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[COMMITTEE PRINT]

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94TH CONGRESS } HOUSE OF REPRESENTATIVES } REPORT
1st Session } } No. _____

DEPARTMENT OF TRANSPORTATION AND RELATED
AGENCIES APPROPRIATION BILL, 1976

JUNE 26, 1975.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

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

REPORT

together with

SEPARATE, SUPPLEMENTAL, AND MINORITY VIEWS

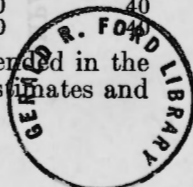
[To accompany H.R. —]

The Committee on Appropriations submits the following report in explanation of the accompanying bill making appropriations for the Department of Transportation and related agencies for the fiscal year ending June 30, 1976, and the period ending September 30, 1976.

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The following table summarizes the amounts recommended in the bill for fiscal year 1976 in comparison with the budget estimates and amounts provided for fiscal year 1975.



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

Item (1)	New budget (obligational) authority, fiscal year 1975 (2)	Budget estimates of new (obligational) authority, fiscal year 1976 (3)	New budget (obligational) authority recommended in the bill (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1975 (5)	Budget estimates of new (obligational) authority, fiscal year 1976 (6)
TITLE I—DEPARTMENT OF TRANSPORTATION					
Office of the Secretary.....	\$64, 893, 000	\$71, 465, 000	\$61, 300, 000	-\$3, 593, 000	-\$10, 165, 000 ✓
Coast Guard.....	931, 612, 000	1, 071, 281, 775	1, 049, 882, 775	+118, 270, 775	-21, 399, 000 ✓
Federal Aviation Administration.....	1, 738, 309, 000	1, 668, 200, 000	1, 623, 152, 000	-115, 157, 000	-45, 048, 000 ✓
Federal Highway Administration.....	49, 055, 000	66, 080, 000	35, 800, 000	-13, 255, 000	-30, 280, 000 ✓
National Highway Traffic Safety Administration.....	70, 874, 000	72, 150, 000	66, 850, 000	-4, 024, 000	-5, 300, 000 ✓
Federal Railroad Administration.....	486, 822, 000	597, 525, 000	529, 400, 000	+42, 578, 000	-68, 125, 000 ✓
Urban Mass Transportation Administration.....	51, 010, 000	83, 100, 000	59, 300, 000	+8, 290, 000	-23, 800, 000 ✓
Subtotal, Department of Transportation.....	3, 392, 575, 000	3, 629, 801, 775	3, 425, 684, 775	+33, 109, 775	-204, 117, 000

TITLE II—RELATED AGENCIES					
National Transportation Safety Board X	9, 640, 000	10, 175, 000	11, 110, 000	+1, 470, 000	+935, 000 ✓
Civil Aeronautics Board X	85, 338, 000	80, 095, 000	79, 690, 000	-5, 648, 000	-405, 000 ✓
Interstate Commerce Commission X	44, 970, 000	49, 970, 000	49, 130, 000	+4, 160, 000	-840, 000 ✓
Panama Canal Zone Government X	69, 431, 000	63, 174, 000	62, 040, 000	-7, 391, 000	-1, 134, 000 ✓
United States Railway Association.....	12, 000, 000	10, 000, 000	10, 000, 000	-2, 000, 000	-----
Washington Metropolitan Area Transit Authority.....	³ 104, 553, 000	⁴ 121, 759, 000	⁴ 121, 759, 000	+17, 206, 000	-----
Subtotal, related agencies.....	325, 932, 000	335, 173, 000	333, 729, 000	+7, 797, 000	-1, 444, 000
Total, new budget (obligational) authority.....	3, 718, 507, 000	3, 964, 974, 775	3, 759, 413, 775	+40, 906, 775	-205, 561, 000 ✓
Appropriations to liquidate contract authorizations (title I).....	(5, 593, 560, 000)	⁵ (7, 122, 338, 000)	(7, 093, 100, 000)	(+1,499, 540, 000)	(-29, 238, 000)
Appropriations for debt reduction (title I).....	(179, 448)	(187, 225)	(187, 225)	(+7, 777)	-----
Grand total, all appropriations.....	(9, 312, 246, 448)	(11, 087, 500, 000)	(10, 852, 701, 000)	(+1,540, 454, 552)	(-234, 799, 000)

¹ Excludes \$250,000,000 not authorized.
² Excludes \$950,000 not authorized.
³ Includes \$68,024,000 advance appropriation for fiscal year 1976.

⁴ Includes \$90,059,000 advance appropriation for fiscal year 1977.
⁵ Excludes \$50,000,000 not authorized.

SUMMARY OF FISCAL YEAR 1976 APPROPRIATIONS

The accompanying bill would provide \$3,759,413,775 in new budget (obligational) authority for the programs of the Department of Transportation and related agencies, a reduction of \$205,561,000 below the \$3,964,974,775 requested in the budget. The recommended amount is \$40,906,775 more than the \$3,718,507,000 appropriated for the current fiscal year, including \$211,233,000 contained in the Second Supplemental Appropriation Act, 1975. Of the \$3,759,413,775 recommended, \$3,669,354,775 is for the fiscal year 1976 and \$90,059,000 is an advance appropriation for fiscal year 1977.

Appropriations to liquidate contract authorizations totaling \$7,093,100,000 are recommended. The sum is \$29,238,000 less than the \$7,122,338,000 requested and \$1,499,540,000 more than the \$5,593,560,000 appropriated for fiscal year 1975.

Action has been deferred on the \$250,000,000 requested for facilities and equipment of the Federal Aviation Administration, \$50,000,000 of the liquidating cash request for Grants-in-aid for airports, and \$950,000 of the request for Traffic and highway safety. As of June 20, 1975, the legislative authority for these items had not yet been reported to the House.

The Committee has carefully reviewed the programs of the Department of Transportation and related agencies for fiscal year 1976 and is recommending what it considers to be sufficient funds to allow these organizations to help meet the requirements of our Nation's transportation system.

SELECTED MAJOR RECOMMENDATIONS

Selected major recommendations are:

- (1) The appropriation of \$1,522,000,000 for the operations activities of the Federal Aviation Administration, \$23,000,000 less than the budget request;
- (2) The appropriation of \$714,230,000 for operating expenses of the Coast Guard;
- (3) Deletion of the \$8,500,000 requested by UMTA for a high performance personal rapid transit demonstration project at Broomfield, Colorado;
- (4) Approval of the \$36,000,000 request for Coast Guard aircraft procurement;
- (5) An increase of \$935,000 over the budget for additional personnel for the National Transportation Safety Board;
- (6) The appropriation of \$438,800,000 for Federal grants to Amtrak, including the full budget request for capital improvements;
- (7) A liquidating cash appropriation of \$5,432,800,000 for the Federal-aid highways program;
- (8) Approval of the \$1,500,000 request to complete the research and development phase of the Morgantown personal rapid transit project;
- (9) A reduction of \$20,400,000 in the research, engineering, and development (trust fund) appropriation of the FAA; and
- (10) A general provision providing for commitments of not to exceed \$1,800,000,000 for urban mass transportation;

EFFECT OF COMMITTEE ACTION ON PROJECTED BUDGET EXPENDITURES
(OUTLAYS) IN FISCAL YEAR 1976

The budget expenditures (outlays) for the Department of Transportation and related agencies covered in this bill are estimated in the 1976 budget at \$11,245,504,000. The actions recommended by the Committee are estimated to have the effect of reducing these expenditures for fiscal year 1976 by about \$130,000,000 to a total of \$11,115,504,000.

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 1975, these activities are estimated to total \$6,640,030,000. The estimate for fiscal year 1976 is \$3,569,530,000, a net decrease of \$3,070,500,000. The principal item is Federal-aid highways, which involves \$3,475,000,000 of contract authority in fiscal year 1976.

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.

It is a matter of conjecture whether or not any appropriation of money might be inflationary. The total amount of new budget authority recommended in this bill for fiscal year 1976 is \$205,561,000 less than the budget requests. To the extent that the budget requests are inflationary, the Committee feels that the amounts recommended in the accompanying bill will have a less severe impact on aggregate inflation.

More than half of the new budget authority contained in the bill is for wages and benefits of existing government employees. The new personnel recommended represent less than a two percent increase over the fiscal year 1975 level. Since there is substantial unemployment in the economy, the small increase in employment contained in the bill is estimated to have very little, if any, impact on inflation in labor markets.

A significant part of the remaining budget authority is for programs which involve relatively long lead time capital procurement and construction. For these programs, the expenditure rate is stretched out over several years. The Committee believes that the proposed funding for these items will have only a minimal overall inflationary impact on prices and costs in the operation of the national economy.

SUMMARY OF TRANSITION PERIOD APPROPRIATIONS

Appropriations have been provided throughout the bill for the three-month transition period between the end of fiscal year 1976 and

the beginning of fiscal year 1977. In accordance with the Budget and Impoundment Control Act (P.L. 93-344), fiscal year 1977 will begin on October 1, 1976, instead of July 1, 1976. The one-time three-month appropriation for the period July 1, 1976 to September 30, 1976, will be a feature of most, if not all, regular appropriation bills for fiscal year 1976.

The following summary table compares the amounts recommended in the bill with the budget estimate for the transition period:

	Estimates	Bill	Bill compared with estimates
Department of Transportation:			
Office of the Secretary	\$17,995,000	\$15,680,000	-\$2,315,000
Coast Guard	1 273,466,939	267,271,939	-6,195,000
Federal Aviation Administration	430,000,000	417,800,000	-12,200,000
Federal Highway Administration	9,870,000	1,625,000	-8,245,000
National Highway Traffic Safety Administration	2 (18,150,000)	Defer	
Federal Railroad Administration	168,950,000	150,550,000	-18,400,000
Urban Mass Transportation Administration	18,500,000	13,900,000	-4,600,000
National Transportation Safety Board	2,593,000	3,020,000	+427,000
Civil Aeronautics Board	20,000,000	19,900,000	-100,000
Interstate Commerce Commission	12,500,000	12,290,000	-210,000
The Panama Canal	16,650,000	16,460,000	-190,000
Washington Metropolitan Area Transit Authority	26,700,000	26,700,000	
Total, new budget (obligational) authority	997,224,939	945,196,939	-52,028,000

¹ Excludes \$1,450,000 not authorized.

² Excludes \$2,544,000 not authorized.

³ Not authorized.

In addition to the amounts listed above, appropriations to liquidate contract authorizations totaling \$1,712,450,000 are recommended. This is \$5,050,000 less than the budget requests considered.

BUDGET REQUESTS NOT CONSIDERED

The Committee has deferred consideration of budget requests for several appropriations, as well as portions of requests for other appropriations, because authorizing legislation for them for fiscal year 1976 and/or the transition period had not been reported to the House before the Committee marked up the bill. The appropriation items deferred, together with the amounts requested for each, are shown in the following table:

Item	Amount	
	Fiscal year 1976	Transition period
Department of Transportation:		
Coast Guard: State boating safety assistance		\$1,450,000
Federal Aviation Administration: Facilities and equipment	\$250,000,000	
Federal Aviation Administration: Grants-in-aid for airports (Appropriation to liquidate contract authorization)	(50,000,000)	(48,000,000)
Federal Highway Administration: (Limitation on general operating expenses)		(2,284,000)
Federal Highway Administration: Highway safety research and development		2,284,000
Federal Highway Administration: Highway beautification-administrative expenses		260,000
National Highway Traffic Safety Administration: Traffic and highway safety	950,000	18,150,000
Total, new budget (obligational) authority not considered	250,950,000	22,144,000

PAYMENTS TO THE GENERAL SERVICES ADMINISTRATION

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

Testimony indicates that this procedure has resulted in inflated GSA charges and increased appropriation requests by Departments and Agencies for space rental. As an example of that testimony, the following information was provided to the Committee by the Interstate Commerce Commission:

"The Commission's estimated GSA space charges are \$2,552,000 for fiscal year 1975 and \$3,637,000 for fiscal year 1976. Of the increase of \$1,085,000, about \$670,000 is due to higher GSA rental rates and about \$415,000 is due to additional space."

In order to reduce these excessive charges, the Committee recommends a general provision which would prohibit GSA from collecting more than the enacted fiscal year 1975 standard level user charge rate. In addition, the Committee has recommended reductions in appropriations to reflect the amounts to be paid to GSA. These reductions should not result in the curtailment of services proposed in the budget.

INVESTIGATIVE REPORT ON NAVIGATION SYSTEMS

During the past fiscal year the Committee's investigative staff reported on the navigation systems of the Federal Government. This report indicated that there is little coordination among the navigation efforts of the various government agencies involved. The Department of Transportation has been designated as the lead agency in the preparation of an interagency navigation plan. To date, the Department has not complied with this responsibility. In this connection the following quote from the report is discussed on page 48 of part 1 of the Committee's hearings:

"The Department of Transportation (DOT) in May 1970 and again in April 1972 published a "National Plan for Navigation" which is not a national plan but merely a statement of the FAA plan and a statement of the USCG plan. The DOT plan does not address the requirements and systems of individual departments, including military departments, nor does it even address the requirements of all DOT agencies. There is not even an attempt to integrate the navigation systems of FAA and of USCG."

The investigative staff report indicates that the Coast Guard's Loran-C system and FAA's VORTAC system are potentially duplicative systems. According to the report, both area navigation and approach guidance at certain airports has been demonstrated in the United States by the Coast Guard and in Thailand by the Air Force using Loran receivers representative of a 10-year old technology.

The Committee does not intend to make the decision on which navigation system or systems should be required to meet the needs of all potential users. On the other hand, the Committee does not

intend to consider funding a proliferation of these systems until the Department addresses and justifies the need for these systems within the context of a meaningful national plan for navigation. The Committee, therefore, has not approved the funds requested by the Coast Guard for expanding Loran-C beyond the West Coast area. In addition, the Committee does not intend to fund FAA's VORTAC modernization program without such a plan.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Appropriation, 1975.....	Fiscal year 1976		Transition period
	1975	1976 budget	1976
Appropriation, 1975.....	\$30,315,000		
Budget estimate.....		\$34,415,000	\$9,395,000
Recommended in the bill.....		32,550,000	8,930,000
Reduction below estimate.....		-1,865,000	-465,000

The sum recommended for fiscal year 1976 is \$2,235,000 more than the amount appropriated for the previous fiscal year. Of the 64 new positions requested under this appropriation, the Committee has allowed 32. Since the Committee has approved the Department's request to transfer certain positions previously funded under this appropriation and has made a further reduction of two positions, there will be no net increase in personnel. The positions funded under this appropriation are allocated as shown in the following table:

Office	Fiscal year—		Bill	Bill compared with 1975
	1975	1976 budget		
General Counsel.....	45	47	45	
Policy, Plans and International Affairs.....	82	82	82	
Environment, Safety and Consumer Affairs.....	159	216	191	+32
Administration.....	325	320	318	-7
Systems Development and Technology.....	74	72	72	-2
Congressional and Intergovernmental Affairs.....	32	32	32	
Secretarial Offices.....	202	203	200	-2
Subtotal.....	919	972	940	+21
Regional Rail Reorganization Activities.....	26	5	5	-21
Total.....	945	977	945	

Virtually all of the new positions are safety related. For the Assistant Secretary for Environment, Safety and Consumer Affairs the Committee has approved 28 new positions for the office of hazardous materials, three for the office of pipeline safety, and one for the office of facilitation. Most of these new positions are required to implement the recently enacted Hazardous Materials Transportation Act. The Department's new responsibilities under that legislation include regulatory authority over manufacturers of packages and containers for shipping hazardous materials, conducting administrative hearings resulting from imposition of civil penalties, review of state regulations, and granting of exemptions.

In previous reports both the House and Senate Appropriations Committees have expressed concern over certain activities of the Transportation Systems Acquisition Review Council (TSARC). Testimony indicates that the Department has modified the nature of the

reviews being conducted by TSARC. The Committee feels that TSARC's role should be limited to the acquisition concept rather than to the details of individual programs. The Committee intends to continue to monitor this organization to ensure that its activities are not at variance with the testimony presented by the Department during this year's hearings.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriation, 1975.....	Fiscal year 1976		Transition period
	1975	1976	1976
Appropriation, 1975.....	\$33,420,000		
Budget estimate.....		\$35,000,000	\$8,600,000
Recommended in the bill.....		27,000,000	6,750,000
Reduction below estimate.....		-8,000,000	-1,850,000

The bill includes appropriations of \$27,000,000 for fiscal year 1976 and \$6,750,000 for the transition period for the transportation planning, research, and development activities of the Office of the Secretary. The recommended fiscal year 1976 appropriation is \$8,000,000 less than the budget estimate and \$6,420,000 less than the appropriations for fiscal year 1975. The transition period appropriation would continue this program at the fiscal year 1976 rate.

Some of the major programs funded under this appropriation for fiscal year 1976 are as follows:

Automotive Energy Efficiency.—The bill provides \$4,000,000, a reduction of \$3,300,000 for this program which has as its objective the development of technical means to ameliorate the problem of energy consumption within the transportation sector. The Committee fully supports the objectives of this program, but feels that some of the Department's proposed activities are very similar to the work being conducted by the Energy Research and Development Administration. The Committee feels that there is a need to better coordinate the programs of these two agencies.

University Research.—The Committee recommends \$3,500,000 of the \$3,600,000 requested to stimulate transportation-related research at qualified colleges and universities. The Committee has approved virtually the full budget request because of its belief that the university community can make a meaningful contribution to the development of a national transportation policy. The Committee directs that \$244,673 shall be used, beginning in fiscal year 1976, by the Office of University Research to fund the first-year cost of a contract with Georgia Institute of Technology and its collaborating institutions to conduct a three-year study to devise analytical procedures for intercity transportation and development planning using the route identified in Sec. 143(1) of P.L. 93-87 as the focus of the study.

Policy Information Base.—The bill includes \$3,000,000 to strengthen the Department's information base for policy formulation. The amount recommended is \$250,000 less than the budget request.

Modernization of Transportation Regulation.—The Committee has approved \$1,000,000, for transportation regulatory research. This is \$700,000 less than the budget request. The reduction is based primarily on the fact that the Committee feels that there is sufficient data available on the impact of transportation regulations to enable the Department to submit sound regulatory proposals to the Congress.

Transportation Energy Conservation and Impact Analysis.—The bill includes \$1,500,000 to enable the Department to assist in the resolution of certain transportation energy problems. Because of the Committee's concern over the proliferation of energy studies throughout the government, the amount recommended is \$500,000 less than the budget request.

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.

The Committee directs that none of the reduction be applied to the research being conducted on hazardous materials activities or to the research program involving the development of a cargo data interchange system.

TRANSPORTATION RESEARCH ACTIVITIES OVERSEAS

(SPECIAL FOREIGN CURRENCY PROGRAM)

Appropriation, 1975	
Budget Estimate, 1976	\$250,000
Recommended in the Bill	250,000

The Committee has approved the \$250,000 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, 1975	\$1,158,000
Budget Estimate, 1976	1,800,000
Recommended in the Bill	1,500,000
Reduction Below Estimate	-300,000

The sum of \$1,500,000 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 \$342,000 more than the fiscal year 1975 appropriation and \$300,000 less than the budget estimate.

COAST GUARD

OPERATING EXPENSES

	Fiscal year 1976	Transition period
Appropriation, 1975	¹ \$660,264,448	
Budget estimate	² \$723,907,000	³ \$207,079,000
Recommended in the bill	² 714,230,000	³ 204,660,000
Reduction below estimate	-9,677,000	-2,419,000

¹ Includes \$179,448 appropriation for debt reduction.

² Includes \$187,225 appropriation for debt reduction.

³ Includes \$48,061 appropriation for debt reduction.

The amount recommended for fiscal year 1976 is \$9,677,000 less than the budget estimate and \$53,965,552 more than the appropriations for fiscal year 1975. The activities funded under this appropriation include search and rescue, aids to navigation, merchant marine safety,

marine environmental protection, icebreaking, oceanography, offshore law enforcement, training, and administrative support, including the pay and allowances of both military and civilian personnel.

In last year's report the Committee expressed concern over the cost of programs which the Coast Guard was providing on a non-reimbursable basis for the National Science Foundation and the Department of Defense. For fiscal year 1976 the Coast Guard requested an increase of \$3,616,000 for non-reimbursable icebreaking services for NSF, DOD, and certain other agencies. The only justification for this increase was that it was required under a 1965 agreement and an OMB circular. This requested increase has not been approved, because the Committee feels that a Congressional review of the objectives of these programs is warranted prior to the approval of significant increases in appropriations. As was stated last year, it is relatively easy for an agency to continue projects if all or part of the cost of those projects is provided by another agency.

As discussed earlier in the report, the Committee is recommending a \$1,849,000 reduction for fiscal year 1976 in space rental payments to the General Services Administration. The Committee has also made a reduction of \$1,349,000 based on anticipated slippages in the operation of new shore facilities. Testimony indicates that there have been delays on the Valdez vessel traffic system and port safety station, the Port Aransas station, Monterey station, and New Orleans vessel traffic system. The other recommended decreases are related to recruiting costs and the estimated increases resulting from inflation.

An appropriation of \$204,660,000 is recommended for the transition period. This is \$2,419,000 less than the budget request.

ACQUISITION, CONSTRUCTION AND IMPROVEMENTS

	Fiscal year 1976	Transition period
Appropriation, 1975	\$108,376,000	
Budget estimate	\$165,310,000	\$19,000,000
Recommended in the bill	156,100,000	16,160,000
Reduction below estimate	-9,210,000	-2,840,000

The Committee recommends a fiscal year 1976 appropriation of \$156,100,000, an increase of \$47,724,000 over the previous fiscal year. This appropriation provides funds for the capital acquisition, construction, and improvement programs of the Coast Guard for vessels, aircraft, shore facilities and navigational aids. Authorization for this program passed the House on May 19, 1975.

The amount recommended in the accompanying bill for fiscal year 1976 provides \$49,589,000 for vessels, \$36,149,000 for aircraft, \$25,939,000 for shore stations, \$19,877,000 for navigation aids, \$7,579,000 for pollution control, \$6,493,000 for family housing, and \$10,474,000 for property acquisition, design, and administration. As in the two previous fiscal years, the Committee has included language which would limit the availability of these funds to three fiscal years.

As discussed earlier in the report, the major reductions under this heading are \$8,058,000 for fiscal year 1976 and \$2,840,000 for the transition period to purchase long lead time components for the Gulf of Mexico and East Coast Loran-C system. This reduction will not affect the implementation of Loran-C in the Pacific Coastal Region. No reduction is proposed for that project.

The other major reduction recommended under this heading is for phase II of the New Orleans vessel traffic system. Testimony indicates that there has been a delay in the procurement of Phase I equipment which was funded in fiscal year 1974. In view of this, the Committee felt that the requested phase II funds could be deferred.

The \$16,160,000 recommended for the transition period includes \$1,561,000 for vessels, \$11,700,000 for aircraft, \$551,000 for navigation aids, and \$2,348,000 for property acquisition, design, and administration.

ALTERATION OF BRIDGES

	Fiscal year 1976	Transition period
Appropriation, 1975	\$6,562,000	
Budget estimate	\$6,600,000	\$2,050,000
Recommended in the bill	6,500,000	1,625,000
Reduction below estimate	-100,000	-425,000

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 three on-going projects and the initiation of three new projects. These bridges are included in the following table:

Bridge/owner	Total United States cost	Previously funded	Fiscal year 1976 budget	Recommended in the bill
1. Caloosahatchee River, Tice, Fla. (Seaboard Coastline RR)	\$3,000,000	\$150,000	\$900,000	\$900,000
2. Columbia River, Kennewick, Wash. (Union Pacific RR)	8,600,000	810,000	2,000,000	2,000,000
3. Biloxi Bay, Poppo Ferry, Miss. (Poppo Ferry Road, Harrison County Road Department)	2,000,000	100,000	1,000,000	1,000,000
4. Newark Bay, Newark, N.J. (Central New Jersey RR)	13,962,000	262,000	100,000	
5. Savannah River, Savannah, Ga. (Seaboard Coastline RR)	5,600,000		1,500,000	1,500,000
6. Clearwater River, Lewiston, Idaho (Idaho State Highway Department)	10,000,000		600,000	600,000
7. Cooper River, Charleston, S.C. (Seaboard Coastline RR)	3,000,000		500,000	500,000
Total	46,162,000	1,322,000	6,600,000	6,500,000

The \$100,000 reduction for the Central New Jersey Railroad bridge over Newark Bay is based on testimony which stated that: "There is some question as to whether the railroad will continue in operation and, therefore, whether or not that bridge needs to be altered at all."

The appropriation recommended for the transition period is one-quarter of the regular fiscal year 1976 amount. This should continue these projects at the same rate as in fiscal year 1976.

RETIRED PAY

	Fiscal year 1976	Transition period
Appropriation, 1975	\$105,000,000	
Budget estimate	\$115,650,000	\$30,050,000
Recommended in the bill	115,650,000	30,050,000

The Committee has provided the full amounts 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 16,430 in fiscal year 1976, as compared with an estimated 15,747 in fiscal year 1975 and 15,133 in fiscal year 1974.

RESERVE TRAINING

	Fiscal year 1976	Transition period
Appropriation, 1975	\$28,912,000	
Budget estimate	\$31,350,000	\$10,225,000
Recommended in the bill	31,200,000	10,175,000
Reduction below estimate	-150,000	-50,000

For fiscal year 1976 the bill includes an increase of \$2,288,000 over the previous fiscal year to provide qualified individuals and trained units to be available for active duty in time of war or national emergency, and to augment regular Coast Guard forces during domestic emergencies and natural disasters. Authorization for this program is contained in H.R. 6674, which passed the House on May 20, 1975.

For a number of years the Committee suggested that the Coast Guard develop a peacetime mission for the Reserves. With the enactment of Public Law 92-479 this was accomplished and Coast Guard Reservists are currently being used during about two-thirds of their normally available time to support regular Coast Guard operations. The Committee is pleased with the success of the Reserves' efforts under this legislation and feels that such actions are producing a more efficient utilization of resources.

In fiscal year 1974, as a result of the Committee's recommendation, the Coast Guard operated with Reserve and Auxiliary personnel, 10 search and rescue stations which had been scheduled to be closed. The recently issued report on this program indicated that both the Reserve and Auxiliary operations were successful. In connection with the Reserve augmentation program the Coast Guard indicated that effective search and rescue was provided at a lower annual cost than would have been incurred for a full-time regular station. The Committee fully concurs with the Coast Guard that the Reserve augmentation program should be continued in certain areas.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

	Fiscal year 1976	Transition period
Appropriation, 1975	\$16,887,000	
Budget estimate	\$20,652,000	\$5,111,000
Recommended in the bill	18,600,000	4,650,000
Reduction below estimate	-2,052,000	-461,000

The fiscal year 1976 appropriation included in the accompanying bill for the research, development, test, and evaluation programs of the Coast Guard is \$1,713,000, or about 10 percent more than the amount provided for fiscal year 1975.

During the upcoming fiscal year and transition period the Coast Guard plans to continue its research and development in the areas of pollution detection, control and cleanup systems, commercial and recreational boating safety, and improved search and rescue systems. In addition to these ongoing programs, the Committee has approved the full amounts requested for the research required to enable the Coast Guard to meet its responsibilities under the Deepwater Port Act of 1974.

STATE BOATING SAFETY ASSISTANCE

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$5,790,000	
Budget estimate.....	\$6,000,000	(\$1,450,000)
Recommended in the bill.....	5,790,000	Defer
Reduction below estimate.....	-210,000	

The Committee recommends an appropriation of \$5,790,000 to provide financial assistance for state boating safety programs as authorized by the Federal Boat Safety Act of 1971. The amount recommended would continue this program at the fiscal year 1975 level. No appropriation is recommended for the transition period because the required legislation which would authorize the continuation of this program beyond fiscal year 1976 has not yet been enacted. At such time as authorizing legislation is enacted, the estimate will be considered.

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.

COAST GUARD SUPPLY FUND

Appropriation, 1975.....	
Budget estimate, 1976.....	\$2,000,000
Recommended in the bill.....	2,000,000

The Committee has approved the budget estimate of \$2,000,000 to increase the capital of the Coast Guard supply fund. This is the first appropriation for the fund since 1943. It is necessitated by the rapid increases in the prices of inventory items. The supply fund finances the procurement of uniform clothing, commissary provisions, technical material, and fuel for certain vessels. The fund is financed by reimbursements from the sale of goods.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$1,419,500,000	
Budget estimate.....	\$1,545,000,000	\$399,700,000
Recommended in the bill.....	1,522,000,000	395,450,000
Reduction below estimate.....	-23,000,000	-4,250,000

For fiscal year 1976 the sum of \$1,522,000,000 is recommended for the operations activities of the Federal Aviation Administration. This represents an increase of \$102,500,000 over the appropriations provided for similar activities in fiscal year 1975. 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 following specific program reductions are recommended:

Personnel reductions.....	-\$7,710,000
Air traffic overtime.....	-1,055,000
Air Force undergraduate pilot training.....	-480,000
GSA rent.....	-1,450,000
Second career training.....	-4,000,000
Stock levels at depot.....	-650,000
Contracts and special purpose equipment.....	-1,655,000
Total program reductions.....	-17,000,000

In addition to the above reductions, the Committee has made a further reduction of \$6,000,000 in the new budget (obligational) authority recommended in the bill. This reduction will have no impact on the fiscal year 1976 programs because a similar amount is recommended for transfer to this account from the appropriation "Civil supersonic aircraft development termination."

The budget proposed an increase in average paid employment (man-years) from a level of 52,014 in fiscal year 1975 to 53,370 in fiscal year 1976, an increase of 1,356 man-years. The air traffic levels on which this increase is based were developed in September 1974, using June data. Although FAA has modified its September forecast somewhat, the fiscal year 1976 budget still assumes about an 8-percent increase in revenue passenger miles.

The most recent traffic data statistics published by the Civil Aeronautics Board indicate that scheduled air carrier revenue passenger miles for the twelve month period ending February 28, 1975, actually declined from the previous year. In addition, the scheduled air carriers are projecting a drop in both domestic and international passenger enplanements and revenue passenger miles for the current calendar year. Although these statistics would tend to indicate that the current personnel level should be maintained, the Committee believes that some increase is necessary to operate and maintain newly commissioned facilities and to begin to train air traffic controllers to meet the activity increases anticipated in fiscal years 1977 and 1978. The Committee, therefore, has recommended an increase in average employment of 913, or roughly two-thirds the level requested in the budget. These new personnel are to be divided primarily among three activities: air traffic control, flight service stations, and systems maintenance.

In last year's report, the Committee expressed concern over the increasing costs of the second career training program for air traffic controllers. During the past year the Committee's investigative staff reported on this and certain other aspects of FAA's air traffic control activities. With respect to the second career training program, the report states that there are examples which unquestionably illustrate the need for a controller to seek a "second career."

The report, however, also states that under this program a controller otherwise eligible for retirement can still avail himself of second career opportunities and collect an additional two years' pay plus additional retirement credit. Of the controllers who have entered the program, the report indicates that about 12 percent were eligible for

normal optional retirement and, in fact, did or will retire after participating in the program. Testimony indicates that the budget contains about \$4,000,000 for training these personnel who are eligible to retire. The Committee does not feel that this expenditure is warranted and, accordingly, has reduced the appropriation for second career training by \$4,000,000.

The Committee received testimony from a U.S. flag carrier that it has been absorbing costs of about \$500,000 per quarter for unreimbursed security charges on international flights as a result of Federal Aviation Regulations and the Antihijacking and Air Transportation Security Acts. Most U.S. carriers recover these costs through Civil Aeronautics Board authorized ticket surcharges on domestic flights, but our carriers are not authorized to collect security surcharges for either enplanements or deplanements of international flights. The U.S. flag carrier proposed that FAA appropriations include sufficient funds to reimburse U.S. international carriers for all such charges. The bill, however, includes no appropriation for this purpose. FAA has advised the Committee that they do not presently have any authority to reimburse carriers for international security costs.

FACILITIES, ENGINEERING, AND DEVELOPMENT

	Fiscal Year 1976		Transition Period
Appropriation, 1975.....	\$11,821,000		
Budget estimate.....	\$13,000,000	\$3,100,000	
Recommended in the bill.....	12,000,000	2,900,000	
Reduction below estimate.....	-1,000,000	-200,000	

The bill includes a fiscal year 1976 appropriation of \$12,000,000 for the equipment and research needed to establish or modify Federal air regulations. The amount recommended is \$1,000,000 less than the budget and \$179,000 more than the amount appropriated for fiscal year 1975.

The following table shows the comparable amounts for fiscal years 1975 and 1976.

	Fiscal year—		Bill
	1975 approp- riation	1976 request	
Aircraft safety research.....	\$2,778,000	\$3,998,000	\$3,500,000
Aviation medicine.....	1,820,000	1,822,000	1,722,000
Aviation noise and pollution.....	5,602,000	6,802,000	6,400,000
equipment.....	1,621,000	378,000	378,000
Total.....	11,821,000	13,000,000	12,000,000

For the transition period, the bill includes \$875,000 for aircraft safety research, \$425,000 for aviation medicine, and \$1,600,000 for aviation noise and pollution research.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Required legislation which would authorize the continuation of this program in fiscal year 1976 has not yet been enacted. Therefore, the Committee is passing over consideration of this appropriation at this time. At such time as authorizing legislation is enacted, the estimate will be considered.

The Committee has completed its hearings on this request and that testimony indicates that the FAA has launched an extensive study of its facility and equipment standards as they relate to small airports. The Committee concurs in the need for such a study and hopes that it will result in more cost effective standards.

RESEARCH, ENGINEERING, AND DEVELOPMENT (AIRPORT AND AIRWAY TRUST FUND)

	Appropriation, 1975	Fiscal year 1976	Transition period
Budget estimate.....	\$57,900,000	\$80,400,000	\$22,700,000
Recommended in the bill.....		60,000,000	15,000,000
Reduction below estimate.....		-20,400,000	-7,700,000

The accompanying bill includes \$60,000,000 under this heading for fiscal year 1976 to improve the national air traffic control system and to increase its capacity to meet the air traffic demands of the next 10 years. The amount recommended is \$20,400,000 less than the budget and \$2,100,000 more than the amount appropriated for fiscal year 1975.

No part of the Committee's reduction is directed toward the \$4,280,000 requested for flight service station modernization. The Committee feels that a timely completion of this program is essential if the demands on these stations are to be met without large increases in personnel.

The Committee has not approved the fiscal year 1976 and transition period budget requests for the Aerosat program. The Committee feels that part of the agreement reached prior to the funding of this program was that a VHF capability would be included and evaluated against the L-band system. FAA has included VHF in its test program, but testified this year that it presently has no intention of using this even if it proves to be satisfactory. The Committee believes that this is not consistent with the intent of the previous agreement.

The Committee received an assurance from FAA that the microwave landing system program is a joint DOT-DOD-NASA effort and that close and detailed participation by DOD in the program continues. The Committee accepts FAA's testimony that there are no problems with respect to the microwave landing system program and expects that this combined effort will produce a single landing system which can be used by both military and civilian aircraft without requiring costly modifications.

The \$15,000,000 recommended for the transition period is one-quarter of the 1976 appropriation and should permit this program to continue at a steady rate.

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

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975-----	(\$280,000,000)	
Budget estimate-----	¹ (\$320,000,000)	² (\$49,500,000)
Recommended in the bill-----	(320,000,000)	(49,500,000)

¹ Excludes \$50,000,000 not authorized.
² Excludes \$43,000,000 not authorized.

The Committee has approved the budget requests considered for airport development grants. The Committee did not consider those portions of the fiscal year 1976 and transition period budget requests which were not authorized.

As in past years, the bill includes limitations on obligations for development grants financed under contract authority. The limitations recommended are \$350,000,000 for fiscal year 1976 and \$87,500,000 for the transition period. These amounts are the same as the budget requests. At the time of the mark-up of the accompanying bill authorizing legislation to extend this program had not been reported. At such time as this legislation is enacted, the Committee will consider any requested modifications of the recommended limitations.

OPERATION AND MAINTENANCE, NATIONAL CAPITAL AIRPORTS

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975-----	\$16,310,000	
Budget estimate-----	\$17,700,000	\$4,500,000
Recommended in the bill-----	17,527,000	4,450,000
Reduction below estimate-----	-173,000	-50,000

The fiscal year 1976 funds included in the bill for the operation and maintenance of Washington National and Dulles International Airports total \$17,527,000, an increase of \$1,217,000 over fiscal year 1975. This increase is, for the most part, attributable to annualization costs and other mandatory increases. The 23 new positions requested in the budget have been denied since testimony indicates that they are not currently required.

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. The net profit at National is \$4,723,000 and the net loss at Dulles is \$4,633,000. 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 \$7,162,000 and at Dulles International by \$1,145,000.

