DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Federal Funds

Research and Technology

For necessary expenses related to the Office of the Assistant Secretary for Research and Technology, $8,465,109, of which $2,618,000 shall remain available until September 30, 2020: Provided, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training: Provided further, That any reference in law, regulation, judicial proceedings, or elsewhere to the Research and Innovative Technology Administration shall continue to be deemed to be a reference to the Office of the Assistant Secretary for Research and Technology of the Department of Transportation.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Obligations by program activity:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0001 Salaries and administrative expenses</td>
<td>5</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>0002 Other goods and services from Federal sources</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>0003 Research and development expenses</td>
<td>1</td>
<td>1</td>
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</tr>
<tr>
<td>0004 Research and development expenses</td>
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<td>6</td>
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<tr>
<td>0005 Research and development expenses</td>
<td>3</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>0100 Direct program by activities, subtotal</td>
<td>15</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>0799 Total direct obligations</td>
<td>15</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>0802 Transportation safety institute</td>
<td>13</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>0803 Other programs</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>0809 Reimbursable program by activities, subtotal</td>
<td>13</td>
<td>21</td>
<td>21</td>
</tr>
<tr>
<td>0899 Total reimbursable obligations</td>
<td>13</td>
<td>21</td>
<td>21</td>
</tr>
<tr>
<td>0900 Total new obligations, unexpended accounts</td>
<td>28</td>
<td>36</td>
<td>30</td>
</tr>
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Budgetary resources:

<table>
<thead>
<tr>
<th>Unobligated balance:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000 Unobligated balance brought forward, Oct 1</td>
</tr>
<tr>
<td>1021 Recoveries of prior year unobligated obligations</td>
</tr>
<tr>
<td>1033 Recoveries of prior year paid obligations</td>
</tr>
<tr>
<td>1050 Unobligated balance (total)</td>
</tr>
</tbody>
</table>

Budget authority:

<table>
<thead>
<tr>
<th>Appropriations, discretionary:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1100 Appropriation</td>
</tr>
<tr>
<td>1700 Spending authority from offsetting collections, discretionary: Collected</td>
</tr>
<tr>
<td>1701 Change in uncollectible payments, Federal sources</td>
</tr>
<tr>
<td>1750 Spending auth from offsetting collections, disc (total)</td>
</tr>
<tr>
<td>1900 Budget authority (total)</td>
</tr>
<tr>
<td>1930 Total budgetary resources available</td>
</tr>
<tr>
<td>1941 Unexpended unobligated balance, end of year</td>
</tr>
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</table>

Change in obligated balance:

<table>
<thead>
<tr>
<th>Unobligated obligations:</th>
</tr>
</thead>
<tbody>
<tr>
<td>3000 Unpaid obligations, brought forward, Oct 1</td>
</tr>
<tr>
<td>3010 New obligations, unexpended accounts</td>
</tr>
<tr>
<td>3011 Obligations (&quot;upward adjustments&quot;), expired accounts</td>
</tr>
<tr>
<td>3029 Outlays (gross)</td>
</tr>
<tr>
<td>3040 Recoveries of prior year unpaid obligations, unexpensed</td>
</tr>
<tr>
<td>3041 Recoveries of prior year unpaid obligations, expired</td>
</tr>
<tr>
<td>3050 Unpaid obligations, end of year</td>
</tr>
<tr>
<td>Uncollected payments:</td>
</tr>
<tr>
<td>3060 Uncollected pymts, Fed sources, brought forward, Oct 1</td>
</tr>
<tr>
<td>3070 Change in uncollected pymts, Fed sources, unexpensed</td>
</tr>
<tr>
<td>3090 Uncollected pymts, Fed sources, end of year</td>
</tr>
<tr>
<td>Memorandum (non-add) entries:</td>
</tr>
<tr>
<td>3100 Obligated balance, start of year</td>
</tr>
<tr>
<td>3200 Obligated balance, end of year</td>
</tr>
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</table>

Budget authority and outlays, net:

<table>
<thead>
<tr>
<th>Discretionary:</th>
</tr>
</thead>
<tbody>
<tr>
<td>4000 Budget authority, gross</td>
</tr>
</tbody>
</table>

Object Classification (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Direct obligations:</td>
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<tr>
<td>11.1 Personnel compensation: Full-time permanent</td>
<td>2</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>12.1 Civilian personnel benefits</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>12.2 Other personnel benefits</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>25.1 Federal-aid capital projects</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>25.2 Other Federal-aid projects</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>99.9 Total new obligations, unexpended accounts</td>
<td>28</td>
<td>36</td>
<td>30</td>
</tr>
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</table>

Employment Summary

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>18</td>
<td>19</td>
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RESEARCH AND TECHNOLOGY—Continued

Employment Summary—Continued

Identification code 069–1730–0–1–407  

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>2001 Reimbursable civilian full-time equivalent employment</td>
<td>30</td>
<td>31</td>
<td>35</td>
</tr>
<tr>
<td>3001 Allocation account civilian full-time equivalent employment</td>
<td>72</td>
<td>73</td>
<td>80</td>
</tr>
</tbody>
</table>

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, $111,898,496: Provided, That not to exceed $60,000 shall be for allocation within the Department for official reception and representation expenses as the Secretary may determine: Provided further, That notwithstanding any other provision of law, excluding fees authorized in Public Law 107–71, there may be credited to this appropriation up to $2,500,000 in funds received in user fees.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuance Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 069–0100–0–1–407

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<thead>
<tr>
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<tbody>
<tr>
<td>0001 General administration</td>
<td>108</td>
<td>114</td>
<td>116</td>
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<tr>
<td>0002 SCASDP grants</td>
<td>8</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>0005 Comrs. Sys. Repl. &amp; IT Network Assess</td>
<td>2</td>
<td></td>
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</tr>
<tr>
<td>0100 Subtotal Direct Obligations</td>
<td>118</td>
<td>121</td>
<td>116</td>
</tr>
<tr>
<td>0799 Total direct obligations</td>
<td>118</td>
<td>121</td>
<td>116</td>
</tr>
<tr>
<td>0801 Salaries and Expenses (Reimbursable)</td>
<td>4</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>122</td>
<td>130</td>
<td>125</td>
</tr>
</tbody>
</table>

Budgetary resources:

Unobligated balance:

1000 Unobligated balance brought forward, Oct 1 | 8 | 5 | 1 |
1012 Unobligated balance transfers between expired and unexpired accounts | 2 | | |
1021 Recoveries of prior year unpaid obligations | 1 | | |
1050 Unobligated balance (total) | 11 | 5 | 1 |

Budget authority:

Appropriations, discretionary:

1100 Appropriations | 109 | 109 | 112 |

1700 Collected | 11 | 17 | 12 |

1900 Budget authority (total) | 120 | 126 | 124 |

1930 Total budgetary resources available | 131 | 131 | 125 |

1940 Unobligated balance expiring | 4 | | |

1941 Unexpired unobligated balance, end of year | 5 | 1 | |

Change in obligated balance:

Unpaid obligations:

3000 Unpaid obligations, brought forward, Oct 1 | 50 | 52 | 18 |
3010 New obligations, unexpired accounts | 122 | 130 | 125 |
3011 Obligations (“upward adjustments”), expired accounts | 1 | | |
3020 Outlays (gross) | –119 | –164 | –124 |
3040 Recoveries of prior year unpaid obligations, unexpired | –1 | | |
3041 Recoveries of prior year unpaid obligations, expired | –1 | | |

3050 Unpaid obligations, end of year | 52 | 18 | 19 |

3100 Obligated balance, start of year | 50 | 52 | 18 |

3200 Obligated balance, end of year | 52 | 18 | 19 |

Budget authority and outlays, net:

Discretionary:

4000 Budget authority, gross | 120 | 126 | 124 |
4010 Outlays, gross | 99 | 115 | 113 |
4011 Outlays from discretionary balances | 20 | 49 | 11 |
4020 Outlays, gross (total) | 119 | 164 | 124 |

Offsets against gross budget authority and outlays:

4030 Federal sources | –9 | –14 | –10 |
4033 Non-Federal sources | –2 | –3 | –2 |

4040 Offsets against gross budget authority and outlays (total) | –11 | –17 | –12 |

4070 Budget authority, net (discretionary) | 109 | 109 | 112 |

4080 Outlays, net (discretionary) | 108 | 147 | 112 |

4180 Budget authority, net (total) | 109 | 109 | 112 |

4190 Outlays, net (total) | 108 | 147 | 112 |

The Office of the Secretary is responsible for the overall planning, coordination, and administration of the Department’s programs. Funding supports the Secretary, Deputy Secretary, Under Secretary for Policy, Secretarial Officers, and their immediate staffs, who provide federal transportation policy development and guidance, institutional and public liaison activities, and other program support to ensure effective management and operation of the Department.

Object Classification (in millions of dollars)

Identification code 069–0102–0–1–407

<table>
<thead>
<tr>
<th>Object Classification (in millions of dollars)</th>
<th>2016 actual</th>
<th>2017 est.</th>
<th>2018 est.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct obligations: Personnel compensation:</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>11.1 Full-time permanent</td>
<td>44</td>
<td>52</td>
<td>51</td>
</tr>
<tr>
<td>11.3 Other than full-time permanent</td>
<td>6</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>11.5 Other personnel compensation</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>11.9 Total personnel compensation</td>
<td>51</td>
<td>58</td>
<td>57</td>
</tr>
<tr>
<td>12.1 Civilian personnel benefits</td>
<td>15</td>
<td>17</td>
<td>18</td>
</tr>
<tr>
<td>21.0 Travel and transportation of persons</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>21.1 Rental payments to GSA</td>
<td>9</td>
<td>9</td>
<td>10</td>
</tr>
<tr>
<td>25.1 Advising and assistance services</td>
<td>9</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>25.2 Other services from non-Federal sources</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>25.3 Other goods and services from Federal sources</td>
<td>22</td>
<td>24</td>
<td>24</td>
</tr>
<tr>
<td>26.0 Supplies and materials</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31.0 Equipment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>41.0 Grants, subsidies, and contributions</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>99.0 Direct obligations</td>
<td>118</td>
<td>121</td>
<td>116</td>
</tr>
<tr>
<td>99.9 Reimbursable obligations</td>
<td>4</td>
<td>9</td>
<td>9</td>
</tr>
</tbody>
</table>

Budget authority and outlays, net:

Discretionary:

4000 Budget authority, gross | 120 | 126 | 124 |

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU

For necessary expenses of the National Surface Transportation and Innovative Finance Bureau authorized by 49 U.S.C. 116, to remain available until expended, $3,000,000: Provided, That not to exceed $60,000 shall be for allocation within the Department for official reception and representation expenses as the Secretary may determine: Provided further, That notwithstanding any other provision of law, excluding fees authorized in Public Law 107–71, there may be credited to this appropriation up to $2,500,000 in funds received in user fees.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuance Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

Identification code 069–0102–0–1–401

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>0001 Direct program activity</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>410</td>
<td>427</td>
<td>449</td>
</tr>
<tr>
<td>2001 Reimbursable civilian full-time equivalent employment</td>
<td>15</td>
<td>27</td>
<td>20</td>
</tr>
</tbody>
</table>

Budgetary resources:

Appropriations, discretionary:

1100 Appropriations | 109 | 109 | 112 |

1930 Total budgetary resources available | 131 | 131 | 125 |

Discretionary:

4000 Budget authority, gross | 120 | 126 | 124 |

Change in obligated balance:

Unpaid obligations:

3010 New obligations, unexpired accounts | 122 | 130 | 125 |

4010 Outlays, gross | 99 | 115 | 113 |

4011 Outlays from discretionary balances | 20 | 49 | 11 |

4020 Outlays, gross (total) | 119 | 164 | 124 |

Offsets against gross budget authority and outlays:

4030 Federal sources | –9 | –14 | –10 |

4033 Non-Federal sources | –2 | –3 | –2 |

4040 Offsets against gross budget authority and outlays (total) | –11 | –17 | –12 |
The Fixing America's Surface Transportation (FAST) Act (Public Law 114–94) was enacted on December 4, 2015. Among the new provisions included in this Act, is the establishment of a new National Surface Transportation and Innovative Finance Bureau (the Bureau) within the Office of the Secretary of Transportation that will align, coordinate, and consolidate aspects of the U.S. Department of Transportation’s (USDOT) existing surface transportation innovative finance programs within the new Bureau. The FAST Act calls for the Bureau to fulfill a number of specific responsibilities, including the following: Provide assistance and communicate best practices and financing and funding opportunities to entities eligible under USDOT infrastructure finance programs; Administer the application process for USDOT infrastructure finance programs; Administer the application process for a new Nationally Significant Freight and Highway Projects program; Reduce uncertainty and delays related to environmental reviews and permitting, as well as project delivery and procurement risks and costs for projects financed by the USDOT infrastructure finance programs and the new Nationally Significant Freight and Highways Projects programs; Increase transparency and the public availability of information regarding projects financed by the USDOT infrastructure finance programs and the new Nationally Significant Freight and Highway Projects program; and Promote best practices in procurement for projects financed by the USDOT infrastructure finance programs and the new Nationally Significant Freight and Highway Projects program by developing benchmarks related to procurement. The Bureau will build on a number of actions that USDOT has taken to advance these goals, including the establishment of USDOT’s Build America Transportation Investment Center in 2014 as a single point of contact and coordination for states, municipalities and project sponsors looking to utilize federal transportation expertise, apply for federal transportation credit programs, and explore ways to access private capital through public private partnerships. Notably, in their explanatory statement of the FAST Act, Congressional conferees explicitly recognized the accomplishments of the Administration’s Build America Investment Initiative to increase infrastructure investment and economic growth.

To assist with establishing the Bureau, the FAST Act provides the Secretary with certain authorities to redirect personnel and budgetary resources, if necessary, to support the establishment and effectiveness of the Bureau. These authorities are available for two years, expiring in December 2017. The Administration is proposing extending these authorities to allow full implementation of the Bureau. The FAST Act requires that, within 90 days of enactment and in 90-day intervals thereafter, USDOT report to Congress on how these authorities are being implemented, and any additional legislative actions that may be needed. The Bureau is managed by an Executive Director reporting to the Under Secretary of Transportation for Policy. The FAST Act also established a new Council on Credit and Finance (the Council) chaired by the Deputy Secretary, which is charged with the review and approval of innovative finance applications, making recommendations to the Secretary, and reviewing approved projects on a regular basis. The Council builds on the Credit Council that USDOT had previously established through administrative measures.

### Employment Summary

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>303</td>
<td>889</td>
<td>480</td>
</tr>
<tr>
<td>0990 Total new obligations, unexpired accounts</td>
<td>312</td>
<td>900</td>
<td>491</td>
</tr>
</tbody>
</table>

### National Infrastructure Investments

Note: A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

### Program and Financing (in millions of dollars)

#### Obligations by program activity:

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0001 National Infrastructure Investments Grants</td>
<td>303</td>
<td>889</td>
<td>480</td>
</tr>
<tr>
<td>0002 Award &amp; Oversight</td>
<td>9</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>0990 Total new obligations, unexpired accounts</td>
<td>312</td>
<td>900</td>
<td>491</td>
</tr>
</tbody>
</table>

#### Budgetary resources:

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>1000 Unobligated balance brought forward, Oct 1</td>
<td>728</td>
<td>917</td>
<td>516</td>
</tr>
<tr>
<td>1021 Recoveries of prior year unpaid obligations</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1050 Unobligated balance (total)</td>
<td>729</td>
<td>917</td>
<td>516</td>
</tr>
<tr>
<td>1100 Appropriation</td>
<td>500</td>
<td>499</td>
<td></td>
</tr>
<tr>
<td>1930 Total budgetary resources available</td>
<td>1,229</td>
<td>1,416</td>
<td>516</td>
</tr>
<tr>
<td>1941 Unexpired unobligated balance, end of year</td>
<td>917</td>
<td>516</td>
<td>25</td>
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</table>

#### Change in obligated balance:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3000 Unpaid obligations, brought forward, Oct 1</td>
<td>1,110</td>
<td>1,008</td>
<td>1,310</td>
</tr>
<tr>
<td>3010 New obligations, unexpired accounts</td>
<td>312</td>
<td>900</td>
<td>491</td>
</tr>
<tr>
<td>3020 Outlays (gross)</td>
<td>–411</td>
<td>–598</td>
<td>–532</td>
</tr>
<tr>
<td>3040 Recoveries of prior year unpaid obligations, unexpired</td>
<td>–1</td>
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<tr>
<td>3041 Recoveries of prior year unpaid obligations, expired</td>
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<tr>
<td>3050 Unpaid obligations, end of year</td>
<td>1,008</td>
<td>1,310</td>
<td>1,269</td>
</tr>
<tr>
<td>3100 Obligated balance, start of year</td>
<td>1,110</td>
<td>1,008</td>
<td>1,310</td>
</tr>
<tr>
<td>3200 Obligated balance, end of year</td>
<td>1,008</td>
<td>1,310</td>
<td>1,269</td>
</tr>
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</table>

#### Budget authority and outlays, net:

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<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4000 Budget authority, gross</td>
<td>500</td>
<td>499</td>
<td></td>
</tr>
<tr>
<td>4011 Outlays from discretionary balances</td>
<td>411</td>
<td>598</td>
<td>532</td>
</tr>
<tr>
<td>4100 Budget authority, net (total)</td>
<td>500</td>
<td>499</td>
<td>532</td>
</tr>
<tr>
<td>4190 Outlays, net (total)</td>
<td>411</td>
<td>598</td>
<td>532</td>
</tr>
</tbody>
</table>

The Office of the Secretary’s (OST) National Infrastructure Investments program, also known as the Transportation Generating Economic Recovery (TIGER) program, provides funding for grant awards or credit assistance on a competitive basis for capital investments in surface transportation infrastructure that will have a significant impact on the Nation, a metropolitan area or a region. No funds are requested in this account for 2018.

### Object Classification (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>25.1 Direct obligations: Advisory and assistance services</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>25.2 Other services from non-Federal sources - Allocation</td>
<td>4</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>40.0 Grants, subsidies, and contributions - Allocation</td>
<td>303</td>
<td>889</td>
<td>479</td>
</tr>
<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>303</td>
<td>889</td>
<td>479</td>
</tr>
</tbody>
</table>
The Working Capital Fund finances multidisciplinary research, evaluation, analytical and related activities undertaken at the Volpe Transportation Systems Center (Volpe Center) in Cambridge, MA. The fund is financed through negotiated agreements with other offices within the Office of the Secretary, Departmental operating administrations and other governmental elements requiring the Center’s capabilities. These agreements also define the activities undertaken at the Volpe Center.

