1,666,000,000 of which \$250,000,000 shall be derived by transfer from the Airport and Airway Trust Fund, for the purposes of subsection (e) of section 14 of the Airport and Airway Development Act of 1970, as amended, and subject to the conditions of that subsection: *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

(INCLUDING TRANSFER OF FUNDS)

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, \$15,500,000, to remain available until expended; and, in addition, not to exceed \$1,900,000 from unobligated balances in the appropriations for "Civil Supersonic Aircraft Development" and "Civil Supersonic Aircraft Development Termination" may be transferred to this account for necessary expenses to conduct a study of high altitude pollution: *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 acquisi-

H. R. 14234—4

tion 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; \$200,000,000, to be derived from the Airport and Airway Trust Fund, to remain available until September 30, 1979: *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 decommission in excess of five flight service stations.

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; \$74,350,000 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.

GRANTS-IN-AID FOR AIRPORTS (LIQUIDATION OF CONTRACT AUTHORIZATION) (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, \$355,000,000; and for airport planning grants \$15,000,000 to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That the sum appropriated for airport planning grants shall be available for obligation upon the date of enactment of this Act.

OPERATION AND MAINTENANCE, METROPOLITAN WASHINGTON 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; and purchase of two motor bikes for replacement only; purchase, cleaning, and repair of uniforms; and arms and ammunition; \$20,700,000.

CONSTRUCTION, METROPOLITAN WASHINGTON AIRPORTS

For necessary expenses for construction at the federally owned civil airports in the vicinity of the District of Columbia, \$5,000,000, to remain available until September 30, 1979.

H. R. 14234—5

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 \$150,400,000 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 \$32,170,000 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), \$6,949,000: *Provided*, That not to exceed \$400,000 of the amount appropriated herein shall remain available until expended and not to exceed \$799,000, 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, to be derived from the Highway Trust Fund \$9,000,000, to remain available until expended.

HIGHWAY BEAUTIFICATION

For necessary expenses to carry out the provisions of title 23, United States Code, sections 131 and 136, and the Federal-Aid Highway Act of 1976, section 105(a)(11), \$28,000,000 to remain available until expended: *Provided*, That not to exceed \$1,035,000 of the amount appropriated herein shall be available for "Limitation on general operating expenses".

HIGHWAY BEAUTIFICATION (LIQUIDATION OF CONTRACT
AUTHORIZATION)

For payment of obligations, authorized for 1976 and prior years, incurred in carrying out the provisions of title 23, United States Code, sections 131, 136, and 319(b), to remain available until expended, \$33,600,000.

H. R. 14234—6

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, \$26,820,000 of which \$20,320,000 shall be derived from the Highway Trust Fund: *Provided*, That not to exceed \$556,000 of the amount appropriated herein shall be available for "Limitation on general operating expenses".

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, as amended, and Title III of the National Mass Transportation Assistance Act of 1974, to remain available until expended, \$10,000,000 of which \$6,666,667 shall be derived from the Highway Trust Fund: *Provided*, That section 163 of Public Law 93-87 is hereby amended to include projects at Terre Haute, Indiana.

TERRITORIAL HIGHWAY (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, \$3,560,000, to remain available until expended: *Provided*, That not to exceed \$228,000 of the amount appropriated herein shall be available for "Limitation on general operating expenses".

ALASKA HIGHWAY

For necessary expenses to carry out the provisions of section 218 of title 23, United States Code, \$15,000,000, to remain available until expended.

OFF-SYSTEM ROADS (LIQUIDATION OF CONTRACT AUTHORIZATION)

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, section 219, \$70,000,000, to remain available until expended: *Provided*, That not to exceed \$2,610,000 of the amount appropriated herein shall be available for "Limitation on general operating expenses".

NATIONAL SCENIC AND RECREATIONAL HIGHWAY

(LIQUIDATION OF CONTRACT AUTHORIZATION)

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, section 148, to remain available until expended, \$22,500,000, of which \$14,300,000 shall be derived from the Highway Trust Fund.