CONSTRUCTION, NATIONAL CAPITAL AIRPORTS

Appropriation, 1975-----	\$5,500,000
Budget estimate, 1976-----	12,100,000
Recommended in the bill-----	11,625,000
Reduction below estimate-----	-475,000

The Committee recommends \$11,625,000 to finance major improvements and expansions of facilities at the National Capital Airports. This is a decrease of \$475,000 below the budget and an increase of \$6,125,000 over fiscal year 1975.

The amount recommended includes \$3,160,000 for Washington National Airport and \$8,465,000 for Dulles International Airport. The Committee has approved the \$7,000,000 requested to expand the Dulles terminal to provide for added baggage handling facilities and a larger passenger security screening area.

No funds are provided to expand the public parking at Dulles. FAA is presently conducting a study to determine whether to build a satellite parking lot or a structural parking deck over the existing public parking area. The Committee believes that it would be desirable to see the conclusions of that study before appropriating funds to begin construction.

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

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON GENERAL OPERATING EXPENSES

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Limitation, 1975-----	(\$131,200,000)	
Budget estimate-----	(\$145,815,000)	(\$34,716,000)
Recommended in the bill-----	(141,480,000)	(33,666,000)
Reduction below estimate-----	(-4,335,000)	(-1,050,000)

This limitation provides for the salaries and expenses of the Federal Highway Administration required to conduct and administer Federal-aid highway programs. Administrative services for other programs of the Federal Highway Administration, including highway safety, and for road construction programs of other agencies are initially financed from this limitation and reimbursements are collected from those programs. In addition, the appropriation for highway safety research and development is transferred to and administered through this limitation. The limitation does not cover the administrative expenses of the Highway beautification, Darien Gap Highway, Territorial highways, and motor carrier safety programs. These costs are covered by separate appropriations.

The following specific reductions are recommended for fiscal year 1976:

Funds for highway research and development are reduced to a level of \$15 million, an increase of \$1.4 million over fiscal year 1975	-\$1,143,000
Highway safety research is reduced by \$135,000	-135,000
Funds for the demonstration program are maintained at the fiscal year 1975 level of \$2,373,000	-227,000
Construction skill training is maintained at the fiscal year 1975 level of \$8 million	-2,000,000
GSA rent	-637,000
Travel	-67,000
Equipment, supplies, and communications	-126,000
Total reduction	-4,335,000

For all programs except highway safety research, the reductions recommended for the transition period amount to one-quarter of the fiscal year 1976 reductions. Since there is no authorization for highway safety research for the transition period, no funds are included for this program.

MOTOR CARRIER SAFETY

	Fiscal year 1976	Transition period
Appropriation, 1975	\$6,087,000	
Budget estimate	\$6,779,000	\$1,695,000
Recommended in the bill	6,500,000	1,625,000
Reduction below estimate	-279,000	-70,000

The amount recommended under this heading for fiscal year 1976 is \$413,000 more than the fiscal year 1975 appropriations for similar activities. This appropriation provides for the development and execution of motor carrier safety policies and programs in accordance with the Department of Transportation Act, the Interstate Commerce Act, and the Explosives and Combustibles Act. These programs involve Federal safety inspection and law enforcement over the highway operations of commercial interstate carriers.

The five new positions requested to expand the bureau's hazardous materials activities have been approved. The Committee has also approved an increase over fiscal year 1975 of \$115,000 for motor carrier safety research and development.

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

	Fiscal year 1976	Transition period
Appropriation, 1975	\$8,685,000	
Budget estimate	\$9,135,000	(\$2,284,000)
Recommended in the bill	9,000,000	Defer
Reduction below estimate	-135,000	

The bill includes an appropriation of \$9,000,000 for the highway safety research and development efforts of the Federal Highway Administration. This represents an increase of \$315,000 over the fiscal year 1975 appropriation. The research conducted under this program is utilized to support the safety standards established by the Highway Safety Act of 1970.

As previously indicated, this program is not authorized for the transition period. Therefore, no funds are recommended for that period.

HIGHWAY BEAUTIFICATION

(LIQUIDATION OF CONTRACT AUTHORIZATION)

	Fiscal year 1976	Transition period
Appropriation, 1975	(\$25,000,000)	
Budget estimate	(\$44,200,000)	(\$10,000,000)
Recommended in the bill	(30,000,000)	(7,500,000)
Reduction below estimate	(-14,200,000)	(-2,500,000)

A liquidating cash appropriation of \$30,000,000 is recommended for the highway beautification program for fiscal year 1976. This is \$14,200,000 less than the budget and \$5,000,000 more than the fiscal year 1975 appropriation for this purpose. The reduction is based primarily on the availability of unexpended cash balances from fiscal year 1975 in addition to those anticipated in the budget estimate. The transition period appropriation would continue this program at the fiscal year 1976 rate.

As in previous bills, a limitation on obligations is also being recommended. The limitation for fiscal year 1976 and the transition period is \$40,000,000, of which \$39,000,000 pertains to the contract authorization and \$1,000,000 to administrative expenses. Under this limitation, virtually all of the available authorizations for highway beautification could be obligated.

ADMINISTRATIVE EXPENSES

	Fiscal year 1976	Transition period
Appropriation, 1975	\$999,000	
Budget estimate	\$1,081,000	(\$260,000)
Recommended in the bill	1,000,000	Defer
Reduction below estimate	-31,000	

The Committee recommends a fiscal year 1976 appropriation of \$1,000,000 for administrative expenses of the highway beautification program. This is \$1,000 more than the fiscal year 1975 appropriation. No additional positions were requested and none are recommended.

Required legislation which would authorize the continuation of this program for the transition period has not yet been enacted. Therefore, the Committee is passing over consideration of the \$260,000 request for that period. At such time as authorizing legislation is enacted, the estimate will be considered.

HIGHWAY-RELATED SAFETY GRANTS (LIQUIDATION OF CONTRACT AUTHORIZATION)

	Fiscal year 1976	Transition period
Appropriation, 1975	(\$12,000,000)	
Budget estimate	(\$20,838,000)	(\$3,000,000)
Recommended in the bill	(15,000,000)	(3,000,000)
Reduction below estimate	(-5,838,000)	

The bill includes liquidating cash appropriations of \$15,000,000 for fiscal year 1976 and \$3,000,000 for the transition period to assist states and localities in implementing the highway safety standards administered by the Federal Highway Administration. These standards deal with traffic control devices, highway construction and maintenance, accident location surveillance, and the highway related aspects of pedestrian safety.

The fiscal year 1976 appropriation is an increase of \$3,000,000 over fiscal year 1975 and a decrease of \$5,838,000 below the budget. The reduction is based primarily on the fact that a large unexpended cash balance is estimated for this program.

RAIL CROSSINGS—DEMONSTRATION PROJECTS

	Fiscal year 1976		Transition period
Appropriation, 1975	\$2,895,000		
Budget estimate		\$6,985,000	\$4,000,000
Recommended in the bill			
Reduction below estimate		-\$4,985,000	-\$4,000,000

No funds are recommended for the demonstration projects which involve the elimination or upgrading of all public ground-level rail-highway crossings in the vicinity of Greenwood, South Carolina and along the route of the high-speed ground transportation demonstration projects between Washington and Boston.

This program was slow in getting started because the primary railroad involved, the Penn Central, did not provide the 10 percent matching contribution which was required by the basic authorization. In the Northeast Corridor, all five states involved have agreed to pay the Penn Central's share of the cost, but the program is still progressing very slowly. As of April 30, 1975, Federal obligations for the program were only about \$8,804,500 out of total appropriations of \$28,895,000.

RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

	Appropriation	(By transfer)
Appropriation, 1975	\$360,000	(\$11,000,000)
Budget estimate, 1976	1,400,000	
Recommended in the bill	1,400,000	(15,220,000)
Increase above estimate		(+15,220,000)

The bill includes \$15,220,000 for twelve railroad-highway crossings demonstration projects authorized by Section 163 of the Federal-Aid Highway Act of 1973 and \$1,400,000 for one such project as authorized by the National Mass Transportation Assistance Act of 1974. These projects involve the relocation of railroad lines from the central area of cities, the elimination or protection of public ground-level rail-highway crossings, and the construction of overpasses and underpasses.

Testimony indicates that the twelve projects authorized by the Federal-Aid Highway Act of 1973 require a total of \$31,397,000. Of the funds provided to date, \$16,177,000 was unobligated as of April 30, 1975. The Committee believes that these unobligated funds plus the \$15,220,000 provided in the bill should permit all of these projects to progress on schedule. As in previous years, the Committee is recommending that these funds be derived from Sections 203 and 230 of the Highway Safety Act of 1973. Testimony indicates that as of March 31, 1975, only about \$34 million of the \$250 million provided under these sections had been obligated. To the extent that sufficient funding is not available under these sections to permit these projects to proceed in a timely manner, the Committee will consider any alternative proposal submitted by the Federal Highway Administration.

RURAL HIGHWAY PUBLIC TRANSPORTATION DEMONSTRATION PROGRAM

Appropriation, 1975	\$9,650,000
Budget estimate, 1976	20,350,000
Recommended in the bill	12,500,000
Reduction below estimate	-\$7,850,000

The amount recommended is \$2,850,000 more than the fiscal year 1975 appropriation. This program involves the use of highway related public mass transportation in rural areas and is designed to enhance the access of rural populations to employment, health care, retail centers, education and public services.

Since none of the fiscal year 1975 appropriation has been obligated, there would, under the Committee's recommendation, be a total of \$22,150,000 available in fiscal year 1976 for this program. This amount will provide funding for more than 40 individual projects. The Committee believes this is a sufficient number of projects for a demonstration program.

TERRITORIAL HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

	Fiscal year 1976	Transition period
Appropriation, 1975	(\$4,000,000)	
Budget estimate	(\$4,000,000)	(\$1,000,000)
Recommended in the bill	(4,000,000)	(1,000,000)

The bill includes a fiscal year 1976 liquidating cash appropriation of \$4,000,000 to assist the territorial governments of the Virgin Islands, Guam, and American Samoa in the improvement of their highway systems. This appropriation also provides for the participation of these territories in certain highway safety programs as authorized by the Federal-Aid Highway Act of 1973. The \$1,000,000 transition period appropriation would continue this program at the current rate.

As in previous years, limitations on obligations to be incurred in fiscal year 1976 and the transition period are included in the bill. These limitations, which would continue the program at the current level, are \$4,600,000 for fiscal year 1976 and \$1,150,000 for the transition period.

DARIEN GAP HIGHWAY

	Fiscal year 1976	Transition period
Appropriation, 1975	\$13,510,000	
Budget estimate	\$9,900,000	\$3,550,000
Recommended in the bill	4,900,000	
Reduction below estimate	-\$5,000,000	-\$3,550,000

The Committee has included \$4,900,000 to continue the construction of 250 miles of highway in the Darien area of Panama and Colombia. This highway will connect the Inter-American Highway of Central America with the Pan-American Highway System of South America, creating a single highway network from Alaska to every South American country.

Testimony indicates that no construction will be started in Colombia until the hoof and mouth disease problem in that country has been resolved. In view of this delay, the Committee feels that the amount recommended should allow this program to proceed at a reasonable rate.

ALASKA HIGHWAY

Appropriation, 1975.....	\$4,825,000
Budget estimate, 1975.....	8,000,000
Recommended in the bill.....	
Reduction below estimate.....	-3,000,000

The Federal-Aid Highway Act of 1973 authorizes funds 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.

No funds are recommended for these two highway segments, because the required agreement between the United States and Canada has not been finalized. If action is completed on this agreement during the upcoming fiscal year, the Committee feels that there will be sufficient carryover funds to proceed with preliminary engineering and design work and to initiate construction on this project.

OFF-SYSTEM ROADS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$-----	
Budget estimate.....	(\$10,000,000)	(\$2,500,000)
Recommended in the bill.....	(10,000,000)	(2,500,000)

The Committee has approved the budget requests of \$10,000,000 for fiscal year 1976 and \$2,500,000 for the transition period for construction, reconstruction, and improvement projects on public roads and bridges in rural areas not previously eligible for Federal-aid. These funds are to liquidate obligations incurred under the Federal-Aid Highway Amendments of 1974.

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION—TRUST FUND)

	Fiscal year 1976	Transition period
Appropriation, 1975.....	(\$4,575,840,000)	
Budget estimate.....	(\$5,437,000,000)	(\$1,275,000,000)
Recommended in the bill.....	(5,432,800,000)	(1,273,950,000)
Reduction below estimate.....	(-4,200,000)	(-1,050,000)

For fiscal year 1976 the accompanying bill includes \$856,960,000 more than the amount appropriated for fiscal year 1975. This increase is necessary to provide for additional outlay requirements resulting from the release of Federal-aid highways obligational authority to the states in February, 1975. The bill also includes a \$1,273,950,000 appropriation for the transition period. The reductions below the budget reflect certain actions recommended by the Committee in connection with the limitation on general operating expenses discussed previously. No reductions below the budget are recommended in the construction program.

Approximately \$3 billion of the funds recommended are to continue the construction of the Interstate Highway System. The balance of the funds are for payments to the states for rural and urban transporta-

tion 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, 1974, to March 31, 1975, an additional 795 miles of the Interstate System were completed and opened to traffic. As of March 31, 1975, about 36,600 miles, or 86 percent of the 42,500 mile authorized Interstate System, had been completed and opened to traffic. In addition, there are about 5,200 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 4,600 miles were improved during this same period. As of March 31, 1975, projects involving about 274,200 miles had been completed at a cost of \$32.1 billion. Contracts involving an additional 10,700 miles were authorized or underway.

HIGHWAY SAFETY CONSTRUCTION PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION—TRUST FUND)

	Fiscal year 1976	Transition period
Appropriation, 1975.....	(\$110,000,000)	
Budget estimate.....	¹ (\$300,000,000)	¹ (\$75,000,000)
Recommended in the bill.....	(300,000,000)	(75,000,000)

¹ Budget included these amounts under Federal-aid highways (Liquidation of Contract Authorization—Trust Fund).

The Committee has approved the budget estimates of \$300,000,000 for fiscal year 1976 and \$75,000,000 for the transition period for grants to the states for safety improvements to highway systems. The budget proposed consolidating these safety programs with the Federal-aid highways appropriation. The Committee 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)

	Fiscal year 1976	Transition period
Appropriation, 1975.....	(\$20,000,000)	
Budget estimate.....	(\$20,000,000)	(\$5,000,000)
Recommended in the bill.....	(20,000,000)	(5,000,000)

A total of \$25,000,000 in liquidating cash is recommended for the right-of-way revolving fund for the 15-month period covered by the accompanying bill. This is the same as the budget request and maintains essentially the same appropriation rate as was provided in fiscal year 1975.

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.

BALTIMORE-WASHINGTON PARKWAY

(TRUST FUND)

		Fiscal year 1976	Transition period
Appropriation, 1975	\$1,544,000		
Budget estimate		\$2,500,000	\$625,000
Recommended in the bill			
Reduction below estimate		-2,500,000	-625,000

The Committee has denied the fiscal year 1976 and transition period budget requests for the reconstruction of the Federally-owned section of the Baltimore-Washington Parkway. Testimony indicates that no construction is planned until after the Bicentennial celebration and that "there are a number of things which could delay the actual need for new obligations during FY 1976."

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, 1975	\$500,000
Budget estimate, 1976	
Recommended in the bill	500,000
Increase above estimate	+500,000

The accompanying bill includes a \$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.

The Committee feels that these funds, plus those previously appropriated, should be sufficient to permit the State of Florida, in cooperation with the Federal Government, to complete the necessary preliminary engineering for this project.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TRAFFIC AND HIGHWAY SAFETY

		Fiscal year 1976	Transition period
Appropriation, 1975	\$70,874,000		
Budget estimate		\$72,150,000	(\$18,150,000)
Recommended in the bill		66,850,000	Defer
Reduction below estimate		-5,300,000	

¹ Excludes \$950,000 not authorized.

The Committee recommends the sum of \$66,850,000 for NHTSA's traffic and highway safety programs. This is \$5,300,000 less than the budget estimate.

The following specific reductions are recommended:

Defects investigation	-\$375,000
Manpower development	-100,000
Vehicles-in-use research	-670,000
Emergency medical services	-450,000
State records and information systems	-125,000
Vehicle structures	-975,000
Air bag research	-200,000
Biomechanics	-300,000
Automotive recorder research	-1,000,000
Engineering facility	-590,000
GSA rent and general administration	-515,000
Total reductions	-5,300,000

The budget request for the transition period and \$950,000 of the budget request for fiscal year 1976 are not authorized and were not considered by the Committee. At such time as authorizing legislation is enacted, these estimates will be considered.

The bill includes the full budget request of \$6,000,000 for the alcohol safety action projects (ASAPs). The Committee directs, however, that \$249,000 of this amount be used to continue certain aspects of the Boston, Massachusetts ASAP for one additional year.

In addition to the fiscal year 1976 request, NHTSA has submitted two reprogramming requests for the Committee's consideration. The request to reprogram \$1,900,000 to assist in the development of advanced diagnostic and inspection equipment for use in high volume state operations and by small automotive repair garages is approved.

The reprogramming request and the fiscal year 1976 budget request for an engineering facility are not approved. NHTSA testified that prospectus approvals by certain legislative committees are required for this facility. At the time of the Committee's mark-up, action had not been taken by all of these Committees. After all of the appropriate legislative Committees have approved this facility, further consideration will be given to this request. The Committee feels, however, that prior to submitting another reprogramming, NHTSA should fully explore the possibility of collocating its facility with an existing Department facility.

During the past year the Office of Technology Assessment reviewed certain aspects of NHTSA's traffic and highway safety program. The following is a quote from that report:

Safety standards put into effect to date cost the consumer about \$2.5 billion annually and standards proposed will cost another \$4 billion or more each year. In addition, standards suggested in Advance Notice of Proposed Rulemaking would cost \$4 billion per year in first costs plus another \$4 billion in added fuel costs when fully implemented. While the more than 40 existing standards, which were based on intuition, judgment and limited experience, are believed to yield in the aggregate a societal benefit greater than their consumer costs, only four of them (seat belts, energy absorbing steering column, HPR glass and head restraints) have been shown by any authority to be beneficial based on convincing statistical evidence. The problem is that the body of data is inadequate.

NHTSA acknowledges that it has lagged behind other Federal agencies in accident data collection and analysis. In view of this, the Committee has appropriated the full budget request of \$7,200,000 for accident investigation and data analysis. No funds are allocated for the automotive recorder research project. The Committee, however, recognizes the importance of obtaining some data relating collision forces and occupant injuries, and feels that some of the funds approved for accident investigation and data analysis could be used to investigate alternative strategies for obtaining crash severity data, including the use of low cost recorders.

The Committee is concerned about possible technical problems and the economic impact of Federal Motor Vehicle Safety Standard No. 121 relating to air brake systems and suggests that NHTSA re-examine this standard.

STATE AND COMMUNITY HIGHWAY SAFETY

(LIQUIDATION OF CONTRACT AUTHORIZATION)

	Fiscal year 1976	Transition period
Appropriation, 1975.....	(\$96,000,000)	
Budget estimate.....	(\$76,000,000)	(\$21,500,000)
Recommended in the bill.....	(71,000,000)	(20,000,000)
Reduction below estimate.....	(-5,000,000)	(-1,500,000)

The accompanying bill includes a fiscal year 1976 liquidating cash appropriation of \$71,000,000 for the state and community highway safety program. This is \$5,000,000 less than the budget estimate and \$25,000,000 less than the fiscal year 1975 appropriation. The Committee believes that this will provide adequate liquidating cash while avoiding a large carryover balance at the end of the fiscal year 1976. The \$20,000,000 appropriation for the transition period is \$1,500,000 less than the budget request.

Under this program, Federal grants are provided to assist the states and their political subdivisions in the establishment of highway safety programs such as driver licensing, motor vehicle registration, traffic records, police traffic services, and driver education. This funding is also available to supplement Federally financed alcohol safety action projects.

As in past years, the Committee has included limitations on obligations in fiscal year 1976 and the transition period. The budget requested a fiscal year 1976 obligational level of \$108,000,000, comprised of \$76,700,000 for basic NHTSA safety grants, \$13,000,000 for incentive grants for states which have made significant progress in reducing their traffic fatality rate, \$3,300,000 for NHTSA's administrative expenses, and \$15,000,000 for the Federal Highway Administration's highway-related safety grant program. The limitation included in the bill is \$100,000,000. This limitation is the same as fiscal year 1975 and applies to programs administered by both NHTSA and FHWA. The \$25,000,000 limitation for the transition period would continue this program at the current rate and is \$750,000 less than the budget request.

FEDERAL RAILROAD ADMINISTRATION

OFFICE OF THE ADMINISTRATOR

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$3,782,000	
Budget estimate.....	\$6,700,000	\$1,600,000
Recommended in the bill.....	5,900,000	1,400,000
Reduction below estimate.....	-800,000	-200,000

The accompanying bill provides a fiscal year 1976 appropriation of \$5,900,000 for salaries and expenses of the immediate office of the administrator and supporting staff. This is an increase of \$2,118,000 over fiscal year 1975. Most of this increase results from a transfer of functions from the Office of the Secretary. These functions include certain technical, management, and legal responsibilities under the Regional Rail Reorganization Act of 1973.

The Committee recommends all 30 new positions requested under this appropriation. Nine of these are new positions and the remaining 21 represent positions being transferred from the Office of the Secretary. The only reductions recommended pertain to GSA rental charges and contractual services.

For the transition period the bill includes \$1,400,000, which is \$200,000 less than the budget request. This reduction amounts to one-quarter of the reductions recommended for fiscal year 1976.

RAILROAD SAFETY

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$11,094,000	
Budget estimate.....	\$16,275,000	\$4,100,000
Recommended in the bill.....	16,200,000	4,050,000
Reduction below estimate.....	-75,000	-50,000

The Committee recommends a fiscal year 1976 appropriation of \$16,200,000 for the railroad safety functions of the Federal Railroad Administration. Most of the \$5,106,000 increase over fiscal year 1975 is for the automated track inspection program. Track-caused train derailments increased again in calendar year 1974 and are estimated to account for 41 percent of all train accidents. 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.

The budget proposed an increase of 43 new positions. The Committee recommends 60 new positions, including 20 additional safety inspectors which were not included in the budget. These new positions are shown below:

	New positions requested	Recommended in the bill	Bill compared with budget estimate
Track inspectors.....	0	10	+10
Hazardous materials inspectors.....	15	25	+10
Locomotive and freight car inspectors.....	10	10	0
Operational staff.....	11	11	0
Headquarters personnel.....	7	4	-3
Total.....	43	60	+17

The only reductions under this appropriation would be for GSA rental charges and computer support.

GRANTS-IN-AID FOR RAILROAD SAFETY

	Fiscal year 1976		Transition period
Appropriation, 1975	\$965,000		
Budget estimate	\$3,000,000		\$750,000
Recommended in the bill	1,000,000		250,000
Reduction below estimate	-2,000,000		-500,000

The bill provides \$1,000,000 for fiscal year 1976 and \$250,000 for the transition period for grants to states for railroad safety. This appropriation provides a subsidy of up to 50 percent of the costs of state railroad inspection programs. The authorization for this program, H.R. 5358, was reported on May 22, 1975.

As of May 1, 1975, only \$211,000 had been obligated from total appropriations of \$2,465,000. The Committee feels that the recommended amounts, together with an unobligated balance of more than \$2,200,000, should be sufficient to support this program through the budget period.

RAILROAD RESEARCH AND DEVELOPMENT

	Fiscal year 1976		Transition period
Appropriation, 1975	\$48,250,000		
Budget estimate	\$66,550,000		\$17,000,000
Recommended in the bill	53,500,000		13,150,000
Reduction below estimate	-13,050,000		-3,850,000

The sum recommended under this heading for fiscal year 1976 is \$5,250,000 more than the amount appropriated in fiscal year 1975. Under the Committee's recommendation the following amounts would be provided:

Program	Fiscal year 1976 budget estimate	Recommend	Reduction
Industry problems	\$5,800,000	\$4,300,000	-\$1,500,000
Freight system demonstration	6,000,000		-6,000,000
Freight car management	4,000,000	3,100,000	-900,000
Freight service	3,650,000	1,800,000	-1,850,000
Safety research	5,200,000	5,200,000	
Track improvement and data technology	10,000,000	10,000,000	
Passenger systems	1,000,000	1,000,000	
Advanced systems and propulsion	2,600,000	1,500,000	-1,100,000
Tunneling	2,000,000	400,000	-1,600,000
Test center and rail dynamics laboratory	13,400,000	13,000,000	-400,000
Northeast corridor development	6,700,000	6,700,000	
West Coast corridor development		500,000	+500,000
Intermodal terminals	2,000,000	2,000,000	
Administration	4,200,000	4,000,000	-200,000
Total	66,550,000	53,500,000	-13,050,000

As indicated above, the Committee has deleted the \$6,000,000 requested for a proposed intermodal freight system demonstration. An examination of the justification material reveals that this program does not involve new technology. The Committee has been advised that a major American railroad is actually using a concept similar to the one FRA proposes to demonstrate. Since the concept is currently being used by a major carrier, the Committee believes its continued acceptance constitutes a good demonstration program. If this concept is eco-

nomically feasible, private industry should be willing to proceed with it.

The Committee has made reductions totaling \$4,250,000 in the program areas of industry problems, freight car management and freight service. Much of the research under these programs could and 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 area.

The Committee has reduced the appropriation for tunneling research to \$100,000 to allow for the completion of an on-going research effort. Testimony indicates that railroads make little or no use of tunneling technology and that current plans call for the elimination of tunneling research in the FRA.

In recommending \$13,000,000 for the rail test center and rail dynamics laboratory, the Committee expects that preliminary engineering and design work will be started in fiscal year 1976 for the "facility for accelerated (track) service testing." This facility will provide for testing and experimentation on various railroad track and roadbed components. The Committee believes that this kind of facility could be a valuable addition to the Federal Railroad Administration's research capability.

RAIL SERVICE ASSISTANCE

	Fiscal year 1976		Transition period
Appropriation, 1975	\$45,000,000		\$15,500,000
Budget estimate	\$45,000,000		\$15,500,000
Recommended in the bill	14,000,000		7,000,000
Reduction below estimate	-31,000,000		-8,500,000

This is a new program authorized by the Regional Rail Reorganization Act of 1973. It provides for rail service continuation subsidies of up to 70 percent of the costs of maintaining light density railroad lines with the remaining 30 percent coming from state and local governments.

Officials of the United States Railway Association testified that the Federal share of the rail service continuation subsidy would amount to \$28,000,000 per year. Since the final system plan will not be approved until early in calendar year 1976, the Committee has provided funds for the last half of fiscal year 1976 and the transition period at the rate indicated by USRA.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

	Fiscal year 1976		Transition period
Appropriation, 1975	\$276,500,000		
Budget estimate	\$460,000,000		\$130,000,000
Recommended in the bill	438,800,000		124,700,000
Reduction below estimate	-21,200,000		-5,300,000

The bill includes a fiscal year 1976 appropriation of \$438,800,000 in Federal grants to the National Railroad Passenger Corporation (Amtrak). This is \$21,200,000 less than the budget and \$162,300,000 more than the fiscal year 1975 appropriations for Amtrak. Of the \$162,300,000 increase over fiscal year 1975, \$110,000,000 is for capital costs which are being funded by a direct Federal grant for the first time in fiscal year 1976.

The Committee has recommended the full budget request for Amtrak's capital improvement program, but has reduced the appropriation for operating expenses because Amtrak estimates of cost inflation were too high. Recent data from the Association of American Railroads shows that Amtrak's cost levels for fiscal year 1976 should be lower than previously estimated.

The Committee is concerned about Amtrak's increasing inability to cover operating costs with passenger revenues. Amtrak will sustain an estimated loss of 6.7¢ per passenger/mile in fiscal year 1976. Some Amtrak routes are doing comparatively well while others are very costly. On some routes the loss per passenger mile is more than double the average loss. The Committee received testimony from Amtrak officials that current authorizing legislation allows Amtrak the flexibility to substitute every-other-day service or three-day per week service for daily service over existing routes. If such service changes were made on an experimental basis on some of the heaviest losing routes, the Committee believes that Amtrak might be able to partially arrest its rapidly rising operating losses while preserving a reasonable level of passenger service on these routes. The Committee strongly urges Amtrak to institute such a policy during the budget period.

The sum recommended for the transition period is \$5,300,000 less than the budget estimate and is comprised of \$25,000,000 for capital expenditures and \$99,700,000 to cover Amtrak's operating deficit for this three month period.

ALASKA RAILROAD REVOLVING FUND

No appropriations are requested or recommended for the Alaska Railroad for fiscal year 1976 or the transition period. The operation and maintenance program is expected to remain at a level approximating estimated revenues and proposed capital improvements are anticipated to be within the capability of the present force structure. It is estimated that at the end of fiscal year 1976 there will be an unobligated fund balance of \$1,542,000. The Committee has included the requested language permitting the Alaska Railroad to be operated from the Alaska Railroad Revolving Fund.

URBAN MASS TRANSPORTATION ADMINISTRATION

URBAN MASS TRANSPORTATION FUND

ADMINISTRATIVE EXPENSES

	Fiscal year 1976		Transition period
Appropriation, 1975.....	\$5,960,000		
Budget estimate.....	\$12,850,000	\$3,500,000	
Recommended in the bill.....	10,300,000	2,900,000	
Reduction below estimate.....	-2,550,000	-600,000	

The bill includes appropriations of \$10,300,000 for fiscal year 1976 and \$2,900,000 for the transition period for administrative expenses of the Urban Mass Transportation Administration. These amounts, plus the use of available unrestricted authorities, should provide sufficient funds for UMTA's personnel requirements.

These positions are allocated as shown in the following table:

Office	Fiscal year 1975	Budget estimate	Bill	Bill compared with fiscal year 1975
Research & Development.....	62	64	64	+2
Capital Assistance.....	61	71	71	+10
Transit Planning.....	39	44	44	+2
Transit Management.....	18	23	24	+2
Administration.....	76	85	83	+7
Program Development.....	26	31	30	+4
Chief Counsel.....	21	24	24	+3
Civil Rights.....	23	28	23	
Public Affairs.....	8	9	8	
Administrative.....	8	6	8	
Field Operations.....	63	93	89	+50
	405	480	456	+50

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

RESEARCH, DEVELOPMENT, AND DEMONSTRATIONS AND UNIVERSITY RESEARCH AND TRAINING

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$45,050,000	
Budget estimate.....	\$70,250,000	\$15,000,000
Recommended in the bill.....	49,000,000	11,000,000
Reduction below estimate.....	-21,250,000	-4,000,000

The sum of \$49,000,000 is recommended for the programs to be financed under this heading in fiscal year 1976. This is \$21,250,000 less than the budget estimate and \$3,950,000 more than the amount appropriated for fiscal year 1975.

The following amounts are recommended:

Program	Fiscal year 1976 budget estimate	Recommended in the bill	Bill compared with budget estimate
Bus transit.....	\$3,600,000	\$3,600,000	
Rapid commuter light rail.....	7,210,000	7,210,000	
Rail supporting technology.....	9,190,000	8,090,000	-\$1,100,000
New Systems:			
Morgantown PRT.....	1,500,000	1,500,000	
High performance PRT (Denver).....	8,500,000		-8,500,000
Automated guideway transit.....	4,000,000	3,000,000	-1,000,000
Demand responsive transit.....	2,000,000	1,500,000	-500,000
Special projects.....	1,000,000	500,000	-500,000
Service and methods demonstrations.....	9,250,000	7,000,000	-2,250,000
Planning, policy development, and program evaluation.....	5,400,000	5,000,000	-400,000
Management techniques.....	5,600,000	4,000,000	-1,600,000
Bicentennial (Washington, D.C.).....	10,000,000	5,000,000	-5,000,000
University research.....	2,100,000	2,000,000	-100,000
Managerial training grants.....	900,000	600,000	-300,000
Total.....	70,250,000	49,000,000	-21,250,000

As indicated above, the Committee has recommended the \$1,500,000 requested to complete the research and development phase of the Morgantown project. With respect to this project, UMTA and the Uni-

versity of West Virginia have reached the following agreement, which is delineated on pages 10 and 11 of part 5 of the hearings:

"(1) UMTA will assist the university with start-up costs, through capital grants and research and development funds;

(2) UMTA will fund, with a capital grant, the architectural and engineering design of an expansion to five stations;

(3) If the system operates properly, and if the costs of the expansion can be reduced significantly through economic design and elimination of one station, we (UMTA) would expect to approve a capital grant for this limited expansion.

In return, the university would agree to accept the present system, assuming that it meets agreed-upon performance standards."

The Committee believes that this is a reasonable compromise which will protect the investment already made in this project.

No funds are recommended for the high performance PRT program. The total cost of this project was estimated to be \$34.5 million. The Committee believes that before starting another costly PRT demonstration, the Morgantown project should be completed and evaluated. The data developed from the Morgantown project should enable UMTA to determine the proper role, if any, for PRT systems in urban mass transportation. This is a matter which the Committee feels is essential if large scale funding is to be provided for these kinds of systems. In addition, the Committee would not, under any circumstances, support the testing of this or any subsequent PRT at an urban location. The Committee feels that this kind of research should be conducted at the Pueblo test center.

In providing \$8,090,000 for rail supporting technology, the Committee is recommending \$2,300,000 for tunneling. This is \$1,100,000 less than the budget estimate and \$1,240,000 more than the amount provided in fiscal year 1975.

The budget included a \$10,000,000 request for a Bicentennial transportation project for the National Capital area. The bill includes an appropriation of \$5,000,000, including capital costs and preliminary advertising expenses. The Committee believes that the management and operating costs for this project should be paid primarily by the Washington Metropolitan Area Transit Authority. If the estimates of additional visitors are accurate, the Committee feels that the surrounding jurisdictions will generate substantial additional revenues as a result of the Bicentennial celebration. Therefore, these jurisdictions should be willing to participate in the funding of this program.

Of the \$7,250,000 recommended for service and methods demonstrations, the Committee directs that \$2,000,000 be earmarked specifically for demonstration projects to provide methods of accommodating the special transportation needs of the handicapped and the elderly.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

	Fiscal year 1976	Transition period
Appropriation, 1975 ----- (\$450,000,000)		
Budget estimate -----	(\$890,300,000)	(\$275,000,000)
Recommended in the bill -----	(890,300,000)	(275,000,000)

The Committee has approved the budget requests of \$890,300,000 for fiscal year 1976 and \$275,000,000 for the transition period to liquidate obligations incurred under basic legislation for urban mass transportation. Most of these funds will be expended to liquidate prior year obligations.

The accompanying bill also includes a provision limiting commitments to \$1,800,000,000 in fiscal year 1976 and to \$895,000,000 in the transition period. For fiscal year 1976 the limitation is comprised of \$1.1 billion for capital facilities grants, \$600 million for formula grants, \$38.7 million for technical studies, \$49 million for research and \$12.3 million for administrative expenses. For the transition period the limitation includes \$246.5 for capital grants, \$125 million for formula grants, \$9.2 million for technical studies, \$11 million for research, and \$3.3 million for administrative expenses. The Committee has approved the full budget program levels for capital facilities grants.

Section 5(m) of the Urban Mass Transportation Act of 1964, as amended by the National Mass Transportation Assistance Act of 1974, requires that an applicant for funds under the section 5 formula grant program agree to charge no more than half fares to elderly and handicapped persons during the non-peak service hours. A large number of transit authorities had already invoked preferential fare programs for the elderly and handicapped prior to the enactment of section 5(m). These authorities, while otherwise completely supportive of the requirement, have indicated the practical infeasibility of modifying these existing programs to meet the half-fare requirement in time to qualify for fiscal year 1975 section 5 funds.

Under section 314 of the accompanying bill the Secretary would be authorized in prescribing the terms and conditions for the implementation of section 5(m) to permit applicants to continue to use preferential fare systems that were in existence prior to November 26, 1974. It would also permit the Secretary to allow applicants a reasonable time to expand existing preferential fares to meet the requirements of section 5(m).

Finally, the bill would permit applicants to define the eligibility of handicapped persons for the purpose of section 5(m) in conformity with established laws and regulations of other federal agencies. Without such statutory authority permitting the definition of handicapped, municipalities would find themselves mandated to provide half-fares to those with temporary handicaps, with non-disabling handicaps, and with handicaps not affecting the individuals' use of the transportation system. Under section 314, a transit authority would be able to accept as evidence of eligibility for the preferential fare, a document indicating that the applicant for the fare was eligible for disability benefits under another federal program. This would enable a transit authority to rely on the established expertise and experience of other Federal agencies in its determinations as to eligibility for the preferential fare.

The Committee believes the proposed section 314 will enhance the proper and rational administration of section 5(m) and as a consequence the mobility needs of the elderly and handicapped will be more effectively served.

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The accompanying bill includes the same language which has been carried previously authorizing the St. Lawrence Seaway Development Corporation to make expenditures within the limits of the funds available to the Corporation to carry out its programs. The language included in the bill is exactly the same as the language provided last year and requested in the fiscal year 1976 budget.