**Object Classification—Continued**

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<tr>
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<tbody>
<tr>
<td>99.9</td>
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<td>900</td>
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**Employment Summary**

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<tbody>
<tr>
<td>1001</td>
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**Supplemental Discretionary Grants for a National Surface Transportation System, Recovery Act**

**Program and Financing (in millions of dollars)**

<table>
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<tbody>
<tr>
<td>0801</td>
<td>326</td>
<td>330</td>
<td>335</td>
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**Budgetary resources: Unobligated balance**

<table>
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<tr>
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<tr>
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**Budget authority: Spending authority from offsetting collections, discretionary-Collecting**

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<tbody>
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<td>1700</td>
<td>342</td>
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<tr>
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**Change in obligated balance: Unpaid obligations**

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<tbody>
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<td>–330</td>
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<tr>
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<td>3200</td>
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**Budget authority and outlays, net: Discretionary**

<table>
<thead>
<tr>
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<tbody>
<tr>
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<td>4011</td>
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<tr>
<td>4040</td>
<td>–342</td>
<td>–330</td>
<td>–335</td>
</tr>
<tr>
<td>4050</td>
<td>35</td>
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<tr>
<td>4080</td>
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<tr>
<td>4180</td>
<td>–15</td>
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</table>

**Change in obligated balance: End of year**

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>99.9</td>
<td>326</td>
<td>330</td>
<td>335</td>
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</table>

**Employment Summary**

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<thead>
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<tbody>
<tr>
<td>2001</td>
<td>555</td>
<td>570</td>
<td>570</td>
</tr>
</tbody>
</table>

**Financial Management Capital**

For necessary expenses for enhancing the Department of Transportation’s financial systems and re-engineering business processes, $3,000,000, to remain available through September 30, 2019.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.
This appropriation will fund cyber security initiatives, including necessary upgrades to the wide area network and information technology infrastructure. The funding will support key program enhancements, infrastructure improvements, and contractual resources to enhance the security of the Department of Transportation network and reduce the risk of security breaches.

Object Classification (in millions of dollars)

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<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Direct obligations</td>
<td></td>
<td></td>
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<tr>
<td>23.3 Communications, utilities, and miscellaneous charges</td>
<td>1</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>25.1 Advisory and assistance services</td>
<td></td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>31.0 Equipment</td>
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<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>4</td>
<td>13</td>
<td>13</td>
</tr>
</tbody>
</table>

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, $9,500,000.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Obligations by program activity</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0001 Office of Civil Rights</td>
<td>9</td>
<td>10</td>
<td>10</td>
</tr>
</tbody>
</table>

Budgertary resources:

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<tr>
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</thead>
<tbody>
<tr>
<td>Obligations by program activity</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0001 Office of Civil Rights</td>
<td>9</td>
<td>10</td>
<td>10</td>
</tr>
</tbody>
</table>
The Office of Civil Rights provides Department-wide leadership for all civil rights activities, including employment opportunity and enforcement of laws and regulations that prohibit discrimination in the financing and operation of transportation programs with Federal resources. The office also is responsible for non-discrimination policy development, analysis, coordination and compliance, promotes an organizational culture that values workforce diversity, and handles all civil rights cases related to Department of Transportation employees.

**Object Classification** (in millions of dollars)

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<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Direct obligations:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11.1 Personnel compensation: Full-time permanent</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>12.1 Civilian personnel benefits</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<tr>
<td>25.2 Other services from non-Federal sources</td>
<td>3</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>9</td>
<td>10</td>
<td>10</td>
</tr>
</tbody>
</table>

**Employment Summary**

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>43</td>
<td>45</td>
<td>52</td>
</tr>
</tbody>
</table>

**Small and Disadvantaged Business Utilization and Outreach**

For necessary expenses for small and disadvantaged business utilization and outreach activities, $3,999,093, to remain available until September 30, 2019: Provided, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuance Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

**Program and Financing** (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Obligations by program activity:</td>
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<tr>
<td>0001 Minority business outreach</td>
<td>2</td>
<td>5</td>
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<tr>
<td>0002 Bonding Assistance Program</td>
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<td>5</td>
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<tr>
<td>0900 Total new obligations, unexpired accounts</td>
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<td>10</td>
<td>-4</td>
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</table>

**Budgetary resources:**

Unobligated balance:

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<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>1000 Unobligated balance brought forward, Oct 1</td>
<td>7</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>1100 Appropriation</td>
<td>3</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>1930 Total budgetary resources available</td>
<td>10</td>
<td>10</td>
<td>4</td>
</tr>
<tr>
<td>1941 Unspent unobligated balance, end of year</td>
<td>7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Change in obligated balance:**

Unpaid obligations:

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>3000 Unpaid obligations, brought forward, Oct 1</td>
<td>2</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>3010 New obligations, unexpired accounts</td>
<td>3</td>
<td>10</td>
<td>4</td>
</tr>
<tr>
<td>3020 Obligated balances, start of year</td>
<td>-4</td>
<td>-10</td>
<td>-4</td>
</tr>
<tr>
<td>3050 Unpaid obligations, end of year</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>3100 Memorandum (non-add) entries:</td>
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<tr>
<td>3100 Obligated balance, start of year</td>
<td>2</td>
<td>1</td>
<td>1</td>
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</tbody>
</table>

**Budget authority and outlays, net:**

<table>
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<tr>
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</thead>
<tbody>
<tr>
<td>4000 Budget authority, gross</td>
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<td></td>
</tr>
<tr>
<td>4010 Budget authority, gross</td>
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<td></td>
<td></td>
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<tr>
<td>4011 Outlays from discretionary balances</td>
<td>3</td>
<td>4</td>
<td></td>
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<tr>
<td>4020 Outlays, gross</td>
<td>4</td>
<td>10</td>
<td>4</td>
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<tr>
<td>4180 Budget authority, net (total)</td>
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<td>3</td>
<td>4</td>
</tr>
<tr>
<td>4190 Obligated balance, start of year</td>
<td>4</td>
<td>10</td>
<td>4</td>
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</table>

This appropriation includes funding for the Office of Small and Disadvantaged Business Utilization, formerly funded in the Salaries and Expenses appropriation, and for outreach activities, formerly funded in the Minority Business Outreach appropriation. Funding is used to ensure that: (1) the small and disadvantaged business policies and programs of the Secretary of Transportation are developed and implemented throughout the Department in a fair, efficient, and effective manner, and (2) effective outreach activities are in place to assist Small Businesses, Disadvantaged Business Enterprises, the Small Business Administration’s 8(a) certified and HubZone businesses, Women-Owned, Service Disabled Veteran-Owned, Native American, and other disadvantaged business firms in securing contracts and subcontracts resulting from transportation-related Federal support.
This appropriation financed the costs for the new Department of Transportation headquarters, which consolidated all operating administrations headquarters functions (except FAA) from various locations into a single state-of-the-art, efficient leased building in the District of Columbia. No funding is requested for this program in 2018.

Transportation Planning, Research, and Development

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, $8,500,001: Provided, That of such amount, $1,500,000 shall be for necessary expenses for the Interagency Infrastructure Permitting Improvement Center (IIPIC) to continue reforms to improve interagency coordination and the expediting of projects related to the permitting and environmental review of major transportation infrastructure projects including expenses to develop and deploy information technologies to track project schedules and metrics and improve the transparency and accountability of the permitting process: Provided further, That there may be transferred to this appropriation, to remain available until expended, amounts transferred from other Federal agencies for expenses incurred under this heading for IIPIC activities not related to transportation infrastructure: Provided further, That the tools and analysis developed by the IIPIC shall be available to other Federal agencies for the permitting and review of major infrastructure projects not related to transportation only to the extent that other Federal agencies provide funding to the Department as provided for under the previous proviso.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

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<thead>
<tr>
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<tbody>
<tr>
<td>Budgetary resources:</td>
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<td></td>
</tr>
<tr>
<td>Unobligated balance:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1000 Unobligated balance brought forward, Oct 1</td>
<td>7</td>
<td>5</td>
<td>-</td>
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<tr>
<td>1011 Unobligated balance transfer from other acct [072–1037]</td>
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<tr>
<td>1020 Adjustment of unobligated balance brought forward, Oct 1</td>
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<tr>
<td>1021 Recoveries of prior year unpaid obligations</td>
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<tr>
<td>1050 Unobligated balance (total)</td>
<td>9</td>
<td>5</td>
<td>-</td>
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<tr>
<td>Budget authority:</td>
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<tr>
<td>Appropriations, discretionary:</td>
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<tr>
<td>1100 Appropriation</td>
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<td>8</td>
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<tr>
<td>1111 Spending authority from offsetting collections, discretionary:</td>
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<tr>
<td>1900 Budget authority (total)</td>
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<td>9</td>
</tr>
<tr>
<td>1930 Total budgetary resources available</td>
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<td>13</td>
<td>9</td>
</tr>
<tr>
<td>1941 Unobligated balance, end of year</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Change in obligated balance:</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Unobligated obligations:</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>3000 Unobligated obligations brought forward, Oct 1</td>
<td>8</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>3010 New obligations, unexpended accounts</td>
<td>14</td>
<td>13</td>
<td>9</td>
</tr>
<tr>
<td>3020 Outlays (gross)</td>
<td>-15</td>
<td>-8</td>
<td>-9</td>
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<tr>
<td>3040 Recoveries of prior year unpaid obligations, unexpended</td>
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<tr>
<td>3050 Unpaid obligations, end of year</td>
<td>5</td>
<td>10</td>
<td>10</td>
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<tr>
<td>3090 Uncollected pymts, Fed sources, brought forward, Oct 1</td>
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<td></td>
</tr>
<tr>
<td>3091 Adjustments to uncollected pymts, Fed sources, brought forward, Oct 1</td>
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</tr>
<tr>
<td>3100 Unpaid obligations, end of year</td>
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<td>-2</td>
<td>-2</td>
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<tr>
<td>3120 Obligated balance, end of year</td>
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<td>8</td>
<td>8</td>
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</table>

Budget authority and outlays, net:

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<tr>
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<tbody>
<tr>
<td>Direct obligations:</td>
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<td></td>
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<tr>
<td>11.1 Personnel compensation: Full-time permanent</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>11.2 Civilian personnel benefits</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<tr>
<td>25.1 Advisory and assistance services</td>
<td>4</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>25.2 Other services from non-Federal sources</td>
<td>3</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>25.3 Other goods and services from Federal sources</td>
<td>2</td>
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<td>1</td>
</tr>
<tr>
<td>99.0 Direct obligations</td>
<td>13</td>
<td>12</td>
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<tr>
<td>99.5 Adjustment for rounding</td>
<td>1</td>
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<td>1</td>
</tr>
<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>14</td>
<td>13</td>
<td>9</td>
</tr>
</tbody>
</table>

Employment Summary

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<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>25</td>
<td>32</td>
<td>37</td>
</tr>
</tbody>
</table>

Essential Air Service and Rural Airport Improvement Fund

Program and Financing (in millions of dollars)

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<thead>
<tr>
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<tbody>
<tr>
<td>Obligations by program activity:</td>
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</tr>
<tr>
<td>1000 Essential air service and rural airport improvement</td>
<td>100</td>
<td>115</td>
<td>181</td>
</tr>
</tbody>
</table>
The Federal Aviation Reauthorization Act of 1996 (P.L. 104–264) authorized the collection of user fees for services provided by the Federal Aviation Administration (FAA) to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Act permanently appropriated the first $50 million of such fees for the Essential Air Service (EAS) program and rural airport improvements. In addition, the FAA Modernization and Reauthorization Act (P.L. 112–95) requires that, in any fiscal year, overflight fees collected in excess of $50 million will be available to carry out the EAS program. The 2018 Budget proposes to reform the EAS program and rely only on mandatory funding.

**Object Classification (in millions of dollars)**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct obligations:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personnel compensation: Full-time permanent</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Grants, subsides, and contributions</td>
<td>97</td>
<td>112</td>
<td>178</td>
</tr>
<tr>
<td>99.0 Direct obligations</td>
<td>98</td>
<td>113</td>
<td>179</td>
</tr>
<tr>
<td>99.5 Adjustment for rounding</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>100</td>
<td>115</td>
<td>181</td>
</tr>
</tbody>
</table>

**Budgetary resources:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>DOT service center activities</td>
<td>175</td>
<td>190</td>
<td>202</td>
</tr>
<tr>
<td>Non-DOT service center activities</td>
<td>254</td>
<td>363</td>
<td>321</td>
</tr>
<tr>
<td>Total new obligations, unexpired accounts</td>
<td>429</td>
<td>553</td>
<td>523</td>
</tr>
</tbody>
</table>

**Reimbursable obligations:**

| Personnel compensation:            | 21          | 26         | 28         |
| Full-time permanent                 | 1           | 1          | 1          |
| Other than full-time permanent      |             |            |            |
| Total personnel compensation       | 22          | 27         | 29         |
| Civilian personnel benefits         | 7           | 8          | 9          |
| Benefits for former personnel       | 2           | 2          | 2          |
| Transportation of things            | 1           | 1          | 1          |
| Rental payments to CSA              | 8           | 8          | 8          |
| Communications, utilities, and miscellaneous charges | 7 | 9 | 9 |
| Other services from non-Federal sources | 71        | 74         | 76         |
| Other goods and services from Federal sources | 43        | 42         | 44         |
| Operation and maintenance of facilities | 1           | 1          | 1          |
| Operation and maintenance of equipment | 11         | 11         | 15         |
| Supplies and materials              | 226         | 361       | 320       |
| Equipment                           | 6           | 10         | 10         |
| Refunds                             | 24          |           |           |
| Total new obligations, unexpired accounts | 429        | 553       | 523       |

**Working Capital Fund**

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

**Program and Financing (in millions of dollars)**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>DOT service center activities</td>
<td>175</td>
<td>190</td>
<td>202</td>
</tr>
<tr>
<td>Non-DOT service center activities</td>
<td>254</td>
<td>363</td>
<td>321</td>
</tr>
<tr>
<td>Total new obligations, unexpired accounts</td>
<td>429</td>
<td>553</td>
<td>523</td>
</tr>
</tbody>
</table>
**MINORITY BUSINESS RESOURCE CENTER PROGRAM**

For necessary expenses of the Minority Business Resource Center, the provision of financial education outreach activities to eligible transportation-related small businesses, the monitoring of existing loans in the guaranteed loan program, and the modification of such loans of the Minority Business Resource Center, $500,301, as authorized by 49 U.S.C. 332: Provided, That notwithstanding such section, these funds may be used for business opportunities related to any mode of transportation.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continu-Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annu-

**Program and Financing** (in millions of dollars)

<table>
<thead>
<tr>
<th>Obligations by program activity: Credit program obligations:</th>
<th>2016 actual</th>
<th>2017 est.</th>
<th>2018 est.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guaranteed loan subsidy, admin expenses, and upward</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Reserves</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Total new obligations (object class 99.3)</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**Budgetary resources:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Unobligated balance brought forward, Oct 1</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Appropriation</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Total budgetary resources available</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Memorandum (non-add) entries:</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Unexpended unbudgeted balance, end of year</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**Change in obligated balance:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>New obligations, unexpired accounts</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Outlays (gross)</td>
<td>-1.00</td>
<td>-1.00</td>
<td>-1.00</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Guaranteed loan levels supportable by subsidy budget authority:</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Minority Business Resource Center Loan Guarantees</td>
<td>215000</td>
<td>232000</td>
<td></td>
</tr>
<tr>
<td>Guaranteed loan subsidy (in percent):</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Minority Business Resource Center Loan Guarantees</td>
<td>232000</td>
<td>232000</td>
<td></td>
</tr>
<tr>
<td>Weighted average subsidy rate</td>
<td>2.36</td>
<td>2.36</td>
<td>2.36</td>
</tr>
</tbody>
</table>

*This program provides a thoughtful workforce program that partners with the transportation industry and financial stakeholders with a focus on empowering transportation-related disadvantaged businesses (minority, women-owned, and the Small Business Administration’s 8(a) and HUBZone firms). This program provides the opportunity for small, emerging, and disadvantaged business enterprises to access government and private financing programs and learn tools to become risk adverse, build profitable and sustainable businesses, increase access to contracting opportunities, and create pathways to job creation and retention.*

**Employment Summary**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct civilian full-time equivalent employment</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Trust Funds**

**PAYMENTS TO AIR CARRIERS**

(AIRPORT AND AIRWAY TRUST FUND)

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continu-

**Program and Financing** (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Payments to air carriers</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Total new obligations (object class 41.0)</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**Budgetary resources:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Unobligated balance brought forward, Oct 1</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Recoveries of prior year unpaid obligations</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Total unobligated balance (total)</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Budget authority, net (total)</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Outlays (total)</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**Change in obligated balance:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
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<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Outlays (gross)</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Administrative expense data:</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Outlays from new authority</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Guaranteed loan levels supportable by subsidy budget authority:</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Minority Business Resource Center Loan Guarantees</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Guaranteed loan subsidy (in percent):</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Minority Business Resource Center Loan Guarantees</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Weighted average subsidy rate</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**Notes:**

- **Notes to the budget:**
  - **Status of Guaranteed Loans**
    - **Cumulative balance of guaranteed loans outstanding:**
      - 2210 Outstanding, start of year | 1 | 14 |
      - 2321 Disbursements of new guaranteed loans | 1 | 14 |
      - 2251 Repayments and prepayments | -4 | -13 |
      - 2290 Outstanding, end of year | 1 | 14 |
  - **Memorandum:**
    - 2299 Guaranteed amount of guaranteed loans outstanding, end of year | 1 | 11 |
  - **Trust Funds**
    - **PAYMENTS TO AIR CARRIERS**
      - (AIRPORT AND AIRWAY TRUST FUND)
    - **Program and Financing** (in millions of dollars)
      - **Obligations by program activity:**
        - 0001 Payments to air carriers | 192 | 179 |
      - **Budgetary resources:**
        - Unobligated balance: | 17 | 4 |
        - Recoveries of prior year unpaid obligations | 4 | 4 |
      - **Change in obligated balance:**
        - Unpaid obligations: | 38 | 17 |
        - Outlays, gross | 192 | 179 |
        - Administrative expense data: | 169 | 166 |
        - Outlays from new authority | 38 | 17 |
      - **Budget authority and outlays, net:**
        - Discretionary: | 175 | 175 |
      - **Change in obligated balance:**
        - Unpaid obligations: | 57 | 70 |
        - Outlays, gross | 38 | 57 |
        - Administrative expense data: | 57 | 70 |
        - Outlays from new authority | 114 | 105 |
Through 1997, the Essential Air Service (EAS) program was funded from the Airport and Airway Trust Fund. Starting in 1998, the Federal Aviation Administration reauthorization funded it as a mandatory program supported by overflight fees under the Essential Air Service and Rural Airport Improvement Fund. In addition to mandatory funding supported by overflight fees, direct appropriations from the Airport and Airway Trust Fund to Payments to Air Carriers have been enacted every year beginning in 2002 to meet the needs of the essential air service program. The 2018 Budget proposes to reform the EAS program; no discretionary funding is requested in 2018.