ACCESS HIGHWAYS TO PUBLIC RECREATION AREAS ON CERTAIN LAKES

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses not otherwise provided, to carry out the provisions of title 23, United States Code, section 155, \$4,767,000, to be derived from the appropriation for "Darrien Gap Highway" and to remain available until September 30, 1979.

H. R. 14234—7

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, \$6,143,100,000 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, \$385,000,000, 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, \$35,000,000, to be derived from the "Highway Trust Fund" at such times and in such amounts as may be necessary to meet current withdrawals.

HIGHWAYS CROSSING FEDERAL PROJECTS

For necessary expenses in carrying out the provisions of title 23, United States Code, section 156, \$35,000,000, to remain available until September 30, 1979.

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, \$1,500,000 to be derived from the "Highway Trust Fund" and to be withdrawn therefrom at such times and in such amounts as may be necessary.

OVERSEAS HIGHWAY

For necessary expenses for construction of the Overseas Highway in accordance with the provisions of section 118, "Federal-Aid Highway Amendments of 1974", to remain available until expended, \$12,500,000, to be derived from the "Highway Trust Fund".

PROJECT ACCELERATION DEMONSTRATION PROGRAM

For necessary expenses to enable the Secretary to conduct demonstration projects authorized by section 141 of the Federal-Aid Highway Act of 1976, \$10,000,000, to be derived from the Highway Trust Fund and to remain available until expended.

H. R. 14234—8

ALASKA ROADS STUDY

For necessary expenses not otherwise provided to carry out the provisions of section 151, "Federal-Aid Highway Act of 1976," \$200,000 to remain available until expended.

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), \$72,326,000, of which \$26,746,000 shall be derived from the Highway Trust Fund: *Provided*, That not to exceed \$29,876,000 shall remain available until expended, of which \$8,616,000 shall be derived from the Highway Trust Fund for 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, sections 402 and 406, to remain available until expended, \$88,500,000, of which \$83,360,000 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, \$6,300,000.

RAILROAD SAFETY

For necessary expenses in connection with railroad safety, not otherwise provided for, \$18,300,000, of which \$5,000,000 shall remain available until expended.

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.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, \$52,900,000, to remain available until expended: *Provided*, That there may be credited to this appropriation, funds received from State and local governments, other public authorities, private sources and foreign countries for expenses incurred for engineering, testing and development.

RAIL SERVICE ASSISTANCE

For necessary expenses for rail service assistance authorized by section 803 of Public Law 94-210, section 402 of Public Law 93-236, as amended, and for necessary administrative expenses in connection

H. R. 14234—9

with Federal rail assistance programs not otherwise provided for, \$75,000,000, together with \$5,000,000 for the programs authorized by section 11(c) (6) and (7) of the Department of Transportation Act, as amended, and \$3,000,000 for the Minority Resource Center, as authorized by section 906 of Public Law 94-210, to remain available until expended.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

For necessary expenses related to Northeast Corridor improvements, \$150,000,000, 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, \$575,700,000, to remain available until expended, of which not more than \$482,600,000 shall be available for operating losses incurred by the Corporation, including \$62,600,000 which shall be available for the payment of additional operating expenses of the National Railroad Passenger Corporation, resulting from the operation, maintenance, and ownership or control of the Northeast Corridor pursuant to title VII of the Railroad Revitalization and Regulatory Reform Act of 1976, and not more than \$93,100,000 shall be available for capital improvements: *Provided, however,* That none of the funds herein appropriated shall be used for the lease or purchase of passenger motor vehicles or for the hire of vehicle operators for any officer or employee, other than the President, of the National Railroad Passenger Corporation, excluding the lease of passenger motor vehicles for those officers or employees while in official travel status.

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, \$6,000,000, to remain available until expended.

RAILROAD REHABILITATION AND IMPROVEMENT

FINANCING FUNDS

The Secretary of Transportation is hereby authorized to expend proceeds from the sale of Fund anticipation notes to the Secretary of the Treasury and any other monies deposited in the Railroad Rehabilitation and Improvement Fund pursuant to sections 502, 505-507 and 509 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210) for the uses authorized for the Fund, in amounts not to exceed \$70,000,000, to remain available until September 30, 1978. The Secretary of Transportation is also authorized to issue to the Secretary of the Treasury notes or other obligations pursuant to section 512 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210) in such amounts and at such time as may be necessary to pay any amounts required pursuant to the guarantee not to exceed \$400,000,000 principal amount of obligations under sections 511 through 513 of such act, such authority to exist as long as any such guaranteed obligation is outstanding: *Provided*, That the aggregate principal amount of guarantees and commitments to guarantee obligations under section 511 of Public Law 94-210 shall not exceed \$400,000,000.