LIMITATION ON ADMINISTRATIVE EXPENSES

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

	Fiscal year 1976	Transition period
Limitation, 1975 ----- (\$886,000)		
Budget estimate -----	(\$943,000)	(\$255,000)
Recommended in the bill -----	(923,000)	(250,000)
Reduction below estimate -----	(-20,000)	(-5,000)

For fiscal year 1976 the Committee recommends an increase in the limitation of \$37,000 over the previous fiscal year. Most of the increase is for pay increases and within-grade advancements. No additional positions are requested or recommended. The only reductions recommended are related to rental payments to the General Services Administration.

TITLE II—RELATED AGENCIES

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

	Fiscal year 1976	Transition period
Appropriation, 1975 ----- \$9,640,000		
Budget estimate -----	¹ \$10,175,000	¹ \$2,593,000
Recommended in the bill -----	11,110,000	3,020,000
Increase above estimate -----	+935,000	+427,000

¹ Excludes budget amendments of \$1,675,000 for fiscal year 1976 and \$778,000 for the transition period which have been submitted to the Congress pursuant to P.L. 93-633, but were not part of the President's budget.

The fiscal year 1976 appropriation recommended by the Committee will provide \$1,470,000 more than the previous year and \$935,000 more than the budget estimate. For the transition period the Committee is recommending \$3,020,000, an increase of \$427,000 over the budget.

The Committee feels that these increases are essential for the Safety Board to effectively meet its responsibilities under the Independent Safety Board Act of 1974, title III of Public Law 93-633. That legislation made the Board an independent agency and substantially increased its responsibilities in surface transportation accident investigation. In addition, the legislation permitted the Board to submit its budget requests directly to the Congress. Because of this provision, the President's budget is, as indicated above, somewhat less than the amounts actually considered by the Committee.

NTSB's request to the Committee was for 118 new positions, whereas the President's budget contained funding for only 5 new positions. Of the 118 new positions requested by the Board, the Committee has approved 70. The new positions recommended represent what the Committee believes to be a reasonable rate of hiring. The Committee is most desirous that the Board begin well in its new role as an independent agency. If too hasty selections of personnel are made in an effort to bring personnel into the Board without the patient searching and careful screening required to find the most qualified available person in each instance, the Board could become yoked with a burden of mediocrity which would probably result in a general lack of effectiveness.

The thirteen additional positions requested for marine accident investigation have not been approved. The Conference Report on P.L. 93-633 states that the Board is "to continue the role it has always played in the investigation of marine casualties; this new legislation is not intended to modify that role."

CIVIL AERONAUTICS BOARD

SALARIES AND EXPENSES

	Fiscal year 1976	Transition period
Appropriation, 1975 ----- \$17,610,000		
Budget estimate -----	\$19,400,000	\$4,850,000
Recommended in the bill -----	18,995,000	4,750,000
Reduction below estimate -----	-405,000	-100,000

The sum of \$18,995,000 is recommended for salaries and expenses of the Civil Aeronautics Board during fiscal year 1976. This is an increase of \$1,385,000 over fiscal year 1975 and a decrease of \$405,000 below the budget estimate. The Board regulates the economic aspects of air carrier operations, both domestic and international, and participates in the development of international air transportation.

Under the Committee's recommendation, 30 of the requested 40 new positions would be approved. Most of this increase is for the enforcement activities of the Board. The Committee believes that this increase is necessary to strengthen the CAB's capability to pursue and investigate violations of the Federal Aviation Act and the orders and regulations of the Board.

PAYMENTS TO AIR CARRIERS

	Fiscal year 1976	Transition period
Appropriation, 1975 ----- \$67,728,000		
Budget estimate -----	\$60,695,000	\$15,150,000
Recommended in the bill -----	60,695,000	15,150,000

The Committee has approved the full budget requests for payments to subsidy-eligible certificated air carriers to make air transportation available to certain smaller cities and towns which might not otherwise be served. The amount recommended for fiscal year 1976 is \$7,033,000 less than the appropriation made for this purpose in fiscal year 1975.

INTERSTATE COMMERCE COMMISSION

SALARIES AND EXPENSES

	Fiscal year 1976	Transition period
Appropriation, 1975	\$44,970,000	
Budget estimate	\$49,970,000	\$12,500,000
Recommended in the bill	49,190,000	12,290,000
Reduction below estimate	-840,000	-210,000

The bill includes a fiscal year 1976 appropriation of \$49,190,000 for salaries and expenses of the Interstate Commerce Commission. This is a \$4,160,000 increase over fiscal year 1975 and a decrease of \$840,000 below the budget estimate. The Commission is charged with the regulation of surface transportation in interstate and foreign commerce to the extent that this transportation takes place within the United States.

The funds recommended will provide for all 40 requested new positions for an average of 6 months instead of 9 months as proposed in the budget. The bill also includes the full budget request of \$1,100,000 for expenses of the rail services planning office to enable this office to carry out its responsibilities under the Regional Rail Reorganization Act of 1973.

THE PANAMA CANAL

CANAL ZONE GOVERNMENT

OPERATING EXPENSES

	Fiscal year 1976	Transition period
Appropriation, 1975	\$63,641,000	
Budget estimate	\$66,174,000	\$26,000,000
Recommended in the bill	59,800,000	15,900,000
Reduction below estimate	-374,000	-100,000

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 amounts recommended anticipate the use of reimbursements from other Federal agencies to fund expenses incurred in the performance of services for those agencies. These reimbursements are estimated to be \$11,291,000 in fiscal year 1976 and \$1,486,000 in the transition period. Total obligations for fiscal year 1976, therefore, will exceed the fiscal year 1975 level by \$7,450,000. Most of this increase is to cover wage and other mandatory increases.

CAPITAL OUTLAY

	Fiscal year 1976	Transition period
Appropriation, 1975	\$5,790,000	
Budget estimate	\$3,000,000	\$650,000
Recommended in the bill	2,240,000	560,000
Reduction below estimate	-760,000	-90,000

The Committee recommends \$2,240,000 for fiscal year 1976 and \$560,000 for the transition period 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 recommended reduction for fiscal year 1976 is based primarily on the availability of carryover balances in addition to those indicated in the budget estimate. The budget projected a carryover balance of \$500,000 as of June 30, 1975. Testimony indicates that this carryover balance is presently estimated to be \$1,260,000.

PANAMA CANAL COMPANY

The accompanying bill includes essentially the same language which has been carried previously authorizing the Panama Canal Company to make expenditures within the limits of the funds available to the Corporation to carry out its programs. The language included in the bill is essentially the same as the language provided last year and requested in the fiscal year 1976 budget.

The Committee feels that the term U.S. citizen under the program heading "Replace existing U.S. citizen quarters" does not require that the housing provided under this program be denied to non-U.S. citizens under a system which would involve the abolition of the U.S. and non-U.S. townsite concept.

LIMITATION ON GENERAL AND ADMINISTRATIVE EXPENSES

	Fiscal year 1976	Transition period
Limitation, 1975	(\$24,100,000)	
Budget estimate	(\$24,371,000)	(\$6,540,000)
Recommended in the bill	(\$24,371,000)	(\$6,540,000)

The limitations on general and administrative expenses included in bill for fiscal year 1976 and the transition period are the same as the budget requests.

UNITED STATES RAILWAY ASSOCIATION

ADMINISTRATIVE EXPENSES

Appropriation, 1975	\$12,000,000
Budget estimate, 1976	10,000,000
Recommended in the bill	10,000,000

The Committee has approved the full budget request of \$10,000,000 for administrative expenses of the United States Railway Association. This is the last increment of currently authorized funds for the Association.

USRA is in the process of preparing the final system plan under the Regional Rail Reorganization Act. As part of that system plan, USRA is expected to design a new operating entity called the Consolidated Rail Corporation. This corporation will start operating the facilities designated to be conveyed to it early in calendar year 1976. At that time the Association will phase out most of its activity.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

FEDERAL CONTRIBUTION

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975	\$87,424,000	
Budget estimate	\$99,559,000	\$26,700,000
Recommended in the bill	\$99,559,000	26,700,000

¹ Includes \$68,024,000 advance appropriation for fiscal year 1976.
² Includes \$90,059,000 advance appropriation for fiscal year 1977.

The accompanying bill includes the full budget requests for the Federal share of the rapid rail transit system to serve the National Capital area. The total amount recommended includes a \$90,059,000 advance appropriation for fiscal year 1977, a \$26,700,000 appropriation for the transition period, and \$9,500,000 for the design and construction of facilities for the handicapped as authorized by Public Law 93-87. All funds included under this heading are within the existing enacted authorizations for the Metro system.

The Committee has been advised that there are some potential problems which could affect the safety and reliability of the Metro system. The Committee intends to seek an investigation of these matters.

INTEREST SUBSIDY

Appropriation, 1975	\$17,129,000	
Budget estimate, 1976	22,200,000	
Recommended in the bill	22,200,000	

The bill includes the budget request of \$22,200,000 to provide a Federal interest subsidy for the revenue 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 revenue 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 revenue bonds have been sold and an additional \$160 million of bonds are planned for sale during fiscal year 1976.

TITLE III—GENERAL PROVISIONS

One new general provision is proposed.

Section 314—relates to certain terms and conditions the Secretary may prescribe in providing assistance under Section 5 of the Urban Mass Transportation Act of 1964, as amended.

This section is discussed on page 35 of the report.

Former section 307 has been deleted and the subsequent sections have been renumbered. Former section 315 has also been deleted.

Other proposed changes from fiscal year 1975 are as follows:

Section 302—limits commitments for grants-in-aid for airport development to \$350,000,000 for fiscal year 1976 and \$87,500,000 for the transition period.

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

Section 306—limits commitments for the Urban Mass Transportation Act of 1964, as amended, to \$1,800,000,000 for fiscal year 1976 and \$395,000,000 for the transition period.

Section 313—limits rental payments to GSA to the enacted fiscal year 1975 rates.

LIMITATIONS AND LEGISLATIVE PROVISIONS

The following limitations and legislative provisions not heretofore carried in connection with any appropriation bill are recommended: On page 23, in connection with Urban Mass Transportation Administration, Research, development, and demonstrations and university research and training:

and not to exceed \$5,000,000 shall be available for transit related Bicentennial projects in the Washington, D.C. metropolitan area.

On page 34, in connection with payments to the General Services Administration:

Sec. 313. No part of any appropriation contained in this Act shall be available for paying to the Administrator of the General Services Administration for space and services in excess of the enacted fiscal year 1975 rates for standard level user charges.

On page 34, in connection with urban mass transportation grants:

Sec. 314. 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, not to exceed 120 days, 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.

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. As mentioned in the introduction of this report, the bill includes a number of special, one-time appropriations for the three-month period from July 1, 1976 to September 30, 1976.

3. 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.

4. On page 14 of the bill is a provision, which has been carried in previous appropriation bills, to permit the funds for certain railroad-highway crossings demonstration projects to be derived by transfer from amounts available for obligation under sections 203 and 230 of the Highway Safety Act of 1973.

5. Sections 301 through 313 of the bill contain 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.

6. Section 314 of the bill is a new general provision which will permit the Secretary of Transportation in prescribing terms and conditions for the provision of assistance under Section 5 of the Urban Mass Transportation Act of 1964, as amended, to (1) permit applicants to continue the use of preferential fare systems for elderly or handicapped persons where these systems were in effect on or prior to November 26, 1974, (2) allow applicants a reasonable time, not to exceed 120 days, 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.

TRANSFER OF FUNDS

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

The Committee recommends two transfers between accounts totaling \$21,220,000. One of these involves the transfer of \$6,000,000 within the Federal Aviation Administration from the appropriation for Civil supersonic aircraft development termination to the appropriation for Operations. The other involves the transfer of \$15,220,000 within the Federal Highway Administration from funds available for obligation under sections 203 and 230 of the Highway Safety Act of 1973 to the appropriation for Railroad-highway crossings demonstration projects.

SEPARATE VIEWS OF REPRESENTATIVES SIDNEY R. YATES AND EDWARD I. KOCH

The FAA is determined that supersonic jets shall operate in the United States. In March, 1971, the House killed the American SST program for many reasons. Now the FAA has given tentative approval for the operation of the British-French Concorde-SST into this country by allowing four flights daily from Paris and London into Kennedy International Airport in New York and two flights daily into Dulles.

We oppose that approval and offered an amendment in subcommittee which would preclude commercial regularly scheduled Concorde flights into the United States. We do so for two reasons: The outrageous noise generated by the Concorde at take-off—not the sonic boom because that is already prohibited, but the sideline noise. (Department of Transportation—Climatic Impact Assessment Program.)

Second, amazing as it seems, the most distinguished scientists in the field in this country have given validity to the contention which was asserted but unproven when the House acted in 1971, that flights of fleets of SSTs in the atmosphere would disturb and impair the ozone, increasing the incidence of skin cancer on earth.

It will be argued that barring the Concorde will disrupt our agreements with France and Great Britain for our mutual use of each others' airports. We find this a cogent argument, but not persuasive because we cannot believe that agreements contemplated that any of the countries could employ aircraft that were unduly disturbing to the people of the other countries. We have already indicated we would not permit the aircraft to fly at speeds which would generate a sonic boom over land. The Concorde's sideline noise, if not as shocking as the boom, is almost equally disturbing and objectionable.

It will also be argued that we are unduly fearful of the effect of only a few flights on the people who live near Dulles and Kennedy Airports. Even the FAA conceded the Concorde's noise would invade the houses near JFK "and rattle the windows and dishes." If six flights are authorized, why not 60? If Air France and British Airways are authorized to fly Concordes, why not the airlines of other countries?

By passage of Public Law 90-411 in 1968, Congress committed itself to the reduction of aircraft noise in this country. Pursuant to that direction, under FAR regulation 36 the FAA is requiring American subsonic aircraft to meet a noise standard of 108 PNdB. Most American aircraft are moving toward that standard. Should that standard be broken by supersonic aircraft noise? We don't think so.

The inadequacy of the FAA case is shown by the response to its Environmental Impact Statement as submitted to the Council on Environmental Quality. We are attaching that response. It speaks for itself.

EXECUTIVE OFFICE OF THE PRESIDENT,
COUNCIL ON ENVIRONMENTAL QUALITY,
Washington, D.C., May 22, 1975.

HON. BENJAMIN O. DAVIS, JR.,
Assistant Secretary for Environment, Safety and Consumer Affairs, Department
of Transportation, Washington, D.C.

DEAR GENERAL DAVIS: The Council has reviewed the draft environmental impact statement (EIS) prepared by the Federal Aviation Administration (FAA) for the proposed amendment to British Airways and Air France operations specifications to permit these carriers to conduct limited commercial service with the Concorde aircraft. As proposed, service would be limited to four daily flights to John F. Kennedy International Airport in New York and two to Dulles International in Virginia. The draft EIS focuses on the potential stratospheric and noise impacts of the Concorde. Our comments cover both of these issues; the noise comments are more detailed because of the more immediate and measurable impact.

Regarding the stratospheric impacts, it is clear that there would be a serious danger of increased incidence of skin cancer in humans if a large fleet of Concordes were to cause a depletion in the protective ozone layer. This potential risk has been the subject of a detailed report by the Climatic Impact Assessment Program (CIAP) of the Department of Transportation. It should be noted that the Executive Summary of the CIAP report has been severely criticized by the academic community for not reflecting the text of the report. The final EIS, therefore, should cite the full text, not the Executive Summary, when relying upon the report.

Regarding the noise impacts of the Concorde, we believe that the final EIS should clearly state the relative and absolute increases in noise levels caused by the Concorde. This is not done to our satisfaction in the draft EIS, although it appears that the Concorde is at least twice as loud as most present subsonic aircraft. The final EIS must give more information on this point, as well as other issues involving the comparative noise impacts of other aircraft under various noise retrofit options, curfews and night noise, and alternate airport use. Detailed comments on each of these issues are attached.

Please let me know if you have questions regarding our comments. I also hope that you will feel free to consult with the Council on any procedural questions that might arise during the remainder of the environmental impact statement process.

Sincerely,

STEVEN D. JELLINEK,
Staff Director.

COMMENTS ON NOISE IMPACTS: FAA DRAFT EIS, CONCORDE SST

1. The Concorde is a very noisy airplane. We question whether the draft EIS is fully descriptive of the noise created. The following points are illustrative of this concern.

(a) Concorde low frequency noise will be five times greater than that produced by conventional airplanes (p. 41). Various charts, specifically those on pp. 38-40 and 106-108 of the draft EIS use EPNdB as a measurement of airport noise. The EIS should state the extent to which this scale is adequate to reflect the Concorde's low frequency noise; to the extent it does not, other impact estimates should be used.

(b) The draft EIS (p. 41) states that building vibration could occur as the result of Concorde's low frequency noise. It appears that this noise will be heard as a low rumble similar to distant thunder. It is, of course, relevant whether the vibrations will damage structures, but the statement should also address the extent to which the low frequency noise will cause indoor or outdoor discomfort and annoyance.

(c) On page 42, the draft EIS states that noise differences between the Concorde and subsonic aircraft measured indoors were as much as 4 dB greater than the difference measured outdoors, "However, this difference is barely discernable." What is not stated is that when the outdoor noise difference between Concorde and conventional airplanes is added to the indoor noise difference, the Concorde is approximately twice as noisy as a conventional airplane to the indoor listener. For example, the EPA document "Recommended Notice of Proposed Rulemaking on Aircraft Noise Requirements: Civil Supersonic Airplanes",

page 18 (February, 1975), states that the indoor noise levels for the Concorde were greater by more than 6 dB on landing and more than 11 dB on takeoff.

(d) The presentation on pages 34 through 39 of the draft EIS is confusing. On page 36 the Concorde is compared to the B/707-300, the DC-8-60 and the 747-100. It appears that the sideline noise of the Concorde is more than twice as loud as the other planes. But, on page 39, "Sideline Noise", the impression is given that the Concorde is not much louder than other aircraft. Of the airplanes listed on page 36 only the 747-100 is included on page 39. Further, the airplanes shown on page 39 as being nearly as noisy as the Concorde are planes which do not comply with FAR 36. The comparison is relevant if these models constitute a large part of the current jet fleet, but it should be carefully explained how many of each type are presently in operation, what percent of the existing fleet is of each type, and the frequency with which each type presently lands at JFK or Dulles. In addition, comparison should be in this section with those models listed on page 36.

(e) On page 35, Figure 10, there is a graph showing the effect of reduced engine thrust within the 3.5 nautical mile measurement zone. It is not clear from the draft EIS whether this is a voluntary operational procedure or one that is compulsory. If the thrust cutback is voluntary, the sound measurement at the 3.5 nautical mile station without reduced engine thrust should be included.

(f) Illustrations on pp. 106-08 of the draft EIS compare Concorde noise levels to those required by FAR part 36, which will presumably be met by the existing jet fleet after 1980. This difference as perceived by a listener in terms of dB(a) should be specified; it appears that the Concorde will be perceived as being twice as noisy as a DC-10-30 with retrofit.

2. The draft EIS shows the projected noise impact of the Concorde on the population and land adjacent to JFK and Dulles in terms of NEF (Noise Exposure Forecast) 30 and NEF 40. Although this standard of measurement is meaningful and necessary, it does not fully address the impact of the Concorde upon public health and welfare. EPA has developed various documents related to noise levels pursuant to the Congressional mandate of the Noise Control Act. Chief among these is "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety" (March, 1974). This document states noise exposure levels in terms of Leq and Ldn (equivalent sound level and day-night level) setting a level of Leq 70 as necessary to protect hearing and a level of Ldn 55 as a desirable outdoor residential level. To make meaningful comparisons between the EPA levels document and the Concorde draft EIS, one should know the relationship of NEF to Leq and Ldn, and how the NEF 30 and 40 areas shown in the EIS would overlay upon comparably constructed Ldn 55 areas. If the entire area is already impacted to this extent, then the amount of sound generated by the airport, independent of other sources, should be shown. To fully treat these concerns, similar diagrams to those presented on pages 109-13 should be presented showing Ldn or an equivalent NEF:

- (a) With SAM (sound absorbing materials) retrofit and without Concorde;
- (b) With SAM retrofit and with Concorde flights as proposed;
- (c) With SAM retrofit and with expanded Concorde fleet;
- (d) Without SAM retrofit and without Concorde;
- (e) Without SAM retrofit and with Concorde flights as proposed;
- (f) Without SAM retrofit and with expanded Concorde fleet.

Information should also be presented showing any population which is now exposed to Leq 70 dB or equivalent NEF that will be affected by Concorde flights. This information should be given to show the effect of the proposed Concorde flights and any enlarged Concorde fleet upon this population.

3. It is assumed that no curfew limitations need to be imposed on Concorde flights. There is no discussion to support this. If the airlines have tendered flight schedules they should be set forth in the EIS. Since nighttime noise is considered more bothersome than daytime noise there should be a complete discussion of nighttime noise effects if there are no curfew restrictions.

4. There is no discussion of the number of times per year the Concorde will have to land at alternate airports. The names of some proposed alternate landing sites are listed in the appendix. The EIS should discuss the contemplated frequency of use of each airport likely to be used as an alternate and the contemplated impact upon the population and land around each.

The amendment should be approved.

SIDNEY R. YATES,
EDWARD I. KOCH.

"As you build up the weight of the trucks, you find the fatality probability continues to increase with the weight of the trucks. The probability of a fatality occurring in a collision between an automobile and a large truck, defined roughly as a truck in excess of a 10,000 lb. gross vehicle, is 10 to 1 (compared with lighter vehicles)."

While trucks are involved in fewer accidents than cars, the fatality rate, especially for the heaviest trucks, is far greater. Dr. Gregory admitted that, "From the standpoint of the chances of fatality, I was dead wrong," in his earlier view that the fatality rate for automobile passengers involved in truck-car collisions would be similar "whether it (the truck) weighs 70,000 pounds or 80,000 pounds." In a March 11, 1975 study, the National Highway Traffic Safety Administration concluded, "The number of nontruck fatalities per 100 car-truck accidents (based on a sample of 13,176 accidents) increases at the rate of 1.1 for each 10,000 pound increase in the loaded weight of the truck."

According to 1971 and 1972 Department of Transportation and Bureau of Motor Carrier Safety reports, large trucks have a fatal accident involvement rate of almost twice that for all motor vehicles. The fatality rate in accidents involving large trucks (Class I and Class II intercity carriers of property) in 1972 was 8.15 fatalities per 100 million vehicle miles of travel.

NHTSA testimony on March 24, 1974, before the Senate Public Works Committee, revealed that the 10% weight increase permitted by the law as passed would reduce the speed of the best performing trucks to 26-28 mph on hills where cars can easily maintain 55 mph (almost a 30 mph differential in speeds). According to reports by DOT, such wide differences in speed greatly increase the likelihood of accidents. The accident rate jumps 200 times—from 50 for 100 million vehicle miles where traffic speed is uniform, to 10,000 per 100 million vehicle miles where a 30 mph speed differential exists. This danger from the heavier weights increases even more when poor visibility weather conditions prevent early recognition of the speed differential of slower trucks, or when the normal passing lane is not available for use, as in going around a curve.

According to the same NHTSA testimony, the chance of collision when trucks overtake cars on two-lane roads is four or five times greater than when cars pass trucks. Under the national 55 mph speed limit, the likelihood that the overtaking vehicle will be a truck—now, a dangerously heavier truck—is considerably higher than when truck speed limits were held to 5 or 10 mph below passenger cars.

BRAKE STANDARDS AND SAFETY STUDIES

"The stopping distance will be longer if you use the same brakes with a heavier weight," according to NHTSA testimony before the House Appropriations Transportation Subcommittee on March 21, 1975. NHTSA elaborated, "Everything being equal, the heavier truck will experience a greater fade problem than one of lighter weight."

In response to a request for information concerning any studies it may have conducted to determine the impact of the new weights on braking capacity, the National Highway Traffic Safety Administration of the Department of Transportation responded that it "has not made any such studies because of the absence of a requirement for their

conduct in support of our motor vehicle rule making program." On Dec. 2 and 13, 1974, DOT issued two contract proposals for studies, one on "accident topology of larger trucks", the other relating to "the effect of larger trucks on traffic operations and their relationship to highway safety." On March 10, 1975 DOT told the House Appropriations Transportation Subcommittee that "these submissions are in a contracting process and have not yet been let." In the absence of such information, it was ill-conceived of DOT to support heavier truck legislation. Professional driver organizations oppose the heavier weights for such safety reasons.

Particularly disturbing is the fact that the heavier truck weights are allowed on both new trucks with the new, safer "121" brake standards, and pre "121" vehicles. The 121 brake standards apply only to new trucks, but old ones are still allowed on the roads carrying the new weights.

Driver safety organizations also point to blowouts, steering, acceleration, and maneuverability, and other factors as far more difficult and dangerous when driving the heavier trucks.

HIGHWAY DAMAGE

The \$27 million American Association of State Highway Officials 1958-60 Road Test, the study which formed the basis for construction of the Interstate System, showed that a 2,000 lb. increase in single axle loads from 18,000 to 20,000 lbs., as now permitted in PL 93-643, brings about a 57% increase in wear and tear on pavement attributable to the movement of the heavier trucks. The same study revealed that an increase from 32,000 to 34,000 lbs. for tandem axles, as in the new law, brought about a similar increase of 33%.

American Association of State Highway and Transportation Officials, in testimony before the Senate Public Works Committee on February 21, 1974, confirmed that these weight increases could mean "an average loss of the remaining life of a facility of between 25 to 40%".

Subsequent to passage of PL 93-643, Federal Highway Administrator Norbert Tiemann stated in a speech that the highways in this country are wearing out at a rate 50% faster than they can be rebuilt. Where, then, is the logic of further accelerating their deterioration by permitting these increases in axle loads?

COST

On April 8, 1975, DOT provided the Appropriations Transportation Subcommittee what the Department called "a very conservative estimate" of an up to \$100 million annual cost increase for maintenance due to the new weights. This figure was broken down into \$34 million for state-administered highways, \$30 million for counties, and \$24 million for cities.

Even more staggering is DOT's cost projection for providing a complete road system capable of accommodating the higher weights at \$2.4 billion. This figure, presented to the Senate Public Works Committee on February 20, 1974, represents: "the increase in investment required to build a road system designed to accept maximum single and tandem axle gross loads of 20,000 and

84,000 pounds, respectively (as in PL 93-643) for 20 years, instead of one designed to accept existing gross axle loads of 18,000 and 32,000 pounds."

BRIDGE DAMAGE

The American Society of Civil Engineers' National Board of Directors on October 20, 1974 recommended:

"From an engineering point of view, no increase in vehicle size should be permitted until existing structures are put in order and the true effects of increased vehicle size and weights on bridges, pavements, and underground utilities are evaluated."

According to an ASCE position paper, "89,000 of the nation's 563,000 bridges are in critical condition," with "24,000 of the 89,000 on the federal highway system. Of the total of 563,000, ASCE reports, "407,000 bridges were built prior to 1935" at a lighter design load than currently required.

The National Society of Professional Engineers adopted a similar proposal recommending that Congress reconsider its action when its Board of Directors met in January, 1975.

These two societies represent essentially all of the civil and structural engineers in this country. Yet DOT Secretary Coleman testified before the House Appropriations Transportation Subcommittee on March 10 that most bridges "are capable of routine handling of the new weights."

NSPE and ASCE have pointed to examples like the Silver Bridge over the Ohio River at Point Pleasant, West Virginia, where an increase in pulsating live load, coupled with the steady dead load, caused a sudden collapse and the death of 46 people. Though sudden in its tragic culmination, the process took 30 years. The National Society of Professional Engineers argues that this may occur "even more frequently with the heavier axle loads in trucks allowed" in PL 93-643.

THE "TOLERANCE" ISSUE

The Federal Highway Administration told the House Appropriations Transportation Subcommittee on May 5, 1975 that the former truck weight law (23 U.S.C. 127) allowed "an up to 10% administrative tolerance". However, the word "tolerance" did not even appear in the old law, and the gross vehicle weight was established inclusive of any tolerance which a state chose to allow. A table of state weight limits in the American Trucking Association's own magazine, *Transport Topics* (Oct. 14, 1974, appended) clearly indicates that only seven states permitted a tolerance factor, which when added to the allowable weight in those states did not exceed the national limit of 73,280 lbs. in six of the seven states. Only one state, Ohio, was slightly above, and this was permitted because of "grandfathering" in the 1956 law.

While the Federal Highway Administration's testimony referred only to gross weight tolerances, even if the separate issue of axle tolerances is considered, only 12 of the 50 states allowed such axle weight tolerances to exceed the old law's limits, permissible only because the 1956 law allowed a state's rules in effect at that time to remain in effect. Yet PL 93-643 permitted increases in all 50 states. Our amendments would simply return the weights, tolerances, and grandfathering to the limits that the House confirmed on August 20, 1974.

THE EFFECT OF HEAVIER TRUCKS ON RAILROAD FREIGHT

An Association of American Railroads' study of May 16, 1975 reports that approximately 75% of rail traffic is truck-competitive. That is, approximately 75% of their \$16 billion freight market is subject to truck diversion. Because of the higher truck weights, AAR projects an average reduction of 3 to 4% in what railroads could otherwise charge on twelve billion dollars of business, a reduction in their net revenue of 4 to 5 hundred million dollars per year.

It is generally recognized that the nation's railroads are already in serious difficulty. AAR estimates that to replace the railroads' capital and improve their maintenance, more than four billion dollars is needed. The truck weight legislation, by taking perhaps another half billion out of their incoming net revenue, will make their nearly untenable situation significantly worse.

STATE WEIGHT LIMITS AS OF SEPTEMBER 1974

[Prior to enactment of Public Law 93-643]

State	Single axles		Tandem axles		Gross weight	
	Interstate system	Other highways	Interstate system	Other highways	Interstate system	Other highways
Alabama.....	19,800	Same	39,600	Same	73,280	Same
Alaska.....	X	20,000	X	34,000	X	117,000
Arizona.....	18,000	Same	32,000	Same	76,800	Same
Arkansas.....	18,000	Same	32,000	Same	73,280	Same
California.....	18,000	Same	32,000	Same	76,800	Same
Colorado.....	18,000	Same	36,000	Same	76,000	85,000
Connecticut.....	22,848	Same	36,720	Same	73,000	Same
Delaware.....	20,000	Same	36,000	Same	73,280	Same
District of Columbia.....	22,000	Same	38,000	Same	73,280	Same
Florida.....	22,000	Same	44,000	Same	73,271	Same
Georgia.....	20,340	Same	40,680	Same	73,280	Same
Hawaii.....	24,000	Same	32,000	Same	80,800	Same
Idaho.....	18,000	20,000	32,000	34,000	76,800	105,500
Illinois.....	18,000	Same	32,000	Same	73,280	Same
Indiana.....	18,000	Same	32,000	Same	73,280	Same
Iowa.....	18,540	Same	32,960	Same	73,280	Same
Kansas.....	18,000	20,000	32,000	34,000	73,280	85,500
Kentucky.....	18,900	21,000	33,600	35,700	73,280	82,000
Louisiana.....	18,000	Same	32,000	Same	73,280	Same
Maine.....	22,000	Same	32,000	42,000	73,280	100,000
Maryland.....	22,400	Same	40,000	Same	73,280	Same
Massachusetts.....	22,400	Same	36,000	Same	73,000	Same
Michigan.....	18,000	Same	26,000	Same	+	Same
Minnesota.....	18,000	Same	32,000	Same	73,280	Same
Mississippi.....	18,000	Same	32,000	Same	73,280	Same
Missouri.....	18,000	Same	32,000	Same	73,280	Same
Montana.....	18,000	120,000	32,000	134,000	76,800	1105,500
Nebraska.....	18,900	20,000	33,600	34,000	73,280	895,000
Nevada.....	18,000	120,000	32,000	134,000	76,800	1128,250
New Hampshire.....	22,400	Same	36,000	Same	73,280	Same
New Jersey.....	23,520	Same	33,600	Same	73,280	Same
New Mexico.....	21,600	Same	34,320	Same	86,400	Same
New York.....	22,400	Same	36,000	Same	71,000	180,000
North Carolina.....	19,000	Same	38,000	Same	73,280	79,800
North Dakota.....	18,000	20,000	32,000	34,000	73,280	82,000
Ohio.....	19,000	Same	32,000	Same	78,000	Same
Oklahoma.....	18,000	20,000	32,000	34,000	73,280	90,000

STATE WEIGHT LIMITS AS OF SEPTEMBER 1974—Continued

[Prior to enactment of Public Law 93-643]

State	Single axles		Tandem axles		Gross weight	
	Interstate system	Other highways	Interstate system	Other highways	Interstate system	Other highways
Oregon.....	18,000	20,000	32,000	34,000	76,000	105,500
Pennsylvania.....	23,072	Same	37,880	Same	73,280	Same
Rhode Island.....	22,400	Same	36,800	Same	73,280	Same
South Carolina.....	20,000	Same	32,000	39,600	73,280	Same
South Dakota.....	18,000	20,000	32,000	34,000	73,280	95,000
Tennessee.....	18,000	Same	32,000	Same	73,280	Same
Texas.....	18,000	Same	32,000	Same	72,000	Same
Utah.....	18,900	20,000	33,400	34,000	79,800	112,000
Vermont.....	22,400	23,520	36,000	Same	73,280	Same
Virginia.....	18,000	20,000	32,000	34,000	70,000	76,000
Washington.....	18,000	20,000	32,000	34,000	76,000	101,500
West Virginia.....	18,900	Same	33,600	Same	73,280	Same
Wisconsin.....	19,500	Same	32,000	Same	73,000	Same
Wyoming.....	18,000	20,000	36,000	Same	73,950	101,000

1 Includes 2 percent tolerance.

2 Includes 3 percent tolerance.

3 Includes 5 percent tolerance.

4 Includes 10 percent tolerance.

5 Includes 13 percent tolerance.

6 Includes 1,500-lb tolerance.

7 Includes 1,000-lb tolerance for each axle.

8 On designated highways, 1 pair of tandems permitted 32,000 lb. However, 2 pairs of 32,000-lb tandems permitted when gross weight does not exceed 73,280 lb.

9 Subject to referendum.

10 Plus 3-percent tolerance to 73,280 lb maximum.

*Practical maximum of 73,280 lb on typical 5-axle tractor semi-trailer combination.

†By special permit for regular operations.

‡By long-term permit.

X = No interstate.

+ = Sum of axles.

Note: Compiled by Department of Research and Transport Economics, American Trucking Associations, to show current State axle and gross weight limits on interstate and other highways. The table is footnoted to give the tolerances, exceptions, and regular permit operations on a State-by-State basis. From "Transport Topics," Oct. 14, 1974.

The Congress must be concerned with a strong, balanced transportation system, and rail freight is a major part of this system.

IMPACT BEYOND THE INTERSTATE SYSTEM

Some key proponents of the heavier truck law have said that "all the law did was say that the bigger trucks could go on the interstate roads in those states where they are permitted on the intrastate highways," and that the bill has not "encouraged the construction of heavier trucks that place a bigger strain on the nation's highways."

These are great misconceptions or misstatements of fact. PL 93-643 allows all states to increase gross weights on the Interstate System to 80,000 lbs., and single and tandem axle weights to 20,000 and 34,000 lbs., regardless of the state's local highway limits. In fact, state legislatures will now more likely be faced with pressure from shippers and truck owners to increase not only the Interstate limit, but the intrastate limit as well in order to match it. In spite of Federal Highway Administrator Norbert Tiemann's assurance to the Senate Public Works Committee in February, 1974 that he didn't "think the states will be under a great deal of pressure to increase weights", the American Trucking Association and its state affiliates have been working in numerous states seeking larger and heavier trucks.

In addition, it is unrealistic to assume that an 80,000 lb. truck will never leave the Interstate System in a state for eating, sleeping, loading, unloading, or some other purpose. When the gross limits were raised to 80,000 lbs. and the axle limits by 2,000 lbs., the leap-frog, two-tiered system of truck weights was further perpetuated.

Ironically, one of the reasons given to the Congress by DOT and others in support of the increase was to seek uniformity among the states that permitted heavier weights on their own highways. But in all of the state legislatures that have been presented with truck weight increase proposals, not one bill would limit the increased weights to Interstate highway systems only.

What is needed is a uniform national weight system for all Federal Aid Highways, not just the Interstates. However, in the absence of this policy, the new Interstate limits should be brought back down to where the House voted them on August 20, 1974.

EDWARD I. KOCH.

MINORITY VIEWS OF THE HON. SILVIO O. CONTE

Our nation's transportation system is of vital importance in these financially troublesome times. We must continually strive to make efficient, economical and safe transportation available to all Americans.

The Committee worked diligently to insure that each agency would receive only that level of funding which would support those programs and activities which were shown to have a clear and compelling need.

My only objection with this bill is the \$1.5 million allotted under the "New Systems" category of the Urban Mass Transit Administration. These funds are specifically earmarked for the Morgantown, West Virginia Personal Rapid Transit System (PRT) located on the West Virginia University Campus.