**Administrative Provisions**

SEC. 101. None of the funds made available in this Act to the Department of Transportation may be obligated for the Office of the Secretary of Transportation to approve assessments or reimbursable agreements pertaining to funds appropriated to the modal administrations in this Act, except for activities underway on the date of enactment of this Act, unless such assessments or agreements have completed the normal reprogramming process for Congressional notification.

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

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

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

SEC. 105. The Secretary may transfer to the National Surface Transportation and Innovative Finance Bureau, for the purposes of the Bureau, funds allocated for the administrative cost of processing applications for the programs referred to in 49 U.S.C. 116(d)(1) and funds allocated to any office or office function that the Secretary determines has duties, responsibilities, resources, or expertise that support the purposes of the Bureau. Provided, That any such funds, or portions thereof, transferred to the Bureau may be transferred back to and merged with the original account.


(1) by striking the heading "Safety and operations account" and inserting the heading "National Surface Transportation and Innovative Finance Bureau Account, Office of the Secretary,"; and

(2) in subparagraph (A) by striking "the Safety and Operations account of the Federal Railroad Administration" and inserting "the National Surface Transportation and Innovative Finance Bureau account".

**Federal Aviation Administration**

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

<table>
<thead>
<tr>
<th>[In millions of dollars]</th>
<th>2018 actual</th>
<th>2017 est.</th>
<th>2016 actual</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Budget Authority:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operations</td>
<td>9,910</td>
<td>9,891</td>
<td>9,891</td>
</tr>
<tr>
<td>General Fund</td>
<td>(1,988)</td>
<td>(1,984)</td>
<td>(1,971)</td>
</tr>
<tr>
<td>Facilities and Equipment (Trust Fund)</td>
<td>2,850</td>
<td>2,850</td>
<td>2,735</td>
</tr>
<tr>
<td>Research, Engineering and Development (Trust Fund)</td>
<td>165</td>
<td>165</td>
<td>150</td>
</tr>
<tr>
<td>Grants-in-Aid for Airports (Trust Fund)</td>
<td>3,350</td>
<td>3,350</td>
<td>3,350</td>
</tr>
<tr>
<td>Aviation User Fees</td>
<td>8</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total net</strong></td>
<td>16,283</td>
<td>16,256</td>
<td>16,126</td>
</tr>
<tr>
<td><strong>Obligations:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operations</td>
<td>9,760</td>
<td>10,133</td>
<td>10,130</td>
</tr>
<tr>
<td>Facilities and Equipment (Trust Fund)</td>
<td>2,591</td>
<td>2,632</td>
<td>2,829</td>
</tr>
<tr>
<td>Research, Engineering and Development (Trust Fund)</td>
<td>159</td>
<td>182</td>
<td>178</td>
</tr>
<tr>
<td>Grants-in-Aid for Airports (Trust Fund)</td>
<td>3,125</td>
<td>3,413</td>
<td>3,479</td>
</tr>
<tr>
<td>Aviation Insurance Revolving Fund</td>
<td>21</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Administrative Services Franchise Fund</td>
<td>-59</td>
<td>-9</td>
<td>9</td>
</tr>
<tr>
<td><strong>Total net</strong></td>
<td>15,561</td>
<td>16,481</td>
<td>16,544</td>
</tr>
</tbody>
</table>

**Federal Funds**

**Operations**

**(Airport and airway trust fund)**

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 112–95, $9,890,886,000 of which $8,100,000,000 shall be derived from the Airport and Airway Trust Fund: Provided, That not later than 60 days after the submission of the President's budget request, the Administrator of the Federal Aviation Administration shall transmit to Congress an annual update to the report submitted to Congress in December 2004 pursuant to section 221 of Public Law 108–176: Provided further, That not later than 60 days after the submission of the President's budget request, the Administrator shall transmit to Congress a companion report that describes a comprehensive strategy for staffing, hiring, and training flight standards and aircraft certification staff in a format similar to the one utilized for the controller staffing plan, including stated attrition estimates and numerical hiring goals by fiscal year: Provided further, That none of the funds in this Act shall be available for new applicants for the second career training program: Provided further, That there may be credited to this appropriation, as offsetting collections, funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including airmen, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms.
Note:—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared, therefore, the budget assumes this account is operating under the Further Continu-
ing Appropriations Act, 2017 (P. L. 114–254). The amounts included for 2017 reflect the annu-
alized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0001 Air Traffic Organization (AT0)</td>
<td>7,506</td>
<td>7,502</td>
<td>7,490</td>
</tr>
<tr>
<td>0002 NextGen</td>
<td>60</td>
<td>60</td>
<td>59</td>
</tr>
<tr>
<td>0003 Finance &amp; Management</td>
<td>761</td>
<td>761</td>
<td>760</td>
</tr>
<tr>
<td>0004 Regulation and Certification</td>
<td>1,267</td>
<td>1,267</td>
<td>1,269</td>
</tr>
<tr>
<td>0005 Commercial space transportation</td>
<td>18</td>
<td>18</td>
<td>22</td>
</tr>
<tr>
<td>0006 Security &amp; Hazardous Materials Safety</td>
<td>99</td>
<td>101</td>
<td>101</td>
</tr>
<tr>
<td>0007 Staff offices</td>
<td>207</td>
<td>206</td>
<td>205</td>
</tr>
<tr>
<td>0100 Direct Program Activities Subtotal</td>
<td>9,918</td>
<td>9,915</td>
<td>9,906</td>
</tr>
<tr>
<td>0799 Total direct obligations</td>
<td>9,918</td>
<td>9,915</td>
<td>9,906</td>
</tr>
<tr>
<td>0801 Operations (Reimbursable)</td>
<td>140</td>
<td>159</td>
<td>160</td>
</tr>
<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>10,058</td>
<td>10,074</td>
<td>10,066</td>
</tr>
</tbody>
</table>

Budgetary resources:

- Unobligated balance: 43
- Direct obligations, net (total) 1,615
- Unpaid obligations, end of year 1,615

Change in obligated balance:

- Unpaid obligations, transferred from other accounts: 1,563
- Uncollected payments, end of year: 1,615
- Received from other accounts: 1,615

Budget authority and outlays, net:

- Budget authority, gross: 10,073
- Outlays, gross: 1,615
- Outlays from new discretionary authority: 8,621
- Outlays from non-Federal sources: 1,283
- Traditional obligations: 2,030
- Weather services: 5,116
- Civilian personnel benefits: 4,649
- Total personnel compensation: 8,595
- Total current law appropriations: 11,985
- Total direct obligations: 10,058
- Total current law receipts: 11,985
- Total current law appropriations: 11,985

For 2018, the Budget requests $9,891 million for Federal Aviation Administration (FAA) operations. These funds will be used to continue to promote aviation safety and efficiency. The Budget provides funding for the Air Traffic Organization (ATO) which is responsible for managing the air traffic control system. As a performance-based organization, the ATO is designed to provide cost-effective, efficient, and, above all, safe air traffic services. The Budget also funds the Aviation Safety Organization which ensures the safe operation of the airlines and certifies new aviation products. In addition, the request also funds regulation of the commercial space transportation industry, as well as FAA policy oversight and overall management functions.

Object Classification (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>11.1 Full-time permanent</td>
<td>4,549</td>
<td>4,068</td>
<td>4,649</td>
</tr>
<tr>
<td>11.3 Other than full-time permanent</td>
<td>30</td>
<td>29</td>
<td>30</td>
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<tr>
<td>11.5 Other personnel compensation</td>
<td>406</td>
<td>429</td>
<td>437</td>
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<tr>
<td>11.9 Total personnel compensation</td>
<td>4,985</td>
<td>5,066</td>
<td>5,136</td>
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<tr>
<td>12.1 Civilian personnel benefits</td>
<td>1,992</td>
<td>2,022</td>
<td>2,061</td>
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<tr>
<td>13.0 Benefits for former personnel</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>21.0 Travel and transportation of persons</td>
<td>157</td>
<td>153</td>
<td>142</td>
</tr>
<tr>
<td>22.0 Transportation of things</td>
<td>24</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>23.1 Rental payments to GSA</td>
<td>111</td>
<td>110</td>
<td>112</td>
</tr>
<tr>
<td>23.2 Rental payments to others</td>
<td>56</td>
<td>47</td>
<td>47</td>
</tr>
<tr>
<td>23.3 Communications, utilities, and miscellaneous charges</td>
<td>290</td>
<td>267</td>
<td>269</td>
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<tr>
<td>24.0 Printing and reproduction</td>
<td>8</td>
<td>8</td>
<td>8</td>
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<tr>
<td>25.1 Advisory and assistance services</td>
<td>603</td>
<td>656</td>
<td>646</td>
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<tr>
<td>25.2 Other services from non-Federal sources</td>
<td>1,479</td>
<td>1,401</td>
<td>1,324</td>
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<tr>
<td>26.0 Supplies and materials</td>
<td>129</td>
<td>90</td>
<td>86</td>
</tr>
<tr>
<td>31.0 Equipment</td>
<td>67</td>
<td>53</td>
<td>53</td>
</tr>
<tr>
<td>32.0 Land and structures</td>
<td>7</td>
<td>2</td>
<td>2</td>
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<tr>
<td>41.0 Grants, subsidies, and contributions</td>
<td>7</td>
<td>6</td>
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<tr>
<td>42.0 Insurance claims and indemnities</td>
<td>2</td>
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<tr>
<td>99.0 Direct obligations</td>
<td>9,918</td>
<td>9,915</td>
<td>9,906</td>
</tr>
<tr>
<td>99.0 Reimbursable obligations</td>
<td>140</td>
<td>159</td>
<td>160</td>
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Employment Summary

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>39,978</td>
<td>40,483</td>
<td>40,191</td>
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<tr>
<td>2001 Reimbursable civilian full-time equivalent employment</td>
<td>219</td>
<td>236</td>
<td>236</td>
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AVIATION USER FEES

<table>
<thead>
<tr>
<th></th>
<th></th>
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<tbody>
<tr>
<td>0100 Balance, start of year</td>
<td>8</td>
<td>12</td>
<td>12</td>
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<tr>
<td>Recipients: Current law: 1110 Aviation User Fees, Overflight Fees</td>
<td>110</td>
<td>113</td>
<td>119</td>
</tr>
<tr>
<td>1130 Property Deportable or Leased Proceeds, Aviation User Fee</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>1199 Total current law receipts</td>
<td>118</td>
<td>113</td>
<td>119</td>
</tr>
<tr>
<td>1999 Total receipts</td>
<td>118</td>
<td>113</td>
<td>119</td>
</tr>
<tr>
<td>2000 Total: Balances and receipts</td>
<td>126</td>
<td>125</td>
<td>131</td>
</tr>
<tr>
<td>Appropriations: Current law: 2101 Aviation User Fees</td>
<td>–121</td>
<td>–121</td>
<td>–121</td>
</tr>
<tr>
<td>2132 Essential Air Service and Rural Airport Improvement Fund</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>2199 Total current law appropriations</td>
<td>–113</td>
<td>–113</td>
<td>–113</td>
</tr>
<tr>
<td>2999 Total appropriations</td>
<td>–113</td>
<td>–113</td>
<td>–113</td>
</tr>
</tbody>
</table>
The fund provides direct support for the aviation insurance program (chapter 443 of title 49, U.S. Code). In December 2014, Congress sunset part of the aviation insurance program. Specifically, Congress returned U.S. air carriers to the commercial aviation market for all of their war risk insurance coverage by ending the FAA’s authority to provide war risk insurance for a premium. Pursuant to 49 U.S.C. 44305, the FAA may provide insurance without premium at the request of the Secretary of Defense or the head of a department, agency, or instrumentality designated by the President when the Secretary of Defense or the designated head agrees to indemnify the Secretary of Transportation against all losses covered by the insurance. The "non-premium" aviation insurance program is authorized through December 31, 2018.

### Employment Summary

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<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>2001 Reimbursable civilian full-time equivalent employment</td>
<td>4</td>
<td>4</td>
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</table>

### Administrative Services Franchise Fund

#### Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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<th></th>
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</thead>
<tbody>
<tr>
<td>Obligations by program activity:</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>0801 Accounting Services</td>
<td>46</td>
<td>56</td>
<td>51</td>
</tr>
<tr>
<td>0804 Information Services</td>
<td>117</td>
<td>120</td>
<td>183</td>
</tr>
<tr>
<td>0805 Multi Media</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>0807 FLLI (formerly CMEL/Training)</td>
<td>9</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>0808 International Training</td>
<td>4</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>0810 Logistics</td>
<td>218</td>
<td>218</td>
<td>220</td>
</tr>
<tr>
<td>0811 Aircraft Maintenance</td>
<td>60</td>
<td>61</td>
<td>62</td>
</tr>
<tr>
<td>0812 Acquisition</td>
<td>6</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>0890 Total new obligations, unexpired accounts</td>
<td>463</td>
<td>478</td>
<td>539</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0801 Accounting Services</td>
<td>46</td>
<td>56</td>
<td>51</td>
</tr>
<tr>
<td>0804 Information Services</td>
<td>117</td>
<td>120</td>
<td>183</td>
</tr>
<tr>
<td>0805 Multi Media</td>
<td>3</td>
<td>3</td>
<td>3</td>
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<tr>
<td>0807 FLLI (formerly CMEL/Training)</td>
<td>9</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>0808 International Training</td>
<td>4</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>0810 Logistics</td>
<td>218</td>
<td>218</td>
<td>220</td>
</tr>
<tr>
<td>0811 Aircraft Maintenance</td>
<td>60</td>
<td>61</td>
<td>62</td>
</tr>
<tr>
<td>0812 Acquisition</td>
<td>6</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>0890 Total new obligations, unexpired accounts</td>
<td>463</td>
<td>478</td>
<td>539</td>
</tr>
</tbody>
</table>

The Federal Aviation Reauthorization Act of 1996 (P.L. 104–264) authorized the collection of user fees for air traffic control and related services provided by the Federal Aviation Administration to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Budget estimates that $119 million in overflight fees will be collected in 2018.
Section 9502 of Title 26, U.S. Code, provides for amounts equivalent to the funds received in the U.S. Treasury for the passenger ticket tax and certain other taxes paid by airport and airway users to be transferred to the Airport and Airway Trust Fund. In turn, appropriations are authorized from this fund to meet obligations for airport improvement grants, Federal Aviation Administration facilities and equipment, research, operations, payment to air carriers, and for the Bureau of Transportation Statistics Office of Airline Information.

The status of the fund is as follows:

### Status of Funds (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Unexpended balance, start of year</td>
<td>14,071</td>
<td>14,773</td>
<td>15,424</td>
</tr>
<tr>
<td>Total balance, start of year</td>
<td>14,071</td>
<td>14,773</td>
<td>15,424</td>
</tr>
<tr>
<td>Cash income during the year</td>
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</tr>
<tr>
<td>Current law:</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Receipts:</td>
<td></td>
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<td></td>
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<tr>
<td>Excise Taxes, Airport and Airway Trust Fund</td>
<td>14,406</td>
<td>14,874</td>
<td>15,452</td>
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<tr>
<td>Grants-in-aid for Airports (Airport and Airway Trust Fund)</td>
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<td>1</td>
<td>1</td>
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<tr>
<td>Facilities and Equipment (Airport and Airway Trust Fund)</td>
<td>42</td>
<td>51</td>
<td>51</td>
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<tr>
<td>Research, Engineering and Development (Airport and Airway Trust Fund)</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interest, Airport and Airway Trust Fund</td>
<td>261</td>
<td>277</td>
<td>289</td>
</tr>
<tr>
<td>Facilities and Equipment (Airport and Airway Trust Fund)</td>
<td>37</td>
<td>52</td>
<td>52</td>
</tr>
<tr>
<td>Research, Engineering and Development (Airport and Airway Trust Fund)</td>
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<td>20</td>
<td></td>
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<tr>
<td>Income under present law</td>
<td>14,750</td>
<td>15,278</td>
<td>15,488</td>
</tr>
<tr>
<td>Proposed:</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Excise Taxes, Airport and Airway Trust Fund</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interest, Airport and Airway Trust Fund</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Income proposed</td>
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</tr>
<tr>
<td>Total cash income</td>
<td>14,750</td>
<td>15,278</td>
<td>15,488</td>
</tr>
<tr>
<td>Cash outgo during year:</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Current law:</td>
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<td></td>
<td></td>
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<tr>
<td>Payments to Air Carriers [021–04–8304–0]</td>
<td>–169</td>
<td>–166</td>
<td>–70</td>
</tr>
<tr>
<td>Trust Fund Share of FAA Activities (Airport and Airway Trust Fund) [021–12–8104–0]</td>
<td>–7,922</td>
<td>–7,907</td>
<td>–8,100</td>
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<tr>
<td>Facilities and Equipment (Airport and Airway Trust Fund) [021–12–8107–0]</td>
<td>–2,670</td>
<td>–2,955</td>
<td>–2,932</td>
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<tr>
<td>Research, Engineering and Development (Airport and Airway Trust Fund) [021–12–8108–0]</td>
<td>–161</td>
<td>–185</td>
<td>–181</td>
</tr>
<tr>
<td>Outgo under current law</td>
<td>–14,049</td>
<td>–14,627</td>
<td>–14,763</td>
</tr>
<tr>
<td>Total cash outgo (-)</td>
<td>–14,049</td>
<td>–14,627</td>
<td>–14,763</td>
</tr>
<tr>
<td>Surplus or deficit:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Excluding interest</td>
<td>440</td>
<td>374</td>
<td>796</td>
</tr>
<tr>
<td>Interest</td>
<td>261</td>
<td>277</td>
<td>289</td>
</tr>
<tr>
<td>Subtotal, surplus or deficit</td>
<td>701</td>
<td>651</td>
<td>1,085</td>
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<tr>
<td>Rounding adjustment</td>
<td>1</td>
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<tr>
<td>Total adjustments</td>
<td>1</td>
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</tr>
<tr>
<td>Total change in fund balance</td>
<td>702</td>
<td>651</td>
<td>1,085</td>
</tr>
<tr>
<td>Unexpended balance, end of year</td>
<td>14,773</td>
<td>15,424</td>
<td>16,509</td>
</tr>
</tbody>
</table>

### Federal Aviation Administration – Continued

Trust Funds
AIRPORT AND AIRWAY TRUST FUND

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget authority, net (total)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outlays, net (total)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

In 1997, the Federal Aviation Administration (FAA) established a franchise fund to finance operations where the costs for goods and services provided are charged to the users on a fee-for-service basis. The fund improves organizational efficiency and provides better support to FAA’s internal and external customers. The activities included in this franchise fund are: training, accounting, travel, duplicating services, multi-media services, information technology, material management (logistics), and aircraft maintenance.