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 Public Law 93-503); the Federal-Aid Highway Act of 1973 (Public Law 93-87) and the Federal-Aid Highway Act of 1976 (Public Law 94-280) 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; \$12,600,000.

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; \$61,200,000: *Provided*, That \$58,700,000 shall be available for research, development, and demonstrations, \$2,000,000 shall be available for university research and training, not to exceed \$500,000 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 and Public Law 93-503) and section 142(c) of title 23, U.S.C., and of obligations incurred for projects substituted for Interstate System segments withdrawn prior to enactment of the Fed-

eral-Aid Highway Act of 1976; \$1,700,000,000, to remain available until expended: *Provided*, That none of these funds shall be made available for the establishment of depreciation reserves or reserves for replacement accounts: *Provided further*, That amounts for highway projects substituted for Interstate System segments shall be transferred to the Federal Highway Administration.

RAIL SERVICE OPERATING PAYMENTS

For an additional payment to the Urban Mass Transportation Fund there is hereby appropriated to remain available until expended, for the purposes of the Urban Mass Transportation Act of 1964, as amended by Public Law 94-210, \$55,000,000.

PROJECTS SUBSTITUTED FOR INTERSTATE SYSTEM PROJECTS

For necessary expenses to carry out the provisions of title 23, U.S.C. 103(e) (4), to remain available until expended, \$400,000,000 for the Washington Metropolitan Area Transit Authority: *Provided*, That amounts for highway projects substituted for Interstate System segments shall be transferred to the Federal Highway Administration.

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 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 \$982,000 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, including hire of passenger motor vehicles and aircraft; 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; uni-

H. R. 14234—12

forms, or allowances therefor, as authorized by law (5 U.S.C. 5901-5902), \$13,800,000, of which not to exceed \$300 shall be used for official reception and representation expenses.

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, \$21,450,000.

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, \$80,007,000, 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, \$57,036,000, of which \$150,000 shall be available for valuation of pipelines, \$1,250,000 shall be available for necessary expenses of the Rail Services Planning Office, \$1,999,400 shall be available for necessary expenses of the Office of Rail Public Counsel: *Provided*, That Joint Board members and cooperating state commissioners may use Government transportation requests when traveling in connection with their official duties as such.

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, \$65,900,000.

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 eighteen passenger motor vehicles for replacement only; improving facilities of other

H. R. 14234—13

Government agencies in the Canal Zone for Canal Zone Government use; and expenses incident to the retirement of such assets; \$3,150,000, 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 \$25,285,000 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-four passenger motor vehicles, for replacement only, and for uniforms or allowances therefor as authorized by law (5 U.S.C. 5901-5902).

DEPARTMENT OF THE TREASURY

OFFICE OF THE SECRETARY

INVESTMENT IN FUND ANTICIPATION NOTES

For the acquisition, in accordance with section 509 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), of fund anticipation notes, \$70,000,000, to remain available until September 30, 1978.

UNITED STATES RAILWAY ASSOCIATION

ADMINISTRATIVE EXPENSES

For necessary administrative expenses to enable the United States Railway Association to carry out its functions under the Regional Rail Reorganization Act of 1973, as amended, \$12,000,000.

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

H. R. 14234—14

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, \$15,421,779 and for the fiscal year 1978, and for the fiscal year 1977, \$6,800,000 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, \$19,374,000, to remain available until expended.

NATIONAL TRANSPORTATION POLICY STUDY COMMISSION

For necessary expenses to enable the National Transportation Policy Study Commission to carry out its functions under the Federal-Aid Highway Act of 1976, Public Law 94-280, the sum of \$1,000,000 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; purchase of liability insurance for motor vehicles operating in foreign countries on official departmental business; 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 the planning or execution of programs the commitments for which are in excess of \$510,000,000 for Grants-in-aid for airports in fiscal year 1977.