The system was originally estimated to cost \$18 million with services beginning in 1974. To date over \$63.5 million has been poured into this fiasco with only three of the six projected stations constructed. Latest estimates indicate that—under the most recent specifications agreed to by UMTA and the West Virginia University Board of Regents—the system will require an additional \$53.8 million. The yearly operating expenses were originally projected at less than \$700,000 per year. Now the estimates are in excess of \$1 million annually. The West Virginia University plans to charge each student a mandatory \$25 fee per semester to operate the system. With all the financial hardships our colleges are suffering, it would appear that this additional financial burden on West Virginia University might curtail other student services.

The General Accounting Office published a report on the system this past April. They were extremely critical of the system's efficiency, economy and accident frequency. The system has been criticized by construction periodicals. One suggested it would have been less expensive to issue each West Virginia University student their own golf cart.

We have learned one very expensive lesson from the Morgantown PRT—projects such as this belong at our test site in Pueblo, Colorado. It was a mistake to put this demonstration in an area with obvious terrain problems and existing buildings and roads which must be bypassed. This is why the Committee chose not to fund the Denver PRT. There is no doubt that the PRT can have a utilitarian role in Urban Mass Transit. However, before we can determine what that role is—the system must be tested at a *controlled* site such as Pueblo, Colorado not Morgantown, West Virginia.

The \$1.5 million dollars allotted to the Morgantown PRT in this bill will serve as a commitment for the \$53.8 million additional dollars needed to complete this program. It is clear that the Morgantown PRT fails to justify an additional \$53.8 million commitment. For the above mentioned reasons, I objected to the Morgantown PRT project at its beginning and continue to object to the \$1.5 million provided in this bill.

SILVIO O. CONTE.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES FOR 1976

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 1975 (2)	Budget estimates of new (obligational) authority, fiscal year 1976 (3)	Increase (+) or decrease (-), estimates compared with appropriations (4)
Coast Guard: Oil pollution fund (indefinite)-----	\$5, 000, 000	\$5, 000, 000	-----
Federal Highway Administration:			
Access highways to public recreation areas on lakes (contract authorization)-----		25, 000, 000	+\$25, 000, 000
National scenic and recreational highway (contract authorization)---	10, 000, 000	-----	-10, 000, 000
Territorial highways (contract authorization)-----	10, 009, 000	8, 000, 000	-2, 009, 000
Total, permanent new budget (obligational) authority, Federal funds -----	25, 009, 000	88, 000, 000	+12, 991, 000

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PERMANENT NEW BUDGET (OBLIGATIONAL) AUTHORITY—TRUST FUNDS

Coast Guard: General gift fund (indefinite)-----	30, 000.	30, 000	-----
Federal Highway Administration:			
Federal-aid highways (contract authorization)-----	6, 357, 500, 000	3, 475, 000, 000	-2, 882, 500, 000
National scenic and recreational highway (contract authorization)---	25, 000, 000	-----	-25, 000, 000
Highway-related safety grants (contract authorization)-----	34, 491, 000	-----	-34, 491, 000
National Highway Traffic Safety Administration:			
Highway safety programs (contract authorization)-----	198, 000, 000	56, 500, 000	-141, 500, 000
Total, permanent new budget (obligational) authority, trust funds.	6, 615, 021, 000	3, 531, 530, 000	-3, 083, 491, 000

Note.—Amounts as estimated and shown in the January 1975 budget document. Some items are indefinite in amount and thus are subject to later reestimation.

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COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE TRANSITION PERIOD

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

Agency and item (1)	New budget (obligational) authority, fiscal year 1975 (2)	Budget estimates of new (obligational) authority, fiscal year 1976 (3)	New budget (obligational) authority recommended in the bill (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1975 (5)	Budget estimates of new (obligational) authority, fiscal year 1976 (6)
TITLE I					
DEPARTMENT OF TRANSPORTATION					
OFFICE OF THE SECRETARY					
Salaries and expenses.....	\$30,315,000	\$34,415,000	\$32,550,000	+\$2,235,000	-\$1,865,000
Transition period.....		9,395,000	8,930,000		-465,000
Transportation planning, research, and development.....	33,420,000	35,000,000	27,000,000	-6,420,000	-8,000,000
Transition period.....		8,600,000	6,750,000		-1,850,000
Transportation research activities overseas.....		250,000	250,000	+250,000	
Grants-in-aid for natural gas pipeline safety.....	1,158,000	1,800,000	1,500,000	+342,000	-300,000
Total, Office of the Secretary.....	64,893,000	71,465,000	61,300,000	-3,593,000	-10,165,000
Transition period.....		17,995,000	15,680,000		-2,315,000
COAST GUARD					
Operating expenses.....	660,264,448	723,907,000	714,230,000	+53,965,552	-9,677,000
Transition period.....		207,079,000	204,660,000		-2,419,000
<i>Appropriation for debt reduction.....</i>	<i>-179,448</i>	<i>-187,225</i>	<i>-187,225</i>	<i>-7,777</i>	
Transition period.....		<i>-48,061</i>	<i>-48,061</i>		
Subtotal.....	660,085,000	723,719,775	714,042,775	+53,957,775	-9,677,000
Transition period.....		207,030,939	204,611,939		-2,419,000
Acquisition, construction, and improvements.....	108,376,000	165,310,000	156,100,000	+47,724,000	-9,210,000
Transition period.....		19,000,000	16,160,000		-2,840,000
Alteration of bridges.....	6,562,000	6,600,000	6,500,000	-62,000	-100,000
Transition period.....		2,050,000	1,625,000		-425,000
Retired pay.....	105,000,000	115,650,000	115,600,000	+10,650,000	
Transition period.....		30,050,000	30,050,000		
Reserve training.....	28,912,000	31,350,000	31,200,000	+2,288,000	-150,000
Transition period.....		10,225,000	10,175,000		-50,000
Research, development, test, and evaluation.....	16,887,000	20,652,000	18,600,000	+1,713,000	-2,052,000
Transition period.....		5,111,000	4,650,000		-461,000
State boating safety assistance.....	5,790,000	6,000,000	5,790,000		-210,000
Transition period.....		¹ (1,460,000)	defer		
Supply fund.....		2,000,000	2,000,000	+2,000,000	
Total, Coast Guard.....	931,612,000	1,071,281,775	1,049,882,775	+118,270,775	-21,399,000
Transition period.....		273,466,939	267,271,939		-6,195,000

See footnotes at end of table.

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COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE TRANSITION PERIOD—Continued

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

Agency and item (1)	New budget (obligational) authority, fiscal year 1975 (2)	Budget estimates of new (obligational) authority, fiscal year 1976 (3)	New budget (obligational) authority recommended in the bill (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1975 (5)	Budget estimates of new (obligational) authority, fiscal year 1976 (6)
TITLE I—Continued					
DEPARTMENT OF TRANSPORTATION—Continued					
FEDERAL AVIATION ADMINISTRATION					
Operations.....	1, 419, 500, 000	1, 545, 000, 000	1, 522, 000, 000	+102, 500, 000	-23, 000, 000
Transition period.....		399, 700, 000	395, 450, 000		-4, 250, 000
Facilities, engineering, and development....	11, 821, 000	13, 000, 000	12, 000, 000	+179, 000	-1, 000, 000
Transition period.....		3, 100, 000	2, 900, 000		-200, 000
Facilities and equipment (Airport and Airway Trust Fund).....	227, 278, 000	¹ (250, 000, 000)	defer	-227, 278, 000	
Research, engineering, and development (Airport and Airway Trust Fund).....	57, 900, 000	80, 400, 000	80, 000, 000	+2, 100, 000	-20, 400, 000
Transition period.....		22, 700, 000	15, 000, 000		-7, 700, 000

Grants-in-aid for airports (Airport and Airway Trust Fund):					
Appropriation to liquidate contract authorization.....	(280, 000, 000)	² (320, 000, 000)	(320, 000, 000)	(+40, 000, 000)	(-----)
Transition period.....	(-----)	³ (49, 500, 000)	(49, 500, 000)	(-----)	(-----)
Operation and maintenance, National Capital Airports.....	16, 310, 000	17, 700, 000	17, 527, 000	+1, 217, 000	-173, 000
Transition period.....		4, 500, 000	4, 450, 000		-50, 000
Construction, National Capital Airports....	5, 500, 000	12, 100, 000	11, 625, 000	+6, 125, 000	-475, 000
Total, Federal Aviation Administration.....	1, 738, 309, 000	1, 662, 200, 000	1, 623, 152, 000	-115, 157, 000	-45, 048, 000
Transition period.....		430, 000, 000	417, 800, 000		-12, 200, 000
FEDERAL HIGHWAY ADMINISTRATION					
Limitation on general operating expenses....	(131, 200, 000)	(145, 815, 000)	(141, 480, 000)	(+10, 280, 000)	(-4, 335, 000)
Transition period.....	(-----)	⁴ (34, 716, 000)	(33, 666, 000)	(-----)	(-1, 050, 000)
Motor carrier safety.....	6, 087, 000	6, 779, 000	6, 500, 000	+413, 000	-279, 000
Transition period.....		1, 695, 000	1, 625, 000		-70, 000
Highway safety research and development....	8, 685, 000	9, 135, 000	9, 000, 000	+315, 000	-135, 000
Transition period.....		¹ (2, 284, 000)	defer		

See footnotes at end of table.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE TRANSITION PERIOD—Continued

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

Agency and item (1)	New budget (obligational) authority, fiscal year 1975 (2)	Budget estimates of new (obligational) authority, fiscal year 1976 (3)	New budget (obligational) authority recommended in the bill (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1975 (5)	Budget estimates of new (obligational) authority, fiscal year 1976 (6)
TITLE I—Continued					
DEPARTMENT OF TRANSPORTATION—Continued					
FEDERAL HIGHWAY ADMINISTRATION—CON.					
Highway beautification:					
Appropriation.....	999,000	1,031,000	1,000,000	+1,000	-31,000
Transition period.....		¹ (260,000)	defer		
Appropriation to liquidate contract authorization.....	(25,000,000)	(44,200,000)	(30,000,000)	(+5,000,000)	(-14,200,000)
Transition period.....	(.....)	(10,000,000)	(7,500,000)	(.....)	(-2,500,000)
Highway-related safety grants (appropriation to liquidate contract authorization).....	(12,000,000)	(20,838,000)	(15,000,000)	(+3,000,000)	(-5,838,000)
Transition period.....	(.....)	(3,000,000)	(3,000,000)	(.....)	(.....)

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Railroad crossings—demonstration projects.....	2,895,000	6,985,000	-2,895,000	-6,985,000
Transition period.....		4,000,000	.....		-4,000,000
Railroad-highway crossings demonstration projects.....	360,000	1,400,000	1,400,000	+1,040,000	.....
By transfer.....	(11,000,000)	.....	(15,220,000)	(+4,220,000)	(+15,220,000)
Rural highway public transportation demonstration program.....	9,650,000	20,350,000	12,500,000	+2,850,000	-7,850,000
Territorial highways (appropriation to liquidate contract authorization).....	(4,000,000)	(4,000,000)	(4,000,000)	(.....)	(.....)
Transition period.....	(.....)	(1,000,000)	(1,000,000)	(.....)	(.....)
Darien Gap highway.....	13,510,000	9,900,000	4,900,000	-8,610,000	-5,000,000
Transition period.....		3,550,000	.....		-3,550,000
Alaska Highway.....	4,825,000	8,000,000	.....	-4,825,000	-8,000,000
Off-System Roads (Liquidation of Contract Authorization).....	(.....)	(10,000,000)	(10,000,000)	(+10,000,000)	(.....)
Transition period.....	(.....)	(2,500,000)	(2,500,000)	(.....)	(.....)
Federal-aid highways (trust fund-appropriation to liquidate contract authorization).....	(4,575,840,000)	(5,437,000,000)	(5,432,800,000)	(+856,960,000)	(-4,200,000)
Transition period.....	(.....)	(1,275,000,000)	(1,273,950,000)	(.....)	(-1,050,000)
Highway safety construction programs (trust fund-appropriation to liquidate contract authorization).....	(110,000,000)	⁵ (300,000,000)	(300,000,000)	(+190,000,000)	(.....)
Transition period.....	(.....)	⁵ (75,000,000)	(75,000,000)	(.....)	(.....)

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See footnotes at end of table.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE TRANSITION PERIOD—Continued

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE TRANSITION PERIOD—Continued

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

Agency and item (1)	New budget (obligational) authority, fiscal year 1975 (2)	Budget estimates of new (obligational) authority, fiscal year 1976 (3)	New budget (obligational) authority recommended in the bill (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1975 (5)	Budget estimates of new (obligational) authority, fiscal year 1976 (6)
TITLE I—Continued					
DEPARTMENT OF TRANSPORTATION—Continued					
FEDERAL HIGHWAY ADMINISTRATION—Con.					
<i>Right-of-way revolving fund (trust fund-appropriation to liquidate contract authorization) -</i>	(20,000,000)	(20,000,000)	(20,000,000)	(-----)	(-----)
<i>Transition period</i> -----		(5,000,000)	(5,000,000)	(-----)	(-----)
<i>Forest highways (appropriation to liquidate contract authorization)</i> -----	(12,450,000)	(-----)	(-----)	(-12,450,000)	(-----)
<i>Public lands highways (appropriation to liquidate contract authorization)</i> -----	(8,270,000)	(-----)	(-----)	(-8,270,000)	(-----)
Baltimore-Washington Parkway-----	1,544,000	2,500,000		-1,544,000	-2,500,000
<i>Transition period</i> -----		625,000			-625,000
Overseas Highway-----	500,000		500,000		+500,000
Total, Federal Highway Administration-----	49,055,000	66,080,000	35,800,000	-13,255,000	-30,280,000
<i>Transition period</i> -----		9,870,000	1,625,000		-8,245,000

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION					
Traffic and highway safety-----	70,874,000	⁶ 72,150,000	66,850,000	-4,024,000	-5,300,000
<i>Transition period</i> -----		¹ (18,150,000)	<i>defer</i>		
<i>State and community highway safety (appropriation to liquidate contract authorization)</i> -----	(96,000,000)	(76,000,000)	(71,000,000)	(-25,000,000)	(-5,000,000)
<i>Transition period</i> -----		(21,500,000)	(20,000,000)	(-----)	(-1,500,000)
Total, National Highway Traffic Safety Administration-----	70,874,000	72,150,000	66,850,000	-4,024,000	-5,300,000
<i>Transition period</i> -----		¹ (18,150,000)	<i>defer</i>		
FEDERAL RAILROAD ADMINISTRATION					
Office of the Administrator-----	3,782,000	6,700,000	5,900,000	+2,118,000	-800,000
<i>Transition period</i> -----		1,600,000	1,400,000		-200,000
Railroad safety-----	11,094,000	16,275,000	16,200,000	+5,106,000	-75,000
<i>Transition period</i> -----		4,100,000	4,050,000		-50,000
Grants-in-aid for railroad safety-----	965,000	3,000,000	1,000,000	+35,000	-2,000,000
<i>Transition period</i> -----		750,000	250,000		-500,000
Railroad research and development-----	48,250,000	66,550,000	53,500,000	+5,250,000	-13,050,000
<i>Transition period</i> -----		17,000,000	13,150,000		-3,850,000
Interim operating assistance-----	135,200,000			-135,200,000	
Rail service assistance-----		45,000,000	14,000,000	+14,000,000	-31,000,000
<i>Transition period</i> -----		15,500,000	7,000,000		-8,500,000

See footnotes at end of table.

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COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE TRANSITION PERIOD—Continued

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

Agency and item (1)	New budget (obligational) authority, fiscal year 1975 (2)	Budget estimates of new (obligational) authority, fiscal year 1976 (3)	New budget (obligational) authority recommended in the bill (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1975 (5)	Budget estimates of new (obligational) authority, fiscal year 1976 (6)
TITLE I—Continued					
DEPARTMENT OF TRANSPORTATION—Continued					
FEDERAL RAILROAD ADMINISTRATION—Con.					
Grants to National Railroad Passenger Corporation-----	276,500,000	460,000,000	438,800,000	+162,300,000	-21,200,000
Transition period-----		130,000,000	124,700,000		-5,300,000
Rail transportation improvement and employment-----	5,000,000			-5,000,000	
Payment to the Alaska railroad revolving fund-----	6,031,000			-6,031,000	
Total, Federal Railroad Administration-----	486,822,000	597,525,000	529,400,000	+42,578,000	-68,125,000
Transition period-----		168,950,000	150,550,000		-18,400,000

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URBAN MASS TRANSPORTATION ADMINISTRATION					
Urban Mass Transportation Fund:					
Administrative expenses-----	5,960,000	12,850,000	10,300,000	+4,340,000	-2,550,000
Transition period-----		3,500,000	2,900,000		-600,000
Research, development, and demonstrations and university research and training-----	45,050,000	70,250,000	49,000,000	+3,950,000	-21,250,000
Transition period-----		15,000,000	11,000,000		-4,000,000
Appropriation to liquidate contract authorization-----	(450,000,000)	(890,300,000)	(890,300,000)	(+440,300,000)	(-----)
Transition period-----	(-----)	(275,000,000)	(275,000,000)	(-----)	(-----)
Total, Urban Mass Transportation Administration-----	51,010,000	83,100,000	59,300,000	+8,290,000	-23,800,000
Transition period-----		18,500,000	13,900,000		-4,600,000
ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION					
Limitation on administrative expenses-----	(886,000)	(943,000)	(923,000)	(+37,000)	(-20,000)
Transition period-----	(-----)	(255,000)	(250,000)	(-----)	(-5,000)
Total, title I, Department of Transportation-----	3,392,575,000	3,629,801,775	3,425,684,775	+33,109,775	-204,117,000
Transition period-----		918,781,939	866,826,939		-51,955,000

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See footnotes at end of table.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE TRANSITION PERIOD—Continued

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

Agency and Item (1)	New budget (obligational) authority, fiscal year 1975 (2)	Budget estimates of new (obligational) authority fiscal year 1976 (3)	New budget (obligational) authority recommended in the bill (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1975 (5)	Budget estimates of new (obligational) authority, fiscal year 1976 (6)
TITLE II					
RELATED AGENCIES					
NATIONAL TRANSPORTATION SAFETY BOARD					
Salaries and expenses.....	9,640,000	10,175,000	11,110,000	+1,470,000	+935,000
Transition period.....		2,593,000	3,020,000		+427,000
CIVIL AERONAUTICS BOARD					
Salaries and expenses.....	17,610,000	19,400,000	18,995,000	+1,385,000	-405,000
Transition period.....		4,850,000	4,750,000		-100,000
Payments to air carriers.....	67,728,000	60,695,000	60,695,000	-7,033,000	
Transition period.....		15,150,000	15,150,000		
Total, Civil Aeronautics Board.....	85,338,000	80,095,000	79,690,000	-5,648,000	-405,000
Transition period.....		20,000,000	19,900,000		-100,000

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INTERSTATE COMMERCE COMMISSION					
Salaries and expenses.....	44,970,000	49,970,000	49,130,000	+4,160,000	-840,000
Transition period.....		12,500,000	12,290,000		-210,000
THE PANAMA CANAL					
Canal Zone Government:					
Operating expenses.....	63,641,000	60,174,000	59,800,000	-3,841,000	-374,000
Transition period.....		16,000,000	15,900,000		-100,000
Capital outlay.....	5,790,000	3,000,000	2,240,000	-3,550,000	-760,000
Transition period.....		650,000	560,000		-90,000
Panama Canal Company:					
Limitation on general and administrative expenses.....	(26,199,000)	(24,371,000)	(24,371,000)	(-1,828,000)	(-----)
Transition period.....	(-----)	(6,540,000)	(6,540,000)	(-----)	(-----)
Total, the Panama Canal.....	69,431,000	63,174,000	62,040,000	-7,391,000	-1,134,000
Transition period.....		16,650,000	16,460,000		-190,000
UNITED STATES RAILWAY ASSOCIATION					
Administrative expenses.....	12,000,000	10,000,000	10,000,000	-2,000,000	(-----)

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See footnotes at end of table.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE TRANSITION PERIOD—Continued

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

Agency and item (1)	New budget (obligational) authority, fiscal year 1975 (2)	Budget estimates of new (obligational) authority fiscal year 1976 (3)	New budget (obligational) authority recommended in the bill (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1975 (5)	Budget estimates of new (obligational) authority, fiscal year 1976 (6)
TITLE II—Continued					
RELATED AGENCIES					
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY					
Federal contribution:					
Fiscal year 1975-----	19,400,000			-19,400,000	
Fiscal year 1976-----	68,024,000	9,500,000	9,500,000	-58,524,000	
Transition period-----		26,700,000	26,700,000		
Fiscal year 1977-----		90,059,000	90,059,000	+90,059,000	
Subtotal-----	87,424,000	99,559,000	99,559,000	+12,135,000	
Transition period-----		26,700,000	26,700,000		

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Interest subsidy-----	17,129,000	22,200,000	22,200,000	+5,071,000	
Total, Washington Metropolitan Area Transit Authority-----	104,553,000	121,759,000	121,759,000	+17,206,000	
Transition period-----		26,700,000	26,700,000		
Total, title II, related agencies-----	325,932,000	335,173,000	333,729,000	+7,797,000	-1,444,000
Transition period-----		78,443,000	78,370,000		-73,000
TITLE III					
GENERAL PROVISIONS					
Federal Aviation Administration:					
<i>Grants-in-aid for airport development (limitation on obligations)-----</i>	<i>(310,000,000)</i>	<i>(350,000,000)</i>	<i>(350,000,000)</i>	<i>(+40,000,000)</i>	<i>(-----)</i>
Transition period-----		(87,500,000)	(87,500,000)		
Federal Highway Administration:					
<i>Highway beautification (limitation on obligations)-----</i>	<i>(45,000,000)</i>	<i>(58,048,000)</i>	<i>(40,000,000)</i>	<i>(-5,000,000)</i>	<i>(-16,048,000)</i>
Transition period-----		(14,012,000)			(-14,012,000)
<i>Territorial Highways (limitation on obligations)-----</i>	<i>(4,600,000)</i>	<i>(4,600,000)</i>	<i>(4,600,000)</i>		
Transition period-----		(1,150,000)	(1,150,000)		
National Highway Traffic Safety Administration:					
<i>State and community highway safety (limitation on obligations)-----</i>	<i>(100,000,000)</i>	<i>(108,000,000)</i>	<i>(100,000,000)</i>		<i>(-8,000,000)</i>
Transition period-----		(25,750,000)	(25,000,000)		(-750,000)

See footnotes at end of table.

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COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE TRANSITION PERIOD—Continued

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

Agency and item (1)	New budget (obligational) authority, fiscal year 1975 (2)	Budget estimates of new (obligational) authority, fiscal year 1976 (3)	New budget (obligational) authority recommended in the bill (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1975 (5)	Budget estimates of new (obligational) authority, fiscal year 1976 (6)
TITLE III—Continued					
GENERAL PROVISIONS—Continued					
Urban Mass Transportation Administration:					
<i>Urban mass transportation fund (limitation on commitments)-----</i>	(1,446,750,000)	(1,724,100,000)	(1,800,000,000)	(+353,250,000)	(+76,900,000)
<i>Transition period-----</i>	(-----)	(400,000,000)	(396,000,000)	(-----)	(-5,000,000)
Total, limitations on obligations-----	(1,906,350,000)	(2,242,748,000)	(2,294,600,000)	(+388,250,000)	(+51,852,000)
<i>Transition period-----</i>	(-----)	(528,412,000)	(508,650,000)	(-----)	(-19,762,000)

Total, titles I, II, and III, new budget (obligational) authority-----	3,718,507,000	3,964,974,775	3,759,413,775	+40,906,775	-205,561,000
Transition period-----		997,224,939	945,196,939		-52,028,000
Memoranda:					
Appropriations to liquidate contract authorizations-----	(5,593,560,000)	(7,122,338,000)	(7,093,100,000)	(+1,499,540,000)	(-29,238,000)
<i>Transition period-----</i>		(1,717,500,000)	(1,712,450,000)		(-5,050,000)
Appropriations for debt reduction-----	(179,448)	(187,225)	(187,225)	(+7,777)	
<i>Transition period-----</i>		(48,061)	(48,061)		
Grand total-----	(9,312,246,448)	(11,087,500,000)	(10,852,701,000)	(+1,540,454,552)	(-234,799,000)
<i>Transition period-----</i>		(2,714,773,000)	(2,657,695,000)		(-57,078,000)

¹ Excluded; not authorized.
² Excludes \$50,000,000 not authorized.
³ Excludes \$43,000,000 not authorized.
⁴ Excludes \$2,284,000 not authorized.

⁵ Budget includes this amount under the appropriation for "Federal-aid highways."
⁶ Excludes \$950,000 not authorized.
⁷ Also includes obligations for Federal Highway Administration, highway related safety grants.

DEPARTMENT OF TRANSPORTATION AND RELATED
 AGENCIES APPROPRIATION BILL, 1976

JUNE 26, 1975.—Committed to the Committee of the Whole House on the State
 of the Union and ordered to be printed

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

REPORT

together with

SEPARATE, SUPPLEMENTAL, AND MINORITY VIEWS

[To accompany H.R. 8365]

The Committee on Appropriations submits the following report in
 explanation of the accompanying bill making appropriations for the
 Department of Transportation and related agencies for the fiscal year
 ending June 30, 1976, and the period ending September 30, 1976.

INDEX TO BILL AND REPORT

	<i>Bill page</i>	<i>Report page</i>
Department of Transportation:		
Office of the Secretary -----	2	8
Coast Guard -----	4	10
Federal Aviation Administration -----	7	14
Federal Highway Administration -----	12	19
National Highway Traffic Safety Administration -----	18	27
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Urban Mass Transportation Administration -----	22	32
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The Panama Canal -----	27	38
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The following table summarizes the amounts recommended in the
 bill for fiscal year 1976 in comparison with the budget estimates and
 amounts provided for fiscal year 1975.



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

Item (1)	New budget (obligational) authority, fiscal year 1975 (2)	Budget estimates of new (obligational) authority, fiscal year 1976 (3)	New budget (obligational) authority recommended in the bill (4)	Bill compared with—	
				New budget (obligational) authority, fiscal year 1975 (5)	Budget estimates of new (obligational) authority, fiscal year 1976 (6)
TITLE I—DEPARTMENT OF TRANSPORTATION					
Office of the Secretary.....	\$64, 893, 000	\$71, 465, 000	\$61, 300, 000	-\$3, 593, 000	-\$10, 165, 000
Coast Guard.....	931, 612, 000	1, 071, 281, 775	1, 049, 882, 775	+118, 270, 775	-21, 399, 000
Federal Aviation Administration.....	1, 738, 309, 000	¹ 1, 668, 200, 000	1, 623, 152, 000	-115, 157, 000	-45, 048, 000
Federal Highway Administration.....	49, 055, 000	66, 080, 000	20, 800, 000	-28, 255, 000	-45, 280, 000
National Highway Traffic Safety Adminis- tration.....	70, 874, 000	² 72, 150, 000	66, 850, 000	-4, 024, 000	-5, 300, 000
Federal Railroad Administration.....	486, 822, 000	597, 525, 000	529, 400, 000	+42, 578, 000	-68, 125, 000
Urban Mass Transportation Adminis- tration.....	51, 010, 000	83, 100, 000	59, 300, 000	+8, 290, 000	-23, 800, 000
Subtotal, Department of Trans- portation.....	3, 392, 575, 000	3, 629, 801, 775	3, 410, 684, 775	+18, 109, 775	-219, 117, 000

TITLE II—RELATED AGENCIES					
National Transportation Safety Board.....	9, 640, 000	10, 175, 000	11, 110, 000	+1, 470, 000	+935, 000
Civil Aeronautics Board.....	85, 338, 000	80, 095, 000	79, 690, 000	-5, 648, 000	-405, 000
Interstate Commerce Commission.....	44, 970, 000	49, 970, 000	49, 130, 000	+4, 160, 000	-840, 000
Panama Canal Zone Government.....	69, 431, 000	63, 174, 000	62, 040, 000	-7, 391, 000	-1, 134, 000
United States Railway Association.....	12, 000, 000	10, 000, 000	10, 000, 000	-2, 000, 000	-----
Washington Metropolitan Area Transit Authority.....	³ 104, 553, 000	⁴ 121, 759, 000	⁴ 121, 759, 000	+17, 206, 000	-----
Subtotal, related agencies.....	325, 932, 000	335, 173, 000	333, 729, 000	+7, 797, 000	-1, 444, 000
Total, new budget (obligational) au- thority.....	3, 718, 507, 000	3, 964, 974, 775	3, 744, 413, 775	+25, 906, 775	-220, 561, 000
Appropriations to liquidate contract au- thorizations (title I).....	(5, 593, 560, 000)	⁵ (7, 122, 338, 000)	(7, 093, 100, 000)	(+1,499, 540, 000)	(-29, 238, 000)
Appropriations for debt reduction (title I).....	(179, 448)	(187, 225)	(187, 225)	(+7, 777)	-----
Grand total, all appropriations.....	(9, 312, 246, 448)	(11, 087, 500, 000)	(10, 837, 701, 000)	(+1,525, 454, 552)	(-249, 799, 000)

¹ Excludes \$250,000,000 not authorized.

² Excludes \$950,000 not authorized.

³ Includes \$68,024,000 advance appropriation for fiscal year 1976.

⁴ Includes \$90,059,000 advance appropriation for fiscal year 1977.

⁵ Excludes \$50,000,000 not authorized.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATION BILL, 1976

JULY 22 (legislative day, JULY 21), 1975.—Ordered to be printed

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

REPORT

[To accompany H.R. 8365]

The Committee on Appropriations, to which was referred the bill (H.R. 8365) making appropriations for the Department of Transportation and Related Agencies for the fiscal year ending June 30, 1976, and the period ending September 30, 1976, 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
1976

Amount of bill as passed House.....	\$3,744,413,775
Amount of increase by Senate.....	426,319,000
Amount of bill as reported to Senate.....	4,170,732,775
Amount of appropriations, 1975.....	3,718,507,000
Amount of budget estimates, 1976.....	4,309,694,775
Under the estimates for 1976.....	-138,962,000
Over the appropriations for 1975.....	+452,225,775



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

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

Item (1)	New budget (obligational) authority, fiscal year 1975 (2)	Budget estimates of new (obligational) authority fiscal year 1976 (3)	New budget (obligational) authority recommended in House bill (4)	New budget (obligational) authority recommended by Senate committee (5)	Increase (+) or decrease (-), Senate bill compared with—		
					New budget authority, fiscal year 1975 (6)	Budget estimates of new (obligational) authority, fiscal year 1976 (7)	House allowance (8)
TITLE I—DEPARTMENT OF TRANSPORTATION							
Office of the Secretary.....	\$64,893,000	\$71,465,000	\$61,300,000	\$63,600,000	-\$1,293,000	-\$7,865,000	+\$2,300,000
Coast Guard.....	981,612,000	1,071,281,775	1,049,882,775	1,062,816,775	131,204,775	-8,465,000	+12,934,000
Federal Aviation Administration.....	1,738,309,000	1,918,200,000	1,623,152,000	1,645,207,000	-93,102,000	-272,993,000	+22,055,000
Federal Highway Administration.....	49,055,000	66,080,000	40,800,000	40,800,000	-8,255,000	-25,280,000	+20,000,000
TITLE II—RELATED AGENCIES							
National Highway Traffic Safety Administration.....	70,874,000	¹ 72,150,000	66,850,000	67,440,000	-3,424,000	-4,710,000	+596,000
Federal Railroad Administration.....	486,822,000	669,525,000	529,400,000	864,500,000	+377,678,000	+194,175,000	+335,100,000
Urban Mass Transportation Administration.....	51,010,000	83,100,000	59,300,000	71,300,000	+20,290,000	-11,800,000	+12,000,000
Subtotal, Department of Transportation.....	3,392,575,000	3,951,801,775	3,410,684,775	3,815,663,775	+423,088,775	-136,138,000	+404,979,000
National Transportation Safety Board.....	9,640,000	10,795,000	11,110,000	11,950,000	+2,310,000	+1,155,000	+840,000
Civil Aeronautics Board.....	85,338,000	80,095,000	79,690,000	79,690,000	-5,648,000	-405,000	-----
Interstate Commerce Commission.....	44,970,000	¹ 72,070,000	49,130,000	69,630,000	+24,660,000	-2,440,000	+20,500,000
Panama Canal Zone Government.....	69,481,000	63,174,000	62,040,000	62,040,000	-7,391,000	-1,134,000	-----
United States Railway Association.....	12,000,000	10,000,000	10,000,000	10,000,000	-2,000,000	-----	-----
Washington Metropolitan Area Transit Authority.....	² 104,553,000	⁴ 121,759,000	⁴ 121,759,000	121,759,000	+17,206,000	-----	-----
Subtotal, related agencies.....	325,982,000	357,893,000	333,729,000	365,069,000	+39,087,000	-2,824,000	+21,840,000
Total, new budget (obligational) authority..	3,718,507,000	4,309,694,775	3,744,413,775	4,170,732,775	+462,226,775	-133,962,000	+426,819,000
Appropriations to liquidate contract authorizations (title I).....	(5,593,560,000)	(7,172,338,000)	(7,093,100,000)	(7,095,100,000)	(+1,501,540,000)	(-77,238,000)	(+2,000,000)
Appropriations for debt reduction (title I).....	(179,448)	(187,225)	(187,225)	(187,225)	(+7,777)	-----	-----
Grand total, all appropriations.....	(9,312,246,448)	(11,482,220,000)	(10,887,701,000)	(11,266,020,000)	(+1,953,773,552)	(-216,200,000)	(+426,819,000)

¹ Excludes \$22.1 million not considered by House.
² Excludes \$950,000 not authorized.

³ Includes \$68,024,000 advance appropriation for fiscal year 1976.
⁴ Includes \$90,059,000 advance appropriation for fiscal year 1977.

SUMMARY OF MAJOR RECOMMENDATIONS

The major recommendations in the bill include:

1. The appropriation of \$1,528,555,000 for the operations activities of the Federal Aviation Administration;
2. The appropriation of \$718,696,000 for the operating expenses of the Coast Guard;
3. Restoration of \$14 million of the House reduction to the research program of the Urban Mass Transportation Administration, including allowance of the \$10 million budget request for the Bicentennial and funds to continue HPPRT research without beginning construction of prototype vehicles;
4. Appropriation of the \$36 million requested by the Coast Guard for aircraft procurement;
5. Restoration of the \$31 million House reduction to the request of the Federal Railroad Administration for Rail Service Assistance under the Regional Rail Reorganization Act;
6. Appropriation of the full budget requests for railroad safety and \$2 million for grants-in-aid for railroad safety;
7. Appropriation of \$438,800,000 for grants to Amtrak, the same as the House allowance;
8. Appropriation of \$200 million for railroad improvement and employment;
9. Appropriation of \$72 million for Interim operating assistance for the railroads included in the Regional Rail Reorganization Act;
10. Appropriation of \$5,434,800,000 in liquidating cash for the Federal-Aid highway program;
11. Appropriation of \$75 million for the Research, Engineering, and Development programs of the FAA, including the full budget request for the Aerosat program;
12. A general provision limiting the commitment of UMTA to \$1,714,150,000 for fiscal 1976; and
13. A general provision limiting the obligations of the NHTSA for section 402 highway-related safety grants for fiscal 1976 to \$120 million, including \$12 million above the budget requests for grants to states for high-payoff highway safety programs.

GSA RENTAL CHARGES

Under the Public Buildings Act Amendments of 1972, the General Services Administration was authorized to impose a system of charges on the various departments and agencies for space and buildings services purposes.

In order to reduce these charges, the House bill included language which would prohibit GSA from collecting more than the enacted fiscal 1975 standard level user charge rate. In addition, reductions in appropriations were made to reflect the amounts to be paid to GSA.

The Committee has included language in the bill which would limit payments to GSA to 90 percent of the fiscal 1976 standard user charge.

This will enable the DOT and related agencies to absorb the reductions in appropriations made by the House, but without curtailment of services proposed in the budget.

BUDGET REQUESTS NOT CONSIDERED

The Committee has deferred consideration of budget requests for the following appropriations because authorizing legislation for them for fiscal 1976 and/or the transition period have not yet been enacted by the Congress:

Item	Amount	
	Fiscal year 1976	Transition period
Department of Transportation:		
Coast Guard: State boating safety assistance -----		\$1,450,000
Federal Aviation Administration: Grants in aid for airports (appropriation to liquidate contract authority) -----		(43,000,000)
Federal Highway Administration (limitation on operating expenses) -----		(2,284,000)
Federal Highway Administration: Highway safety research and development -----		2,284,000
Federal Highway Administration: Highway beautification, administrative expenses -----		260,000
National Highway Traffic Safety Administration: Traffic and highway safety -----	\$950,000	18,150,000
Total new budget (obligational) authority not considered -----	950,000	22,144,000

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. In fiscal 1975, such activities are estimated to total \$6,640,030,000. The estimate for fiscal 1976 is \$3,569,530,000, a net decrease of \$3,070,500,000. The principal item in this category is the Federal-aid highways program, which involves \$3,475,000,000 of contract authority in fiscal year 1976.