**Object Classification (in millions of dollars)**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Reimbursable obligations:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personnel compensation: Full-time permanent</td>
<td>130</td>
<td>139</td>
<td>141</td>
</tr>
<tr>
<td>Civilian personnel benefits</td>
<td>45</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>Travel and transportation of persons</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Transportation of things</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Communications, utilities, and miscellaneous charges</td>
<td>12</td>
<td>12</td>
<td>13</td>
</tr>
<tr>
<td>Other services from non-Federal sources</td>
<td>189</td>
<td>162</td>
<td>219</td>
</tr>
<tr>
<td>Supplies and materials</td>
<td>65</td>
<td>94</td>
<td>95</td>
</tr>
<tr>
<td>Equipment</td>
<td>10</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Insurance claims and indemnities</td>
<td>1</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Total new obligations, unexpensed accounts</td>
<td>463</td>
<td>478</td>
<td>539</td>
</tr>
</tbody>
</table>

**Employment Summary**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Reimbursable civilian full-time equivalent employment</td>
<td>1,627</td>
<td>1,731</td>
<td>1,679</td>
</tr>
</tbody>
</table>

**Trust Funds**

AIRPORT AND AIRWAY TRUST FUND

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget authority, net (total)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outlays, net (total)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
For liquidation of obligations incurred for grants-in-aid for airport planning and development, and noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations; for procurement, installation, and commissioning of runway incursion prevention devices and systems at airports of such title; for grants authorized under section 41743 of title 49, United States Code; and for inspection activities and administration of airport safety programs, including those related to airport operating certificates under section 4706 of title 49. United States Code: $3,000,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended: Provided, That none of the funds under this heading shall be available for the planning or execution of programs the obligations for which are in excess of $3,350,000,000, in fiscal year 2018, notwithstanding section 47117(g) of title 49, United States Code: Provided further, That none of the funds under this heading shall be available for the replacement of baggage conveyer systems, reconfiguration of terminal baggage areas, or other airport improvements that are necessary to install bulk explosive detection systems: Provided further, That notwithstanding any other provision of law, of funds limited under this heading, not more than $111,863,000, shall be obligated for administration, not less than $15,000,000 shall be available for the Airport Cooperative Research Program, and not less than $33,210,000 shall be available for Airport Technology Research.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Obligations by program activity:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0001 Grants-in-aid for airports</td>
<td>3,339</td>
<td>3,186</td>
<td>3,190</td>
</tr>
<tr>
<td>0002 Personnel and related expenses</td>
<td>107</td>
<td>107</td>
<td>112</td>
</tr>
<tr>
<td>0003 Airport technology research</td>
<td>31</td>
<td>31</td>
<td>33</td>
</tr>
<tr>
<td>0005 Small community air service</td>
<td>6</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>0006 Airport Cooperative Research</td>
<td>15</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>0100 Total direct program</td>
<td>3,498</td>
<td>3,344</td>
<td>3,350</td>
</tr>
<tr>
<td>0799 Total direct obligations</td>
<td>3,498</td>
<td>3,344</td>
<td>3,350</td>
</tr>
<tr>
<td>0801 Grants-in-aid for Airports and Airway Trust Fund (Reimbursable)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>3,498</td>
<td>3,345</td>
<td>3,351</td>
</tr>
</tbody>
</table>

Budgetary resources:

| Unobligated balance                        | 164 | 164 | 164 |
| Budget authority                          | 164 | 164 | 164 |
| Appropriations, discretionary:            |     |     |     |
| Appropriation (special trust fund)        |     |     |     |
| 1101 Appropriations applied to liquidate contract authority | -3,600 | -3,593 | -3,000 |
| Contract authority, mandatory             |     |     |     |
| 1600 Contract authority (Realization)      | 3,350 | 3,350 | 3,350 |
| Spending authority from offsetting collections, discretionary: |     |     |     |
| 1700 Collected                             | 1   | 1   | 1   |
| 1900 Budget authority (total)              | 3,350 | 3,351 | 3,351 |
| 1910 Total budgetary resources available  | 3,514 | 3,367 | 3,373 |
| Memorandum (non-add) entries              |     |     |     |
| 1941 Unexpired unobligated balance, end of year | 16  | 22  | 22  |

Change in obligated balance:

| Unpaid obligations, brought forward, Oct 1 | 5,418 | 5,642 | 5,573 |
| New obligations, unexpired accounts        | 3,498 | 3,345 | 3,351 |
| Outlays (gross)                            | -3,127 | -3,414 | -3,400 |
| Recoveries of prior year unpaid obligations, unexpired | -147 |     |     |
| Unobligated balance, end of year           | 5,642 | 5,573 | 5,444 |
| Memorandum (non-add) entries               |     |     |     |
| 3100 Obligated balance, start of year      | 5,642 | 5,573 | 5,573 |

Budget authority and outlays, net:

| Budget authority, gross                    | 1  | 1  | 1  |
| Outlays, gross                            | 252 | 445 | 450 |
| Outlays from discretionary authority       | 2,875 | 2,969 | 3,030 |
| Outlays, gross (total)                    | 3,127 | 3,414 | 3,488 |
| Offsets against gross budget authority     | -2 | -1 | -1 |
| Offsetting collections (collected from):   |     |     |     |
| 4033 Non-Federal sources                   |     |     |     |
| Additional offsets against gross budget authority only |     |     |     |
| 4053 Recoveries of prior year paid obligations, unexpired accounts | 2 |     |     |
| 4080 Outlays, discretionary                | 3,125 | 3,413 | 3,479 |

Memorandum (non-add) entries:

| Obligated balance, SOY: Contract authority | 3,764 | 3,514 | 3,271 |
| Obligated balance, EOY: Contract authority | 3,514 | 3,271 | 3,621 |
| Limitation on obligations (Highway Trust Funds) | 3,350 | 3,344 | 3,350 |

Subchapter I of chapter 471, title 49, U.S. Code provides for airport improvement grants, including those emphasizing capacity development, safety and security needs; and chapter 475 of title 49 provides for grants for aircraft noise compatibility planning and programs.

Object Classification (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Direct obligations:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personnel compensation:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Full-time permanent</td>
<td>67</td>
<td>71</td>
<td>69</td>
</tr>
<tr>
<td>Other than full-time permanent</td>
<td>1</td>
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<tr>
<td>Other personnel compensation</td>
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</tr>
<tr>
<td>Civilian personnel benefits</td>
<td>22</td>
<td>22</td>
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<td>Travel and transportation of persons</td>
<td>3</td>
<td>3</td>
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<tr>
<td>Rental payments to others</td>
<td>1</td>
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<td>Advisory and assistance services</td>
<td>25</td>
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<td>24</td>
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<tr>
<td>Other services from non-Federal sources</td>
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<td>3</td>
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<tr>
<td>Operation and maintenance of equipment</td>
<td>4</td>
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<td>4</td>
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<tr>
<td>Supplies and materials</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Equipment</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Land and structures</td>
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<tr>
<td>Grants, subsidies, and contributions</td>
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<td>3,190</td>
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<td>Financial transfers</td>
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<tr>
<td>Direct obligations</td>
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<td>3,344</td>
<td>3,350</td>
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<tr>
<td>Reimbursable obligations</td>
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<td>1</td>
<td>1</td>
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<tr>
<td>Total new obligations, unexpired accounts</td>
<td>3,498</td>
<td>3,345</td>
<td>3,351</td>
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</table>

Employment Summary

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<tr>
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<tr>
<td>Direct civilian full-time equivalent employment</td>
<td>589</td>
<td>609</td>
<td>599</td>
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<tr>
<td>Reimbursable civilian full-time equivalent employment</td>
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</table>

Facilities and Equipment

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING CANCELLATION)

For necessary expenses, not otherwise provided for, for acquisition, establishment, technical support services, improvement by contract or purchase, and hire of national airspace systems and experimental facilities and equipment, as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities...
where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this heading, including aircraft for aviation regulation and certification, to be derived from the Airport and Airway Trust Fund, $2,766,200,000, of which $483,800,000 shall remain available until September 30, 2018 and $2,282,400,000 shall remain available until September 30, 2020. Provided, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment, improvement, and modernization of national airspace systems: Provided further, That no later than 60 days after the submission of the President’s Budget request, the Secretary of Transportation shall transmit to the Congress an investment plan for the Federal Aviation Administration which includes funding for each budget line item for fiscal years 2019 through 2023, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget. Of the unobligated balances from prior years appropriations available under this heading, $31,200,000 is hereby permanently cancelled.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

Program and Financing

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Obligations by program activity:</td>
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<td></td>
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<tr>
<td>0001 Engineering, development, test and evaluation</td>
<td>200</td>
<td>141</td>
<td>153</td>
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<tr>
<td>0002 Procurement and modernization of air traffic control (ATC) facilities and equipment</td>
<td>1,819</td>
<td>1,762</td>
<td>1,716</td>
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<tr>
<td>0003 Procurement and modernization of non-ATC facilities and equipment</td>
<td>159</td>
<td>175</td>
<td>181</td>
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<tr>
<td>0004 Mission support</td>
<td>240</td>
<td>224</td>
<td>219</td>
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<tr>
<td>0005 Personnel and related expenses</td>
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<td>479</td>
<td>484</td>
</tr>
<tr>
<td>0006 Hurricane Sandy</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>0100 Subtotal, direct program</td>
<td>2,890</td>
<td>2,783</td>
<td>2,753</td>
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<tr>
<td>0799 Total direct obligations</td>
<td>2,890</td>
<td>2,783</td>
<td>2,753</td>
</tr>
<tr>
<td>0801 Facilities and Equipment (Airport and Airway Trust Fund) (Reimbursable)</td>
<td>78</td>
<td>79</td>
<td>79</td>
</tr>
<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>2,968</td>
<td>2,862</td>
<td>2,832</td>
</tr>
</tbody>
</table>

Budgetary resources:

Unobligated balance:

1000 Unobligated balance brought forward, Oct 1 | 1,233 | 1,227 | 1,338 |
1001 Discretionary unobligated balance brought fwd, Oct 1 | 1,233 | 1,227 | 1,338 |
1002 Recoveries of prior year unpaid obligations | 43 | 57 | 58 |
1003 Recoveries of prior year paid obligations | 1 | |

1050 Unobligated balance (total) | 1,277 | 1,227 | 1,338 |

Budget authority:

Appropriations, discretionary:

1101 Appropriation (special or trust fund) | 2,855 | 2,850 | 2,766 |
1133 Unobligated balance of appropriations temporarily reduced | -5 | -31 | |

1160 Appropriation, discretionary (total) | 2,850 | 2,850 | 2,735 |

Spending authority from offsetting collections, discretionary:

1700 Collected | 62 | 103 | 103 |
1701 Change in uncollected payments, Federal sources | 12 | |

1750 Spending auth from offsetting collections, disc (total) | 74 | 103 | 103 |

Spending authority from offsetting collections, mandatory:

1800 Collected | 58 | 60 | 62 |

1900 Budget authority (total) | 2,924 | 2,973 | 2,838 |
1930 Total budgetary resources available | 4,201 | 4,200 | 4,176 |

Memorandum (non-add) entries:

1940 Unobligated balance expiring | -6 | |
1941 Unexpended unobligated balance, end of year | 1,227 | 1,338 | 1,344 |
Special and non-recurring trust funds:

1950 Other balances withdrawn and returned to unappropriated receipts | 20 | |
1951 Unobligated balance expiring | 6 | |
1952 Expired unobligated balance, start of year | 58 | 76 | 76 |
1953 Expired unobligated balance, end of year | 50 | 76 | 76 |
1954 Unobligated balance canceling | 20 | |

Change in obligated balance:

Unpaid obligations:

3000 Unpaid obligations, brought forward, Oct 1 | 1,528 | 1,770 | 1,677 |
3010 New obligations, unexpended accounts | 2,968 | 2,862 | 2,832 |
3011 Obligations ("upward adjustments"), expired accounts | 7 | |
3020 Outlays (gross) | -2,670 | -2,955 | -2,932 |
3040 Recoveries of prior year unpaid obligations, unexpended | -43 | |

Budget authority and outlays,

Discretionary:

4000 Budget authority, gross | 2,924 | 2,953 | 2,838 |
Outlays, gross | 2,830 | 2,850 | 2,735 |
4100 Outlays from new discretionary authority | 987 | 1,284 | 1,228 |
4111 Outlays from discretionary balances | 1,683 | 1,661 | 1,694 |
4200 Outlays, gross (total) | 2,670 | 2,945 | 2,922 |

Offsets against gross budget authority and outlays:

4201 Offsetting collections (collected) from:

Federal sources | -37 | -52 | -52 |
Non-Federal sources | -42 | -51 | -51 |

4202 Additional offsets against gross budget authority and outlays (total) | -79 | -103 | -103 |

4250 Recoveries of prior year paid obligations, unexpired accounts (total) | |

4260 Additional offsets against budget authority (total) | 5 | |

4270 Budget authority, net (discretionary) | 2,850 | 2,850 | 2,735 |
4280 Outlays, net (discretionary) | 2,591 | 2,842 | 2,619 |

Mandatory:

4300 Budget authority, gross | 20 | |
Outlays, gross | 10 | |
4400 Outlays from new mandatory authority | 10 | |
4410 Outlays from mandatory balances | 10 | |
4411 Outlays, gross (total) | 10 | |

4420 Offsetting collections (collected) from:

Federal sources | -20 | |

4460 Budget authority, net (total) | 2,850 | 2,850 | 2,735 |
4490 Outlays, net (total) | 2,591 | 2,832 | 2,829 |

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

Object Classification

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Direct obligations: Personnel compensation:</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>11.1 Full-time permanent</td>
<td>304</td>
<td>311</td>
<td>319</td>
</tr>
<tr>
<td>11.2 Other than full-time permanent</td>
<td>11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11.5 Other personnel compensation</td>
<td>7</td>
<td>8</td>
<td>7</td>
</tr>
</tbody>
</table>

11.9 Total personnel compensation | 312 | 327 | 327 |

12.1 Civilian personnel benefits | 97 | 100 | 101 |

21.0 Travel and transportation of persons | 42 | 42 | 40 |

22.0 Transportation of things | 3 | 3 | 2 |

23.2 Rental payments to others | 55 | 52 | 51 |

23.3 Communications, utilities, and miscellaneous charges | 46 | 46 | 32 |

25.1 Advisory and assistance services | 1,725 | 1,575 | 1,594 |

25.2 Other services from non-Federal sources | 98 | 113 | 114 |

25.3 Other goods and services from Federal sources | 33 | 29 | 26 |

25.4 Operation and maintenance of facilities | 65 | 76 | 72 |

25.5 Operation and maintenance of equipment | 60 | 58 | 60 |

25.8 Subsistence and support of persons | 1 | 1 | 1 |

26.0 Supplies and materials | 27 | 30 | 27 |

31.0 Equipment | 169 | 174 | 154 |

32.0 Land and structures | 164 | 163 | 152 |
Facilities and Equipment (Airport and Airway Trust Fund)—Continued

Object Classification—Continued

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>43.0 Interest and dividends</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>99.0 Direct obligations</td>
<td>2,890</td>
<td>2,783</td>
<td>2,753</td>
</tr>
<tr>
<td>99.0 Reimbursable obligations</td>
<td>78</td>
<td>79</td>
<td>79</td>
</tr>
<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>2,968</td>
<td>2,862</td>
<td>2,832</td>
</tr>
</tbody>
</table>

Employment Summary

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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>2,594</td>
<td>2,639</td>
<td>2,616</td>
</tr>
<tr>
<td>2001 Reimbursable civilian full-time equivalent employment</td>
<td>64</td>
<td>68</td>
<td>68</td>
</tr>
</tbody>
</table>

Research, Engineering, and Development

(Airport and Airway Trust Fund)

For necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of title IV of the United States Code, including construction of experimental facilities and acquisition of necessary facilities by lease or grant, $150,000,000. To be derived from the Airport and Airway Trust Fund and to remain available until September 30, 2020, Provided, That there may be credited to this appropriation as offsetting collections, funds received from States, counties, municipalities, other public authorities, and private sources, which shall be available for expenses incurred for research, engineering, and development.

Note—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuance Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Obligations by program activity:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>001 Improve aviation safety</td>
<td>92</td>
<td>98</td>
<td>90</td>
</tr>
<tr>
<td>002 Economic Competitiveness</td>
<td>24</td>
<td>36</td>
<td>22</td>
</tr>
<tr>
<td>003 Reduce environmental impact of aviation</td>
<td>40</td>
<td>32</td>
<td>36</td>
</tr>
<tr>
<td>004 Improve the efficiency of mission support</td>
<td>5</td>
<td>5</td>
<td>5</td>
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<tr>
<td>0100 Subtotal, direct program</td>
<td>161</td>
<td>171</td>
<td>153</td>
</tr>
<tr>
<td>0799 Total direct obligations</td>
<td>161</td>
<td>171</td>
<td>153</td>
</tr>
<tr>
<td>0801 Research, Engineering and Development (Airport and Airway Trust (Reimbursable))</td>
<td>1</td>
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<td>3</td>
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<tr>
<td>0900 New obligations, unexpired accounts</td>
<td>162</td>
<td>174</td>
<td>156</td>
</tr>
</tbody>
</table>

Budgetary resources:

| Unobligated balance | 1000 Unobligated balance brought forward, Oct 1 | 62 | 67 | 62 |
|                     | 1021 Recoveries of prior year unobligated obligations | 1 | | |
|                     | 1050 Unobligated balance (total) | 63 | 67 | 62 |
| Budget authority:   | Appropriations, discretionary:  |  |  |  |
|                     | Appropriation (special or trust fund) | 166 | 166 | 150 |
|                     | Spending authority from offsetting collections, discretionary- Collected | 1 | 3 | 3 |
|                     | 1900 Budget authority (total) | 167 | 169 | 153 |
|                     | 1930 Total budgetary resources available | 230 | 236 | 215 |
| Memorandum (non-add) entries: | 1940 Unobligated balance expiring | –1 | | |
|                     | 1941 Unobligated balance, end of year | 67 | 62 | 59 |
|                     | Special and non-revolving trust funds: |  |  |  |
|                     | 1950 Other balances withdrawn and returned to unappropriated receipts | 2 | | |
|                     | 1951 Unobligated balance expiring | 1 | | |
|                     | 1952 Expired unobligated balance, start of year | 5 | 7 | 7 |
|                     | 1953 Expired unobligated balance, end of year | 4 | 7 | 7 |
|                     | 1954 Unobligated balance canceling | 2 | | |
| Change in obligated balance: Unpaid obligations: | 3000 Unpaid obligations, brought forward, Oct 1 | 140 | 139 | 128 |
|                     | 3010 New obligations, unexpired accounts | 162 | 174 | 156 |
|                     | 3020 Outlays (gross) | –161 | –185 | –181 |

Budget authority and outlays, net:

Discretionary:

| 4000 Budget authority, gross | 167 | 169 | 153 |
| 4010 Outlays, gross | 53 | 76 | 69 |
| 4011 Outlays from new discretionary authority | 108 | 109 | 112 |
| 4020 Outlays, gross (total) | 161 | 185 | 181 |
| 4030 Offsets against gross budget authority and outlays: |  |  |  |
| 4030 Federal sources | –1 | –3 | –3 |
| 4033 Non-Federal sources | –1 | | |
| 4040 Offsets against gross budget authority and outlays (total) | –2 | –3 | –3 |
| 4050 Additional offsets against gross budget authority only | 1 | | |
| 4052 Offsetting collections credited to expired accounts | 1 | | |
| 4060 Additional offsets against budget authority only (total) | 1 | | |
| 4070 Budget authority, net (discretionary) | 166 | 166 | 150 |
| 4080 Outlays, net (discretionary) | 159 | 182 | 178 |
| 4180 Budget authority, net (total) | 166 | 166 | 150 |
| 4190 Outlays, net (total) | 159 | 182 | 178 |

This account provides funding to conduct research, engineering, and development to improve the national airspace system’s capacity and safety, as well as the ability to meet environmental needs. The proposed funding is allocated to the following performance goal areas of the Federal Aviation Administration: improve safety, economic competitiveness, and environmental performance of the National Airspace System. The request includes funding for several research and development activities of the Next Generation Air Transportation System (NextGen), as well as activities related to unmanned aircraft systems.