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 \$21,000,000 for "Highway-related safety grants" in fiscal year 1977.

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 \$129,000,000 in fiscal year 1977 for "State and Community Highway Safety".

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 \$5,600,000 in fiscal year 1977 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 \$2,077,700,000 in fiscal year 1977, except that amounts apportioned pursuant to section 5 of that Act and not committed in the year of apportionment may be committed notwithstanding this limitation.

SEC. 307. None of the funds provided under this Act shall be available for administrative expenses in connection with obligations against contract authority for interstate substitutions under 23 U.S.C. 103(e) (4) aggregating more than \$175,000,000 in fiscal year 1977.

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. No funds appropriated or made available by this Act shall be used to implement the provision of section 155 of title 2 of the Canal Zone Code relating to the establishment of employment standards, pay levels and other conditions of employment within the Canal Zone.

SEC. 312. Funds appropriated under this Act for expenditure by the Federal Aviation Administration shall be available (1) except as otherwise authorized by the Act of September 30, 1950 (20 U.S.C. 236-244), for expenses of primary and secondary schooling for dependents of Federal Aviation Administration personnel stationed outside the continental United States at costs for any given area not in excess of those of the Department of Defense for the same area, when it is determined by the Secretary that the schools, if any, available in the locality are unable to provide adequately for the education of such dependents and (2) for transportation of said dependents between schools serving the area 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. 313. 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. 314. 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. 315. None of the funds provided in this Act for liquidation of contractual obligations under the Urban Mass Transportation Act of 1964, as amended, shall be made available for liquidation of obligations entered into under Section 5 of that Act, to support mass transit facilities, equipment or operating expenses unless the applicant for such assistance has given satisfactory assurances in such manner and form as the Secretary may require, and in accordance with such terms and conditions as the Secretary may prescribe, that the rates charged elderly and handicapped persons during nonpeak hours shall not exceed one-half of the rates generally applicable to other persons at peak hours: *Provided*, That the Secretary, in prescribing the terms and conditions for the provision of such assistance shall (1) permit applicants to continue the use of preferential fare systems for elderly or handicapped persons where those systems were in effect on or prior to November 26, 1974, (2) allow applicants a reasonable time to expand the coverage of operating preferential fare systems as appropriate, and (3) allow applicants to define the eligibility of "handicapped persons" for the purposes of preferential fares in conformity with other Federal laws and regulations governing eligibility for benefits for disabled persons.

SEC. 316. 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. 317. None of the funds provided under or included in this Act shall be available for the planning or execution of programs, the obligations for which are in excess of \$7,200,000,000 for "Federal-Aid Highways" and for "Highway Safety Construction Programs" in fiscal year 1977: *Provided*, That this limitation shall not apply to obligations for emergency relief under section 125 of title 23 U.S.C., special urban high density traffic program under section 146 of title 23 U.S.C., and special bridge replacement program under section 144 of title 23 U.S.C.: *Provided further*, That this limitation shall not become effective if subsequent legislation containing an obligation limitation on the Federal-Aid Highways and Highway Safety Construction Programs for fiscal year 1977 is enacted into law by September 30, 1976.

SEC. 318. Such funds as may be necessary shall be utilized from the appropriations hereinabove made available to the Federal Aviation Administration and to the Civil Aeronautics Board for the preparation of a plan to coordinate as promptly as possible the use of Midway Airport with O'Hare Airport in Chicago, Illinois, for service by airline carriers, in order to relieve air traffic congestion and to promote air safety in that area.

H. R. 14234—17

SEC. 319. Section 302 of the Department of Transportation and Related Agencies Appropriation Act, 1976, and the period ending September 30, 1976 (Public Law 94-134) is amended by striking out "\$350,000,000" and all that follows down through the period at the end thereof and inserting in lieu thereof the following: "\$437,500,000 in fiscal year 1976, including the period July 1, 1976, through September 30, 1976."

This Act may be cited as the "Department of Transportation and Related Agencies Appropriation Act, 1977."

Speaker of the House of Representatives.

*Vice President of the United States and
President of the Senate.*