SUMMARY OF TRANSITION PERIOD APPROPRIATIONS

Appropriations have been provided in the bill for the 3-month transition period between the end of fiscal year 1976 and the beginning of fiscal year 1977. This one-time appropriation is necessary in accordance with the Budget and Impoundment Control Act (Public Law 93-344) to provide funding during the changeover to the new fiscal year, which begins on October 1, 1976.

The following summary table compares the amounts recommended in the bill with the budget estimates for the transition period:

	Budget estimate	Bill	Bill compared with estimate
Department of Transportation:			
Office of the Secretary.....	\$17,995,000	\$16,180,000	\$-1,815,000
Coast Guard.....	¹ 273,466,939	271,211,939	-2,255,000
Federal Aviation Administration.....	430,000,000	424,750,000	-5,250,000
Federal Highway Administration.....	² 9,870,000	1,625,000	-8,245,000
National Highway Traffic Safety Administration.....	³ (18,150,000)		
Federal Railroad Administration.....	168,950,000	200,300,000	+31,350,000
Urban Mass Transportation Administration.....	18,500,000	14,900,000	-3,600,000
National Transportation Safety Board.....	2,877,000	3,371,000	+494,000
Civil Aeronautics Board.....	20,000,000	19,900,000	-100,000
Interstate Commerce Commission.....	12,500,000	12,290,000	-210,000
The Panama Canal.....	16,650,000	16,460,000	-190,000
Washington Metropolitan Area Transit Authority.....	26,700,000	26,700,000	
Total new budget (obligational) authority.....	997,508,939	1,007,687,939	+10,179,000

¹ Excludes \$1,450,000 not authorized.

² Excludes \$2,544,000 not authorized.

³ Not authorized.

TITLE I—DEPARTMENT OF TRANSPORTATION OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$30,315,000	
Budget estimate.....	\$34,415,000	\$9,395,000
House allowance.....	32,550,000	8,930,000
Committee recommendation.....	32,550,000	8,930,000

The Committee recommends an appropriation of \$32,550,000 for the salaries and expenses of the Office of the Secretary of Transportation. This level of appropriation, which is the same as the House allowance and \$1,865,000 below the budget request, should enable the Department to effectively meet its responsibilities under the recently enacted Hazardous Materials Transportation Act, which include regulatory authority over manufacturers of packages and containers for shipping hazardous materials, conducting administrative hearings resulting from imposition of civil penalties, review of State regulations, and granting of exemptions.

Unlike the House, the Committee feels that the Secretary is in the best position to determine where necessary personnel reductions should be made in order to conduct the most effective program possible within the appropriation provided. Accordingly, the committee has made no recommendations as to such personnel reductions.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$33,420,000	
Budget estimate.....	\$35,000,000	\$8,600,000
House allowance.....	27,000,000	6,750,000
Committee recommendation.....	29,000,000	7,250,000

The Committee has included appropriations of \$29 million in the bill for the transportation planning, research, and development activities of the Office of the Secretary of Transportation for fiscal 1976 as well as \$7,250,000 for the transition period. The increases over the House allowances are intended for Automotive Energy Efficiency research. Testimony before the committee indicated that, contrary to the House Report, the DOT and ERDA energy conservation programs are complementary. The DOT program is the lead program for the technological assessment and real world evaluation of near-term fuel economy improvements in cars and trucks powered by internal combustion engines designed and developed by the automotive industry. ERDA's program, on the other hand, is the lead program for the research and development of clean and efficient engines as potential successors to the conventional spark ignition engine.

Other major programs conducted under this appropriation include the following:

University Research—The Committee recommends concurrence with the House allowance of \$3,500,000 for fiscal 1976 for University Research.

Policy Information Base—An appropriation of \$3 million is recommended for policy formulation in the Department. This should enable the Secretary of Transportation to meet the increased responsibilities placed upon the Department by the recent emphasis on regulatory improvement and the constantly changing energy situation.

Other programs include transportation energy conservation and impact analysis, noise abatement, and modernization of transportation regulation.

TRANSPORTATION RESEARCH ACTIVITIES OVERSEAS

	Fiscal year 1976	Transition period
Appropriation, 1975		
Budget estimate	\$250,000	
House allowance	250,000	
Committee recommendation	250,000	

The Committee recommends concurrence with the House allowance of the full budget request to support research programs with Poland through the utilization of foreign currencies which are in excess of the normal requirements of the United States.

GRANTS-IN-AID FOR NATURAL GAS PIPELINE SAFETY

	Fiscal year 1976	Transition period
Appropriation, 1975	\$1,158,000	
Budget estimate	\$1,800,000	
House allowance	1,500,000	
Committee recommendation	1,800,000	

The Committee recommends full restoration of the House \$300,000 reduction in this appropriation. This \$1,800,000 appropriation is necessary in order to assist the participating States in improving and strengthening of their safety programs and to bring four new States into the program. This will make a total of 45 States.

The States have been responding to the gradual growth in this program as evidenced by the increase from 147 man-years in 1972 to approximately 212 man-years in 1975. The full budget request is necessary to continue this State program growth and thereby provide for greater overall safety effectiveness in pipeline transportation.

COAST GUARD

OPERATING EXPENSES

	Fiscal year 1976	Transition period
Appropriation, 1975	\$660,264,448	
Budget estimate	\$723,907,000	\$207,079,000
House allowance	714,230,000	204,660,000
Committee recommendation	718,696,000	205,760,000

The Committee recommends appropriations for \$718,696,000 for fiscal 1976 and \$205,760,000 for the transition period for the operating expenses of the Coast Guard. The Committee has restored the House reduction of \$3,616,000 from the request for icebreaking operations in 1976. The House concluded that a portion of those programs should more properly be funded by the benefitting agencies, the Department

of Defense and the National Science Foundation. Inasmuch as these agencies have planned on continued Coast Guard support in 1976, they have not been funded for their respective portions of the program. A large and unplanned deviation from the planned program would be disruptive and inefficient. Therefore, the Committee has allowed the full budget request for icebreaking operations.

Other activities funded under this appropriation include search and rescue, aids to navigation, merchant marine safety, marine environmental protection, oceanography, offshore law enforcement, training, and administrative support, including the pay and allowances of both military and civilian personnel.

The Committee has also included \$850,000 for the operation and maintenance of one additional HH-52 helicopter.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

	Fiscal year 1976	Transition period
Appropriation, 1975	\$108,376,000	
Budget estimate	\$165,310,000	\$19,000,000
House allowance	156,100,000	16,160,000
Committee recommendation	164,568,000	19,000,000

The Committee recommends an appropriation of \$164,568,000 for fiscal 1976 and \$19,000,000 for the transition period for the acquisition, construction, and improvement programs of the Coast Guard in connection with its vessels, aircraft, and navigational aids. The committee recommends concurrence with the House language which limits the availability of these funds to 3 fiscal years.

The Committee is aware that bids received on the Valdez, Alaska Vessel Traffic System and the Sitka, Alaska Air Station have greatly exceeded the Government's estimate and funds previously appropriated for these necessary projects. In recognition of the need to have construction of these stations proceed in a timely manner in order to have these stations operational when the trans-Alaska pipeline is complete and the tankers begin bringing oil out of Valdez, the committee recommends \$7,500,000 for construction of these shore facilities.

In the interests of aviation safety the Committee directs the Coast Guard to properly label all of the planes that it retires from active service. The label should state the number of hours that the aircraft has been flown and if the number of hours that the aircraft may fly safely has been determined. That information should be disclosed and transmitted to the FAA.

The Committee has restored \$8,058,000 funding for the fiscal year and \$2,840,000 funding during the transition quarter for the Loran C navigation system. The concern expressed in the report of the House with regard to possible duplication of navigation systems was well taken. However, the Committee determined that under any set of circumstances, the Loran C system would have to be deployed in the Gulf of Mexico and along the Atlantic coast in order to provide maritime navigation assistance in all coastal waters. Any delay in deploying the Loran C system could create hazardous conditions as deepwater port construction is undertaken in the Gulf and as supertanker traffic begins.

The Committee has also restored \$910,000 in funding Phase II of the vessel traffic system at New Orleans. The Coast Guard indicated a capa-

bility to commence Phase II, a closed circuit television surveillance system, during the fiscal year. Because of the high vessel traffic in the 50 miles of the Mississippi River at New Orleans, this additional navigation aid is considered essential for safe movement of vessels.

ALTERATION OF BRIDGES

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	\$6,562,000	
Budget estimate.....	\$6,600,000	\$2,050,000
House allowance.....	6,500,000	1,625,000
Committee recommendation.....	6,500,000	1,625,000

The sum recommended for alteration of bridges, \$6,500,000 for fiscal year 1976 and \$1,625,000 for the transition period, will enable the Coast Guard to proceed with the initiation of three new projects in addition to a continuation of three on-going projects.

This appropriation provides the Federal Government's share of the alteration of bridges which have become obstructions to the waterborne commerce of the United States.

RETIRED PAY

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	\$105,000,000	
Budget estimate.....	\$115,650,000	\$30,050,000
House allowance.....	115,650,000	39,505,000
Committee recommendation.....	115,650,000	30,050,000

For retired pay of military personnel of the Coast Guard and Coast Guard Reserve, members of the former lighthouse service, and for payments to the retired serviceman's family protection plan and survivor benefit plan, the full budget request is provided in the bill.

RESERVE TRAINING

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	\$28,912,000	
Budget estimate.....	\$31,350,000	\$10,225,000
House allowance.....	31,200,000	10,175,000
Committee recommendation.....	31,200,000	10,175,000

The bill provides \$31,200,000 for the Coast Guard's reserve training program for fiscal year 1976 and \$10,175,000 for the transition period. Under their reserve program, the Coast Guard provides qualified individuals and trained units for active duty service in time of war or national emergency. In addition, the Coast Guard Reserve has been very effective in assisting the regular Coast Guard in times of domestic emergency and natural disaster as well as in the performance of other peacetime functions.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	\$16,887,000	
Budget estimate.....	\$20,652,000	\$5,111,000
House allowance.....	18,600,000	4,650,000
Committee recommendation.....	18,600,000	4,650,000

The Committee recommends concurrence with the House allowance of \$18,600,000 for research, development, test, and evaluation for fiscal year 1976 as well as \$4,650,000 for the transition period. This repre-

sents an increase of approximately 10 percent over last year's appropriation.

This appropriation will provide the funds for the continuation of the Coast Guard's research and development in the areas of pollution detection, control and cleanup systems, commercial and recreational boating safety, and improved search and rescue systems. In addition, this appropriation provides for the full amount requested by the Coast Guard to meet its responsibilities under the Deepwater Port Act of 1974.

STATE BOATING SAFETY ASSISTANCE

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	\$5,790,000	
Budget estimate.....	\$6,000,000	\$1,450,000
House allowance.....	5,790,000	Defer
Committee recommendation.....	5,790,000	Defer

The bill provides \$5,790,000 for fiscal 1976 for the State Boating Safety Assistance program. This will enable the Coast Guard to continue this program at last year's level of funding. This program is conducted under the Federal Boat Safety Act of 1971 and has as its purpose the stimulation of State boating safety efforts through Federal assistance.

SUPPLY FUND

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	\$-----	
Budget estimate.....	\$2,000,000	-----
House allowance.....	2,000,000	-----
Committee recommendation.....	2,000,000	-----

The Committee has included the \$2 million requested for the Coast Guard Supply Fund. This appropriation, the first since 1943 for this fund, is necessary to replenish the fund due to the rapid increases in prices of inventory items. This fund finances the procurement of uniform clothing, commissary provisions, technical material, and fuel for certain vessels. The fund is reimbursed from the sale of these goods.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Operations, 1975.....	\$1,419,500,000	
Budget estimate, 1976.....	\$1,545,000,000	\$399,700,000
House allowance.....	1,522,000,000	395,450,000
Committee recommendation.....	1,528,555,000	396,550,000

For fiscal year 1976, the Committee recommends 53,732 positions and \$1,528,955,000 for Operations appropriation activities. The activities conducted under this appropriation are directly related to or in support of the FAA's Operation and Maintenance of the Nation's air traffic control and air navigation system, and the regulatory functions associated with the certification of aircraft and airmen. The amount approved by the Committee is \$6,555,000 above the House allowance, but \$16,445,000 below the administration's budget request.

The House action reduced the budget estimate by \$23 million. However, the House proposes to offset this reduction by transferring \$6 million from two accounts (the Civil Supersonic Aircraft Development and Civil Supersonic Aircraft Development Termination appro-

priations) to the Operations Appropriation. As a result of this action, the total program reduction approved by the House amounts to \$17 million. The Committee's analysis indicates that the \$6 million is not now required in the two accounts and therefore concurs in this transfer.

The House disallowed 443 man-years and an associated \$7,710,000, based upon predicted reductions in domestic and international passenger enplanements and revenue passenger miles. The FAA, in appealing this reduction, has stated that use of passenger enplanements and revenue passenger miles as indicators of air traffic workload is not valid. Rather, FAA has informed the Committee that aircraft handled in centers, operations at air traffic control towers, and flight station services represent the basis of its workload. Data provided to the committee based on FAA's April 1975 forecast show continued growth in these indicators, particularly in General Aviation activity.

The Committee is advised that the major portion of the House reduction would be applied to increases requested for center/tower workload and would interfere with an orderly influx of new controllers into the training pipeline. However, the Committee's analysis indicates that FAA does not get its new personnel on board as rapidly as reflected in the budget schedules. Therefore, it does not believe FAA requires the full amount requested in its appeal. Accordingly, the Committee recommends restoration of \$5,500,000 and associated 350 man-years reduced by the House.

The Committee recommendation includes restoration of \$1,055,000, cut by the House and appealed by the agency, for air traffic overtime. This increase appears to be reasonable in view of the additional personnel coming on board, extended technical training programs conducted by FAA, controller attrition rates, etc. Further, the Committee recognizes that FAA has been successful in reducing air traffic overtime over the past few years from an annual level of \$15 to \$16 million, to the level of \$6.6 million requested for fiscal year 1976.

The agency appealed a \$4,000,000 House reduction for funds for the air traffic second career program. The Committee concurs with the House.

The Committee concurs in the House action that deleted \$480,000 for the U.S. Air Force Undergraduate Pilot Training Program, \$1,450,000 for GSA rents, \$1,655,000 for contracts and special purpose equipment, and \$650,000 for supplies and materials. The Committee believes that FAA can accommodate its requirements for these items without impacting ongoing activities, including essential aviation services.

The House reduced the agency's \$399,709,000 budget estimate for the transition period by \$4,250,000. This reduction is proportionate to the \$17,000,000 House cut for fiscal year 1976. FAA appealed \$3,600,000 and the Committee recommends restoration of \$1,100,000, which is proportionate to funds restored.

The Committee is concerned that there is not a comprehensive, easily-understood method by which the day-to-day performance of the Air Traffic Control system can be judged. Clear and timely understanding of the performance of the system and its elements and well-understood reasons for delays and inadequacies are essential to proper FAA management of the system, as well as to the users who depend on it.

It is recognized that a rough system of reporting of excessive delays exists, and that FAA has recently taken a step to create a Performance Measuring System at a group of major airports. While this effort is valuable, it is considered that it is not sufficient in a time when the efficiency of FAA's system has a major impact on the usage of aviation fuel.

The Committee therefore directs FAA to develop and implement on a priority basis a system of measuring Air Traffic Control system performance and effectiveness on and around the busier airports and the enroute ATC system serving such airports, including the causes of delays, on an essentially real-time basis, and to publish summary data on a timely basis in a form usable to FAA's management, Congress, and the users of the FAA system.

FACILITIES, ENGINEERING, AND DEVELOPMENT

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	\$11,821,000	
Budget estimate.....	\$13,000,000	\$3,100,000
House allowance.....	12,000,000	2,900,000
Committee recommendation.....	12,500,000	2,950,000

The Committee recommends \$12,500,000 for activities conducted under this appropriation, an increase of \$500,000 over the amount allowed by the House, and \$500,000 below the budget request.

The Committee feels that this restoration is warranted because of the need to sustain efforts related to increased crash survivability, occupant protection, and emergency evacuation methods. In addition, on-going efforts associated with rulemaking to reduce noise levels of sub-sonic jets and to establish noise levels for supersonic transports, impact of curfews on airline operations and travel habits, and preparation of environmental impact statements would be extended and would suffer under the House allowance. The Committee directs the FAA to conduct the full \$402,000 noise pollution program within the funds appropriated.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	\$227,278,000	
Budget estimate.....	\$250,000,000	
House allowance.....	deferred	
Committee recommendation.....	0	

The House deferred consideration of FAA's fiscal year 1976 budget request for \$250,000,000 for the Facilities and Equipment because authorizing Trust Fund legislation had not been reported or enacted before the appropriation bill was reported. The Committee has considered the FAA budget request and does not believe that additional obligatory authority for fiscal year 1976 is needed in light of the more than \$300,000,000 unobligated in the F&E account as of June 30, 1975. The Committee directs FAA to request a supplemental appropriation for Facilities and Equipment after enactment of Trust Fund enabling legislation or at such time as the F&E unobligated balance is

reduced to approximately \$150 million. The Committee's action is not intended to defer needed safety improvements or enhancements to the nation's airport/airway system. The Committee recognizes that FAA may be required to go off the full-funding project concept to satisfy its most urgent requirements.

The Committee directs that none of the 15 new positions requested for the Aeronautical Center be funded during fiscal year 1976 or the transition period.

RESEARCH, ENGINEERING AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

	Fiscal year 1976	Transition period
Appropriation, 1975 -----	\$57,000,000	
Budget estimate -----	\$80,400,000	\$22,700,000
House allowance -----	80,000,000	15,000,000
Committee recommendation -----	75,000,000	20,800,000

The House action deleted \$20,400,000 for fiscal year 1976 and \$7,700,000 for the 3-month transition period from FAA's budget request; the agency appealed \$19,500,000 and \$7,500,000 respectively. The Committee recommends the sum of \$75,000,000 for fiscal year 1976 and \$20,800,000 for the 3-month transition period.

The House funding reduction, according to FAA, would force the agency to reduce planned Microwave Landing System (MLS) and Discrete Address Beacon System/Intermittent Positive Control (DABS/IPC) developmental efforts in fiscal year 1976 by some \$5,400,000 and \$4,300,000 respectively, to maintain a total balanced engineering and development program. The reduction relative to MLS could result in loss of U.S. leadership in the intense international competition to select a worldwide replacement for the current landing system. It would also mean implementation delays of an improved, common civil/military landing system and affect the United States ability to capture international markets with this system.

Reduction in the DABS/IPC developmental efforts would delay system safety enhancement programs. Specifically, the DABS development provides the improved airspace surveillance critical to all other steps for expanding and improving air traffic control capability; in particular, it provides the basis for Intermittent Positive Control (IPC) which is one of the means that the FAA is pursuing in response to Congressional pressure to reduce potential of midair collisions.

The House report indicates that FAA does not intend to use VHF capability if the AEROSAT tests are satisfactory. Based on this, the House disapproved the FAA's fiscal year 1976 and transition budget estimate for this program. FAA testified and assured this Committee that it will fully test both the L-band and VHF capabilities in the AEROSAT program and make its findings available to the users and the Congress. In addition, the Committee feels that the United States would be in violation of its international commitments, made recently with the express approval of the Congress, if the program did not proceed as planned. Finally, recent testimony before this Committee by the Air Transport Association (ATA), the primary user of the ultimate capability, supported continuance of the program.

Based on the foregoing, the Committee feels that it is important to

future oceanic airspace system capacity to continue the AEROSAT program as presently planned and restores \$4,800,000 within its allowance.

GRANTS-IN-AID FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND—LIQUIDATING CASH)

	Fiscal year 1976	Transition period
Appropriation, 1975 -----	(\$280,000,000)	
Budget estimate, 1976 -----	(\$370,000,000)	(\$92,500,000)
House allowance -----	(320,000,000)	(49,500,000)
Committee recommendation -----	(320,000,000)	(49,500,000)

The committee is recommending \$320,000,000 for fiscal year 1976 and \$49,500,000 for the transition period to liquidate development grant obligations, and limitations on obligations of \$350,000,000 for fiscal year 1976 and \$87,500,000 for the transition period. These amounts are the same as approved by the House. It is the Committee's intention that the FAA continue its planning grant program at the fiscal year 1975 program level under the provisions in the continuing resolution.

OPERATION AND MAINTENANCE, NATIONAL CAPITAL AIRPORTS

	Fiscal year 1976	Transition period
Appropriation, 1975 -----	\$16,310,000	
Budget estimate, 1976 -----	\$17,700,000	
House allowance -----	17,527,000	4,450,000
Committee recommendation -----	17,527,000	4,450,000

The Committee recommends \$17,527,000 for operation and maintenance of National Capital Airports for fiscal year 1976, an increase of \$1,117,000 over 1975 and \$4,450,000 for the transition period. These are the same amounts approved by the House and provide for annualization and other increased costs of operating the airports. The reduction in funding is attributed to new positions requested in the budget which are not currently required to meet operational needs.

Washington National Airport continues to operate at a profit while Dulles International Airport shows a deficit. 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 by \$7,162,000 at Washington National and \$1,145,000 at Dulles International.

CONSTRUCTION, NATIONAL CAPITAL AIRPORTS

	Fiscal year 1976 (Liquidating cash)	Transition period (Liquidating cash)
Appropriation, 1975 -----	\$5,500,000	
Budget estimate, 1976 -----	\$12,100,000	0
House allowance -----	11,625,000	0
Committee recommendation -----	11,625,000	0

The Committee recommends \$11,625,000 for capital improvements and expansion of facilities at the National Capital Airports. This amount includes \$3,160,000 for Washington National and \$8,465,000 for Dulles International. The amount for Dulles International includes \$7,000,000 to provide for added baggage handling facilities

and a larger passenger security screening area. The Committee was advised that the reduction of \$475,000 to the request would be absorbed through rescheduling of improvement projects.

ADMINISTRATIVE USER FEES

The Department has requested that Section 312 of the House Bill which prohibits the imposition of fees for certification and licensing of airmen and aircraft be deleted. The Department notes that existing legislation already provides a formal review process with ample time periods for all interested parties, including the public at large, to review and comment on the proposals before they can be implemented. It is further noted that the Secretary will continue his practice of keeping the appropriate committees of Congress specifically informed on all proposed rule changes in addition to the formal notices required in the Federal Register.

The Committee supports retention of Section 312 in the bill. The Committee is of the opinion that the imposition of administrative user charges should be considered and decided upon in conjunction with aviation user taxes now under review by the Congress so that the impact of the total tax burden can be fully assessed prior to adoption.

TRANSFER LANGUAGE

The Department is proposing some minor technical changes to language approved by the House which authorizes the transfer of \$6,000,000 from the two civil supersonic development appropriations to the operations appropriation.

The Committee concurs with these changes.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON GENERAL OPERATING EXPENSES

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	(\$151,200,000)	
Budget estimate.....	(\$145,815,000)	(\$34,716,000)
House allowance.....	(141,480,000)	(33,666,000)
Committee recommendation.....	(143,480,000)	(33,666,000)

This limitation provides for the salaries and expenses of the Federal Highway Administration required to conduct and administer Federal-Aid highway programs. Under this limitation, administrative services for other programs of FHWA, including highway safety, and for road construction programs of other agencies are initially financed from this account and reimbursements are collected from those programs.

This limitation does not cover the administrative expenses of the highway beautification, Darien Gap highway, territorial highways, and motor carrier safety programs. Separate appropriations elsewhere in the bill cover those costs.

It is intended that the \$2,000,000 increase over the House allowance be used to fully fund the construction skill training program. This

program is designed to more effectively help minorities, females, and disadvantaged individuals to compete for higher paying employment and to help in the development of needed skill construction workers. The level of funding provided should enable the FHWA, in cooperation with State highway agencies, to better provide training and employment opportunities to people who otherwise might be denied the chance to become productive citizens capable of making valuable contributions to our society.

MOTOR CARRIER SAFETY

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	\$6,087,000	
Budget estimate.....	\$6,779,000	\$1,695,000
House allowance.....	6,500,000	1,625,000
Committee recommendation.....	6,500,000	1,625,000

The bill provides \$6,500,000 for fiscal year 1976 and \$1,625,000 for the transition period for the motor carrier safety function of the Federal Highway Administration. This activity plans, develops, recommends, and directs a national regulatory and enforcement program covering the safety in operation of commercial motor carriers in interstate and foreign commerce.

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	\$8,685,000	
Budget estimate.....	\$9,135,000	¹ (\$2,284,000)
House allowance.....	9,000,000	Defer
Committee recommendation.....	9,000,000	Defer

¹ Excluded, not authorized.

The Committee recommends concurrence with the House allowance of \$9,000,000 for the highway safety research and development program of the Federal Highway Administration. This research is conducted in support of the safety standards established by the Highway Safety Act of 1970. This appropriation represents an increase of \$315,000 over the fiscal 1975 program level.

HIGHWAY BEAUTIFICATION (APPROPRIATION OF LIQUIDATING CASH)

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	(\$25,000,000)	
Budget estimate.....	(\$44,200,000)	(\$10,000,000)
House allowance.....	(30,000,000)	(7,500,000)
Committee recommendation.....	(30,000,000)	(7,500,000)

The Committee concurs with the House allowances for the liquidating cash appropriations for the highway beautification program. The full budget requests of \$30 million for fiscal year 1976 and \$7.5 million for the transition period have been provided.

The Committee has recommended an obligation limit for fiscal year 1976 of \$56,000,000, which is an increase of \$16,000,000 over the House allowance. Of this amount, major emphasis will be on control of outdoor advertising. Also, the full obligation limit requested of \$14,012,000 for the transition period is recommended.

HIGHWAY BEAUTIFICATION

ADMINISTRATIVE EXPENSES

	Fiscal year 1976	Transition period
Appropriation, 1975	\$999,000	
Budget estimate	\$1,031,000	¹ (\$260,000)
House allowance	1,000,000	Defer
Committee recommendation	1,000,000	Defer

¹ Excluded, not authorized.

The bill provides \$1,000,000 for the administrative expenses of the highway beautification program. Like the House, the Committee has deferred action on the request for the transition period pending an authorization for that request.

HIGHWAY-RELATED SAFETY GRANTS

APPROPRIATION TO LIQUIDATE CONTRACT AUTHORIZATION

	Fiscal year 1976	Transition period
Appropriation, 1975	(\$12,000,000)	
Budget estimate	(\$20,838,000)	(\$3,000,000)
House allowance	(15,000,000)	(3,000,000)
Committee recommendation	(15,000,000)	(3,000,000)

The Committee recommends concurrence with the House allowances of the full budget requests of \$15,000,000 for fiscal 1976 and \$3,000,000 for the transition period in liquidating cash to assist States and local communities in implementing highway safety standards in accordance with uniform standards promulgated by the Secretary of Transportation.

RAILROAD CROSSINGS—DEMONSTRATION PROJECTS

	Fiscal year 1976	Transition period
Appropriation, 1975	\$2,895,000	
Budget estimate	\$6,985,000	\$4,000,000
House allowance		
Committee recommendation		

The Committee is in agreement with the House disallowance of the full budget request for this appropriation. This program, which involves demonstration programs in the vicinity of Greenwood, South Carolina and between Washington and Boston, has been progressing at a very slow pace. As of April 30, 1975, Federal obligations for this program were only approximately \$8,804,500 out of total appropriations of \$28,895,000. The carryover balance should be sufficient to fully fund this program during fiscal 1976 and the transition period.

RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

	Fiscal year 1976	By transfer
Appropriation, 1975	\$360,000	(\$11,000,000)
Budget estimate, 1976	\$1,400,000	
House allowance	1,400,000	(15,220,000)
Committee recommendation	1,400,000	(15,220,000)

The Committee recommends concurrence with the House allowance of \$15,220,000 for twelve railroad-highway crossings demonstration projects authorized by section 163 of the Federal-Aid Highway Act of 1973 and \$1,400,000 for one such project as authorized in the National Mass Transportation Assistance Act of 1974.

As in previous years, the Committee is recommending that these funds be derived by transfer from sections 203 and 230 of the Highway Safety Act of 1973. Testimony before the Committee indicated that only around \$34 million of the \$250 million authorized under these sections has been obligated.

RURAL HIGHWAY PUBLIC TRANSPORTATION
DEMONSTRATION PROGRAM

	Fiscal year 1976	Transition period
Appropriation, 1975	\$9,650,000	
Budget estimate	\$20,350,000	
House allowance	12,500,000	
Committee recommendation	17,500,000	

The Committee recommends an appropriation of \$17,500,000 for the rural highway public transportation demonstration program of the Federal Highway Administration. This is \$5,000,000 over the House allowance and \$2,850,000 below the budget request. This appropriation plus the carryover funds from previous appropriations total around \$27,150,000 and should enable the agency to fund a substantial number of these demonstration projects in fiscal year 1976. This program is designed to enhance the access of rural populations to employment, health care, retail centers, education and public services.

TERRITORIAL HIGHWAYS

(APPROPRIATION TO LIQUIDATE CONTRACT AUTHORIZATION)

	Fiscal year 1976	Transition period
Appropriation, 1975	(\$4,000,000)	
Budget estimate	(\$4,000,000)	(\$1,000,000)
House allowance	(4,000,000)	(1,000,000)
Committee recommendation	(4,000,000)	(1,000,000)

The bill includes the full budget requests and the House allowances for liquidating cash for territorial highways. This appropriation is provided to assist the governments of the Virgin Islands, Guam, and American Samoa in the improvement of their highway systems.

DARIEN GAP HIGHWAY

	Fiscal year 1976	Transition period
Appropriation, 1975	\$13,510,000	
Budget estimate	\$9,900,000	\$3,550,000
House allowance	4,900,000	
Committee recommendation	4,900,000	

The Committee recommends concurrence with the House allowance of \$4,900,000 for the Darien Gap highway to continue construction of 250 miles of highway that will connect the Inter-American Highway

of Central America with the Pan-American Highway System of South America, creating a single highway network from Alaska to every South American country. This program has been delayed due to problems with hoof and mouth disease in Colombia. This appropriation plus carryover funds should enable this program to proceed at a reasonable rate.

ALASKA HIGHWAY

	Fiscal year 1976	Transition period
Appropriation, 1975	\$4,825,000	
Budget estimate	\$8,000,000	
House allowance		
Committee recommendation		

The Committee agrees with the House action in providing no funds for the Alaska Highway in this bill. Testimony indicated that the required agreement between the United States and Canada has not been finalized. If an agreement is reached in this fiscal year, the carryover funds from previous appropriations should enable the FHWA to proceed with the preliminary engineering phase and to initiate construction.

OFF-SYSTEM ROADS (APPROPRIATION TO LIQUIDATE CONTRACT AUTHORIZATION)

	Fiscal year 1976	Transition period
Appropriation, 1975	\$10,000,000	\$2,500,000
Budget estimate	(\$10,000,000)	(\$2,500,000)
House allowance	(10,000,000)	(2,500,000)
Committee recommendation	(10,000,000)	(2,500,000)

The bill provides the full budget requests of \$10 million for fiscal year 1976 and \$2,500,000 for the transition period in liquidating cash for the Off-Systems Roads program. This activity provides for construction, reconstruction, and improvement projects on public roads and bridges in rural areas not previously eligible for Federal-aid. This program is authorized under the Federal-Aid Highway Amendments of 1974.

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

	Fiscal year 1976	Transition period
Appropriation, 1975	(\$4,575,840,000)	
Budget estimate	(\$5,437,000,000)	(\$1,273,950,000)
House allowance	(5,432,800,000)	(1,273,950,000)
Committee recommendation	(5,434,800,000)	(1,273,950,000)

The Committee has included appropriations of liquidating cash for the Federal-aid highways program of \$5,434,800,000 for fiscal 1976 and \$1,273,950,000 for the transition period. The increase of \$858,960,000 over last year's appropriation is caused, in large part, by the release of highway funds to the States in February, 1975. The increase above the House allowance is caused by the increase discussed earlier in this report in connection with the limitation on general operating expenses. No reductions have been made in the construction program.

Of the funds provided, approximately \$3 billion is intended for the construction of the Interstate Highway System. The balance of the appropriation is for payments to the States for rural and urban transportation programs, planning and research, emergency relief, and for FHWA's administrative costs.

As of March 31, 1975, 86 percent of the 42,500 mile Interstate System had been opened to traffic. The remaining work is estimated to cost more than \$30 billion.

HIGHWAY SAFETY CONSTRUCTION PROGRAMS

(TRUST FUND—APPROPRIATION TO LIQUIDATE CONTRACT AUTHORIZATION)

	Fiscal year 1976	Transition period
Appropriation, 1975	(\$110,000,000)	
Budget estimate	¹ (\$300,000,000)	¹ (\$75,000,000)
House allowance	(300,000,000)	(75,000,000)
Committee recommendation	(300,000,000)	(75,000,000)

¹ Budget includes this amount under "Federal-Aid Highways."

The full budget requests of \$300 million for fiscal 1976 and \$75 million for the transition period in liquidating cash for the highway safety construction programs have been provided in the bill. Programs conducted under this appropriation include rail-highway crossings, bridge reconstruction and replacement, pavement marking demonstrations, high-hazard projects, elimination of roadside obstacles, and the Federal-aid safer roads demonstrations.

RIGHT-OF-WAY REVOLVING FUND

(TRUST FUND—APPROPRIATION TO LIQUIDATE CONTRACT AUTHORIZATION)

	Fiscal year 1976	Transition period
Appropriation, 1975	(\$20,000,000)	
Budget estimate	(\$20,000,000)	(\$5,000,000)
House allowance	(20,000,000)	(5,000,000)
Committee recommendation	(20,000,000)	(5,000,000)

The full appropriation of liquidating cash for fiscal 1976 and the transition period have been provided in the bill for the right-of-way revolving fund. This fund was established to provide a method of financing the advance acquisition of rights-of-way several years prior to actual highway construction in order to reduce inflationary pressures on property costs and permit more adequate highway planning.

BALTIMORE-WASHINGTON PARKWAY

	Fiscal year 1976	Transition period
Appropriation, 1975	\$1,544,000	
Budget estimate	\$2,500,000	\$825,000
House allowance		
Committee recommendation		

The Committee concurs with the House action in denying funds for the Baltimore-Washington Parkway at this time. Delays in fulfilling certain statutory requirements and in effecting necessary arrange-

ments between the various entities involved with the project indicate that construction will not commence during fiscal year 1976 or during the transition period. However, it is not the intention of the Committee in denying the budget request to indicate in any way a negative decision regarding the merits of this project. The Committee will be willing to seriously consider any future request for funds once the procedural barriers have been removed.

OVERSEAS HIGHWAY

	Fiscal year 1976	Transition period
Appropriation, 1975	\$500,000	
Budget estimate		
House allowance	\$500,000	
Committee recommendation	500,000	

The Committee recommends concurrence with the House allowance of \$500,000 for the Overseas Highway. These funds, together with previous appropriations, should enable the State of Florida Department of Transportation, in cooperation with the Federal Highway Administration, to proceed with the preliminary engineering phase of this important project.

ACCESS HIGHWAYS TO PUBLIC RECREATION AREAS ON CERTAIN LAKES

	Fiscal year 1976	Transition period
Appropriation, 1975	\$10,000,000	
Budget estimate		
House allowance	\$10,000,000	
Committee recommendation	10,000,000	

The Committee recommends concurrence with the House allowance of \$10,000,000, for which there was no budget estimate, for the initiation of the authorization under section 115(a) of the Federal-Aid Highway Amendments of 1974, entitled access highways to public recreation areas on certain lakes. The Committee is in agreement with the bill language that rescinds the contract authority for this program, if such authority ever existed.

HIGHLAND SCENIC HIGHWAY

	Fiscal year	Transition period
Appropriation, 1975	\$15,000,000	
Budget estimate		
House allowance		
Committee recommendation	15,000,000	

The bill provides \$15 million from the Highway Trust Fund for continuing construction of the Highland Scenic Highway in West Virginia.

The route of the Highland Scenic Highway runs from Richwood, W. Va., across the Williams River, to U.S. 219 and north along a not yet specified corridor to U.S. 250 near Barton Knob, W. Va. It lies within the Monongahela National Forest. The appropriation is provided to complete the portion to U.S. 219, the extent to which engineering has been completed. This is necessary in this fiscal year to prevent any further escalation in the cost due to inflation which has more than doubled the estimated cost in the last 3 years.

The Highland Scenic Highway, under construction as a public lands highway since the early 1960's, was designated as a parkway by the 1973 Federal-Aid Highway Act, and made eligible for highway trust funds. The Scenic Highway is completed from the Cranberry Mountain Visitor Center to the Williams River, a distance of 13.3 miles, including the bridge over the Williams River.

The \$15 million provided in the bill would be used to construct 8.5 miles of the Highland Scenic Highway on which design, engineering and land acquisition is complete. The funds would be appropriated to the U.S. Forest Service and transferred to the West Virginia Department of Highways which will actually construct the road.