Object Classification (in millions of dollars)

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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Direct obligations:</td>
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<td></td>
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<tr>
<td>11.1 Personnel compensation: Full-time permanent</td>
<td>27</td>
<td>30</td>
<td>31</td>
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<tr>
<td>12.1 Civilian personnel benefits</td>
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<td>10</td>
</tr>
<tr>
<td>21.0 Travel and transportation of persons</td>
<td>1</td>
<td>2</td>
<td>2</td>
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<tr>
<td>25.1 Advisory and assistance services</td>
<td>23</td>
<td>25</td>
<td>21</td>
</tr>
<tr>
<td>25.2 Other services from non-Federal sources</td>
<td>45</td>
<td>47</td>
<td>40</td>
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<tr>
<td>25.3 Other goods and services from Federal sources</td>
<td>4</td>
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<td>3</td>
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<tr>
<td>25.4 Operation and maintenance of facilities</td>
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<td>1</td>
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<tr>
<td>25.5 Research and development contracts</td>
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<td>19</td>
<td>17</td>
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<tr>
<td>25.6 Operation and maintenance of equipment</td>
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<td>2</td>
<td>2</td>
</tr>
<tr>
<td>25.7 Equipment</td>
<td>3</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>25.8 Grants, subsidies, and contributions</td>
<td>26</td>
<td>27</td>
<td>23</td>
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<tr>
<td>99.0 Direct obligations</td>
<td>161</td>
<td>171</td>
<td>153</td>
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<tr>
<td>99.0 Reimbursable obligations</td>
<td>1</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>162</td>
<td>174</td>
<td>156</td>
</tr>
</tbody>
</table>

Employment Summary

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>238</td>
<td>249</td>
<td>245</td>
</tr>
</tbody>
</table>
For 2018, the Budget proposes $9,891 million for Federal Aviation Administration Operations, of which $8,100 million would be provided from the Airport and Airway Trust Fund.

**Administrative Provisions**

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

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

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

Sec. 113. None of the funds in this Act may be obligated or expended for an employee of the Federal Aviation Administration to purchase a store gift card or gift certificate through use of a Government-issued credit card.

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

Sec. 115. Notwithstanding any other transfer restriction under this Act, not to exceed 10 percent of any appropriation made available for the current fiscal year for the Federal Aviation Administration by this Act or provided by previous appropriations Acts may be transferred between such appropriations for the Federal Aviation Administration, but no such appropriation, except as otherwise specifically provided, shall be increased by more than 10 percent by any such transfer. Provided, That funds transferred under this section shall be treated as a reprogramming of funds under section 404 of this Act and shall not be available for obligation unless the Committees on Appropriations of the Senate and the House of Representatives are notified 15 days in advance of such transfer. Provided further, That any transfer from an amount made available for obligation as discretionary grants-in-aid for airports pursuant to section 47117(f) of title 49, United States Code shall be deemed as obligated for grants-in-aid for airports under part B of subtitle VII of title 49, United States Code for the purposes of complying with the limitation on incurring obligations in this appropriations Act or any other appropriations Act under the heading “Grants-in-Aid for Airports.”

### Federal Highway Administration

The 2018 Budget, which reflects the third year of the five-year Fixing America’s Surface Transportation (FAST) Act, provides the needed funding to improve: the safety, condition and performance of America’s roads and bridges; the safety, efficiency, and reliability of the movement of freight; and the regional coordination by Metropolitan Planning Organizations to stimulate economic development.

The 2018 Federal Highway Administration (FHWA) Budget consists of $45,099 million in budget authority and $43,190 million in outlays (with both totals excluding transfers from the General Fund).

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

#### Federal Funds

**Miscellaneous Appropriations**

**Program and Financing (in millions of dollars)**

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>0001 Appropriation (special or trust fund)</td>
<td>7,922</td>
<td>7,907</td>
<td>8,100</td>
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<tr>
<td>0950 Total new obligations (object class 41.0)</td>
<td>7,922</td>
<td>7,907</td>
<td>8,100</td>
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</table>

<table>
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<tr>
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</thead>
<tbody>
<tr>
<td>Appropriation (special or trust fund)</td>
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<td>7,907</td>
<td>8,100</td>
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<tr>
<td>Total budgetary resources available</td>
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### Change in obligated balance:

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<tr>
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</thead>
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<tr>
<td>New obligations, unexpended accounts</td>
<td>7,922</td>
<td>7,907</td>
<td>8,100</td>
</tr>
<tr>
<td>Total new obligations</td>
<td>7,922</td>
<td>7,907</td>
<td>8,100</td>
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</table>

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Appropriation (special or trust fund)</td>
<td>7,922</td>
<td>7,907</td>
<td>8,100</td>
</tr>
<tr>
<td>Total new obligations</td>
<td>7,922</td>
<td>7,907</td>
<td>8,100</td>
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</table>

**Emergency Relief Program**

<table>
<thead>
<tr>
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<tr>
<td>Budgetary resources:</td>
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<tr>
<td>Obligations by program activity:</td>
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<tr>
<td>0001 Emergency Relief Program (Direct)</td>
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<td>473</td>
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<td>0900 Total new obligations (object class 41.0)</td>
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<td>473</td>
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<td>Change in obligated balance:</td>
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<td></td>
</tr>
<tr>
<td>3000 Unpaid obligations, brought forward, Oct 1</td>
<td>604</td>
<td>534</td>
<td>511</td>
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<tr>
<td>3010 New obligations, unexpired accounts</td>
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<td>473</td>
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<tr>
<td>3020 Outlays (gross)</td>
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<td>-467</td>
<td>-445</td>
</tr>
<tr>
<td>3040 Recoveries of prior year unpaid obligations, unexpired</td>
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<td>3050 Unpaid obligations, end of year</td>
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<td>539</td>
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<td>Memorandum (non-add) entries:</td>
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<tr>
<td>3100 Obligated balance, start of year</td>
<td>604</td>
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<tr>
<td>3200 Obligated balance, end of year</td>
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<td>511</td>
<td>539</td>
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<tr>
<td>Budget authority and outlays, net:</td>
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<tr>
<td>Discretionary:</td>
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<tr>
<td>4000 Budget authority, gross</td>
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<td>1,004</td>
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<tr>
<td>4010 Outlays, gross</td>
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<tr>
<td>4011 Outlays from discretionary authorities</td>
<td>326</td>
<td>399</td>
<td>445</td>
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<tr>
<td>4020 Outlays, gross (total)</td>
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<td>467</td>
<td>445</td>
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<tr>
<td>4180 Budget authority, net (total)</td>
<td></td>
<td></td>
<td>1,004</td>
</tr>
<tr>
<td>4190 Outlays, net (total)</td>
<td>326</td>
<td>467</td>
<td>445</td>
</tr>
</tbody>
</table>

FHWA is authorized to receive additional General Fund discretionary funding as needed. In FY 2012, $1,662 million was enacted to remain available until expended, in FY 2013, $2,022 million was enacted to remain available until expended, and in FY 2017, $1,004 million was enacted to remain available until expended, all for necessary expenses resulting from major disasters declared pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.).

No further appropriations are requested for this account in FY 2018.

**Appalachian Development Highway System**

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Obligations by program activity:</td>
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<td></td>
</tr>
<tr>
<td>0001 Appalachian Development Highway System</td>
<td>4</td>
<td>3</td>
<td>2</td>
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<tr>
<td>0900 Total new obligations (object class 41.0)</td>
<td>4</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Budgetary resources:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unobligated balance:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1000 Unobligated balance brought forward, Oct 1</td>
<td>49</td>
<td>46</td>
<td>43</td>
</tr>
<tr>
<td>1021 Recoveries of prior year unpaid obligations</td>
<td>1</td>
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<tr>
<td>1050 Unobligated balance (total)</td>
<td>50</td>
<td>46</td>
<td>43</td>
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<tr>
<td>Total budgetary resources available</td>
<td>50</td>
<td>46</td>
<td>43</td>
</tr>
<tr>
<td>Memorandum (non-add) entries:</td>
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<td></td>
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</tr>
<tr>
<td>1941 Unexpired unobligated balance, end of year</td>
<td>46</td>
<td>43</td>
<td>41</td>
</tr>
</tbody>
</table>

Funding for this program is used for the necessary expenses relating to construction of, and improvements to, corridors of the Appalachian Development Highway System.

No funding is requested for FY 2018.

**State Infrastructure Banks**

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Budgetary resources:</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Unobligated balance:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1000 Unobligated balance brought forward, Oct 1</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<tr>
<td>1930 Total budgetary resources available</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Memorandum (non-add) entries:</td>
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<tr>
<td>1941 Unexpired unobligated balance, end of year</td>
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<td>1</td>
<td>1</td>
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<tr>
<td>4180 Budget authority, net (total)</td>
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<td></td>
</tr>
<tr>
<td>4190 Outlays, net (total)</td>
<td>326</td>
<td>467</td>
<td>445</td>
</tr>
</tbody>
</table>

In 1997, FHWA received an appropriation from the General Fund for the State Infrastructure Banks (SIBs) program.

All of the funds have been provided to the States to capitalize the infrastructure banks. Because the funding was provided as grants, and not loans, FHWA will not receive reimbursements of amounts expended for the SIBs program. No new budgetary resources are requested in FY 2018.
Enacted on February 17, 2009, the American Recovery and Reinvestment Act of 2009 (Recovery Act) provided $27.5 billion from the General Fund to the Federal Highway Administration (FHWA), of which $26.6 billion was apportioned to States based on formulas described in the Recovery Act and $0.9 billion was allocated to programs identified in the Recovery Act, including the Indian Reservation Roads Program, Park Roads and Parkway Program, Forest Highway Program, Refuge Roads Program, Disadvantaged Business Enterprise Bonding Assistance, Territorial Highway Program, Puerto Rico Highway Program, and the Ferry Boat Discretionary Program. Administrative oversight funds were available through September 30, 2012 and all other funds were available through September 30, 2010. The FHWA Recovery Act funds have been used to invest in transportation, environmental protection, and other infrastructure that will provide longer term economic benefits to the Nation. The Recovery Act funds augmented existing investments, authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users, enabled States, regional, and local governments to accelerate to completion a number of highway infrastructure projects planned or underway. Since the Recovery Act was enacted in February 2009, more than 42,000 miles of pavement across the United States have been improved. As of September 30, 2015, States have expended 100% of Recovery Act obligations. As of September 30, 2015 Recovery Act funds are cancelled and are no longer available for expenditure. No new budget authority is requested for FY 2018.

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

<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Direct loan restimates:</td>
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</tr>
<tr>
<td>135001 Tiger TIFIA Direct Loans (ARRA)</td>
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<td>–4</td>
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For 2016, Section 31202 of Public Law 114–94, Fixing America’s Surface Transportation (FAST) Act, authorized additional appropriations from the General Fund of the Treasury to the Highway Account and Mass Transit Account of the Highway Trust Fund in the amounts of $51.9 billion and $18.1 billion, respectively. This payment was not subject to sequestration, per OMB A-11 Section 100.15, because the budgetary resources were enacted after the Joint Committee Reductions for Fiscal Year 2016 was signed.

### Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Obligations by program activity:</td>
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<tr>
<td>0710 Direct loan obligations</td>
<td>2,180</td>
<td>3,982</td>
<td>3,736</td>
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<tr>
<td>0713 Payment of interest to Treasury</td>
<td>795</td>
<td>459</td>
<td>699</td>
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<tr>
<td>0742 Downward restimates paid to receipt accounts</td>
<td>190</td>
<td>81</td>
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<tr>
<td>0743 Interest on downward restimates</td>
<td>16</td>
<td>25</td>
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<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>2,685</td>
<td>4,557</td>
<td>4,345</td>
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### Budgetary resources:

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<tbody>
<tr>
<td>Unobligated balance brought forward, Oct 1</td>
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<td>4</td>
<td>91</td>
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<tr>
<td>Financing authority:</td>
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<td></td>
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<tr>
<td>Borrowing authority, mandatory:</td>
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<tr>
<td>Borrowing authority</td>
<td>2,463</td>
<td>3,999</td>
<td>3,821</td>
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<tr>
<td>Spending authority from offsetting collections, mandatory</td>
<td>690</td>
<td>875</td>
<td>521</td>
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<tr>
<td>Change in uncollected payments, federal sources</td>
<td>–20</td>
<td>–25</td>
<td>–30</td>
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<tr>
<td>Change in uncollected payments from offsetting collections to repay debt</td>
<td>–445</td>
<td>–205</td>
<td>–57</td>
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<tr>
<td>Change in uncollected payments, mand (total)</td>
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<tr>
<td>Budget authority (total)</td>
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<tr>
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<td>Memorandum (non-add) entries:</td>
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<tr>
<td>Unexpended unobligated balance, end of year</td>
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### Change in obligated balance:

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<th>Unpaid obligations</th>
<th>2016 actual</th>
<th>2017 est.</th>
<th>2018 est.</th>
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<tbody>
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<td>Unpaid obligations, brought forward, Oct 1</td>
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<td>11,661</td>
<td>9,028</td>
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<tr>
<td>New obligations, unexpired accounts</td>
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<td>4,557</td>
<td>4,345</td>
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<tr>
<td>Outlays (gross)</td>
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<td>–7,190</td>
<td>–3,188</td>
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<tr>
<td>Change in obligated balance, end of year</td>
<td>11,661</td>
<td>9,028</td>
<td>10,185</td>
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<tr>
<td>Uncollected payments</td>
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<tr>
<td>Uncollected pymts, Fed sources, brought forward, Oct 1</td>
<td>–758</td>
<td>–738</td>
<td>–713</td>
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<td>25</td>
<td>30</td>
</tr>
<tr>
<td>Change in uncollected pymts, Fed sources, end of year</td>
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<td>–713</td>
<td>–683</td>
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<tr>
<td>Memorandum (non-add) entries:</td>
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<tr>
<td>Obligated balance, start of year</td>
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<tr>
<td>Obligated balance, end of year</td>
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<td>8,315</td>
<td>9,502</td>
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### Financing authority and disbursements, net:

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<tbody>
<tr>
<td>Outlays, gross (total)</td>
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<td>7,190</td>
<td>3,188</td>
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<tr>
<td>Offsets against gross financing authority and disbursements:</td>
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<tr>
<td>Federal sources: subsidy from program account</td>
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<td>–508</td>
<td>–218</td>
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<tr>
<td>Federal sources: upward reestimate</td>
<td>–149</td>
<td>–2</td>
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<tr>
<td>Federal sources: interest on upward reestimate</td>
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<td></td>
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<tr>
<td>Interest on uninvested funds</td>
<td>–31</td>
<td>–55</td>
<td>–55</td>
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<tr>
<td>Non-Federal sources - interest payments</td>
<td>–93</td>
<td>–105</td>
<td>–204</td>
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<tr>
<td>Non-Federal sources - principal payments</td>
<td>–222</td>
<td>–205</td>
<td>–44</td>
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<tr>
<td>Change in uncollected payments</td>
<td>–690</td>
<td>–875</td>
<td>–521</td>
</tr>
</tbody>
</table>

| Total offsets against gross budget authority and outlays (total) | | | |
| Additional offsets against financing authority only (total) | | | |
| Change in uncollected pymts, Fed sources, unexpired | 20 | 25 | 30 |

### Status of Direct Loans (in millions of dollars)

| 1111 Direct loan obligations from current-year authority | 2,180 | 3,982 | 3,736 |
| 1150 Total direct loan obligations | 2,180 | 3,982 | 3,736 |
### Transportation Infrastructure Finance and Innovation Program Direct Loan Financing Account—Continued
#### Status of Direct Loans—Continued

<table>
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<tr>
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<tbody>
<tr>
<td>Cumulative balance of direct loans outstanding:</td>
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<td></td>
</tr>
<tr>
<td>1210 Outstanding, start of year</td>
<td>10,330</td>
<td>12,742</td>
<td>19,840</td>
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<tr>
<td>1231 Disbursements: Direct loan disbursements</td>
<td>2,189</td>
<td>5,615</td>
<td>2,564</td>
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<td>1251 Repayments: Repayments and prepayments</td>
<td>–222</td>
<td>–205</td>
<td>–44</td>
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<tr>
<td>1261 Adjustments: Capitalized interest</td>
<td>445</td>
<td>688</td>
<td>823</td>
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<tr>
<td>1290 Outstanding, end of year</td>
<td>12,742</td>
<td>19,840</td>
<td>23,183</td>
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### Balance Sheet (in millions of dollars)

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<tr>
<th>Identification code 069–4123–0–3–401</th>
<th>2015 actual</th>
<th>2016 actual</th>
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<tbody>
<tr>
<td>ASSETS:</td>
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<td></td>
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<tr>
<td>1101 Federal assets: Fund balances with Treasury</td>
<td>26</td>
<td>26</td>
</tr>
<tr>
<td>1401 Direct loans receivable, gross</td>
<td>10,330</td>
<td>12,742</td>
</tr>
<tr>
<td>1402 Interest receivable</td>
<td>19</td>
<td>19</td>
</tr>
<tr>
<td>1405 Allowance for subsidy cost (-)</td>
<td>–439</td>
<td>–439</td>
</tr>
<tr>
<td>1499 Net present value of assets related to direct loans</td>
<td>9,910</td>
<td>12,322</td>
</tr>
<tr>
<td>1999 Total assets</td>
<td>9,936</td>
<td>12,348</td>
</tr>
<tr>
<td>LIABILITIES:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2103 Federal liabilities: Debt</td>
<td>9,936</td>
<td>12,348</td>
</tr>
<tr>
<td>4999 Total liabilities and net position</td>
<td>9,936</td>
<td>12,348</td>
</tr>
</tbody>
</table>

### TIFIA General Fund Program Account, Federal Highway Administration, Transportation
#### Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Obligations by program activity:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0705 Reestimates of direct loan subsidy</td>
<td>39</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>0706 Interest on reestimates of direct loan subsidy</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0900 Total new obligations (object class 41.0)</td>
<td>40</td>
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<td></td>
</tr>
<tr>
<td>Budgetary resources:</td>
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<td>1930 Total budgetary resources available</td>
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<td>Change in obligated balance:</td>
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</tr>
<tr>
<td>3000 Unpaid obligations, brought forward, Oct 1</td>
<td>5</td>
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<tr>
<td>3010 New obligations, unexpired accounts</td>
<td>40</td>
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<tr>
<td>3020 Oualtys (gross)</td>
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<td>–5</td>
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<tr>
<td>3050 Unpaid obligations, end of year</td>
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<tr>
<td>Memmoran (non-add) entries:</td>
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<td>3100 Obligated balance, start of year</td>
<td>5</td>
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<tr>
<td>3200 Obligated balance, end of year</td>
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<tr>
<td>Budget authority and outlays, net:</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Discretionary:</td>
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<td></td>
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<tr>
<td>4011 Outlays, gross</td>
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<td>4090 Budget authority, gross</td>
<td>40</td>
<td>3</td>
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<tr>
<td>4100 Outlays from new mandatory authority</td>
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<tr>
<td>4180 Budget authority, net (total)</td>
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</tr>
<tr>
<td>4190 Outlays, net (total)</td>
<td>43</td>
<td>5</td>
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### Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

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<tr>
<td>Direct loan subsidy outlays:</td>
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<td>134001 TIFIA TIGER Direct Loans</td>
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#### Direct loan reestimates:

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<td>135001 TIFIA TIGER Direct Loans</td>
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<td>–14</td>
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The Office of the Secretary of Transportation (OST) received appropriations totaling $1.172 million for TIGER discretionary grants as part of the 2010 and 2011 Department of Transportation (DOT) appropriations acts. The appropriations authorized DOT to pay subsidy and administrative costs, not to exceed $300 million, of projects eligible for Federal credit assistance under Chapter 6 of Title 23 United States Code. In 2012, $45 million was provided for TIGER discretionary grants as part of the 2012 DOT appropriation act to pay subsidy and administrative costs.