This sum, when transferred to the State, would also be available for the signing of the Scenic Highway and other appropriate points with the new distinctive logo sign adopted by the Forest Service.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TRAFFIC AND HIGHWAY SAFETY

	Fiscal year 1976	Transition period
Appropriation, 1975	\$70,874,000	
Budget estimate	\$72,150,000	(\$18,150,000)
House allowance	68,850,000	defer
Committee recommendation	67,440,000	defer

¹ Excludes \$950,000 not authorized.

² Excluded, not authorized.

The Committee recommends an appropriation of \$67,440,000 for the Traffic and Highway Safety program of the NHTSA. The Committee is in agreement with the House allowances for all items except the \$590,000 for the Engineering Facility operation. The Committee approves of the \$731,000 reprogramming request for the operation of this facility and in addition, recommends that the \$590,000 House reduction be restored.

The Committee wishes to emphasize that no actions taken by the Congress in the past or at present prevents the National Highway Traffic Safety Administration from developing incentive grant programs to encourage states to enact effective seat belt usage legislation within the limits of available funds. The Committee is concerned that the NHTSA may have interpreted the elimination in conference last year of funds specifically earmarked for this purpose from the fiscal year 1975 Transportation Appropriations Bill as a prohibition against any such program being instituted. Such is not the case.

The Committee concurs with the internal assessment by NHTSA of its accident data collection and analysis program. As stated on page 54 of the Department of Transportation National Highway Traffic Safety Administration fiscal year 1976 budget estimates: "NHTSA has lagged behind other Federal agencies in the development of a viable statistical research operation which can provide professional leadership, guidance and consultative service in the application of statistical and mathematical principles and techniques." In particular, the Committee has been concerned by the lack of a national accident sampling strategy and data collection and analysis system which is

needed to provide a valid statistical base for standards setting by NHTSA and serve as a framework for specialized accident investigation programs such as the MDAI and FAF. The need for a national accident sampling plan and for a mass accident data file has been emphasized in a recent study, "Automobile Collision Data: An Assessment of Needs and Methods of Acquisition," conducted by the Office of Technology Assessment.

We are pleased to note the NHTSA reorganization of the Research and Analysis Division which places increased emphasis on the need for a valid statistical base for accident investigation and the progress made in such programs as the accident investigation project (p. 86 in the fiscal year 1976 budget estimates) and the information systems project (p. 88 in the fiscal year 1976 budget estimates.) However, the Committee is concerned about whether the plan will provide a sufficiently large data base to identify critical auto safety problems.

The Committee approves an appropriation of \$7,200,000 for Accident Investigation and Data Analysis. In approving this allocation, the Committee notes the importance of the National Accident Sampling Plan. A thorough review of the plan by a broad group of subject matter experts should be undertaken prior to pilot implementation of the plan in fiscal year 1976. We look forward to a report on this review, its value in refining the plan and initial results from the pilot implementation next year.

No funds are allocated for the automotive recorder research project (p. 74 in the fiscal year 1976 budget estimates). However, the Committee recognizes the importance of obtaining data relating collision forces and occupant injury. Some of the funds approved for Accident Investigation and Data Analysis should be used to investigate alternate strategies for obtaining crash severity data including the use of low-cost recorders. The Committee anticipates a report on the outcome of this investigation next year.

STATE AND COMMUNITY HIGHWAY SAFETY

LIQUIDATION OF CONTRACT AUTHORIZATION

	Fiscal year 1976	Transition period
Appropriation, 1975.....	(\$96,000,000)	
Budget estimate.....	(\$76,000,000)	(\$21,500,000)
House allowance.....	(71,000,000)	(20,000,000)
Committee recommendation.....	(71,000,000)	(20,000,000)

The bill provides \$71 million in fiscal year 1976 and \$20 million in the transition period in liquidating cash for the State and Community Highway Safety programs of the NHTSA. The Committee is in agreement with the House allowances and believes this appropriation should enable NHTSA to meet its commitments during this fifteen month period.

This program provides Federal grants to assist states and local communities with their highway safety programs such as alcohol countermeasures, driver education, driver licensing, police traffic services, etc.

The Committee recommends a level of \$120 million for the joint obligation limitation applicable to the programs of both the National

Highway Traffic Safety Administration and the Federal Highway Administration.

Under this level, the Committee has restored \$8 million cut by the House and added \$12 million to be used to continue to maximize State investment in high payoff areas such as alcohol countermeasures and selective traffic enforcement consistent with each State's identification process.

The recommended figure will provide \$92 million for NHTSA's basic grant program of administering vehicle and driver oriented safety standards, compared to NHTSA's original fiscal year 1976 budget request for the basic program of \$80 million, which was an increase of \$8 million above fiscal year 1975, most of which was required to cover inflation.

Testimony before this Committee indicates the States have implemented a results-oriented approach to highway safety planning by increasing investment of Federal funds in areas, such as those mentioned above, which have the greatest potential for achieving safety improvements and reducing traffic fatalities and accidents at the State and local level. It is the Committee expectation that, since alcohol is involved in 50 percent of highway deaths, it is expected that a significant portion of the \$12 million will be used to further increase currently planned investment in alcohol countermeasure programs.

It is estimated that the balance of the allowance will be spent as follows: \$13 million for incentive grants for reduction in the fatality rate, and \$15 million for the Federal Highway Administration's highway related safety grant program.

FEDERAL RAILROAD ADMINISTRATION

OFFICE OF THE ADMINISTRATOR

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$3,782,000	
Budget estimate.....	\$6,700,000	\$1,600,000
House allowance.....	5,900,000	1,400,000
Committee recommendation.....	5,900,000	1,400,000

The bill provides \$5,900,000 for fiscal year 1976 and \$1,400,000 for the transition period for salaries and expenses of the Office of the Administrator. The increase of \$2,118,000 over last year's appropriation is largely caused by a transfer of functions to this office from the Office of the Secretary of Transportation. The only reductions made in this account relate to the payments to the General Services Administration for rental charges and contractual services, which is discussed elsewhere in this report.

RAILROAD SAFETY

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$11,094,000	
Budget estimate.....	\$16,275,000	\$4,100,000
House allowance.....	16,200,000	4,050,000
Committee recommendation.....	16,200,000	4,050,000

For railroad safety, the Committee recommends concurrence with the House allowances. Provision was made for 60 new positions in this

activity even though the budget requested only 43. The only reductions made relate to payments to GSA.

GRANTS-IN-AID FOR RAILROAD SAFETY

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$965,000	
Budget estimate.....	\$3,000,000	\$750,000
House allowance.....	1,000,000	250,000
Committee recommendation.....	2,000,000	500,000

The Committee recommends restoration of \$1,000,000 of the House reduction in the fiscal 1976 appropriation for grants-in-aid for railroad safety as well as a \$250,000 restoration for the transition period.

Under the provisions set forth in the Railroad Safety Act of 1970, appropriations for this program are based on estimated *ensuing* fiscal year costs (i.e., the fiscal year 1976 request is for fiscal year 1977 costs.) While the problems of states in establishing their programs and their inability to recruit qualified personnel have slowed the enlistment of the States in this program, the level of participation projected for fiscal 1977 fully justifies an appropriation level of \$2,000,000. By late fiscal year 1977, it is anticipated that there will be a total of 28 states participating in the program.

RAILROAD RESEARCH AND DEVELOPMENT

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$48,250,000	\$17,000,000
Budget estimate.....	\$66,550,000	13,150,000
House allowance.....	53,500,000	13,150,000
Committee recommendation.....	74,400,000	14,150,000

For railroad research and development, the Committee recommends appropriations of \$74,400,000 for fiscal year 1976 and \$14,150,000 for the transition period. The Committee's recommendations as compared to the budget requests and House allowances are shown in the following table:

Program	Budget	House	Recommend
Industry problems.....	\$5,800,000	\$4,300,000	\$3,000,000
Freight system demonstration.....	6,000,000	0	6,000,000
Freight car management.....	4,000,000	3,100,000	2,000,000
Freight service.....	3,650,000	1,800,000	3,000,000
Safety research.....	5,200,000	5,200,000	5,200,000
Track improvement technology.....	10,000,000	10,000,000	10,000,000
Passenger systems.....	1,000,000	1,000,000	1,000,000
Advanced systems and propulsion.....	2,600,000	1,500,000	2,600,000
Tunneling.....	2,000,000	400,000	400,000
Test center and rail dynamics laboratory.....	13,400,000	13,000,000	13,000,000
Northeast corridor development.....	6,700,000	6,700,000	6,700,000
West coast corridor development.....	0	500,000	500,000
Intermodal terminals.....	2,000,000	2,000,000	17,000,000
Administration.....	4,200,000	4,000,000	4,000,000
Total.....	66,550,000	53,500,000	74,400,000

As indicated above, the Committee's recommendation allows for full restoration of the \$6,000,000 for the FRA's proposed intermodal freight system demonstration.

This FRA demonstration is designed to include experiments in labor productivity, marketing techniques, pricing, special operating

control systems, management information systems, improved cars and terminal concepts and hardware. None of that kind of developmental work is being done by the individual railroads.

The funds provided would be used as seed-money on a 50/50 basis with participating railroads and will pay the start-up costs on a variety of routes.

The Committee has increased funding for research and development in freight service by \$1,200,000 over the House-approved appropriation. The intended uses of these funds include research into energy conservation, including a proposed investigation of the feasibility of employing flywheel energy storage units in classification yard locomotives.

The Committee has added \$15 million to the appropriation for Intermodal terminals and directs that \$1 million be used for maintenance assistance, \$1 million for planning assistance to State and local governments, local and regional transportation authorities, common carriers, etc., and \$13 million for the demonstration projects authorized by the Department of Transportation Act (49 U.S.C. 1653).

The Committee recommends the entire budget request of \$2,600,000 for Advanced Systems and Propulsion efforts under the Railroad Research and Development portion of the Federal Railroad Administration's budget request. The House passed a \$1,500,000 level for Advanced Systems and Propulsion. The Committee recommendation, if accepted, will allow work to go forward without delay on the single-sided linear motor program, a program designed to improve the efficiency and reliability of both passenger rail traffic and freight management. This program will have an important near term payoff regarding improvements in the operations of freight classification yards.

INTERIM OPERATING ASSISTANCE

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$135,200,000	
Budget estimate.....	\$72,000,000	
House allowance.....	not considered	
Committee recommendation.....	72,000,000	

¹ Budget amendment submitted to Senate after House passage of the bill.

The Committee recommends the full budget request of \$72,000,000 to provide cash assistance for operating expenses to the bankrupt railroads covered under the Regional Rail Reorganization Act of 1973. As a result of declining revenues and increases in operating expenses, presently appropriated funds are estimated to last through July. This appropriation, which provides all of the remaining funds authorized, is expected to be sufficient to carry these railroads until the reorganization process is completed in March of 1976. This budget amendment was received in the Senate on July 16 and therefore has not been considered by the House.

RAIL SERVICE ASSISTANCE

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$-----	
Budget estimate.....	\$45,000,000	\$15,000,000
House allowance.....	14,000,000	7,000,000
Committee recommendation.....	45,000,000	15,500,000

The Committee recommends the full budget requests for rail service assistance under the Regional Rail Reorganization Act. These funds will be necessary to provide for continuation of rail service for so-called "light-density" railroad lines that are deleted in the reorganization. Present legislation provides that up to 70 percent of the costs of operation of these lines may be funded under this appropriation with the remaining 30 percent being provided by state and local governments.

Testimony before the Committee indicated that Section 402 funds may also be used to pay the costs of grants for acquisition and modernization of rail lines to be taken over by states and local communities.

GRANTS TO NATIONAL RAILROAD PASSENGER CORPORATION

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$276, 500, 000	
Budget estimate.....	\$460, 000, 000	\$130, 000, 000
House allowance.....	438, 800, 000	124, 700, 000
Committee recommendation.....	438, 800, 000	124, 700, 000

The bill includes appropriations of \$438,800,000 for fiscal year 1976 and \$124,700,000 for the transition period for grants to the National Railroad Passenger Corporation (Amtrak). The Committee recommends concurrence with the House allowances, which represent decreases below the budget of \$21.2 million in fiscal 1976 and \$5.3 million in the transition period. The fiscal 1976 appropriation, however, is \$162,300,000 above last year's appropriation.

The Committee is not including in its recommendation specific areas where reductions should be made to absorb the reductions below the budget requests. Testimony before the Committee shows that the revenue and cost estimates contained in the budget are probably on the low side and a supplemental request at some future time is likely.

Like the House, the committee is concerned with Amtrak's increasing inability to control its losses. However, the Committee is not in agreement with the House position that Amtrak should initiate a policy of service reductions on an experimental basis. Before any such reductions in service are implemented, the Committee directs Amtrak to present any such plans to the appropriate committees of the Congress.

Pursuant to the Amtrak Improvement Acts of 1973 and 1974, the Secretary of Transportation designated a Washington-Denver service, to connect with the National Limited train, on October 28, 1974, as the Section 403(c) experimental train for fiscal year 1975. As with the two experimental trains designated during fiscal 1974, the Committee feels it is very important to institute this service at the earliest practicable date. The Committee also notes the importance of providing service to each state served by the new train, which includes the District of Columbia and the states of Maryland, West Virginia, Ohio, Indiana, Illinois, Missouri, Kansas, and Colorado. Accordingly, the Committee directs that \$4.6 million of the amount provided in this appropriation be expended for this route.

RAIL TRANSPORTATION IMPROVEMENT AND EMPLOYMENT

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$5, 000, 000	
Budget estimate.....		
House allowance.....		
Committee recommendation.....	\$200, 000, 000	\$40, 000, 000

The Committee has included appropriations for the implementation of a program of railroad rehabilitation and employment, similar to the program for which funds were included in the Second Supplemental Appropriations Bill. There has been large-scale deterioration over the years in railroad roadbeds and tracks in the United States. Federal funding of a program to rebuild these roadbeds and tracks while at the same time providing for the reemployment of furloughed railroad employees is in the public interest. This appropriation would provide for the rehabilitation and improvement of essential rail lines and would thereby improve safety and rail passenger and freight service over such lines.

PAYMENT TO THE ALASKA RAILROAD REVOLVING FUND

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$6, 031, 000	
Budget estimate.....		
House allowance.....		
Committee recommendation.....	\$10, 200, 000	

The Committee has included an appropriation of \$10.2 million for payment to the Alaska Railroad Revolving Fund.

Increased tonnages from pipeline and related activity became a reality in fiscal year 1975 and will further increase in fiscal year 1976 which will add to the rapid deterioration of facilities (roadbed, track, structures and equipment) through increased usage. The fiscal year 1976 Capital program of \$10,200,000 provides for only the most urgent needs. Any further delays will have a ballooning effect upon the amount of deferred maintenance on the Railroad. In order to protect the government's interest in this facility, it is necessary to accomplish the proposed program items, most of which have been valid requirements dating back to fiscal year 1965 and which are considered high priority items.

The Committee has been advised that OMB has placed certain hiring restrictions on the Alaska Railroad. This action is ill-advised at a time when the construction of the Alaska pipeline is placing increasing demands on that Railroad. Therefore, the Committee directs that no limitations be placed on the amount of money available for expenditure by the Alaska Railroad within the funds appropriated to it for the purpose of securing additional personnel which the Railroad believes is necessary.

The Committee is concerned over the additional pressures on the Alaska Railroad caused by the construction of the Alaska pipeline. There is a self-evident need for immediate attention to upgrading the equipment of the railroad. Therefore, the Committee has included language in the bill that will permit the Federal Railroad Adminis-

trator to incur obligations on behalf of the United States to finance the purchase or lease of equipment, rolling stock, and vessels for the operation of the Alaska Railroad. A \$150 million limit for such authority is included in the bill language. This action by the Committee does not increase appropriations for the Department of Transportation.

URBAN MASS TRANSPORTATION ADMINISTRATION

URBAN MASS TRANSPORTATION FUND

ADMINISTRATIVE EXPENSES

		Fiscal year 1976	Transition period
Appropriation, 1975	\$5,960,000		
Budget estimate		\$12,850,000	\$3,500,000
House allowance		10,300,000	2,900,000
Committee recommendation		10,300,000	2,900,000

The Committee recommends an appropriation of \$10,300,000 for the administrative expenses of the Urban Mass Transportation Administration, which, when augmented by available authority, is a sufficient amount to finance the 480 positions budgeted for fiscal year 1976.

RESEARCH, DEVELOPMENT AND DEMONSTRATIONS AND UNIVERSITY RESEARCH AND TRAINING

		Fiscal year 1976	Transition period
Appropriation, 1975	\$45,050,000		
Budget estimate		\$70,250,000	\$15,000,000
House allowance		49,000,000	11,000,000
Committee recommendation		61,000,000	12,000,000

The Committee is recommending \$61,000,000 for the Research, Development and Demonstrations and University Research and Training appropriation, which, when augmented by available balances, will allow \$63,000,000 for the activities covered by this appropriation. The Committee anticipates the RD&D efforts modifying the House allowances with resources being used as follows (dollars in thousands):

Detail	Budget estimate	House allowance	Committee recommendation
Bus transit	\$3,600	\$3,600	\$3,600
Rapid commuter, light rail	7,210	7,210	7,210
Rail supporting technology	9,190	8,090	8,090
New systems:			
Morgantown PRT	1,500	1,500	1,500
High-performance PRT	8,500		4,500
Automated guideway transit	4,000	3,000	4,000
Feasibility analysis—General public SLT			2,000
Social and economic research in AGT			2,000
Demand-responsive transit	2,000	1,500	1,500
Special projects:			
Service and methods demonstrations	1,000	500	1,000
Planning, policy development, and program evaluation	9,250	7,000	7,000
Management techniques	5,400	5,000	5,000
Bicentennial (Washington, D.C.)	5,600	4,000	3,000
University research	10,000	5,000	10,000
Managerial training grants	2,100	2,000	2,000
Managerial training grants	900	600	600
Total	70,250	49,000	63,000

The Committee concurs with the House observations and allowances for the classifications "Bus transit," "Rapid commuter, light rail," and "Rail supporting technology." Regarding the "Rail supporting technology," the Committee recommends that no more than \$2.3 million of the \$8.09 million be used for tunneling research.

The "New systems" efforts of UMTA have been the cause for much concern, and, in making the recommendation for this classification, the Committee has carefully reviewed and analyzed testimony from UMTA, OTA and other interested parties.

The Committee recommends the full budget request of \$10 million for the Bicentennial transportation project for the National Capital area. The House provided \$5 million for this item. The Committee feels that the full budget request is justified due to the certainty of great pressures being put on the transportation network of the Nation's Capital and surrounding communities during the Bicentennial Celebration. The funds will be used to establish fringe area parking and special bus service for the area during the Bicentennial.

In recommending the \$1.5 million for the Morgantown PRT project, the Committee anticipates the amount will complete the research and development phase of the project. Further, the Committee agrees with the House in their statement that UMTA and the University of West Virginia have reached a reasonable compromise which should protect the investments made by the City of Morgantown, the University, and the Federal Government.

The Committee recommends \$4.5 million for the HPPRT (Advanced GRT). These funds are to be used for detailed design, laboratory evaluation, limited experimental verification at the contractors' facilities, as well as Urban Deployability Studies to provide improved predictions of service levels, costs, and reliability for the three competing designs. This work is needed in addition to assessments of existing GRT systems to provide a sound basis for deciding to proceed with prototype fabrication and testing.

The Committee has restored the \$1 million reduced by the House for AGT Technology. The additional funds will permit increased effort on near-term applications of existing AGT systems as well as some exploratory work on the service characteristics and technical feasibility of more advanced PRT systems for the more distant future.

The OTA report found that existing shuttle and loop transit (SLT) systems have provided highly satisfactory service at airports and commercial centers, but none serves the general public in an urban environment. The Committee has provided \$2 million for preliminary engineering and analysis to determine the feasibility of an urban SLT demonstration. Such a demonstration could answer many questions about the extent to which people will use automated systems when they have other choices.

Another finding of the OTA report is that social and economic research is needed on AGT systems. The Committee recommends providing \$2 million for such research, to be used to study the comparative advantages of AGT systems over other forms of mass transportation, evaluation of performance and cost experience of existing AGT systems, assessment of the market potential for urban application of AGT, and simulation and experimentation with existing AGT systems to determine what can be learned about the human response to them.

In recommending \$1 million for the "Special projects" category, the Committee recognizes that projects planned within this classification address surveys of user attitude and acceptance. UMTA is engaged in creating new, improved, and innovative transit equipment and service techniques. Products and concepts inherent in these efforts must appeal to a wide spectrum of potential users, and, to properly assess the potential value of these efforts, it is essential to conduct attitude and acceptance surveys.

Within the \$7 million recommended for "Service and methods demonstrations," the Committee directs that at least \$2 million be earmarked specifically for demonstration projects to explore methods of accommodating the special transportation needs of the elderly and the handicapped.

The Committee recommends that \$3 million be used for "Management techniques." Specifically, the Committee finds minimal merit in the plans to conduct (1) \$490 thousand in projects for marketing, which go beyond the "Transit Marketing Program Demonstration" and "Revise Transit Industry Marketing Handbook," and (2) \$510 thousand in projects for human resources and technical development, when UMTA fails to comment on progress being made, or anticipated, in projects related to (a) "Validated Test Battery for Transit Industry Occupations," (b) "Transit Industry Training Needs Assessment Study"—and why this information is not available from in-house analyses of the "Managerial Training" grants—(c) "Technology Sharing Program"—and why this does not duplicate efforts currently being conducted by UMTA in distribution of their "Abstracts," and (d) "Transit Industry Employee Relations."

For the "Transition period" the Committee recommends a \$12 million appropriation.

LIQUIDATION OF CONTRACT AUTHORIZATION

	Fiscal year	Transition period
Appropriation, 1975	(\$450,000,000)	
Budget estimate	(\$890,300,000)	(\$275,000,000)
House allowance	(890,300,000)	(275,000,000)
Committee recommendation	(890,300,000)	(275,000,000)

The Committee recommends \$890.3 million and \$275 million be appropriated for fiscal year 1976 and the transition period, respectively, as allowed by the House. Amounts made available are to liquidate contractual obligations incurred under basic legislation and most of the funds are needed to liquidate prior year obligations.

In the accompanying bill, there is a provision which limits commitments to \$1,714,150,000 in fiscal year 1976, which is as follows (dollars in thousands) :

Activity	Budget estimate	House allowance	Committee recommendation
Capital facilities grants	\$1,100,000	\$1,100,000	\$1,100,000
Formula grants	500,000	600,000	500,000
Technical studies	41,000	38,700	38,700
Research development and demonstrations	67,250	49,000	60,400
Managerial training	900	600	600
University research and training	2,100	2,000	2,000
Administrative expenses	12,850	12,300	12,450
Total	1,724,100	1,800,000	1,714,140

For the transition period, the limitation on commitments will be as follows (dollars in thousands) :

Activity	Budget estimate	House allowance	Committee recommendation
Capital facilities grants	\$246,500	\$246,500	\$246,500
Formula grants	125,000	125,000	125,000
Technical studies	10,000	9,200	9,200
Research development and demonstrations	14,300	10,300	11,300
Managerial training	200	200	200
University research and training	500	500	500
Administrative expenses	3,500	3,300	3,500
Total	400,000	395,000	396,200

The Committee has included in the accompanying bill language which excepts apportioned formula grant carry-over balances from the limitation. Congress in passing the formula grant legislation (section 5 of the Urban Mass Transportation Act of 1964) made explicit provision for apportionments to the several States and their urbanized areas to be available for 3 years.

At the end of the 3-year period, the Act requires that any unused amount will be lapsed. In fiscal year 1975, a total of \$300 million was apportioned and the Committee has been advised that \$162,258,906 was used, leaving a balance of \$137,741,094. The House has attempted to recognize this carryover by adding \$100 million to the \$500 million in the budget estimate. The House action will mean States and local areas would not be able to exercise their statutory entitlement to unused apportioned amounts. The Committee recommends that the accompanying language be approved so that our local units of government can avail themselves of their rights.

The Committee concurs with, and recommends adoption of, the House language contained in section 314 of the accompanying bill which will complement and enhance the mobility opportunities offered by the elderly and handicapped while imposing some rational financial constraints on this Federal assistance.

ST. LAWRENCE SEAWAY DEVELOPMENT
CORPORATION

LIMITATION ON ADMINISTRATIVE EXPENSES

	Fiscal year 1976	Transition period
Appropriation, 1975-----	(\$886,000)	
Budget estimate-----	(\$943,000)	(\$255,000)
House allowance-----	(923,000)	(250,000)
Committee recommendation-----	(923,000)	(250,000)

The bill includes the same language which has been carried in previous appropriation bills authorizing the St. Lawrence Seaway Development Corporation to make expenditures within the limits of the funds available to the Corporation to carry out its programs. The language included in the bill is exactly the same as the language provided last year and requested for fiscal 1976.

For fiscal 1976, the Committee recommends concurrence with the House allowance of a limitation on the administrative expenses of the Corporation of \$923,000 as well as \$250,000 for the transition period.

TITLE II—RELATED AGENCIES

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

	Fiscal year 1976	Transition period
Appropriation, 1975-----	\$9,640,000	
Budget estimate, 1976-----	\$10,795,000	\$2,877,000
House allowance-----	11,110,000	3,020,000
Committee recommendation-----	11,950,000	3,371,000

The Committee recommends the sum of \$11,950,000 for fiscal year 1976 and \$3,371,000 for the Transition Period for the Salaries and Expenses of the National Transportation Safety Board. Under the Committee recommendation all 118 requested additional positions are approved, which is 48 positions above the level approved by the House allowance. The Committee believes these increases are essential for the Safety Board to effectively meet its responsibilities under the Independent Safety Board Act of 1974, Title III of Public Law 93-633, which made the Safety Board an independent agency and substantially expanded its responsibilities in surface transportation accident investigation.

The Safety Board stated in its testimony that the continuation of its selective recruitment policy was a major consideration in developing the numbers of people requested in the fiscal year 1976 Budget and that the Board could undertake the careful screening and searching process necessary to hire 118 well-qualified personnel. This Committee believes that the 118 positions requested are the minimum level necessary to undertake the Board's new responsibilities and with diligent effort by the Safety Board, highly qualified personnel will be hired.

The Independent Safety Board Act authorized the Safety Board to investigate major marine casualties and marine accidents involving a public vessel and any other vessel in accordance with regulations prescribed jointly by the Safety Board and the Department of Transportation. The Safety Board and the Coast Guard have developed an agreement which assigns responsibility to the Safety Board for (1) determining the cause or probable cause of an expanded number of major marine casualties, and (2) investigating certain accidents involving a public vessel and a private vessel, and accidents where there is a clear need for an independent investigation because the Coast Guard is directly involved through its operational function. The committee believes that this limited marine safety program requested by the Safety Board is essential to fulfill the intent of the Congress as specified in the Independence Act.

CIVIL AERONAUTICS BOARD

SALARIES AND EXPENSES

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$17,610,000	
Budget estimate.....	\$19,400,000	\$4,850,000
House allowance.....	18,995,000	4,750,000
Committee recommendation.....	18,995,000	4,750,000

The Committee is in agreement with the House allowances for the salaries and expenses of the Civil Aeronautics Board. The fiscal year 1976 appropriation of \$18,995,000 is a reduction below the budget of \$405,000 but an increase of \$1,385,000 over last year's appropriation. The Committee has no objection to the CAB's employment of the 40 new positions requested within the funds provided.

The Committee was most distressed to learn that statements and other material submitted to the Civil Aeronautics Board by members of the Congress have not been taken into consideration adequately by the CAB in reaching decisions on routing questions and other matters that come before the Board.

The Committee directs the Civil Aeronautics Board to develop a procedure whereby statements and other material submitted by members of the Congress are brought to the Board's attention and are given full and complete consideration throughout the CAB's decision making process. The Committee further directs the Civil Aeronautics Board to report back to the Committee within 30 days as to what procedure the Board has adopted to ensure that statements and materials submitted by members of the Congress pursuant to requests made by their constituents are given such consideration.

PAYMENTS TO AIR CARRIERS

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$67,728,000	
Budget estimate.....	\$60,695,000	\$15,150,000
House allowance.....	60,695,000	15,150,000
Committee recommendation.....	60,695,000	15,150,000

The bill includes the full budget requests of \$60,695,000 for fiscal year 1976 and \$15,150,000 for the transition period for payments to air carriers. This appropriation provides the funds for subsidy eligible certificated air carriers to make air service available to small communities and towns which otherwise might not be served.

INTERSTATE COMMERCE COMMISSION

SALARIES AND EXPENSES

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$44,970,000	
Budget estimate.....	¹ \$50,470,000	\$12,500,000
House allowance.....	49,130,000	12,290,000
Committee recommendation.....	49,630,000	12,290,000

¹ Includes \$500,000 which was submitted as a budget amendment to the Senate after House passage of the bill.

For the salaries and expenses of the Interstate Commerce Commission, the Committee recommends concurrence with the House allowance of \$49,130,000 for fiscal year 1976 and \$12,290,000 for the transition

period. The budget request considered by the Committee included \$500,000 which was received in the Senate on July 16 and therefore not considered by the House. The Committee has provided the additional funds requested in that budget amendment to operate the new appropriation entitled "payments for directed rail service" which immediately follows.

PAYMENTS FOR DIRECTED RAIL SERVICE

	Fiscal year 1976	Transition period
Appropriation, 1975.....		
Budget estimate.....	¹ \$21,600,000	
House allowance.....	Not considered	
Committee recommendation.....	\$20,000,000	

¹ Budget amendment submitted to the Senate after House passage of the bill.

The Committee recommends \$20 million for payments to directed rail carriers and necessary administrative costs under Section 1(16) (b) of the Interstate Commerce Act. The amount is \$1.6 million lower than the budget request. The Committee believes that this amount is sufficient to provide the necessary payments for directed service over the Lehigh and New England Railway Company and to fund the payments to a directed carrier(s) and necessary administrative expenses of an initial period of directed service over the Rock Island Railroad should this become necessary.

Nothing in this appropriation authorization enlarges the jurisdiction of the Interstate Commerce Commission to direct railroad operations under section 1(16) of the Interstate Commerce Act, as amended, 49 U.S.C. 1(16) or the concurrent responsibility of the reorganization court for such railroads that are in bankruptcy under section 77 of the Bankruptcy Act, 11 U.S.C. 205. The I.C.C. would not be empowered to order the termination of operations by a railroad in reorganization, but only in the event that the court is advised by the trustee or otherwise that cessation of service is imminent for want of operating funds or for whatever the reason, would the court set a date for a hearing on whether operations would cease, in which event the I.C.C. would determine whether directed services should be conducted and, if so, over which lines of the bankrupt railroad and by what carriers, as set forth in the statute.

THE PANAMA CANAL

CANAL ZONE GOVERNMENT

OPERATING EXPENSES

	Fiscal year 1976	Transition period
Appropriation, 1975.....	\$63,641,000	
Budget estimate.....	\$60,174,000	\$16,000,000
House allowance.....	59,800,000	15,900,000
Committee recommendation.....	59,800,000	15,900,000

The bill includes \$59.8 million for fiscal year 1976 and \$15.9 million for the transition period to finance the operation of the Canal Zone Government. Subsequently, these funds are repaid to the U.S. Treasury from charges for services provided or from revenues of the Panama Canal Company. This appropriation provides for the operation of

governmental services which in the United States are performed by State and local governments and civilian departments of the Federal Government.

CAPITAL OUTLAYS

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	\$5,790,000	
Budget estimate.....	\$3,000,000	\$650,000
House allowance.....	2,240,000	560,000
Committee recommendation.....	2,240,000	560,000

For capital outlay expenditures of the Canal Zone Government, the bill provides \$2,240,000 for fiscal 1976 and \$560,000 for the transition period. This appropriation finances improvements and replacements of capital facilities of the Canal Zone, such as schools, hospitals, clinics, and other municipal facilities. The U.S. Treasury is repaid for these appropriations through depreciation charges over the life of the assets funded.

PANAMA CANAL COMPANY

LIMITATION ON GENERAL ADMINISTRATIVE EXPENSES

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	(\$26,199,000)	
Budget estimate.....	(\$24,371,000)	(\$6,540,000)
House allowance.....	(24,371,000)	(6,540,000)
Committee recommendation.....	(24,371,000)	(6,540,000)

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

The limitations on general and administrative expenses included in the bill are the same as the budget requests and the House allowances.

UNITED STATES RAILWAY ASSOCIATION

ADMINISTRATIVE EXPENSES

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	\$12,000,000	
Budget estimate.....	\$10,000,000	
House allowance.....	10,000,000	
Committee recommendation.....	10,000,000	

The full budget request for the administrative expenses of the United States Railway Association have been provided in the bill. The USRA is in the process of completing the Final System Plan under the Regional Rail Reorganization Act which is due to Congress on July 26.

It has come to the attention of the Committee that the USRA has had discussions with certain minority contractors concerning the procedures they might follow in being considered by the new ConRail, which will come into existence if Congress approves the Final System Plan, for contracts in connection with their new responsibilities. The

committee encourages USRA to make a definitive response to such inquiries and further encourages USRA and ConRail to take necessary and appropriate action to guarantee adequate minority participation in future contracting.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

FEDERAL CONTRIBUTIONS

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	¹ \$87,424,000	
Budget estimate.....	² \$99,559,000	\$26,700,000
House allowance.....	99,559,000	26,700,000
Committee recommendation.....	99,559,000	26,700,000

¹ Includes \$68,024,000 advance appropriation for fiscal year 1976.
² Includes \$90,059,000 advance appropriation for fiscal year 1977.

For the Federal contribution to the rapid rail transit system being built to serve the National Capital area, the full budget requests have been provided in the bill for both fiscal year 1976 and the transition period.

INTEREST SUBSIDY

	<i>Fiscal year 1976</i>	<i>Transition period</i>
Appropriation, 1975.....	\$17,129,000	
Budget estimate.....	\$22,200,000	
House allowance.....	22,200,000	
Committee recommendation.....	22,200,000	

The bill includes in the full request of \$22,200,000 for the interest subsidy for the revenue bonds issued by WMATA as authorized by the National Capital Transportation Act of 1972. The subsidy amounts to 25 percent of the interest and issue costs of the Authority's obligations. To date, almost \$1 billion in revenue bonds have been sold and an additional \$160 million are planned for sale in fiscal 1976.

...to make a definite response to such inquiries and further encourage U.S.A. and local officials to take necessary and appropriate action to guarantee adequate minority participation in future contracting.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Appropriation, 1975	100,000,000
Budget estimate	100,000,000
House allowance	100,000,000
Committee recommendation	100,000,000

The bill includes in the full request of \$22,500,000 for the interest on the revolving fund loan to the National Capital Transportation Authority. The bill also includes in the full request of \$22,500,000 for the interest on the revolving fund loan to the National Capital Transportation Authority. The bill also includes in the full request of \$22,500,000 for the interest on the revolving fund loan to the National Capital Transportation Authority.

UNITED STATES RAILWAY ASSOCIATION

ADMINISTRATIVE EXPENSES

Appropriation, 1975	\$12,000,000
Budget estimate	\$12,000,000
House allowance	\$12,000,000
Committee recommendation	\$12,000,000

The full budget request for the administrative expenses of the United States Railway Association have been provided in the bill. The USRA is in the process of completing the Final System Plan under the Regional Rail Reorganization Act which was due to Congress on July 26.

It has come to the attention of the Committee that the USRA has had discussions with certain minority contractors concerning the procedures they might follow in being considered by the new ConRail, which will come into existence if Congress approves the Final System Plan, for contracts in connection with their new responsibilities. The

TITLE III—GENERAL PROVISIONS

One new general provision is proposed :

Sec. 314—relates to certain conditions which the Secretary may prescribe in providing assistance under Section 5 of the Urban Mass Transportation Act of 1964, as amended.

Former Section 307 has been deleted and subsequent sections have been renumbered.

Other proposed changes from fiscal year 1975 follow :

Delete former section 315;

Section 302—limits commitments for grants-in-aid for airports to \$350 million for fiscal year 1976 and \$87,500,000 for the transition period;

Section 303—limits obligations for "Highway Beautification" to \$56 million for fiscal year 1976 and \$14,012,000 for the transition period.

Section 304—limits commitments for State and Community highway safety grants to \$120,000,000 for fiscal 1976 and \$30,000,000 for the transition period;

Section 306—limits commitments for the Urban Mass Transportation Act of 1964, as amended, to \$1,717,150,000 for fiscal 1976 and \$396,200,000 for the transition period.

The committee has added legislative provisions not included in the House bill on page 23, line 20, which relate to loan guarantees and staffing limitations for the Alaska Railroad.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE TRANSITION PERIOD

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

Agency and item	New budget (obligational) authority, fiscal year 1975	Budget estimates of new (obligational) authority fiscal year 1976	New budget (obligational) authority recommended in House bill	New budget (obligational) authority recommended by Senate committee	Increase (+) or decrease (-), Senate bill compared with—		
					New budget authority, fiscal year 1975	Budget estimates of new (obligational) authority, fiscal year 1976	House allowance
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
TITLE I							
DEPARTMENT OF TRANSPORTATION							
OFFICE OF THE SECRETARY							
Salaries and expenses.....	\$30,315,000	\$34,415,000	\$32,550,000	\$32,550,000	+\$2,235,000	-\$1,865,000	-----
Transition period.....	-----	9,395,000	8,930,000	8,930,000	-----	-465,000	-----
Transportation planning, research, and development.....	33,420,000	35,000,000	27,000,000	29,000,000	-4,420,000	-8,000,000	+\$2,000,000
Transition period.....	-----	8,600,000	6,750,000	7,250,000	-----	-1,850,000	+500,000
Transportation research activities overseas.....	-----	250,000	250,000	250,000	+250,000	-----	-----
Grants-in-aid for natural gas pipeline safety.....	1,158,000	1,800,000	1,500,000	1,800,000	+642,000	-----	+300,000
Total, Office of the Secretary.....	64,893,000	71,465,000	61,300,000	63,600,000	-1,293,000	-7,865,000	+2,300,000
Transition period.....	-----	17,995,000	15,680,000	16,180,000	-----	-1,815,000	+500,000

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COAST GUARD							
Operating expenses.....	660,264,448	723,907,000	714,230,000	718,696,000	+58,431,552	-5,211,000	+4,466,000
Transition period.....	-----	207,079,000	204,660,000	205,760,000	-----	-1,319,000	+1,100,000
Appropriation for debt reduction.....	-179,448	-187,225	-187,225	-187,225	-7,777	-----	-----
Transition period.....	-----	-48,061	-48,061	-48,061	-----	-----	-----
Subtotal.....	660,085,000	723,719,775	714,042,775	718,508,775	+58,423,775	-5,211,000	+4,466,000
Transition period.....	-----	207,030,939	204,611,939	205,711,939	-----	-1,319,000	+1,100,000
Acquisition, construction, and improvements.....	108,376,000	165,310,000	156,100,000	164,568,000	+56,192,000	-742,000	+8,468,000
Transition period.....	-----	19,000,000	16,180,000	19,000,000	-----	-----	+2,840,000
Alteration of bridges.....	6,562,000	6,600,000	6,500,000	6,500,000	-62,000	-100,000	-----
Transition period.....	-----	2,050,000	1,625,000	1,625,000	-----	-425,000	-----
Retired pay.....	105,000,000	115,650,000	115,650,000	115,650,000	+10,650,000	-----	-----
Transition period.....	-----	30,050,000	30,050,000	30,050,000	-----	-----	-----
Reserve training.....	28,912,000	31,350,000	31,200,000	31,200,000	+2,288,000	-150,000	-----
Transition period.....	-----	10,225,000	10,175,000	10,175,000	-----	-50,000	-----
Research, development, test, and evaluation.....	16,887,000	20,652,000	18,600,000	18,600,000	+1,713,000	-2,052,000	-----
Transition period.....	-----	5,111,000	4,650,000	4,650,000	-----	-461,000	-----
State boating safety assistance.....	5,790,000	6,000,000	5,790,000	5,790,000	-----	-210,000	-----
Transition period.....	-----	¹ (1,450,000)	defer	defer	-----	-----	-----
Supply fund.....	-----	2,000,000	2,000,000	2,000,000	+2,000,000	-----	-----
Total, Coast Guard.....	931,612,000	1,071,281,775	1,049,882,775	1,062,816,775	+131,204,775	-8,465,000	+12,934,000
Transition period.....	-----	273,466,939	267,271,939	271,211,939	-----	-2,255,000	+8,940,000

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See footnotes at end of table.

THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE TRANSITION PERIOD

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE TRANSITION PERIOD—Continued

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

Agency and Item (1)	New budget (obligational) authority, fiscal year 1975 (2)	Budget estimates of new (obligational) authority fiscal year 1976 (3)	New budget (obligational) authority recommended in House bill (4)	New budget (obligational) authority recommended by Senate committee (5)	Increase (+) or decrease (-), Senate bill compared with—		
					New budget authority, fiscal year 1975 (6)	Budget estimates of new (obligational) authority, fiscal year 1976 (7)	House allowance (8)
FEDERAL AVIATION ADMINISTRATION							
Operations.....	1,419,500,000	1,545,000,000	1,522,000,000	1,528,555,000	+109,055,000	-16,445,000	+6,555,000
Transition period.....		399,700,000	395,450,000	396,550,000		-3,150,000	+1,100,000
Facilities, engineering, and development.....	11,821,000	13,000,000	12,000,000	12,500,000	+679,000	-500,000	+500,000
Transition period.....		3,100,000	2,900,000	2,950,000		-150,000	+50,000
Facilities and equipment (Airport and Airway Trust Fund).....	227,278,000	250,000,000	Defer	0	-227,278,000	-250,000,000	Deferred
Research, engineering, and development (Airport and Airway Trust Fund).....	57,900,000	80,400,000	60,000,000	75,000,000	+17,100,000	-5,400,000	+15,000,000
Transition period.....		22,700,000	15,000,000	20,800,000		-1,900,000	+5,800,000
Grants-in-aid for airports (Airport and Airway Trust Fund):							
Appropriation to liquidate contract authorization.....	(280,000,000)	(370,000,000)	² (380,000,000)	(380,000,000)	(+40,000,000)	(-80,000,000)	(.....)
Transition period.....	(.....)	³ (49,500,000)	(49,500,000)	(49,500,000)	(.....)	(.....)	(.....)

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Operation and maintenance, National Capital Airports.....	16,810,000	17,700,000	17,527,000	17,527,000	+1,217,000	-178,000	
Transition period.....		4,500,000	4,450,000	4,450,000		-50,000	
Construction, National Capital Airports.....	5,500,000	12,100,000	11,625,000	11,625,000	+6,125,000	-475,000	
Transition period.....		480,000,000	417,800,000	424,750,000		-5,250,000	+8,950,000
FEDERAL HIGHWAY ADMINISTRATION							
Limitation on general operating expenses.....	(151,200,000)	(145,815,000)	(141,480,000)	(145,480,000)	(+12,280,000)	(-2,335,000)	(+2,000,000)
Transition period.....	(.....)	⁴ (34,716,000)	(35,666,000)	(35,666,000)	(.....)	(-1,060,000)	(.....)
Motor carrier safety.....	6,087,000	6,779,000	6,500,000	6,500,000	+418,000	-279,000	(.....)
Transition period.....		1,695,000	1,625,000	1,625,000	(.....)	-70,000	(.....)
Highway safety research and development.....	8,685,000	9,135,000	9,000,000	9,000,000	+315,000	-135,000	
Transition period.....		¹ (2,284,000)	Defer	Defer	(.....)	(.....)	(.....)
Highway beautification:							
Appropriation.....	999,000	1,081,000	1,000,000	1,000,000	+1,000	-31,000	
Transition period.....		¹ (80,000)	Defer	Defer			
Appropriation to liquidate contract authorization.....	(26,000,000)	(44,200,000)	(30,000,000)	(30,000,000)	(+5,000,000)	(-14,200,000)	(.....)
Transition period.....	(.....)	(10,000,000)	(7,500,000)	(7,500,000)	(.....)	(-2,500,000)	(.....)
Highway-related safety grants (appropriation to liquidate contract authorization).....	(12,000,000)	(20,838,000)	(15,000,000)	(15,000,000)	(+3,000,000)	(-5,838,000)	(.....)
Transition period.....	(.....)	(3,000,000)	(3,000,000)	(3,000,000)	(.....)	(.....)	(.....)
Railroad crossings—demonstration projects.....	2,895,000	6,985,000			-2,895,000	-6,985,000	
Transition period.....		4,000,000				-4,000,000	
Railroad-highway crossings demonstration projects.....	380,000	1,400,000	1,400,000	1,400,000	+1,040,000		
By transfer.....	(11,000,000)		(15,280,000)	(15,280,000)	(+4,280,000)	(+15,280,000)	

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See footnotes at end of table.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE TRANSITION PERIOD—Continued

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

Agency and item (1)	New budget (obligational) authority, fiscal year 1975 (2)	Budget estimates of new (obligational) authority fiscal year 1976 (3)	New budget (obligational) authority recommended in House bill (4)	New budget (obligational) authority recommended by Senate committee (5)	Increase (+) or decrease (-), Senate bill compared with—		
					New budget authority, fiscal year 1975 (6)	Budget estimates of new (obligational) authority, fiscal year 1976 (7)	House allowance (8)
Rural highway public transportation demonstration program.....	\$9,650,000	\$20,350,000	\$12,500,000	\$17,500,000	+87,850,000	-2,850,000	+85,000,000
Territorial highways (appropriation to liquidate contract authorization).....	(4,000,000)	(4,000,000)	(4,000,000)	(4,000,000)	(.....)	(.....)	(.....)
Transition period.....	(.....)	(1,000,000)	(1,000,000)	(1,000,000)	(.....)	(.....)	(.....)
Darien Gap highway.....	13,510,000	9,900,000	4,900,000	4,900,000	-8,610,000	-5,000,000	.....
Transition period.....	.....	3,550,000	.....	.....	.....	-8,550,000	.....
Alaska Highway.....	4,825,000	8,000,000	.....	.....	-4,825,000	-8,000,000	.....
Off-System Roads (Liquidation of Contract Authorization).....	(.....)	(10,000,000)	(10,000,000)	(10,000,000)	(+10,000,000)	.....	.....
Transition period.....	(.....)	(2,500,000)	(2,500,000)	(2,500,000)	.....	.....	.....
Federal-aid highways (trust fund-appropriation to liquidate contract authorization).....	(4,575,840,000)	(5,487,000,000)	(5,488,800,000)	(5,484,800,000)	(+858,980,000)	(-2,800,000)	(+2,000,000)
Transition period.....	(.....)	(1,875,000,000)	(1,873,950,000)	(1,873,950,000)	(.....)	(-1,050,000)	(.....)
Highway safety construction programs (trust fund-appropriation to liquidate contract authorization).....	(110,000,000)	\$ (300,000,000)	(300,000,000)	(300,000,000)	(+190,000,000)	.....	.....
Transition period.....	(.....)	\$ (75,000,000)	(75,000,000)	(75,000,000)	.....	.....	.....
Right-of-way revolving fund (trust fund-appropriation to liquidate contract authorization).....	(80,000,000)	(80,000,000)	(80,000,000)	(80,000,000)	.....	.....	.....
Transition period.....	.....	(5,000,000)	(5,000,000)	(5,000,000)	.....	.....	.....
Forest highways (appropriation to liquidate contract authorization).....	(12,450,000)	(.....)	(.....)	(.....)	(-12,450,000)	(.....)	(.....)
Public lands highways (appropriation to liquidate contract authorization).....	(8,870,000)	(.....)	(.....)	(.....)	(-8,870,000)	(.....)	(.....)
Baltimore-Washington Parkway.....	1,544,000	2,500,000	.....	.....	-1,544,000	-2,500,000	.....
Transition period.....	.....	625,000	.....	.....	.....	-625,000	.....
Overseas Highway.....	500,000	.....	500,000	500,000	.....	+500,000	.....
Access highways to public recreation areas on certain lakes.....	.....	.....	10,000,000	10,000,000	+10,000,000	+10,000,000	.....
Rescission of contract authority.....	.....	.....	-25,000,000	-25,000,000	-25,000,000	-25,000,000	.....
Highland Scenic Highway.....	.....	.....	.....	15,000,000	+15,000,000	+15,000,000	+15,000,000
Total, Federal Highway Administration.....	49,055,000	66,080,000	20,800,000	40,800,000	-8,255,000	-25,280,000	+20,000,000
Transition period.....	.....	9,870,000	1,625,000	1,625,000	.....	-8,245,000	.....
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION							
Traffic and highway safety.....	70,874,000	\$ 72,150,000	66,850,000	67,440,000	-3,434,000	-4,710,000	+590,000
Transition period.....	.....	\$ (18,160,000)	Defer	Defer	.....	.....	.....
State and community highway safety (appropriation to liquidate contract authorization).....	(86,000,000)	(76,000,000)	(71,000,000)	(71,000,000)	(-25,000,000)	(-5,000,000)	.....
Transition period.....	.....	(21,500,000)	(20,000,000)	(20,000,000)	.....	(-1,500,000)	.....
Total, National Highway Traffic Safety Administration.....	70,874,000	72,150,000	66,850,000	67,440,000	-3,434,000	-4,710,000	+590,000
Transition period.....	.....	\$ (18,160,000)	Defer	Defer	.....	.....	.....

See footnotes at end of table.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE TRANSITION PERIOD—Continued

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

Agency and item (1)	New budget (obligational) authority, fiscal year 1975 (2)	Budget estimates of new (obligational) authority fiscal year 1976 (3)	New budget (obligational) authority recommended in House bill (4)	New budget (obligational) authority recommended by Senate committee (5)	Increase (+) or decrease (-), Senate bill compared with—		
					New budget authority, fiscal year 1975 (6)	Budget estimates of new (obligational) authority, fiscal year 1976 (7)	House allowance (8)
FEDERAL RAILROAD ADMINISTRATION							
Office of the Administrator.....	\$3,782,000	\$6,700,000	\$5,900,000	\$5,900,000	+\$2,118,000	-\$800,000	-----
Transition period.....		1,600,000	1,400,000	1,400,000	-----	-200,000	-----
Railroad safety.....	11,094,000	16,275,000	16,200,000	16,200,000	+5,106,000	-75,000	-----
Transition period.....		4,100,000	4,050,000	4,050,000	-----	-50,000	-----
Grants-in-aid for railroad safety.....	965,000	3,000,000	1,000,000	2,000,000	+1,035,000	-1,000,000	+\$1,000,000
Transition period.....		750,000	250,000	500,000	-----	-250,000	+250,000
Railroad research and development.....	48,250,000	66,550,000	53,500,000	74,400,000	+26,150,000	+7,850,000	+20,900,000
Transition period.....		17,000,000	13,150,000	14,150,000	-----	-2,850,000	+1,000,000
Interim operating assistance.....	135,200,000	* 72,000,000	-----	72,000,000	-63,200,000	-----	+72,000,000
Rail service assistance.....		45,000,000	14,000,000	45,000,000	+45,000,000	-----	+31,000,000
Transition period.....		15,500,000	7,000,000	15,500,000	-----	-----	+8,500,000
Grants to National Railroad Passenger Corporation.....	276,500,000	460,000,000	438,800,000	438,800,000	+162,300,000	-21,200,000	-----
Transition period.....		130,000,000	124,700,000	124,700,000	-----	-5,300,000	-----
Rail transportation improvement and employment.....	5,000,000	-----	-----	200,000,000	+195,000,000	+200,000,000	+200,000,000
Transition period.....		-----	-----	40,000,000	-----	+40,000,000	+40,000,000
Payment to the Alaska railroad revolving fund.....	6,031,000	-----	-----	10,200,000	+4,169,000	+10,200,000	+10,200,000
Alaska Railroad Revolving Fund-Loan Authority.....		-----	-----	(150,000,000)	(+150,000,000)	(+150,000,000)	(+150,000,000)
Total, Federal Railroad Administration.....	486,822,000	669,525,000	529,400,000	864,500,000	+377,678,000	+194,975,000	+335,100,000
Transition period.....		168,950,000	150,550,000	200,300,000	-----	+31,350,000	+49,750,000
URBAN MASS TRANSPORTATION ADMINISTRATION							
Urban Mass Transportation Fund:							
Administrative expenses.....	5,960,000	12,850,000	10,300,000	10,300,000	+4,340,000	-2,550,000	-----
Transition period.....		3,500,000	2,900,000	2,900,000	-----	-600,000	-----
Research, development, and demonstrations and university research and training.....	45,050,000	70,250,000	49,000,000	61,000,000	+15,950,000	-9,250,000	+12,000,000
Transition period.....		15,000,000	11,000,000	12,000,000	-----	-3,000,000	+1,000,000
Appropriation to liquidate contract authorization.....	(450,000,000)	(890,300,000)	(890,300,000)	(890,300,000)	(+440,300,000)	(-----)	(-----)
Transition period.....	(-----)	(275,000,000)	(275,000,000)	(275,000,000)	(-----)	(-----)	(-----)
Total, Urban Mass Transportation Administration.....	51,010,000	83,100,000	59,300,000	71,300,000	+20,290,000	-11,800,000	+12,000,000
Transition period.....		18,500,000	13,900,000	14,900,000	-----	-3,600,000	+1,000,000

See footnotes at end of table.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE TRANSITION PERIOD—Continued

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

Agency and item (1)	New budget (obligational) authority, fiscal year 1975 (2)	Budget estimates of new (obligational) authority, fiscal year 1976 (3)	New budget (obligational) authority recommended in House bill (4)	New budget (obligational) authority recommended by Senate committee (5)	Increase (+) or decrease (-), Senate bill compared with—		
					New budget authority, fiscal year 1975 (6)	Budget estimates of new (obligational) authority, fiscal year 1976 (7)	House allowance (8)
ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION							
Limitation on administrative expenses.....	(\$885,000)	(\$943,000)	(\$923,000)	(\$923,000)	(\$+37,000)	(\$-20,000)	(.....)
Transition period.....	(.....)	(\$25,000)	(\$50,000)	(\$50,000)	(.....)	(\$-5,000)	(.....)
Total, title I, Department of Transportation.....	3,392,575,000	3,951,801,775	3,410,684,775	3,815,663,775	+423,088,775	-136,133,000	+404,979,000
Transition period.....		918,781,939	866,826,939	928,966,939		+10,185,000	+62,140,000
TITLE II RELATED AGENCIES							
NATIONAL TRANSPORTATION SAFETY BOARD							
Salaries and expenses.....	9,640,000	10,795,000	11,110,000	11,950,000	+2,310,000	+1,155,000	+840,000
Transition period.....		2,377,000	3,020,000	3,371,000		+494,000	+351,000

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CIVIL AERONAUTICS BOARD							
Salaries and expenses.....	17,610,000	19,400,000	18,995,000	18,995,000	+1,385,000	-405,000	(.....)
Transition period.....		4,350,000	4,750,000	4,750,000		-100,000	(.....)
Payments to air carriers.....	67,728,000	60,695,000	60,695,000	60,695,000	-7,033,000	(.....)	(.....)
Transition period.....		15,150,000	15,150,000	15,150,000		(.....)	(.....)
Total, Civil Aeronautics Board.....	85,338,000	80,095,000	79,690,000	79,690,000	-5,643,000	-405,000	(.....)
Transition period.....		20,000,000	19,900,000	19,900,000		-100,000	(.....)
INTERSTATE COMMERCE COMMISSION							
Salaries and expenses.....	44,970,000	\$ 50,470,000	49,130,000	49,630,000	+4,660,000	-840,000	+500,000
Transition period.....		12,600,000	12,290,000	12,290,000		-210,000	(.....)
Payment for directed rail service.....		\$ 21,600,000	(.....)	20,000,000	+20,000,000	-1,600,000	+20,000,000
Total, ICC.....	44,970,000	72,070,000	49,130,000	69,630,000	+24,660,000	-2,440,000	+20,500,000
Transition period.....		12,500,000	12,290,000	12,290,000		-210,000	(.....)
THE PANAMA CANAL							
Canal Zone Government:							
Operating expenses.....	63,641,000	60,174,000	59,800,000	59,800,000	-3,841,000	-374,000	(.....)
Transition period.....		16,000,000	15,900,000	15,900,000		-100,000	(.....)
Capital outlay.....	5,790,000	3,000,000	2,240,000	2,240,000	-3,550,000	-760,000	(.....)
Transition period.....		650,000	560,000	560,000		-90,000	(.....)
Panama Canal Company:							
Limitation on general and administrative expenses.....	(\$6,199,000)	(\$4,371,000)	(\$4,371,000)	(\$4,371,000)	(\$-1,828,000)	(.....)	(.....)
Transition period.....	(.....)	(\$,540,000)	(\$,540,000)	(\$,540,000)	(.....)	(.....)	(.....)
Total, the Panama Canal.....	69,431,000	63,174,000	62,040,000	62,040,000	-7,391,000	-1,134,000	(.....)
Transition period.....		16,650,000	16,460,000	16,460,000		-190,000	(.....)
UNITED STATES RAILWAY ASSOCIATION							
Administrative expenses.....	12,000,000	10,000,000	10,000,000	10,000,000	-2,000,000	(.....)	(.....)

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COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE TRANSITION PERIOD—Continued

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

Agency and item (1)	New budget (obligational) authority, fiscal year 1975 (2)	Budget estimates of new (obligational) authority fiscal year 1976 (3)	New budget (obligational) authority recommended in House bill (4)	New budget (obligational) authority recommended by Senate committee (5)	Increase (+) or decrease (-), Senate bill compared with—		
					New budget authority, fiscal year 1975 (6)	Budget estimates of new (obligational) authority, fiscal year 1976 (7)	House allowance (8)
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY							
Federal contribution:							
Fiscal year 1975.....	\$19,400,000				-\$19,400,000		
Fiscal year 1976.....	68,024,000	\$9,500,000	\$9,500,000	\$9,500,000	-58,524,000		
Transition period.....		26,700,000	26,700,000	26,700,000			
Fiscal year 1977.....		90,059,000	90,059,000	90,059,000	+90,059,000		
Subtotal.....	87,424,000	99,559,000	99,559,000	99,559,000	+12,135,000		
Transition period.....		26,700,000	26,700,000	26,700,000			
Interest subsidy.....	17,129,000	22,200,000	22,200,000	22,200,000	+5,071,000		
Total, Washington Metropolitan Area Transit Authority.....	104,553,000	121,759,000	121,759,000	121,759,000	+17,206,000		
Transition period.....		26,700,000	26,700,000	26,700,000			
Total, title II, related agencies.....	325,932,000	357,893,000	333,729,000	355,089,000	+29,137,000	-2,824,000	+21,340,000
Transition period.....		78,727,000	78,370,000	78,721,000		-6,000	+351,000

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**TITLE III
GENERAL PROVISIONS**

Federal Aviation Administration:

<i>Grants-in-aid for airport development (limitation on obligations)</i>	(\$10,000,000)	(\$50,000,000)	(\$50,000,000)	(\$50,000,000)	(+40,000,000)	(.....)	(.....)
Transition period.....	(.....)	(87,500,000)	(87,500,000)	(87,500,000)	(.....)	(.....)	(.....)

Federal Highway Administration:

<i>Highway beautification (limitation on obligations)</i>	(45,000,000)	(56,048,000)	(40,000,000)	(56,000,000)	(+11,000,000)	(-48,000)	(+16,000,000)
Transition period.....	(.....)	(14,012,000)	(.....)	(14,012,000)	(.....)	(.....)	(+14,012,000)
<i>Territorial Highways (limitation on obligations)</i>	(4,600,000)	(4,600,000)	(4,600,000)	(4,600,000)	(.....)	(.....)	(.....)
Transition period.....	(.....)	(1,150,000)	(1,150,000)	(1,150,000)	(.....)	(.....)	(.....)

National Highway Traffic Safety Administration:

<i>State and community highway safety (limitation on obligations)</i>	(100,000,000)	(108,000,000)	(100,000,000)	(120,000,000)	(+20,000,000)	(+12,000,000)	(+20,000,000)
Transition period.....	(.....)	(25,750,000)	(25,000,000)	(30,000,000)	(.....)	(+4,250,000)	(+5,000,000)

Urban Mass Transportation Administration:

<i>Urban mass transportation fund (limitation on commitments)</i>	(1,448,750,000)	(1,724,100,000)	(1,800,000,000)	(1,714,150,000)	(+267,400,000)	(-2,950,000)	(-85,850,000)
Transition period.....	(.....)	(400,000,000)	(395,000,000)	(398,200,000)	(.....)	(-3,800,000)	(+1,200,000)
Total, limitations on obligations.....	(1,906,350,000)	(2,242,748,000)	(2,294,600,000)	(2,244,750,000)	(+333,400,000)	(+2,002,000)	(-49,850,000)
Transition period.....	(.....)	(528,412,000)	(508,650,000)	(528,822,000)	(.....)	(+450,000)	(+20,212,000)
Total, titles I, II, and III, new budget (obligational) authority.....	3,718,507,000	4,309,694,775	3,744,413,775	4,170,732,775	+452,225,775	-138,962,000	+428,319,000
Transition period.....		997,508,939	945,196,939	1,007,687,939		+10,179,000	+62,491,000

See footnotes at end of table.

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COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 1975 AND THE BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR 1976 AND THE TRANSITION PERIOD—Continued

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

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					New budget authority, fiscal year 1975 (6)	Budget estimates of new (obligational) authority, fiscal year 1976 (7)	House allowance (8)
Memoranda:							
Appropriations to liquidate contract authorizations.....	(\$5,593,560,000)	(\$7,172,338,000)	(\$7,028,100,000)	(\$7,095,100,000)	(+\$1,501,540,000)	(-\$77,238,000)	(+\$2,000,000)
Transition period.....		(1,717,500,000)	(1,712,450,000)	(1,712,450,000)	(.....)	(-5,050,000)	(.....)
Appropriations for debt reduction.....	(179,448)	(187,225)	(187,225)	(187,225)	(+7,777)		
Transition period.....		(48,061)	(48,061)	(48,061)			
Grand total.....	(9,312,246,448)	(11,482,220,000)	(10,837,701,000)	(11,266,020,000)	(+1,953,773,552)	(-216,200,000)	(+428,319,000)
Transition period.....		(2,715,056,460)	(2,657,695,000)	(2,720,186,000)	(.....)	(+5,129,540)	(+62,491,000)

¹ Excluded; not authorized.
² Excludes \$50,000,000 not authorized.
³ Excludes \$43,000,000 not authorized.
⁴ Excludes \$2,284,000 not authorized.
⁵ Budget includes this amount under the appropriation for "Federal-aid highways."

⁶ Excludes \$950,000 not authorized.
⁷ Also includes obligations for Federal Highway Administration, highway related safety grants.
⁸ Budget amendments not considered by House.

DEPARTMENT OF TRANSPORTATION AND RELATED
AGENCIES APPROPRIATIONS FOR FISCAL YEAR 1976

NOVEMBER 6, 1975.—Ordered to be printed

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

CONFERENCE REPORT

[To accompany H.R. 8365]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 8365) "making appropriations for the Department of Transportation and related agencies for the fiscal year ending June 30, 1976, and the period ending September 30, 1976, 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 6, 7, 22, 43, and 44.

That the House recede from its disagreement to the amendments of the Senate numbered 8, 10, 40, 45, 46, and 48, and agreed to the same.

Amendment numbered 1:

That the House recede from its disagreement to the amendment of the Senate numbered 1, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$28,000,000; and the Senate agree to the same.

Amendment numbered 2:

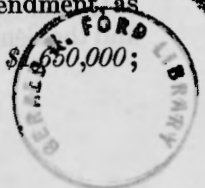
That the House recede from its disagreement to the amendment of the Senate numbered 2, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$7,000,000; and the Senate agree to the same.

Amendment numbered 3:

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

In lieu of the sum proposed by said amendment insert \$1,550,000; and the Senate agree to the same.



Amendment numbered 27:

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

In lieu of the matter stricken and inserted by said amendment insert:

For necessary expenses for "Interim operating assistance," \$60,000,000, and "Rail service continuation subsidies," \$25,000,000, under sections 213(b) and 402(i) of the Regional Rail Reorganization Act of 1973, to remain available until expended.

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 \$8,600,000; 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 \$440,000,000; and the Senate agree to the same.

Amendment numbered 30:

That the House recede from its disagreement to the amendment of the Senate numbered 30, and agree to the same with an amendment, as follows:

In lieu of the matter proposed by said amendment insert: "*and of which \$1,500,000 shall be available for a rail passenger terminal and facilities at Baltimore-Washington International Airport.*"

And the Senate agree to the same.

Amendment numbered 33:

That the House recede from its disagreement to the amendment of the Senate numbered 33, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$54,000,000; and the Senate agree to the same.

Amendment numbered 34:

That the House recede from its disagreement to the amendment of the Senate numbered 34, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$43,900,000; and the Senate agree to the same.

Amendment numbered 35:

That the House recede from its disagreement to the amendment of the Senate numbered 35, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$7,500,000; and the Senate agree to the same.

Amendment numbered 36:

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

In lieu of the sum proposed by said amendment insert \$11,500,000; and the Senate agree to the same.

Amendment numbered 37:

That the House recede from its disagreement to the amendment of the Senate numbered 37, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$10,850,000; and the Senate agree to the same.

Amendment numbered 38:

That the House recede from its disagreement to the amendment of the Senate numbered 38, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$11,260,000; 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 \$3,095,000; and the Senate agree to the same.

Amendment numbered 41:

That the House recede from its disagreement to the amendment of the Senate numbered 41, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert \$49,330,000; and the Senate agree to the same.

The committee of conference report in disagreement amendments numbered 20, 21, 31, 32, 42, 47, 49, and 50.

JOHN J. McFALL,
 SIDNEY R. YATES (except
 amendment Nos. 25 and 26),
 TOM STEED (except amendment
 No. 31),
 EDWARD I. KOCH,
 BILL ALEXANDER,
 ROBERT DUNCAN (except
 amendment Nos. 25 and 26),
 GEORGE MAHON (except amend-
 ment No. 31),
 SILVIO O. CONTE,
 JACK EDWARDS (except amend-
 ment Nos. 25 and 26),
 E. A. CEDERBERG,
Managers on the Part of the House.
 BIRCH BAYH,
 JOHN L. McCLELLAN,
 ROBERT C. BYRD,
 WARREN G. MAGNUSON,
 JOHN O. PASTORE,
 THOMAS F. EAGLETON,
 CLIFFORD P. CASE,
 MILTON R. YOUNG,
 TED STEVENS,
 CHARLES McC. MATHIAS, Jr.,
 RICHARD 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. 8365) making appropriations for the Department of Transportation and related agencies for the fiscal year ending June 30, 1976, and the period ending September 30, 1976, 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 for fiscal year 1976 instead of \$27,000,000 as proposed by the House and \$29,000,000 as proposed by the Senate.

The conferees direct that \$244,673 shall be used, beginning in fiscal year 1976, by the Office of University Research to fund the first-year cost of a contract with Georgia Institute of Technology and its collaborating institutions to conduct a three-year study to devise analytical procedures for intercity transportation and development planning using the route identified in Sec. 143 (1) of P.L. 93-87 as the focus of the study.

Amendment No. 2: Appropriates \$7,000,000 for the transition period instead of \$6,750,000 as proposed by the House and \$7,250,000 as proposed by the Senate.

GRANTS-IN-AID FOR NATURAL GAS PIPELINE SAFETY

Amendment No. 3: Appropriates \$1,650,000 for fiscal year 1976 instead of \$1,500,000 as proposed by the House and \$1,800,000 as proposed by Senate.

COAST GUARD

OPERATING EXPENSES

Amendment No. 4: Appropriates \$718,341,000 for fiscal year 1976 instead of \$714,230,000 as proposed by the House and \$718,696,000 as proposed by the Senate.

The conferees direct the Coast Guard to establish and implement charges sufficient to cover the incremental costs of its icebreaking services provided for major users by September 30, 1976.

The conference agreement includes \$459,000 for the operation and maintenance of an additional HH-52 helicopter.

Amendment No. 5: Appropriates \$205,660,000 for the transition period instead of \$204,660,000 as proposed by the House and \$205,760,000 as proposed by the Senate.

The conference agreement includes \$118,000 for the operation and maintenance of an additional HH-52 helicopter.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

Amendment No. 6: Appropriates \$156,100,000 for fiscal year 1976 as proposed by the House instead of \$164,568,000 as proposed by the Senate.

The conferees recognize the need for the timely completion of the Valdez, Alaska vessel traffic system and the Sitka, Alaska air station. The conference agreement includes \$7,500,000 for these projects.

The conferees direct that the Loran C deployment in the Gulf of Mexico and along the Atlantic coast be started with available funds.

The conference agreement includes the full amount requested for the Destin, Florida Station.

Amendment No. 7: Appropriates \$16,160,000 for the transition period as proposed by the House instead of \$19,000,000 as proposed by the Senate.

POLLUTION FUND

Amendment No. 8: Appropriates \$10,000,000 as proposed by the Senate.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

Amendment No. 9: Appropriates \$1,531,000,000 for fiscal year 1976 instead of \$1,528,000,000 as proposed by the House and \$1,534,555,000 as proposed by the Senate.

Amendment No. 10: Inserts language as proposed by the Senate to permit the transfer of funds from the appropriation "civil supersonic aircraft development."

Amendment No. 11: Appropriates \$396,000,000 for the transition period instead of \$395,450,000 as proposed by the House and \$396,550,000 as proposed by the Senate.

FACILITIES, ENGINEERING AND DEVELOPMENT

Amendment No. 12: Appropriates \$12,250,000 for fiscal year 1976 instead of \$12,000,000 as proposed by the House and \$12,500,000 as proposed by the Senate.

The conference agreement includes the full amount requested for aviation noise research.

Amendment No. 13: Appropriates \$2,925,000 for the transition period instead of \$2,900,000 as proposed by the House and \$2,950,000 as proposed by the Senate.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

The Committees on Appropriations have deferred consideration of the fiscal year 1976 budget request of \$250,000,000 because the required authorizing legislation had not been enacted at the time the accompanying bill passed the House and Senate. Until the authorizing legislation is enacted and the estimate is considered, it may be necessary for the Federal Aviation Administration temporarily to depart from the full-funding project concept. In any such instance, the conferees expect that advance notification will be provided to the Appropriations Committees of the House and Senate.

RESEARCH, ENGINEERING AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 14: Appropriates \$67,500,000 for fiscal year 1976 instead of \$60,000,000 as proposed by the House and \$75,000,000 as proposed by the Senate.

The conferees support the basic objectives and goals of the microwave landing system and discrete address beacon system programs. This appropriation is intended to provide sufficient funds to insure essential progress in fiscal year 1976 in both programs.

In restoring funds for the Aerosat program the conferees expect that FAA will fully test both the L-band and VHF capabilities and present its findings to the Congress prior to accepting either frequency.

Amendment No. 15: Appropriates \$17,900,000 for the transition period instead of \$15,000,000 as proposed by the House and \$20,800,000 as proposed by the Senate.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON GENERAL OPERATING EXPENSES

Amendment No. 16: Limits general operating expenses for fiscal year 1976 to \$142,480,000 instead of \$141,480,000 as proposed by the House and \$143,480,000 as proposed by the Senate.

RURAL HIGHWAY PUBLIC TRANSPORTATION

DEMONSTRATION PROGRAM

Amendment No. 17: Appropriates \$15,000,000 instead of \$12,500,000 as proposed by the House and \$17,500,000 as proposed by the Senate.

Amendment No. 18: Provides that \$10,000,000 of the appropriation be derived from the Highway Trust Fund instead of \$8,333,000 as proposed by the House and \$11,665,500 as proposed by the Senate.

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

Amendment No. 19: Appropriates \$5,433,800,000 for fiscal year 1976 instead of \$5,432,800,000 as proposed by the House and \$5,434,800,000 as proposed by the Senate.

ACCESS HIGHWAYS TO PUBLIC RECREATION AREAS ON CERTAIN LAKES

In appropriating \$10,000,000 for this program the conferees have included funds for the following projects:

Casey Cove Road leading into the Holmes Creek Recreation Area in Tennessee;

Tate County, Mississippi, FAS Route 909 which serves the Arkabutla Reservoir;

Brookeville Lake Access Road, Indiana;

Hemlock Road, Glade Township, Warren County Pennsylvania, beginning at the end of Pennsylvania Avenue and running along the north side of the Allegheny River to the dam;

Clinton Parkway, a route from Lawrence, Kansas to Clinton Lake; and access roads to Lake Raystown, located in Huntingdon County, Pennsylvania.

It is not the intention of the conferees that funding be limited to the above projects.

HIGHLAND SCENIC HIGHWAY

Amendment No. 20: 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 the following amendment:

In lieu of the matter inserted by said amendment insert the following:

HIGHWAY SCENIC HIGHWAY (LIQUIDATION OF CONTRACT AUTHORIZATION) (TRUST FUND)

For payment of obligations incurred for construction of the Highland Scenic Highway in accordance with section 161 of P.L. 93-87 (87 Stat. 279), under authority of the provisions of Title 23, United States Code, sections 203 and 207, and section 104(a)(8) of P.L. 93-87, \$15,000,000, to be derived from the Highway Trust Fund and to remain available until expended, to be transferred to the Department of Interior for the payment of such obligations.

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

BIKEWAY PROGRAM

Amendment No. 21: 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 the following amendment:

In lieu of the sum named in said amendment insert "\$6,000,000".

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TRAFFIC AND HIGHWAY SAFETY

Amendment No. 22: Appropriates \$66,850,000 for fiscal year 1976 as proposed by the House instead of \$67,890,000 as proposed by the Senate.

The conferees direct that the engineering facility and the medical emergency communications coordination assessment demonstrations be funded from the amount appropriated.