### TIFIA General Fund Direct Loan Financing Account, Federal Highway Administration, Transportation
#### Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Obligations by program activity:</td>
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<tr>
<td>0713 Payment of interest to Treasury</td>
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<td>35</td>
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<tr>
<td>0742 Downward reestimates paid to receipt accounts</td>
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<td>0743 Interest on downward reestimates</td>
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<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>24</td>
<td>52</td>
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### Budgetary resources:
#### Financing authority:
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<td>1400 Borrowing authority: mandatory</td>
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<tr>
<td>1800 Spending authority from offsetting collections, mandatory</td>
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<td>8</td>
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<td>1801 Change in uncollected payments, Federal sources</td>
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<td>–1</td>
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<tr>
<td>1825 Spending authority from; offsetting collections applied to repay debt</td>
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<tr>
<td>1850 Spending auth from offsetting collections, mand (total)</td>
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<td>8</td>
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<tr>
<td>1900 Budget authority (total)</td>
<td>24</td>
<td>52</td>
<td>38</td>
</tr>
<tr>
<td>1930 Total budgetary resources available</td>
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<td>52</td>
<td>38</td>
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<tr>
<td>1941 Unexpended unobligated balance, end of year</td>
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#### Change in obligated balance:
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</thead>
<tbody>
<tr>
<td>3000 Unpaid obligations, brought forward, Oct 1</td>
<td>376</td>
<td>94</td>
<td>58</td>
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<tr>
<td>3010 New obligations, unexpired accounts</td>
<td>24</td>
<td>52</td>
<td>36</td>
</tr>
<tr>
<td>3020 Outlays (gross)</td>
<td>–305</td>
<td>–88</td>
<td>–36</td>
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<tr>
<td>3050 Unpaid obligations, end of year</td>
<td>94</td>
<td>58</td>
<td>58</td>
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<tr>
<td>3060 Uncollected payments</td>
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<tr>
<td>3070 Change in uncollected pymts, Fed sources, unexpired</td>
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<tr>
<td>3090 Uncollected pymts, Fed sources, end of year</td>
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<tr>
<td>Memnora (non-add) entries:</td>
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<tr>
<td>3100 Obligated balance, start of year</td>
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<td>93</td>
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<tr>
<td>3200 Obligated balance, end of year</td>
<td>93</td>
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<td>58</td>
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#### Financing authority and disbursements, net:
<table>
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<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>4090 Budget authority, gross</td>
<td>24</td>
<td>52</td>
<td>38</td>
</tr>
<tr>
<td>4110 Outlays, gross (total)</td>
<td>305</td>
<td>88</td>
<td>36</td>
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<tr>
<td>4120 Offsets against gross financing authority and disbursements:</td>
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<tr>
<td>4121 Offseting collections (collected) from:</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>4122 Federal sources</td>
<td>–43</td>
<td>–3</td>
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<tr>
<td>4123 Non-Federal sources</td>
<td>–4</td>
<td>–7</td>
<td>–7</td>
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<tr>
<td>4130 Offsets against gross budget authority and outlays (total)</td>
<td>–50</td>
<td>–11</td>
<td>–8</td>
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<td>4140 Change in uncollected pymts, Fed sources, unexpired</td>
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<tr>
<td>4160 Budget authority, net (mandatory)</td>
<td>–23</td>
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<tr>
<td>4170 Outlays, net (mandatory)</td>
<td>256</td>
<td>77</td>
<td>28</td>
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<tr>
<td>4180 Budget authority, net (total)</td>
<td>–23</td>
<td>42</td>
<td>30</td>
</tr>
<tr>
<td>4190 Outlays, net (total)</td>
<td>256</td>
<td>77</td>
<td>28</td>
</tr>
</tbody>
</table>
**Status of Direct Loans (in millions of dollars)**

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td><strong>Cumulative balance of direct loans outstanding:</strong></td>
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<tr>
<td>1210 Outstanding, start of year</td>
<td>650</td>
<td>956</td>
<td>983</td>
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<tr>
<td>1231 Disbursements: Direct loan disbursements</td>
<td>282</td>
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<tr>
<td>1261 Adjustments: Capitalized interest</td>
<td>24</td>
<td>27</td>
<td>28</td>
</tr>
<tr>
<td><strong>Outstanding, end of year</strong></td>
<td>956</td>
<td>983</td>
<td>1,011</td>
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</table>

**Balance Sheet (in millions of dollars)**

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<tr>
<th>Identification code 069-4348-0-3-401</th>
<th>2015 actual</th>
<th>2016 actual</th>
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<tr>
<td><strong>ASSETS:</strong></td>
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<tr>
<td>1401 Net value of assets related to post-1991 direct loans receivable:</td>
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<tr>
<td>Direct loans receivable, gross</td>
<td>650</td>
<td>956</td>
</tr>
<tr>
<td>1999 Total assets</td>
<td>650</td>
<td>956</td>
</tr>
</tbody>
</table>

**Tiger TIFIA Direct Loan Financing Account, Recovery Act**

**Program and Financing (in millions of dollars)**

<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Obligations by program activity:</strong></td>
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<td></td>
</tr>
<tr>
<td>Discretionary:</td>
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<td></td>
<td></td>
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<tr>
<td>3000 Outlays from discretionary balances</td>
<td>3711</td>
<td>4</td>
<td>3</td>
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<tr>
<td>4180 Budget authority, net (total)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>4190 Outlays, net (total)</td>
<td>4</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td><strong>Budget authority and outlays, net:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Discretionary:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4011 Outlays from discretionary balances</td>
<td></td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>4180 Budget authority, net (total)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4190 Outlays, net (total)</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
</tbody>
</table>

In 2010, the Congress appropriated $650 million for the restoration, repair, and construction of highway infrastructure, and other activities eligible under paragraph (b) of section 133 of title 23, United States Code. The authority for this appropriation is Division A, Title I of P.L. 111–117 (Consolidated Appropriations Act, 2010), Section 122 and was available through FY 2012.

No further appropriations are requested in FY 2018.

**Trust Funds**

**Right-of-Way Revolving Fund Liquidating Account**

**Program and Financing (in millions of dollars)**

<table>
<thead>
<tr>
<th></th>
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<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Change in obligated balance:</strong></td>
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<td></td>
</tr>
<tr>
<td>3000 Unpaid obligations, brought forward, Oct 1</td>
<td></td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>3020 Outlays (gross)</td>
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<td></td>
</tr>
<tr>
<td>3050 Unpaid obligations, end of year</td>
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<td></td>
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</tr>
<tr>
<td>Memorandum (non-add) entries:</td>
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</tr>
<tr>
<td>3100 Obligated balance, start of year</td>
<td></td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>3200 Obligated balance, end of year</td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>Budget authority and outlays, net:</strong></td>
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<tr>
<td>Mandatory:</td>
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<tr>
<td>4101 Outlays from mandatory balances</td>
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<tr>
<td>4180 Budget authority, net (total)</td>
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<td></td>
</tr>
<tr>
<td>4190 Outlays, net (total)</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
</tbody>
</table>

The Federal-Aid Highway Act of 1968 authorized the establishment of a right-of-way revolving fund. This fund was used to make cash advances to States for the purpose of purchasing right-of-way parcels in advance of highway construction and thereby preventing the inflation of land prices from significantly increasing construction costs. The purchase of right-of-way is an eligible expense of the Federal-Aid Highway program.

This program was terminated by the Transportation Equity Act for the 21st Century of 1998, but will continue to be shown for reporting purposes as loan balances remain outstanding. No new budgetary resources are requested in FY 2018.
**Highway Trust Fund**

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>4180 Budget authority, net (total)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4190 Outlays, net (total)</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

Memorandum (non-aid entries):

| 5000 Total investments, SOF Federal securities: Par value | 7,667 | 64,629 | 56,110 |
| 5001 Total investments, EDV Federal securities: Par value | 64,629 | 56,110 | 43,693 |

The Highway Revenue Act of 1956, as amended, provides for the transfer from the General Fund to the Highway Trust Fund of revenue from the motor fuel tax and certain other taxes paid by highway users. The Secretary of the Treasury estimates the amounts to be transferred. In turn, appropriations are authorized from this fund to meet expenditures for Federal-aid highways and other programs as specified by law. To address long-standing insolvency issues, the 2018 Budget proposes to show a reduction of outlays to only those that can be supported by available revenues over the ten-year window.

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

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

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

**General Fund Transfers.**—The Moving Ahead for Progress in the 21st Century Act (Public Law 112–141) authorized transfers into the Highway Trust Fund of $2.4 billion from the Leaking Underground Storage Tank (LUST) Trust Fund in 2012, $6.2 billion from the General Fund in 2013, and $12.6 billion from the General Fund in 2014. The Highway and Transportation Financing Act of 2014 (Public Law 113–159) authorized transfers into the Highway Trust Fund of $1.0 billion from the LUST Trust Fund in FY 2014, and $9.8 billion from the General Fund in 2014. The Surface Transportation and Veterans Health Care Choice Improvement Act of 2015 (Public Law 114–41) authorized the transfer into the Highway Trust Fund of $8.068 billion from the General Fund of the Treasury in 2015. This transfer was not subject to sequestration. The Fixing America's Surface Transportation (FAST) Act (Public Law 114–94) authorized the transfer into the Highway Trust Fund of $70.0 billion from the General Fund of the Treasury in 2016. This transfer was not subject to sequestration. The FAST Act authorized the transfer of $100 million into the Highway Trust Fund from the LUST Trust Fund in both FY 2017 and FY 2018. The FY 2017 transfer was subject to sequestration.

**Status of Funds (in millions of dollars)**

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<tr>
<td>Unexpended balance, start of year</td>
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<tr>
<td>0100 Balance, start of year</td>
<td>11,910</td>
<td>69,218</td>
<td>58,118</td>
</tr>
<tr>
<td>0999 Total balance, start of year</td>
<td>11,910</td>
<td>69,218</td>
<td>58,118</td>
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<td>Cash income during the year</td>
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<tr>
<td>Receipts:</td>
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<tr>
<td>1110 Highway Trust Fund, Deposits (Highway Account)</td>
<td>36,133</td>
<td>36,397</td>
<td>36,742</td>
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<td>1110 Highway Trust Fund, Deposits (Mass Transit Account)</td>
<td>5,231</td>
<td>5,225</td>
<td>5,299</td>
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<td>1210 Motor Carrier Safety Operations and Programs</td>
<td>21</td>
<td>20</td>
<td>20</td>
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<tr>
<td>1130 Federal-aid Highways</td>
<td>70</td>
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<tr>
<td>1130 Miscellaneous Highway Trust Funds</td>
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<tr>
<td>1150 Earnings on Investments, Highway Trust Fund</td>
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<td>1160 Payment from the General Fund, Highway Trust Fund (Mass Transit)</td>
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<td>1160 Federal-aid Highways</td>
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<td>340</td>
<td>340</td>
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<td>1160 Operations and Research (Highway Trust Fund)</td>
<td>17</td>
<td>30</td>
<td>30</td>
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<tr>
<td>1199 Income under present law</td>
<td>111,773</td>
<td>42,305</td>
<td>42,621</td>
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<tr>
<td>1999 Total cash income</td>
<td>111,773</td>
<td>42,305</td>
<td>42,621</td>
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<td>2999 Cash outgo during year</td>
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<td>2100 Miscellaneous Highway Trust Funds (021–15–9972–0)</td>
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<td>2100 Transit Formula Grants (021–36–8350–0)</td>
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**Federal-Aid Highways Limitation on Administrative Expenses (Highway Trust Fund)**

Not to exceed $442,691,925, together with advances and reimbursements received by the Federal Highway Administration, shall be obligated for necessary expenses for administration and operation of the Federal Highway Administration in accordance with section 104(a) of title 23, United States Code.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

**Limitation on Obligations (Highway Trust Fund)**

Funds available for the implementation or execution of Federal-aid highway and highway safety construction programs authorized under titles 23 and 49, United States Code, and the provisions of the Fixing America's Surface Transportation Act shall not exceed total obligations of $44,234,212,000 for fiscal year 2018. Provided, That the Secretary may collect and spend fees, as authorized by title 23, United States Code, to cover the costs of services of expert firms, including counsel, in the field of municipal and project finance to assist in the underwriting and servicing of Federal credit instruments and all or a portion of the costs to the Federal Government of servicing such credit instruments: Provided further, That such fees are not subject to any obligation limitation or the limitation on administrative expenses under section 608 of title 23, United States Code.
The Federal-aid Highways (FAH) program is designed to aid in the development, operations, and management of an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy, and moves people and goods safely. All programs included within FAH are proposed to be financed from the Highway Account of the Highway Trust Fund, and most are distributed via apportionments and allocations to States. Liquidating cash appropriations are subsequently requested to fund outlays resulting from obligations incurred under contract authority.
FEDERAL-AID HIGHWAYS—Continued

The Federal Highway Administration’s (FHWA) 2018 budget consists of the following programs: Highway Safety Improvement Program; National Highway Freight Program; National Highway Performance Program; Surface Transportation Block Grant Program; Congestion Mitigation and Air Quality Improvement Program; Metropolitan Transportation Planning Program; Federal Lands and Tribal Transportation Programs; Nationally Significant Freight and Highway Projects; Transportation Infrastructure Finance and Innovation Act (TIFIA) Program; Research, Technology and Education Program; and Federal Allocation Programs.

**Highway Safety Improvement Program.**—The performance-based Highway Safety Improvement Program ($2.6 billion) provides funding to significantly reduce traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on Tribal land. FHWA, through national leadership and innovation, focuses on improving the safety of roadway infrastructure on all public roads. The program provides a data-and performance-driven strategic approach to improving traffic safety to reduce fatalities and serious injuries. It strengthens coordination among all highway safety modes, including National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA), in conjunction with all Department safety initiatives. It continues the requirement that each State utilize a Strategic Highway Safety Plan. This statewide, coordinated safety plan provides a comprehensive framework for establishing statewide goals, objectives, and performance targets while ensuring the effective use of safety-focused funding. The Highway Safety Improvement Program includes a $235 million targeted set-aside, the Railway-Highway Crossings Program, to fund safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.

**National Highway Freight Program.**—The National Highway Freight Program ($1.2 billion), is a formula program established by the FAST Act that will provide States with necessary funds for vital projects that will improve the movement of freight on the National Highway Freight Network, which is comprised of the 41,500-mile Primary Highway Freight System, all other Interstates not on the PHFS, and other State-identified critical rural and urban corridors. The FAST Act requires all States using formula dollars to complete a multimodal State Freight Plan.

**National Highway Performance Program.**—The National Highway Performance Program ($23.3 billion) is a formula-based program that focuses significant Federal resources for the following purposes: to support the condition and performance of the National Highway System (NHS); to support the construction of new facilities on the NHS; and to ensure that investments of Federal-aid funds in highway construction support progress toward the achievement of performance targets for the NHS. The program includes performance management features, holds States accountable for achieving performance targets, and provides flexibility to States for making transportation investment decisions. The 220,000-mile NHS is comprised of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. The NHS includes the Interstate System, all principal arterials, intermodal connectors, and other roads important to mobility, commerce, national defense, and intermodal connectivity. The NHS provides mobility to the vast majority of the Nation’s population and almost all of its commerce, supports national defense, and promotes intermodal connectivity.

**Surface Transportation Block Grant Program.**—The Surface Transportation Block Grant Program ($11.7 billion) provides flexible funding that may be used by States and localities for projects to preserve and improve the condition and performance on any Federal-aid highway, bridge and safety projects on any public road, and facilities for non-motorized transportation. The flexible nature of this program allows States to direct funding to areas of greatest need while also fostering innovation. This program gives State transportation agencies the ability to target funding to State and local priorities. States will identify projects for funding in consultation with local transportation officials in rural areas and in cooperation with the Metropolitan Planning Organization (MPO) in metropolitan areas.

**Congestion Mitigation and Air Quality Improvement Program.**—The Congestion Mitigation and Air Quality (CMAQ) Improvement Program ($2.4 billion) will help States, local governments, and private-sector sponsors reduce highway congestion and harmful emissions, and assist many areas in reaching attainment of the National Ambient Air Quality Standards (NAAQS). The CMAQ program provides a flexible funding source for State and local governments to fund transportation projects and programs that are designed to help localities meet the requirements of the Clean Air Act and its amendments, and help reduce regional congestion on transportation networks. CMAQ investments support transportation projects that are designed to reduce the emissions from mobile sources in areas that have been designated as in nonattainment or in maintenance of the NAAQS by the Environmental Protection Agency.