FEDERAL RAILROAD ADMINISTRATION

GRANTS-IN-AID FOR RAILROAD SAFETY

Amendment No. 23: Appropriates \$1,500,000 for fiscal year 1976 instead of \$1,000,000 as proposed by the House and \$2,000,000 as proposed by the Senate.

Amendment No. 24: Appropriates \$375,000 for the transition period instead of \$250,000 as proposed by the House and \$500,000 as proposed by the Senate.

RAILROAD RESEARCH AND DEVELOPMENT

Amendment No. 25: Appropriates \$61,150,000 for fiscal year 1976 instead of \$53,500,000 as proposed by the House and \$74,400,000 as proposed by the Senate.

The conference agreement includes \$3,000,000 for industry problems, \$5,100,000 for a freight service demonstration, \$2,000,000 for freight car management, \$3,000,000 for freight service, \$2,250,000 for advanced systems and propulsion, and \$5,000,000 for intermodal terminals.

In providing \$5,100,000 for a freight system demonstration, the conferees expect that the Federal commitment for this project will be limited to three fiscal years and Federal funding will be limited to supporting technology, initial systems engineering, and part of the operating losses. The conferees expect that the Federal Railroad Administration will obtain private funding for the product development and capital improvement portions of the program.

The \$5,000,000 provided for intermodal terminals includes \$1,500,000 for Union Station in Washington, D.C., \$2,900,000 for pilot programs in Boston, Massachusetts; Seattle, Washington; Indianapolis, Indiana; and Providence, Rhode Island; and \$600,000 for planning grants to other cities. The conferees direct that the funding for the pilot programs be allocated as follows:

Boston	\$1,000,000
Seattle	1,000,000
Indianapolis	600,000
Providence	300,000

Amendment No. 26: Appropriates \$13,650,000 for the transition period instead of \$13,150,000 as proposed by the House and \$14,150,000 as proposed by the Senate.

RAIL SERVICE ASSISTANCE

Amendment No. 27: Appropriates \$60,000,000 for interim operating assistance instead of \$72,000,000 as proposed by the Senate and appropriates \$25,000,000 for rail service continuation subsidies for fiscal year 1976 instead of \$14,000,000 as proposed by the House and \$45,000,000 as proposed by the Senate.

Amendment No. 28: Appropriates \$8,600,000 for the transition period instead of \$7,000,000 as proposed by the House and \$15,000,000 as proposed by the Senate.

GRANTS TO NATIONAL RAILROAD PASSENGER CORPORATION

Amendment No. 29: Appropriates \$440,000,000 for fiscal year 1976 instead of \$438,800,000 as proposed by the House and \$441,800,000 as proposed by the Senate.

In approving a \$440,000,000 subsidy the conferees expect Amtrak to take the necessary managerial actions to operate for a full fiscal year within the amount included in the accompanying bill.

Amendment No. 30: Earmarks \$1,500,000 of the appropriation for fiscal year 1976 for a rail passenger terminal and facilities at Baltimore-Washington International Airport instead of \$3,000,000 as proposed by the Senate.

RAIL TRANSPORTATION EMPLOYMENT AND IMPROVEMENT

Amendment No. 31: 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 the following amendment:

In lieu of the matter inserted by said amendment insert:

RAIL TRANSPORTATION EMPLOYMENT AND IMPROVEMENT

To enable the Secretary of Transportation to make grants for programs aimed at reducing unemployment and at repairing, rehabilitating, or improving essential railroad roadbeds and facilities, \$90,000,000 to remain available until December 31, 1976: Provided, That this appropriation shall be available only upon the enactment into law of authorizing legislation by the Ninety-fourth Congress.

For "Rail Transportation Employment and Improvement" for the period July 1, 1976, through September 30, 1976, \$18,000,000, to remain available until December 31, 1976: Provided, That this appropriation shall be available only upon the enactment into law of authorizing legislation by the Ninety-fourth Congress.

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

PAYMENT TO THE ALASKA RAILROAD REVOLVING FUND

Amendment No. 32: 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 the following amendment:

In lieu of the matter inserted by said amendment insert:

PAYMENT TO THE ALASKA RAILROAD REVOLVING FUND

For payment to the Alaska Railroad Revolving Fund for capital replacements, improvements, and maintenance, \$9,000,000, to remain

available until expended: Provided, That the permanent positions authorized under the Alaska Railway Revolving Fund shall be established at 902 and excluded from staffing limitations otherwise applicable.

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

URBAN MASS TRANSPORTATION ADMINISTRATION

RESEARCH, DEVELOPMENT, AND DEMONSTRATIONS AND UNIVERSITY RESEARCH AND TRAINING

Amendment No. 33: Appropriates \$54,000,000 for fiscal year 1976 instead of \$49,000,000 as proposed by the House and \$61,000,000 as proposed by the Senate.

The additional funds provided over the House bill are to be allocated as follows:

High performance PRT.....	\$3,000,000
Automated guideway transit (AGT).....	500,000
Feasibility analysis (shuttle and loop transit).....	1,000,000
Social and economic research in AGT.....	1,000,000
Bicentennial demonstration.....	2,500,000

In addition, the conference agreement includes the following reductions from the House bill:

Management techniques.....	\$1,000,000
General reduction based on the availability of carryover funds.....	2,000,000

The conference agreement includes \$3,000,000 for the high performance PRT program to be used for detailed design, laboratory evaluation, limited experimental verification at the contractors' facilities, as well as urban deployability studies to provide predictions of service levels, costs, and reliability for the three competing designs. It is the intention of the conferees that the balance of the cost of the current year's program be provided by the contractors.

The conference agreement includes \$1,000,000 for a feasibility analysis of shuttle and loop transit. The conferees expect that future requests for funding these types of systems will be included under the capital grant program.

Amendment No. 34: Earmarks \$43,900,000 of the appropriation for fiscal year 1976 for research, development, and demonstrations instead of \$41,400,000 as proposed by the House and \$48,400,000 as proposed by the Senate.

Amendment No. 35: Earmarks \$7,500,000 of the appropriation for fiscal year 1976 for transit-related Bicentennial projects in the Washington, D.C. metropolitan area instead of \$5,000,000 as provided by the House and \$10,000,000 as proposed by the Senate.

Amendment No. 36: Appropriates \$11,500,000 for the transition period instead of \$11,000,000 as proposed by the House and \$12,000,000 as proposed by the Senate.

Amendment No. 37: \$10,850,000 of the appropriation for the transition period for research, development, and demonstrations instead of \$10,350,000 as proposed by the House and \$11,350,000 as proposed by the Senate.

TITLE II—RELATED AGENCIES

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Amendment No. 38: Appropriates \$11,260,000 for fiscal year 1976 instead of \$11,110,000 as proposed by the House and \$11,950,000 as proposed by the Senate.

The conference agreement includes 15 positions in addition to those provided by the House.

Amendment No. 39: Appropriates \$3,095,000 for the transition period instead of \$3,020,000 as proposed by the House and \$3,371,000 as proposed by the Senate.

CIVIL AERONAUTICS BOARD

SALARIES AND EXPENSES

Amendment No. 40: Appropriates \$19,295,000 for fiscal year 1976 as proposed by the Senate instead of \$18,995,000 as proposed by the House.

INTERSTATE COMMERCE COMMISSION

SALARIES AND EXPENSES

Amendment No. 41: Appropriates \$49,330,000 for fiscal year 1976 instead of \$49,130,000 as proposed by the House and \$49,630,000 as proposed by the Senate. The conference agreement includes 15 positions in addition to those provided by the House.

PAYMENTS FOR DIRECTED RAIL SERVICE

Amendment No. 42: 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 the following amendment:

In lieu of the matter inserted by said amendment insert:

PAYMENTS FOR DIRECTED RAIL SERVICE

For payments for rail service to railroads directed to provide emergency rail service over the properties of other carriers in accordance with 49 U.S.C. 1 (16) (b), \$15,000,000, to remain available until expended: Provided, That not to exceed \$750,000 of this appropriation shall be available for necessary independent auditing expenses incurred in the administration of the directed rail service program.

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

TITLE III—GENERAL PROVISIONS

Amendments Nos. 43 and 44: Limit obligations for highway beautification to \$40,000,000 for fiscal year 1976 and the transition period as proposed by the House instead of \$56,000,000 for fiscal year 1976 and \$14,012,000 for the transition period as proposed by the Senate.

Amendment No. 45: Limits obligations for state and community highway safety and highway-related safety grants to \$120,000,000 for fiscal year 1976 as proposed by the Senate instead of \$100,000,000 as proposed by the House.

The conferees intend that the \$12,000,000 increase over the budget request be used by the states in high payoff programs such as alcohol countermeasures and selected traffic enforcement consistent with each state's identification process.

Amendment No. 46: Limits obligations for state and community highway safety and highway-related safety grants to \$30,000,000 for the transition period as proposed by the Senate instead of \$25,000,000 as proposed by the House.

Amendment No. 47: 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 the following amendment:

In lieu of the matter stricken and inserted by said amendment insert the following:

Sec. 306. None of the funds provided in this Act shall be available for administrative expenses in connection with commitments for the Urban Mass Transportation Act of 1964, as amended, aggregating more than \$1,707,150,000 in fiscal year 1976 and \$395,700,000 in the transition period, 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.

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 breakdown of the conference agreement is as follows:

	Fiscal year 1976	Transition period
Capital facilities grants-----	\$1, 100, 000, 000	\$248, 500, 000
Formula grants-----	500, 000, 000	125, 000, 000
Technical studies-----	38, 700, 000	9, 200, 000
Research, development and demonstrations and university research and training-----	56, 000, 000	11, 500, 000
Administrative expenses-----	12, 450, 000	3, 500, 000
Total-----	1, 707, 150, 000	395, 700, 000

Under the conference agreement \$12,450,000 is provided for administrative expenses. The conferees feel that this is a sufficient amount to finance 460 positions.

Amendment No. 48: Limits space rental payments to the General Services Administration to 90 percent of the fiscal year 1976 standard level user charge as proposed by the Senate instead of the fiscal year 1975 rates as proposed by the House.

The conferees are concerned about the administration of this program. Information has been provided which indicates that there are significant variances in the space rental budget as proposed by GSA and the space rental estimates actually included in the Department of Transportation fiscal year 1976 budget request. The conferees believe that the matter warrants further investigation and the House Appropriations Committee has initiated an investigation of the space rental program.

Amendment No. 49: 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 the availability of funds contained in this Act.

Amendment No. 50: 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 \$9,000,000,000 for fiscal year 1976 and the transition period.

CONFERENCE TOTAL—WITH COMPARISONS

The total new budget (obligational) authority for the fiscal year 1976 and the transition period recommended by the Committee of Conference, with comparisons to the fiscal year 1975 amount, the 1976 budget estimates, and the House and Senate bills for 1976 follows:

New budget (obligational) authority, fiscal year 1975.....	¹ \$3, 718, 507, 000
Budget estimates of new (obligational) authority (as amended), fiscal year 1976.....	² 4, 069, 994, 775
Transition period.....	⁴ 997, 508, 939
House bill, fiscal year 1976.....	³ 3, 744, 413, 775
Transition period.....	945, 196, 939
Senate bill, fiscal year 1976.....	² 4, 194, 482, 775
Transition period.....	1, 007, 687, 939
Conference agreement.....	² 3, 978, 924, 775
Transition period.....	970, 721, 939
Conference agreement compared with:	
New Budget (obligational) authority, fiscal year 1975.....	+280, 417, 775
Budget estimates of new (obligational) authority (as amended), fiscal year 1976.....	-91, 070, 000
Transition period.....	-26, 787, 000
House bill, fiscal year 1976.....	+234, 511, 000
Transition period.....	+25, 525, 000
Senate bill, fiscal year 1976.....	-215, 558, 000
Transition period.....	-36, 966, 000

¹ Includes \$68,024,000 advance fiscal year 1976 appropriation for the Washington Metropolitan Area Transit Authority.

² Includes \$90,059,000 advance fiscal year 1977 appropriation for the Washington Metropolitan Area Transit Authority.

³ Includes \$105,020,000 of budget estimates not considered by the House.

⁴ Includes \$284,000 of budget estimates not considered by the House.

JOHN J. McFALL,
SIDNEY R. YATES (except
 amendment Nos. 25 and 26),
TOM STEED (except
 amendment No. 31),
EDWARD I. KOCH,
BILL ALEXANDER,
ROBERT DUNCAN (except
 amendment Nos. 25 and 26),
GEORGE MAHON (except
 amendment No. 31),
SILVIO O. CONTE,
JACK EDWARDS (except
 amendment Nos. 25 and 26),
E. A. CEDERBERG,
Managers on the Part of the House.
BIRCH BAYH,
JOHN L. McCLELLAN,
ROBERT C. BYRD,
WARREN G. MAGNUSON,
JOHN O. PASTORE,
THOMAS F. EAGLETON,
CLIFFORD P. CASE,
MILTON R. YOUNG,
TED STEVENS,
CHARLES McC. MATHIAS, Jr.,
RICHARD SCHWEIKER,
Managers on the Part of the Senate.

Ninety-fourth Congress of the United States of America

AT THE FIRST SESSION

*Begun and held at the City of Washington on Tuesday, the fourteenth day of January,
one thousand nine hundred and seventy-five*

An Act

Making appropriations for the Department of Transportation and related agencies for the fiscal year ending June 30, 1976, and the period ending September 30, 1976, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Transportation and related agencies for the fiscal year ending June 30, 1976, and the period ending September 30, 1976, 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, \$32,550,000: *Provided*, That not to exceed \$1,000,000 of the funds provided under this Act shall be available to enable the Office of the Secretary to lease and maintain automobile parking facilities in the Nassif Building for employees of the Department.

For "Salaries and expenses" for the period July 1, 1976, through September 30, 1976, including not to exceed \$8,750 for allocation within the Department for official reception and representation expenses as the Secretary may determine, \$8,930,000: *Provided*, That not to exceed \$250,000 of the funds provided under this Act shall be available to enable the Office of the Secretary to lease and maintain automobile parking facilities in the Nassif Building for employees of the Department.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, and development activities, including the collection of national transportation statistics, to remain available until expended, \$28,000,000.

For "Transportation planning, research, and development" for the period July 1, 1976, through September 30, 1976, to remain available until expended, \$7,000,000.



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, \$250,000, 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), \$1,650,000, to remain available until expended.

COAST GUARD

OPERATING EXPENSES

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase of not to exceed sixteen passenger motor vehicles, for replacement only; and recreation and welfare; \$718,341,000 of which \$187,225 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, 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.

For "Operating expenses" for the period July 1, 1976, through September 30, 1976, \$205,660,000 of which \$48,061 shall be applied to Capehart Housing debt reduction: *Provided*, That amounts equal to the obligated balances against the appropriations for "Operating expenses" for the two preceding years, shall be transferred to and merged with this appropriation, and such merged appropriation shall be available as one fund, except for accounting purposes of the Coast Guard, for the payment of obligations properly incurred against such prior year appropriations and against this appropriation.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

For necessary expenses of acquisition, construction, rebuilding, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto; \$156,100,000, to remain available until September 30, 1978.

For "Acquisition, construction, and improvements" for the period July 1, 1976, through September 30, 1976, \$16,160,000, to remain available until September 30, 1978.

ALTERATION OF BRIDGES

For necessary expenses for alteration of obstructive bridges; \$6,500,000, to remain available until expended.

For "Alteration of bridges" for the period July 1, 1976, through September 30, 1976, \$1,625,000, 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; \$115,650,000.

For "Retired pay" for the period July 1, 1976, through September 30, 1976, \$30,050,000.

RESERVE TRAINING

For all necessary expenses for the Coast Guard Reserve, as authorized by law; maintenance and operation of facilities; and supplies, equipment, and services; \$31,200,000: *Provided*, That amounts equal to the obligated balances against the appropriations for "Reserve training" for the two preceding years shall be transferred to and merged with this appropriation, and such merged appropriation shall be available as one fund, except for accounting purposes of the Coast Guard, for the payment of obligations properly incurred against such prior year appropriations and against this appropriation.

For "Reserve training" for the period July 1, 1976, through September 30, 1976, \$10,175,000: *Provided*, That amounts equal to the obligated balances against the appropriations for "Reserve training" for the two preceding years shall be transferred to and merged with this appropriation, and such merged appropriation shall be available as one fund, except for accounting purposes of the Coast Guard, for the payment of obligations properly incurred against such prior year appropriations and against this appropriation.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

For necessary expenses, not otherwise provided for, for basic and applied scientific research, development, test, and evaluation; maintenance, rehabilitation, lease, and operation of facilities and equipment, as authorized by law; \$18,600,000, to remain available until expended.

For "Research, development, test, and evaluation" for the period July 1, 1976, through September 30, 1976, \$4,650,000, to remain available until expended.

STATE BOATING SAFETY ASSISTANCE

For financial assistance for State boating safety programs in accordance with the provisions of the Federal Boat Safety Act of 1971 (46 U.S.C. 1451 et seq.), \$5,790,000, to remain available until expended.

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COAST GUARD SUPPLY FUND

To increase the capital of the Coast Guard Supply Fund; \$2,000,000, to remain available until expended.

POLLUTION FUND

For carrying out the provisions of subsections (c), (d), (i), and (l) of section 311 of the Federal Water Pollution Control Act Amendments of 1972 (Public Law 92-500), \$10,000,000 to remain available until expended.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

(INCLUDING TRANSFER OF FUNDS)

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; \$1,531,000,000, of which \$6,000,000 is to be derived by transfer from the appropriation for "Civil supersonic aircraft development termination" and "Civil Supersonic aircraft development": *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.

For "Operations" for the period July 1, 1976, through September 30, 1976, \$396,000,000: *Provided*, That there may be credited to this appropriation, funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the maintenance and operation of air navigation facilities.

FACILITIES, ENGINEERING AND DEVELOPMENT

For necessary expenses of the Federal Aviation Administration, not otherwise provided for and for acquisition and modernization of facilities and equipment and service testing in accordance with the provisions of the Federal Aviation Act (49 U.S.C. 1301-1542), including construction of experimental facilities and acquisition of necessary sites by lease or grant, \$12,250,000, to remain available until expended: *Provided*, That there may be credited to this appropriation, funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for engineering and development.

For "Facilities, engineering and development" for the period July 1, 1976, through September 30, 1976, \$2,925,000, to remain available until expended: *Provided*, That there may be credited to this appropriation, funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for engineering and development.

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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; \$67,500,000, 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.

For "Research, engineering and development (Airport and Airway Trust Fund)" for the period July 1, 1976, through September 30, 1976, \$17,900,000, 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 (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, \$320,000,000.

For liquidation of obligations incurred for airport development for the period July 1, 1976, through September 30, 1976, 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, \$49,500,000.

OPERATION AND MAINTENANCE, NATIONAL CAPITAL AIRPORTS

For expenses incident to the care, operation, maintenance, improvement, and protection of the federally owned civil airports in the vicinity of the District of Columbia, including purchase of ten passenger motor vehicles for police type use, for replacement only; and purchase of two motor bikes; purchase, cleaning, and repair of uniforms; and arms and ammunition: \$17,527,000.

For "Operation and maintenance, National Capital Airports," 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 for the period July 1, 1976, through September 30, 1976, \$4,450,000.

CONSTRUCTION, NATIONAL CAPITAL AIRPORTS

For necessary expenses for construction at the federally owned civil airports in the vicinity of the District of Columbia, \$11,625,000, to remain available until September 30, 1978.

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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 and the period July 1, 1976, through September 30, 1976, 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 \$142,480,000 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 \$32,000,000 of the amount provided herein shall remain available until expended.

For "Limitation on general operating expenses" for the period July 1, 1976, through September 30, 1976, \$33,666,000: *Provided*, That not to exceed \$6,930,000 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), \$6,500,000: *Provided*, That not to exceed \$400,000 of the amount appropriated herein shall remain available until expended and not to exceed \$878,000, shall be available for "Limitation on general operating expenses."

For "Motor carrier safety" for the period July 1, 1976, through September 30, 1976, \$1,625,000: *Provided*, That not to exceed \$100,000 of the amount appropriated herein shall remain available until expended and not to exceed \$225,000 shall be available for "Limitation on general operating expenses."

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

For necessary expenses in carrying out provisions of title 23, United States Code, including section 206(b) of the "Highway Safety Act of 1973," to be derived from the Highway Trust Fund, \$9,000,000, to remain available until expended.

HIGHWAY BEAUTIFICATION (LIQUIDATION OF CONTRACT AUTHORIZATION)

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, sections 181, 186, and 319(b), \$30,000,000, to remain available until expended, together with \$1,000,000 for necessary administrative expenses for carrying out such provisions of title 23, United States Code, as authorized by section 104(a) of the Federal-Aid Highway Act of 1973.

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For "Highway beautification (liquidation of contract authorization)" for the period July 1, 1976, through September 30, 1976, \$7,500,000, to remain available until expended.

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, \$15,000,000, of which \$11,700,000 shall be derived from the Highway Trust Fund: *Provided*, That not to exceed \$533,100 of the amount appropriated herein shall be available for "Limitation on general operating expenses".

For "Highway-related safety grants (liquidation of contract authorization)" for the period July 1, 1976, through September 30, 1976, to be derived from the Highway Trust Fund, \$3,000,000, to remain available until expended: *Provided*, That not to exceed \$130,000 of the amount appropriated herein shall be available for "Limitation on general operating expenses."

RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses of railroad-highway crossings demonstration projects, as authorized by section 163 of the Federal-Aid Highway Act of 1973 and Title III of the National Mass Transportation Assistance Act of 1974, to remain available until expended, \$15,220,000, to be derived by transfer from amounts available for obligation under sections 203 and 230 of the Highway Safety Act of 1973, together with \$1,400,000, of which \$933,333 shall be derived from the Highway Trust Fund.

RURAL HIGHWAY PUBLIC TRANSPORTATION DEMONSTRATION PROGRAM

For necessary expenses in carrying out the provisions of the "Federal-Aid Highway Act of 1973," section 147, to remain available until expended, \$15,000,000, of which \$10,000,000 shall be derived from the Highway Trust Fund.

TERRITORIAL HIGHWAYS (LIQUIDATION OF CONTRACT AUTHORIZATION)

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, sections 215, 402, and 405, \$4,000,000, to remain available until expended.

For "Territorial highways (liquidation of contract authorization)" for the period July 1, 1976, through September 30, 1976, \$1,000,000, to remain available until expended.

DARIEN GAP HIGHWAY

For necessary expenses for construction of the Darien Gap Highway in accordance with the provisions of section 216 of title 23 of the United States Code, \$4,900,000, including the purchase of not to exceed two passenger motor vehicles, 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, \$10,000,000, to remain available until expended: *Provided*, That not to exceed \$300,000 of the amount appropriated herein shall be available for "Limitation on general operating expenses".

For "Off-system roads (liquidation of contract authorization)" for the period July 1, 1976, through September 30, 1976, \$2,500,000, to remain available until expended.

**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, \$5,433,800,000 or so much thereof as may be available in and derived from the "Highway trust fund", to remain available until expended.

For "Federal-aid highways (liquidation of contract authorization) (trust fund)" for the period July 1, 1976, through September 30, 1976, \$1,273,950,000, 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, \$300,000,000, to be derived from the Highway Trust Fund, to remain available until expended.

For "Highway safety construction programs (liquidation of contract authorization) (trust fund)" for the period July 1, 1976, through September 30, 1976, \$75,000,000 to be derived from the Highway Trust Fund, to remain available until expended.

RIGHT-OF-WAY REVOLVING FUND (LIQUIDATION OF CONTRACT AUTHORIZATION) (TRUST FUND)

For payment of obligations incurred in carrying out the provisions of title 23 United States Code, section 108(c), as authorized by section 7(c) of the Federal-Aid Highway Act of 1968, to remain available until expended, \$20,000,000, to be derived from the "Highway Trust Fund" at such times and in such amounts as may be necessary to meet current withdrawals.

For "Right-of-way revolving fund (liquidation of contract authorization) (trust fund)" for the period July 1, 1976, through September 30, 1976, to remain available until expended, \$5,000,000, to be derived from the Highway Trust Fund at such times and in such amounts as may be necessary to meet current withdrawals.

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, \$500,000, to be derived from the "Highway Trust Fund".

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ACCESS HIGHWAYS TO PUBLIC RECREATION AREAS ON CERTAIN LAKES
(INCLUDING RESCISSION)

For necessary expenses not otherwise provided, to carry out the provisions of section 115(a), "Federal-Aid Highway Amendments of 1974"; \$10,000,000, to remain available until September 30, 1978: *Provided*, That any authority to incur obligations granted by section 115 of the Federal-Aid Highway Amendments of 1974 is hereby rescinded.

HIGHLAND SCENIC HIGHWAY (LIQUIDATION OF CONTRACT AUTHORIZATION) (TRUST FUND)

For payment of obligations incurred for construction of the Highland Scenic Highway in accordance with section 161 of Public Law 93-87 (87 Stat. 279), under authority of the provisions of title 23, United States Code, sections 203 and 207, and section 104(a)(8) of Public Law 93-87, \$15,000,000, to be derived from the Highway Trust Fund and to remain available until expended, to be transferred to the Department of Interior for the payment of such obligations.

BIKEWAY PROGRAM

For necessary expenses to carry out the Bikeway Demonstration Program pursuant to section 119 of the Federal-Aid Highway Amendments of 1974, \$6,000,000, 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), \$66,850,000, of which \$28,904,000 shall be derived from the Highway Trust Fund: *Provided*, That not to exceed \$26,280,000 shall remain available until expended, of which \$9,825,000 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, \$71,000,000, of which \$69,000,000 shall be derived from the Highway Trust Fund.

For "State and community highway safety (liquidation of contract authorization)" for the period July 1, 1976, through September 30, 1976, \$20,000,000, of which \$19,500,000 shall be derived from the Highway Trust Fund.

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FEDERAL RAILROAD ADMINISTRATION

OFFICE OF THE ADMINISTRATOR

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, \$5,900,000.

For "Office of the Administrator" for the period July 1, 1976, through September 30, 1976, \$1,400,000.

RAILROAD SAFETY

For necessary expenses in connection with railroad safety, not otherwise provided for, \$16,200,000.

For "Railroad safety" for the period July 1, 1976, through September 30, 1976, \$4,050,000.

GRANTS-IN-AID FOR RAILROAD SAFETY

For grants-in-aid to carry out a railroad safety program, \$1,500,000, to remain available until expended.

For "Grants-in-aid for railroad safety" for the period July 1, 1976, through September 30, 1976, \$375,000, to remain available until expended.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, \$61,150,000, to remain available until expended: *Provided*, That there may be credited to this appropriation, funds received from private sources and foreign countries for expenses incurred in testing items of equipment which are proprietary to the private source or foreign country.

For "Railroad research and development" for the period July 1, 1976, through September 30, 1976, to remain available until expended, \$13,650,000: *Provided*, That there may be credited to this appropriation, funds received from private sources and foreign countries for expenses incurred in testing items of equipment which are proprietary to the private source or foreign country.

RAIL SERVICE ASSISTANCE

For necessary expenses for "Interim operating assistance," \$60,000,000, and "Rail service continuation subsidies," \$25,000,000, under sections 213(b) and 402(i) of the Regional Rail Reorganization Act of 1973, to remain available until expended.

For "Rail Service Assistance" for the period July 1, 1976, through September 30, 1976, \$8,600,000, 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, \$440,000,000, to remain available until expended, of which not more than \$328,800,000 shall be available for operating losses incurred by the Corporation, and of which \$1,500,000, shall be available for a rail passenger terminal and facilities at Baltimore-Washington International Airport.

For "Grants to the National Railroad Passenger Corporation" for the period July 1, 1976, through September 30, 1976, \$124,700,000, to remain available until expended, of which not more than \$99,700,000 shall be available for operating losses incurred by the Corporation.

RAIL TRANSPORTATION EMPLOYMENT AND IMPROVEMENT

To enable the Secretary of Transportation to make grants for programs aimed at reducing unemployment and at repairing, rehabilitating, or improving essential railroad roadbeds and facilities, \$90,000,000 to remain available until December 31, 1976: *Provided*, That this appropriation shall be available only upon the enactment into law of authorizing legislation by the Ninety-fourth Congress.

For "Rail Transportation Employment and Improvement" for the period July 1, 1976, through September 30, 1976, \$18,000,000, to remain available until December 31, 1976: *Provided*, That this appropriation shall be available only upon the enactment into law of authorizing legislation by the Ninety-fourth Congress.

THE ALASKA RAILROAD

ALASKA RAILROAD REVOLVING FUND

The Alaska Railroad Revolving Fund shall continue available until expended for the work authorized by law, including operation and maintenance of oceangoing or coastwise vessels by ownership, charter, or arrangement with other branches of the Government service, for the purpose of providing additional facilities for transportation of freight, passengers, or mail, when deemed necessary for the benefit and development of industries or travel in the area served; and payment of compensation and expenses as authorized by 5 U.S.C. 8146, to be reimbursed as therein provided: *Provided*, That no employee shall be paid an annual salary out of said fund in excess of the salaries prescribed by the Classification Act of 1949, as amended, for grade GS-15, except the general manager of said railroad, one assistant general manager at not to exceed the salaries prescribed by said Act for GS-17, and five officers at not to exceed the salaries prescribed by said Act for grade GS-16.

PAYMENT TO THE ALASKA RAILROAD REVOLVING FUND

For payment to the Alaska Railroad Revolving Fund for capital replacements, improvements, and maintenance, \$9,000,000, to remain available until expended: *Provided*, That the permanent positions authorized under the Alaska Railroad Revolving Fund shall be established at 902 and excluded from staffing limitations otherwise applicable.

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) and the Federal-Aid Highway Act of 1973 (Public Law 93-87) in connection with the activities, including uniforms and allowances therefor, as authorized by law (5 U.S.C. 5901-5902); hire of passenger motor vehicle; and services as authorized by 5 U.S.C. 3109; \$10,800,000.

For "Administrative expenses" for the period July 1, 1976, to September 30, 1976; \$2,900,000.

**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; \$54,000,000: *Provided*, That \$43,900,000 shall be available for research, development, and demonstrations, \$2,000,000 shall be available for university research and training, not to exceed \$600,000 shall be available for managerial training as authorized under the authority of the said Act, and not to exceed \$7,500,000 shall be available for transit related Bicentennial projects in the Washington, D.C. metropolitan area.

For "Research, development and demonstrations and university research and training" for the period July 1, 1976, to September 30, 1976; to remain available until expended; \$11,500,000: *Provided*, That \$10,850,000 shall be available for research, development, and demonstrations, \$500,000 shall be available for university research and training, and \$150,000 shall be available for managerial training.

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 sections 103(e)(4) and 142(c) of title 23, United States Code; \$890,300,000, to remain available until expended.

For "Liquidation of contract authorization" for the period July 1, 1976, to September 30, 1976, \$275,000,000, to remain available until expended.

**SAINT LAWRENCE SEAWAY DEVELOPMENT
CORPORATION**

The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to such Corporation, and in accord with law, and to make such contracts and commitments without regard 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 \$923,000 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.

For the period July 1, 1976, through September 30, 1976, not to exceed \$250,000 shall be available for administrative expenses which shall be computed on an accrual basis, including not to exceed \$750 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 \$3,750 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, \$11,260,000.

For "Salaries and expenses" for the period July 1, 1976, through September 30, 1976, \$3,095,000.

CIVIL AERONAUTICS BOARD

SALARIES AND EXPENSES

For necessary expenses of the Civil Aeronautics Board, including hire of aircraft; hire of passenger motor vehicles; services as authorized by 5 U.S.C. 3109; uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901-5902); and not to exceed \$1,000 for official reception and representation expenses, \$19,295,000.

For "Salaries and expenses" for the period July 1, 1976, through September 30, 1976, 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 \$250 for official reception and representation expenses, \$4,750,000.

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, \$60,695,000, to remain available until expended.

For "Payments to air carriers" for the period July 1, 1976, through September 30, 1976, \$15,150,000, 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, \$49,330,000, of which \$150,000 shall be available for valuation of pipelines, and of which \$1,100,000 shall be available for necessary expenses of the Rail Services Planning Office to carry out the powers and duties authorized by the Regional Rail Reorganization Act of 1973: *Provided*, That Joint

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Board members and cooperating State commissioners may use Government transportation requests when traveling in connection with their duties as such.

For "Salaries and expenses" for the period July 1, 1976, through September 30, 1976, \$12,290,000.

PAYMENTS FOR DIRECTED RAIL SERVICE

For payments for rail service to railroads directed to provide emergency rail service over the properties of other carriers in accordance with 49 U.S.C. 1(16)(b), \$15,000,000, to remain available until expended: *Provided*, That not to exceed \$750,000 of this appropriation shall be available for necessary independent auditing expenses incurred in the administration of the directed rail service program.

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, \$59,800,000.

For "Operating expenses" for the period July 1, 1976, through September 30, 1976, \$15,900,000.

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 Government agencies in the Canal Zone for Canal Zone Government use; and expenses incident to the retirement of such assets; \$2,240,000, to remain available until expended.

For "Capital outlay" for the period July 1, 1976, through September 30, 1976, \$560,000, 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

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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 and for the period ending September 30, 1976, 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 \$24,371,000 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-three passenger motor vehicles, for replacement only, and for uniforms or allowances therefor as authorized by law (5 U.S.C. 5901-5902).

For "General and administrative expenses" for the period July 1, 1976, through September 30, 1976, \$6,540,000.

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, \$10,000,000, to remain available until expended.

WASHINGTON METROPOLITAN AREA TRANSIT
AUTHORITY

FEDERAL CONTRIBUTION

To enable the Department of Transportation to pay the Washington Metropolitan Area Transit Authority, as part of the Federal contribution toward expenses necessary to design, engineer, construct, and equip a rail rapid transit system, as authorized by the National Capital Transportation Act of 1969 (Public Law 91-143), as amended, including acquisition of rights-of-way, land, and interest therein, to remain available until expended \$90,059,000 for the fiscal year 1977, and for the fiscal year 1976, \$9,500,000 for the design and construction of facilities for the handicapped as authorized by Public Law 93-87.

For "Federal contribution" for the period July 1, 1976, through September 30, 1976, \$26,700,000.

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, \$22,200,000, to remain available until expended.

TITLE III

GENERAL PROVISIONS

SEC. 301. During the current fiscal year and the period July 1, 1976, through September 30, 1976, applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; and uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901-5902).

SEC. 302. None of the funds provided in this Act shall be available for administrative expenses in connection with commitments for grants-in-aid for airport development aggregating more than \$350,000,000 in fiscal year 1976 and \$87,500,000 for the period July 1, 1976, through September 30, 1976.

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 \$40,000,000 for "Highway Beautification" in fiscal year 1976 and for the period July 1, 1976, through September 30, 1976.

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 \$120,000,000 in fiscal year 1976 and \$30,000,000 for the period July 1, 1976, through September 30, 1976, for "State and Community Highway Safety" and "Highway-Related Safety Grants".

SEC. 305. None of the funds provided under this Act shall be available for the planning or execution of programs the obligations for which are in excess of \$4,600,000 in fiscal year 1976 and \$1,150,000 for the period July 1, 1976, through September 30, 1976, for "Territorial Highways".

SEC. 306. None of the funds provided in this Act shall be available for administrative expenses in connection with commitments for the Urban Mass Transportation Act of 1964, as amended, aggregating more than \$1,707,150,000 in fiscal year 1976 and \$395,700,000 in the transition period, 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 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. 308. 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. 309. 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. 310. Funds appropriated under this Act for expenditure by the Federal Aviation Administration shall be available (1) 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. 311. 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. 312. 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. 313. No part of any appropriation contained in this Act shall be available for paying to the Administrator of the General Services Administration in excess of 90 percent of the standard level user charge established pursuant to section 210(j) of the Federal Property and Administrative Services Act of 1949, as amended, for space and services.

SEC. 314. 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 charges 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, not to exceed 120 days, 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. 315. No part of any appropriation contained in this Act shall remain available for obligation beyond the current fiscal year unless expressly so provided herein, except as provided in section 204 of the Supplemental Appropriation Act, 1975 (Public Law 93-554).

Sec. 316. 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 \$9,000,000,000 for "Federal-Aid Highways" and for "Highway Safety Construction Programs" in fiscal year 1976 and for the period July 1, 1976, through September 30, 1976: *Provided*, That this limitation shall not apply to obligations for emergency relief under section 125 of title 23, United States Code; special urban high density traffic program under section 146 of title 23, United States Code, and special bridge replacement program under section 144 of title 23, United States Code.

This Act may be cited as the "Department of Transportation and Related Agencies Appropriation Act, 1976, and the period ending September 30, 1976."

Speaker of the House of Representatives.

*Vice President of the United States and
President of the Senate.*

November 12, 1975

Dear Mr. Director:

The following bill was received at the White House on November 12th:

H.R. 8365

Please let the President have reports and recommendations as to the approval of this bill as soon as possible.

Sincerely,

Robert D. Linder
Chief Executive Clerk

The Honorable James T. Lynn
Director
Office of Management and Budget
Washington, D. C.