**Metropolitan Transportation Planning Program.**—The Metropolitan Transportation Planning Program ($343 million) provides funds for use by Metropolitan Planning Organizations (MPOs) for multimodal transportation planning and programming in metropolitan areas. Metropolitan planning activities include: the collection and analysis of data on demographics, trends, and system performance; travel demand and system performance forecasting; identification and prioritization of transportation system improvement needs; and coordination of the planning process and decision-making with the public, elected officials, and stakeholder groups. The planning process will provide consideration for projects that increase safety, support economic vitality, increase accessibility, mobility, and connectivity, protect and enhance the environment, emphasize the preservation of existing infrastructure, and increase security of the transportation system.

**Federal Lands and Tribal Transportation Programs.**—The Federal Lands and Tribal Transportation Programs ($1.1 billion) provide funding for transportation projects on Federal and Tribal lands for construction and engineering projects that will: provide multi-modal access to basic community services including safer all-weather access to schools and healthcare facilities for 567 federally-recognized sovereign Tribal governments; improve multi-modal access to recreational areas on federal lands; and expand economic development in and around federal and Tribal lands while preserving the environment and reducing congestion.

**Nationally Significant Freight and Highway Projects.**—The Nationally Significant Freight and Highway Projects ($900 million) program is a discretionary grant program, established by the FAST Act, for major freight and highway projects that will improve the safety, efficiency, and reliability of the movement of freight and people. Through the advancement of construction-ready projects, this program will enhance the Nation’s freight movement.

**Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.**—The TIFIA Program ($285 million) provides contract authority to cover the subsidy cost of providing credit assistance for nationally or regionally significant transportation projects. The TIFIA Program leverages Federal dollars in a time of scarce budgetary resources, facilitating private participation in transportation projects and encouraging innovative financing mechanisms that help advance projects sooner. This program offers flexible repayment terms and attracts private capital to facilitate transportation projects that would otherwise go unfunded.

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

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

Object Classification (in millions of dollars)

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<tr>
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Employment Summary

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The Miscellaneous Trust Funds account reflects work performed by the Federal Highway Administration (FHWA) on behalf of other entities. Advances from state cooperating agencies and foreign governments.—Contributions are received from other entities in connection with cooperative engineering, survey, maintenance, and construction projects. Advances from foreign governments for technical assistance.—FHWA provides technical assistance and acts as agent for the purchase of equipment and materials for carrying out highway programs in foreign countries. Contributions for highway research programs.—Contributions are received from various sources in support of FHWA transportation research programs. The funds are used primarily in support of pooled-funds projects.
MISCELLANEOUS TRUST FUNDS—Continued

Object Classification (in millions of dollars)

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<td>Direct obligations:</td>
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<td>99.9 Adjustment for rounding</td>
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<td>99.9 Total new obligations, unexpended accounts</td>
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Employment Summary

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<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
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MISCELLANEOUS HIGHWAY TRUST FUNDS

Program and Financing (in millions of dollars)

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<td>Obligations by program activity:</td>
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<td>1021 Recoveries of prior year unpaid obligations</td>
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<td>1033 Recoveries of prior year paid obligations</td>
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<td>1930 Total budgetary resources available</td>
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This account contains miscellaneous appropriations from the Highway Trust Fund. Obligations and outlays result from prior year appropriations. No new budget authority is requested for FY 2018.

ADMINISTRATIVE PROVISIONS

Sec. 120. (a) For fiscal year 2018, the Secretary of Transportation shall—
1. not distribute from the obligation limitation for Federal-aid highways—
   (A) amounts authorized for administrative expenses and programs by section 104(a) of title 23, United States Code; and
   (B) amounts authorized for the Bureau of Transportation Statistics;
2. not distribute an amount from the obligation limitation for Federal-aid highways that is equal to the unobligated balance of amounts—
   (A) made available from the Highway Trust Fund (other than the Mass Transit Account) for Federal-aid highway and highway safety construction programs for previous fiscal years the funds for which are allocated by the Secretary (or apportioned by the Secretary under sections 202 or 204 of title 23, United States Code); and
   (B) for which obligation limitation was provided in a previous fiscal year;
3. determine the proportion that—
   (A) the obligation limitation for Federal-aid highways, less the aggregate of amounts not distributed under paragraphs (1) and (2) of this subsection; bears to
   (B) the total of the sums authorized to be appropriated for the Federal-aid highway and highway safety construction programs (other than sums authorized to be appropriated for programs of law described in paragraphs (1) through (11) of subsection (b) and sums authorized to be appropriated for section 110 of title 23, United States Code, equal to the amount referred to in subsection (b)(12) for such fiscal year), less the aggregate of the amounts not distributed under paragraphs (1) and (2) of this subsection;
4. distribute the obligation limitation for Federal-aid highways, less the aggregate of amounts not distributed under paragraphs (1) and (2), for each of the programs (other than programs to which paragraph (1) applies) that are allocated by the Secretary under the Fixing America’s Surface Transportation Act and title 23, United States Code, or apportioned by the Secretary under sections 202 or 204 of that title, by multiplying—
   (A) the proportion determined under paragraph (3); by
   (B) the amounts authorized to be appropriated for each such program for such fiscal year; and
5. distribute the obligation limitation for Federal-aid highways, less the aggregate of amounts not distributed under paragraphs (1) and (2) and the amounts distributed under paragraph (4), for Federal-aid highway and highway safety construction programs that are apportioned by the Secretary under title 23, United States Code (other than the amounts apportioned for the National Highway Performance Program in section 119 of title 23, United States Code, that are exempt from the limitation under subsection (b)(12) and the amounts apportioned under sections 202 and 204 of that title) in the proportion that—
   (A) amounts authorized to be appropriated for the programs that are apportioned under title 23, United States Code, to each State for such fiscal year; bears to
   (B) the total of the amounts authorized to be appropriated for the programs that are apportioned under title 23, United States Code, to all States for such fiscal year.
(b) EXCEPTIONS FROM OBLIGATION LIMITATION.—The obligation limitation for Federal-aid highways shall not apply to obligations under or for—
1. section 125 of title 23, United States Code;
2. section 147 of the Surface Transportation Assistance Act of 1978 (23 U.S.C. 144 note; 92 Stat. 2714);
3. section 9 of the Federal-Aid Highway Act of 1981 (95 Stat. 1701);
4. subsections (b) and (j) of section 131 of the Surface Transportation Assistance Act of 1982 (96 Stat. 2119);
5. subsections (b) and (c) of section 149 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (101 Stat. 198);
6. sections 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2027);
7. section 157 of title 23, United States Code (as in effect on June 8, 1998);
8. section 105 of title 23, United States Code (as in effect for fiscal years 1998 through 2004, but only in an amount equal to $639,000,000 for each of those fiscal years);
9. Federal-aid highway programs for which obligation authority was made available under the Transportation Equity Act for the 21st Century (112 Stat. 107) or subsequent Acts for multiple years or to remain available until expended, but only to the extent that the obligation authority has not lapsed or been used;
10. section 105 of title 23, United States Code (as in effect for fiscal years 2005 through 2012, but only in an amount equal to $639,000,000 for each of those fiscal years);
11. section 1603 of SAFETEA-LU (23 U.S.C. 118 note; 119 Stat. 1248), to the extent that funds obligated in accordance with that section were not subject to a limitation on obligations at the time at which the funds were initially made available for obligation; and
section 119 of title 23, United States Code (that, for each of fiscal years 2013 through 2018, only in an amount equal to $639,000,000),—
(c) Redistributions of Unused Obligation Authority.—Notwithstanding subsection (a), the Secretary shall, after August 1 of such fiscal year—
(1) revise a distribution of the obligation limitation made available under subsection (a) if an amount distributed cannot be obligated during that fiscal year; and
(2) redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year, giving priority to those States having large unobligated balances of funds apportioned under sections 144 (as in effect on the day before the date of enactment of Public Law 112–141) and 104 of title 23, United States Code.
(d) Applicability of Obligation Limitations to Transportation RESEARCH PROGRAMS.—
(1) In general.—Except as provided in paragraph (2), the obligation limitation for Federal-aid highways shall apply to contract authority for transportation research programs carried out under—
(A) chapter 5 of title 23, United States Code; and
(B) title VI of the Fixing America’s Surface Transportation Act.
(2) Exception.—Obligation authority made available under paragraph (1) shall—
(A) remain available for a period of 4 fiscal years; and
(B) be in addition to the amount of any limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.
(e) Redistribution of Certain Authorized Funds.—
(1) In general.—Not later than 30 days after the date of distribution of obligation limitation under subsection (a), the Secretary shall distribute to the States any funds (excluding funds authorized for the program under section 202 of title 23, United States Code) that—
(A) are authorized to be appropriated for such fiscal year for Federal-aid highway programs; and
(B) the Secretary determines will not be allocated to the States (or will not be apportioned to the States under section 204 of title 23, United States Code), and will not be available for obligation, for such fiscal year because of the imposition of any obligation limitation for such fiscal year.
(2) Ratio.—Funds shall be distributed under paragraph (1) in the same proportion as the distribution of obligation authority under subsection (a)(5).
(3) Availability.—Funds shall be distributed to each State under paragraph (1) shall be available for any purpose described in section 133(b) of title 23, United States Code.
Sec. 124. Notwithstanding 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to chapter 63 of title 49, United States Code, may be credited to the Federal-aid highway account for the purpose of reimbursing the Bureau for such expenses: Provided, That such funds shall be subject to the obligation limitation for Federal-aid highway and highway safety construction programs.
Sec. 122. Not less than 15 days prior to waiving, under his or her statutory authority, any Buy America requirement for Federal-aid highways projects, the Secretary of Transportation shall make an informal public notice and comment opportunity on the intent to issue such waiver and the reasons therefor: Provided, That the Secretary shall provide an annual report to the House and Senate Committees on Appropriations on any waivers granted under the Buy America requirements.
Sec. 123. None of the funds made available in this Act to the Department of Transportation may be used to provide credit assistance unless not less than 3 days before any application approval to provide credit assistance under sections 603 and 604 of title 23, United States Code, the Secretary of Transportation provides notification in writing to the following committees: the House and Senate Committees on Appropriations; the Committee on Environment and Public Works and the Committee on Banking, Housing and Urban Affairs of the Senate; and the Committee on Transportation and Infrastructure of the House of Representatives: Provided, That such notification shall include, but not be limited to, the name of the project sponsor; a description of the project; whether credit assistance will be provided as a direct loan, guarantee, or line of credit; and the amount of credit assistance.
Sec. 124. (a) A State or territory, as defined in section 165 of title 23, United States Code, may use for any project eligible under section 133(b) of title 23 or section 165 of title 23 and located within the boundary of the State or territory any earmarked amount, and any associated obligation limitation, provided that the Department of Transportation for the State or territory for which the earmarked amount was originally designated or directed notifies the Secretary of Transportation of its intent to use its authority under this section and submits a quarterly report to the Secretary identifying the projects to which the funding would be applied. Notwithstanding the original period of availability of funds to be obligated under this section, such funds and associated obligation limitation shall remain available for obligation for a period of 3 fiscal years after the fiscal year in which the Secretary of Transportation is notified. The Federal share of the cost of a project carried out with funds made available under this section shall be the same as associated with the earmark.
(b) In this section, the term "earmarked amount" means—
(1) congressionally directed spending, as defined in rule XLIV of the Standing Rules of the Senate, identified in a prior law, report, or joint explanatory statement, which was authorized to be appropriated or appropriated more than 10 fiscal years prior to the current fiscal year, and administered by the Federal Highway Administration; or
(2) a congressional earmark, as defined in rule XXI of the Rules of the House of Representatives identified in a prior law, report, or joint explanatory statement, which was authorized to be appropriated or appropriated more than 10 fiscal years prior to the current fiscal year, and administered by the Federal Highway Administration.
(c) The authority under subsection (a) may be exercised only for those projects or activities that have obligated less than 10 percent of the amount made available for obligation as of October 1 of the current fiscal year, and shall be applied to projects within the same general geographic area within 50 miles for which the funding was designated, except that a State or territory may apply such authority to unexpended balances of funds from projects or activities the State or territory certifies have been closed and for which payments have been made under a final voucher.
(d) The Secretary shall submit consolidated reports of the information provided by the States and territories each quarter to the House and Senate Committees on Appropriations.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

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

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

Trust Funds

Motor Carrier Safety

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Budgetary resources:</td>
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<tr>
<td>Unobligated balance:</td>
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<td>1930 Total budgetary resources available</td>
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<td>Change in obligated balance:</td>
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<td>3050 Unpaid obligations, end of year</td>
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<td>3120 Obligated balance, start of year</td>
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<td>4190 Outlays, net (total)</td>
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Contract authority
Activities have not been funded in this account since 2005. This schedule shows the obligations and outlays of funding made available for this program in fiscal years prior to 2006.

### National Motor Carrier Safety Program

#### Program and Financing (in millions of dollars)

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<tr>
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<td>Outlays, net (total)</td>
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<tbody>
<tr>
<td>5051 Unobligated balance, EOY: Contract authority</td>
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<td>5052 Obligated balance, DOI: Contract authority</td>
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<td>5053 Obligated balance, EOY: Contract authority</td>
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</table>

No funding is requested for this account.

### Motor Carrier Safety Grants

#### (Liquidation of Contract Authorization)

#### (Limitation on Obligations)

**HIGHWAY TRUST FUND**

For payment of obligations incurred in carrying out sections 31102, 31103, 31104 and 31313 of title 49, United States Code, as amended by the Fixing America’s Surface Transportation Act, $374,800,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: Provided, That funds available for the implementation or execution of motor carrier safety programs shall not exceed total obligations of $374,800,000 in fiscal year 2018 for “Motor Carrier Safety Grants”: of which $298,900,000 shall be available for the motor carrier safety assistance program, $43,100,000 shall be available for the high priority activities program, $31,800,000 shall be available for the commercial driver’s license program implementation financial assistance program, and $1,000,000 shall be available for the commercial motor vehicle operators grant program.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P. L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

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

### Object Classification (in millions of dollars)

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>21.0 Travel and transportation of persons</td>
<td>1</td>
<td>1</td>
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</table>
The Operations and Programs account provides the necessary resources to support program and administrative activities for motor carrier safety. The Federal Motor Carrier Safety Administration (FMCSA) will continue to improve safety and reduce severe and fatal commercial motor vehicle crashes by raising the bar to entry into the commercial motor vehicle industry, by requiring operators to maintain standards to remain in the industry, and by removing high-risk carriers, vehicles, drivers and service providers from operation. Funding supports nationwide motor carrier safety and consumer enforcement efforts, including the continuation of the Compliance, Safety and Accountability Program; regulation and enforcement of movers of household goods, and Federal safety enforcement activities at the borders to ensure that foreign-domiciled carriers entering the U.S. are in compliance with FMSCA Regulations. Resources are also provided to fund regulatory development and implementation, investment in research and technology, and safety outreach and education. The 2018 funding request reflects FMCSA’s requirements to fund critical safety and operational facility improvements at border and domestic posts, fund important safety and safety mission support training for FMCSA staff, and to support the effective implementation of FMCSA’s programs through the implementation of FMCSA’s Program Integration Office.

For payment of obligations incurred in the implementation, execution and administration of motor carrier safety operations and programs pursuant to section 31110 of title 49, United States Code, as amended by the Fixing America’s Surface Transportation Act, $283,000,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account), together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, the sum of which shall remain available until expended: Provided, That funds available for implementation, execution or administration of motor carrier safety operations and programs authorized under title 49, United States Code, shall not exceed total obligations of $283,000,000 for “Motor Carrier Safety Operations and Programs” for fiscal year 2018, of which $9,073,000, to remain available for obligation until September 30, 2020, is for the research and technology program, and of which $34,824,000, to remain available for obligation until September 30, 2020, is for information management.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

### Program and Financing (in millions of dollars)

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<tr>
<td>Operating Expenses</td>
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<td>Research and Technology</td>
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<tr>
<td>Information Management</td>
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<td>Outreach and Education</td>
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<tr>
<td>Commercial Motor Vehicle Operating Grants (CMV)</td>
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<tr>
<td>Direct program activities, subtotal</td>
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<td>267</td>
<td>283</td>
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<tr>
<td>Total direct obligations</td>
<td>267</td>
<td>267</td>
<td>283</td>
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<tr>
<td>Reimbursable program activity (d. &amp; t)</td>
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<td>20</td>
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<tr>
<td>Total new obligations, unexpended accounts</td>
<td>287</td>
<td>287</td>
<td>303</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Unlimited obligations:</td>
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<tr>
<td>Unobligated balance</td>
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<tr>
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<tr>
<td>Recoveries of prior year unexpended obligations</td>
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<tr>
<td>Total unobligated balance (total)</td>
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<td>34</td>
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<tr>
<td>Budget authority:</td>
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<tr>
<td>Appropriations, discretionary:</td>
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</tr>
<tr>
<td>Appropriation (special or trust fund)</td>
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<td>267</td>
<td>283</td>
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<tr>
<td>Appropriations applied to liquidate contract authority</td>
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<td>Contract authority, mandatory:</td>
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<td>Contract authority</td>
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<td>277</td>
<td>283</td>
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<tr>
<td>Spending authority from offsetting collections, discretionary: Collected</td>
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<td>Total budgetary resources available</td>
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<td>321</td>
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<tr>
<td>Total new obligations, unexpended accounts</td>
<td>287</td>
<td>287</td>
<td>303</td>
</tr>
</tbody>
</table>

| Change in obligated balance: | | |
| Unpaid obligations: | | |
| Unpaid obligations, brought forward, Oct 1 | 100 | 94 | 126 |
| New obligations, unexpended accounts | 287 | 287 | 303 |
| Outlays (gross) | –292 | –255 | –297 |
| Recoveries of prior year unobligated obligations, unexpended | –1 | | |
| Total new obligations, unexpended accounts | 94 | 126 | 132 |

| Memorandum (non-add) entries: | | |
| Obligated balance, start of year | 100 | 94 | 126 |
| Obligated balance, end of year | 94 | 126 | 132 |

### Object Classification (in millions of dollars)

<table>
<thead>
<tr>
<th>Object Classification</th>
<th>2016 actual</th>
<th>2017 est.</th>
<th>2018 est.</th>
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<td>Rental payments to GSA</td>
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<tr>
<td>Other services from non-Federal sources</td>
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<tr>
<td>Research and development contracts</td>
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<td>Grants, subsidies, and contributions</td>
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<td>Total direct obligations</td>
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<tr>
<td>Total new obligations, unexpended accounts</td>
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<td>287</td>
<td>303</td>
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### Employment Summary

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<tr>
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<tr>
<td>Direct civilian full-time equivalent employment</td>
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<tr>
<td>Reimbursable civilian full-time equivalent employment</td>
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<td>61</td>
<td>61</td>
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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The National Highway Traffic Safety Administration (NHTSA) is responsible for motor vehicle safety, highway safety behavioral programs, motor vehicle information, and automobile fuel economy programs. NHTSA is charged with reducing traffic crashes and deaths and injuries resulting from traffic crashes; establishing motor vehicle safety standards for motor vehicles and motor vehicle equipment in interstate commerce; carrying out needed safety research and development; and the operation of the National Driver Register.

Federal Funds

CONSUMER ASSISTANCE TO RECYCLE AND SAVE PROGRAM

Program and Financing (in millions of dollars)

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<tr>
<td>Unobligated balance:</td>
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<td>1000 Obligated balance brought forward, Oct 1</td>
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<td>1930 Total budgetary resources available</td>
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<tr>
<td>1941 Unexpired unobligated balance, end of year</td>
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<td>4180 Budget authority, net (total)</td>
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<tr>
<td>4190 Outlays, net (total)</td>
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</table>

The schedules above illustrate the remaining activity associated with the completed Consumer Assistance to Recycle and Save (Cash for Clunkers) program. No new funds are requested for this program in 2018.

OPERATIONS AND RESEARCH

For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of title 49, United States Code, $154,509,527, of which $20,000,000 shall remain available through September 30, 2019.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

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<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Obligations by program activity:</td>
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<tr>
<td>0001 Research and Analysis</td>
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<td>0002 Rulemaking</td>
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<td>0003 Enforcement</td>
<td>18</td>
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<tr>
<td>0004 Administrative Expenses</td>
<td>73</td>
<td>77</td>
<td>78</td>
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<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>150</td>
<td>153</td>
<td>153</td>
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</tbody>
</table>

Budgetary resources:

| Unobligated balance:                |             |           |           |
| 1000 Unobligated balance brought forward, Oct 1 | 5           | 10        | 10        |
| 1021 Recoveries of prior year unpaid obligations | 2           |           |           |
| 1050 Unobligated balance (total)      | 7           | 10        | 10        |
| Budget authority:                    |             |           |           |
| Appropriations, discretionary:       | 153         | 153       | 153       |
| Spending authority from offsetting collections, discretionary: Collected | 1           |           |           |
| 1700 Budget authority (total)         | 154         | 153       | 153       |
| 1930 Total budgetary resources available | 161         | 163       | 163       |
| Memorandum (non-add) entries:        |             |           |           |
| 1940 Unobligated balance expiring     | –1          |           |           |
| 1941 Unexpired unobligated balance, end of year | 10          | 10        | 10        |

Object Classification (in millions of dollars)

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<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Direct obligations:</td>
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<tr>
<td>11.1 Full-time permanent</td>
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<td>46</td>
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<tr>
<td>11.5 Other personnel compensation</td>
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<td>1</td>
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<tr>
<td>11.9 Total personnel compensation</td>
<td>44</td>
<td>47</td>
<td>48</td>
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<tr>
<td>12.1 Civilian personnel benefits</td>
<td>11</td>
<td>11</td>
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<tr>
<td>21.0 Travel and transportation of persons</td>
<td></td>
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<tr>
<td>21.3 Rental payments to GSA</td>
<td>2</td>
<td>2</td>
<td>2</td>
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<tr>
<td>23.3 Communications, utilities, and miscellaneous charges</td>
<td>1</td>
<td>1</td>
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<tr>
<td>25.1 Advisory and assistance services</td>
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<td>25.2 Other services from non-Federal sources</td>
<td>62</td>
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<tr>
<td>25.3 Other goods and services from Federal sources</td>
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<td>25.7 Operation and maintenance of equipment</td>
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<td>26.0 Supplies and materials</td>
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<tr>
<td>31.0 Equipment</td>
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<tr>
<td>41.0 Grants, subsidies, and contributions</td>
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<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>150</td>
<td>153</td>
<td>153</td>
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Employment Summary

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<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>294</td>
<td>312</td>
<td>363</td>
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</table>
The 911 Grant Program was authorized by the Next Generation 911 Advancement Act of 2012, which allows eligible entities to utilize funds to implement and operate 911 services and to train public safety personnel. The program is funded by the Public Safety Trust Fund. The authority to expend these funds expires on September 30, 2022.

### Program and Financing

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<thead>
<tr>
<th></th>
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<tr>
<td>0001 Grants</td>
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<td>0002 Administration</td>
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<tr>
<td>0900 Total new obligations, unexpired accounts</td>
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<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>1000 Unobligated balance brought forward, Oct 1</td>
<td>104</td>
<td>111</td>
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<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>3000 Unpaid obligations, brought forward, Oct 1</td>
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<tr>
<td>3010 New obligations, unexpired accounts</td>
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<tr>
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<tr>
<td>4090 Budget authority, gross</td>
<td>104</td>
<td>8</td>
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<td>4101 Outlays from mandatory balances</td>
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### Object Classification

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<thead>
<tr>
<th>Object Classification (in millions of dollars)</th>
<th>2016</th>
<th>2017 est.</th>
<th>2018 est.</th>
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<tr>
<td>26.0 Supplies and materials</td>
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<td>2</td>
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<tr>
<td>41.0 Grants, subsidies, and contributions</td>
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<td></td>
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<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>1</td>
<td>52</td>
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</table>

### Trust Funds

**OPERATIONS AND RESEARCH**

**LIMITATION ON OBLIGATIONS**

**HIGHWAY TRUST FUND**

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, section 4011 of the Fixing America’s Surface Transportation (FAST) Act, and chapter 303 of title 49, United States Code, $149,000,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2018, are in excess of $149,000,000, of which $143,700,000 shall be for programs authorized under 23 U.S.C. 403 and section 4011 of the FAST Act and $5,300,000 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code: Provided further, That within the $149,000,000 obligation limitation for operations and research, $20,000,000 shall remain available until September 30, 2019, and shall be in addition to the amount of any limitation imposed on obligations for future years.

Note. — A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.
highway safety programs conducted by State and local governments, and various safety associations and organizations. These programs emphasize alcohol and drug countermeasures, driver and passenger occupant protection, traffic enforcement and justice services, emergency medical and trauma care systems, traffic records and licensing, State and community evaluation, motorcycle rider safety, pedestrian and bicycle safety, pupil transportation, young and older driver safety, and development of improved accident investigation procedures.

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

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

Object Classification (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Direct obligations: Personnel compensation:</td>
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<tr>
<td>11.1 Full-time permanent</td>
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<tr>
<td>11.5 Other personnel compensation</td>
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<tr>
<td>11.9 Total personnel compensation</td>
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<tr>
<td>12.1 Civilian personnel benefits</td>
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<tr>
<td>21.0 Travel and transportation of persons</td>
<td>1</td>
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<td>1</td>
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<tr>
<td>23.1 Rental payments to GSA</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>23.3 Communications, utilities, and miscellaneous charges</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>25.2 Other services from non-Federal sources</td>
<td>42</td>
<td>41</td>
<td>42</td>
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<tr>
<td>25.5 Research and development contracts</td>
<td>30</td>
<td>30</td>
<td>32</td>
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<tr>
<td>26.0 Supplies and materials</td>
<td>1</td>
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<tr>
<td>31.0 Equipment</td>
<td>1</td>
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<tr>
<td>41.0 Grants, subsidies, and contributions</td>
<td>27</td>
<td>27</td>
<td>29</td>
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<tr>
<td>99.0 Direct obligations</td>
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<td>143</td>
<td>149</td>
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<tr>
<td>99.2 Reimbursable obligations</td>
<td>12</td>
<td>30</td>
<td>30</td>
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<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>154</td>
<td>173</td>
<td>179</td>
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Employment Summary

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<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>165</td>
<td>166</td>
<td>175</td>
</tr>
</tbody>
</table>

HIGHWAY TRAFFIC SAFETY GRANTS

For payment of obligations incurred in carrying out provisions of 23 U.S.C. 402, 404, and 405, and section 4001(a)(6) of the Fixing America's Surface Transportation Act, to remain available until expended, $597,629,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account): Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2018, are in excess of $597,629,000 for programs authorized under 23 U.S.C. 402, 404, and 405, and section 4001(a)(6) of the Fixing America's Surface Transportation Act, of which $262,200,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402; $280,200,000 shall be for "National Priority Safety Programs" under 23 U.S.C. 405; $29,900,000 shall be for "High Visibility Enforcement Program" under 23 U.S.C. 404; $26,329,000 shall be for "Administrative Expenses" under section 4001(a)(6) of the Fixing America's Surface Transportation Act: Provided further. That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local or private buildings or structures: Provided further, That not to exceed $500,000 of the funds made available for "National Priority Safety Programs" under 23 U.S.C. 405 for "Impaired Driving Countermeasures" (as described in subsection (d) of that section) shall be available for technical assistance to the States: Provided further, That with respect to the "Transfers" provision under 23 U.S.C. 405(a)(8), any amounts transferred to increase the amounts made available under section 402 shall include the obligation authority for such amounts: Provided further, That the Administrator shall notify the House and Senate Committees on Appropriations of any exercise of the authority granted under the previous proviso or under 23 U.S.C. 405(a)(8) within five days.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared, therefore, the budget assumes this account is operating under the Further Continu-
The National Highway Traffic Safety Administration (NHTSA) provides grants to States for activities related to the promotion of highway traffic safety. The Fixing America’s Surface Transportation (FAST) Act provided multi-year surface transportation authorization legislation. For the 2018 Budget the agency is projected to receive $597,629,000 for these grant programs. Under Section 402, the agency supports State highway safety programs, approved by the Secretary, which are designed to reduce traffic accidents and the resulting deaths, injuries and property damage. The agency will continue to implement and promote the use of performance measures and targets as a condition of approval in these programs and to ensure efficient and effective use of funds. NHTSA will also use dedicated funds from the program to support high visibility enforcement campaigns in the States that promote the use of seat belts and the reduction of drunk driving. Under Section 405, the agency will make grant awards to States that focus on specific national priority traffic safety areas aimed at reducing highway deaths and injuries. The agency will make grants to States that develop qualifying plans and complying laws in accordance with the statutory criteria. The focus areas under the grant program include occupant protection, state traffic safety information system improvements, impaired driving countermeasures, distracted driving, motorcyclist safety, state graduated driving licensing and non-motorized safety programs.

Object Classification (in millions of dollars)

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Employment Summary

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<tbody>
<tr>
<td>1001</td>
<td>79</td>
<td>84</td>
<td>88</td>
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</table>

Administrative Provisions

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

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

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

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

Federal Funds

Safes and Operations

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, $199,000,000, of which $15,900,000 shall remain available until expended.

Note. — A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

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<td>0005</td>
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Obligations by program activity:

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<td>0100</td>
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**Safety and Operations—Continued**

Program and Financing—Continued

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<td>0900 Total new obligations, unexpired accounts ........................................</td>
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<td>203</td>
<td>199</td>
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**Budgetary resources:**

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<tr>
<th>Unobligated balance.</th>
<th>1000 Unobligated balance brought forward, Oct 1</th>
<th>16</th>
<th>11</th>
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<tr>
<td>1021 Recoveries of prior year unobligated obligations</td>
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<tr>
<td>1050 Unobligated balance (total)</td>
<td>18</td>
<td>11</td>
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**Budget authority:**

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<tr>
<th>Appropriation</th>
<th>1100 Appropriation</th>
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<tr>
<td>1131 Unobligated balance of appropriations permanently reduced</td>
<td>-7</td>
<td>-7</td>
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<tr>
<td>1160 Appropriation, discretionary (total)</td>
<td>192</td>
<td>192</td>
<td>199</td>
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<td>Spending authority from offsetting collections, discretionary:</td>
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<td>Collected</td>
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</table>

**1900 Budget authority (total) | 193 | 193 | 199 |

**1930 Total budgetary resources available | 211 | 204 | 200 |

**Memorandum (non-add) entries:**

| 1940 Unobligated balance expiring | -1 | | |
| 1941 Unexpired unobligated balance, end of year | 11 | 1 | 1 |

**Change in obligated balance:**

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<tr>
<th>Unpaid obligations:</th>
<th>3000 Unpaid obligations, brought forward, Oct 1</th>
<th>61</th>
<th>61</th>
<th>71</th>
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<tr>
<td>3010 New obligations, unexpired accounts</td>
<td>199</td>
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<td>199</td>
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<tr>
<td>3020 Outlays (gross)</td>
<td>-204</td>
<td>-193</td>
<td>-197</td>
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<td>3031 Unpaid obligations transferred from other accounts (DISD-050L)</td>
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<td>3040 Recoveries of prior year unobligated obligations, unexpired</td>
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<tr>
<td>3041 Recoveries of prior year unobligated obligations, expired</td>
<td>-3</td>
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<td></td>
<td></td>
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<tr>
<td>3050 Unpaid obligations, end of year</td>
<td>61</td>
<td>71</td>
<td>73</td>
<td></td>
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<tr>
<td>Memorandum (non-add) entries:</td>
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<tr>
<td>3100 Obligated balance, start of year</td>
<td>61</td>
<td>61</td>
<td>71</td>
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<tr>
<td>3200 Obligated balance, end of year</td>
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<td>71</td>
<td>73</td>
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**Budget authority and outlays, net:**

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<tr>
<th>Discretionary:</th>
<th>4000 Budget authority, gross</th>
<th>193</th>
<th>193</th>
<th>199</th>
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<tbody>
<tr>
<td>4010 Outlays from new discretionary authority</td>
<td>166</td>
<td>168</td>
<td>173</td>
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<tr>
<td>4011 Outlays from discretionary balances</td>
<td>38</td>
<td>25</td>
<td>24</td>
<td></td>
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<tr>
<td>4020 Outlays, gross (total)</td>
<td>204</td>
<td>193</td>
<td>197</td>
<td></td>
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<tr>
<td>Offsets against gross budget authority and outlays:</td>
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<td></td>
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<td>Offsetting collections (collected from):</td>
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<tr>
<td>Federal sources</td>
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<tr>
<td>4100 Outlays against gross budget authority and outlays (total)</td>
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<td>-1</td>
<td>-1</td>
<td></td>
</tr>
<tr>
<td>4180 Budget authority, net (total)</td>
<td>192</td>
<td>192</td>
<td>199</td>
<td></td>
</tr>
<tr>
<td>4190 Outlays, net (total)</td>
<td>203</td>
<td>192</td>
<td>197</td>
<td></td>
</tr>
</tbody>
</table>

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

**Object Classification (in millions of dollars)**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>11.1 Full-time permanent</td>
<td>91</td>
<td>92</td>
<td>94</td>
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<tr>
<td>11.3 Other than full-time permanent</td>
<td>1</td>
<td>1</td>
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<tr>
<td>11.5 Other personnel compensation</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>11.9 Total personnel compensation</td>
<td>93</td>
<td>94</td>
<td>96</td>
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<tr>
<td>12.1 Civilian personnel benefits</td>
<td>32</td>
<td>32</td>
<td>32</td>
</tr>
<tr>
<td>21.0 Travel and transportation of persons</td>
<td>11</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>23.1 Rental payments to GSA</td>
<td>7</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>23.3 Communications, utilities, and miscellaneous charges</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>25.1 Advisory and assistance services</td>
<td>25</td>
<td>33</td>
<td>25</td>
</tr>
<tr>
<td>25.2 Other services from non-Federal sources</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>25.3 Other goods and services from Federal sources</td>
<td>13</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>25.7 Operation and maintenance of equipment</td>
<td>11</td>
<td>10</td>
<td>11</td>
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<tr>
<td>26.0 Supplies and materials</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<tr>
<td>31.0 Equipment</td>
<td>2</td>
<td>2</td>
<td>1</td>
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</table>

41.0 Grants, subsidies, and contributions | 1 | 1 | |

99.0 Direct obligations | 198 | 203 | 199

99.9 Total new obligations, unexpired accounts | 199 | 203 | 199

**Employment Summary**

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>903</td>
<td>920</td>
<td>920</td>
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</table>

**Railroad Safety Grants**

Note: A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

**Program and Financing (in millions of dollars)**

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0900 Total new obligations (object class 41.0)</td>
<td></td>
<td>5</td>
<td>40</td>
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**Budgetary resources:**

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<thead>
<tr>
<th>Unobligated balance.</th>
<th>1000 Unobligated balance brought forward, Oct 1</th>
<th>10</th>
<th>55</th>
<th>65</th>
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</thead>
<tbody>
<tr>
<td>1100 Appropriation</td>
<td></td>
<td>50</td>
<td>50</td>
<td></td>
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<tr>
<td>1930 Total budgetary resources available</td>
<td>60</td>
<td>105</td>
<td>65</td>
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<tr>
<td>Memorandum (non-add) entries:</td>
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<td></td>
</tr>
<tr>
<td>1941 Unexpired unobligated balance, end of year</td>
<td>55</td>
<td>65</td>
<td>25</td>
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**Change in obligated balance:**

<table>
<thead>
<tr>
<th>Unpaid obligations:</th>
<th>3000 Unpaid obligations, brought forward, Oct 1</th>
<th>5</th>
<th>35</th>
<th>50</th>
</tr>
</thead>
<tbody>
<tr>
<td>3010 New obligations, unexpired accounts</td>
<td>5</td>
<td>40</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>3020 Outlays (gross)</td>
<td></td>
<td>-10</td>
<td>-25</td>
<td></td>
</tr>
<tr>
<td>3050 Unpaid obligations, end of year</td>
<td>5</td>
<td>35</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>Memorandum (non-add) entries:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3100 Obligated balance, start of year</td>
<td>5</td>
<td>35</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>3200 Obligated balance, end of year</td>
<td>5</td>
<td>35</td>
<td>50</td>
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**Budget authority and outlays, net:**

<table>
<thead>
<tr>
<th>Discretionary:</th>
<th>4000 Budget authority, gross</th>
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<th>50</th>
<th>50</th>
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</thead>
<tbody>
<tr>
<td>4010 Outlays from new discretionary authority</td>
<td>5</td>
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<td></td>
</tr>
<tr>
<td>4011 Outlays from discretionary balances</td>
<td></td>
<td>5</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>4020 Outlays, gross (total)</td>
<td>10</td>
<td>25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4180 Budget authority, net (total)</td>
<td>50</td>
<td>50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4190 Outlays, net (total)</td>
<td>10</td>
<td>25</td>
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</table>

For FY 2016, $50 million was appropriated under the Railroad Safety Grants heading to be equally distributed to Railroad Safety Infrastructure Improvement Grants and Railroad Safety Technology Grants. The Fixing America’s Surface Transportation (FAST) Act of 2015 (P.L. 114–94) repealed the Railroad Safety Infrastructure Improvement Grants program and did not authorize new funding for the Railroad Safety Technology Grants program. No new funds are requested for this account for FY 2018. FRA is requesting funding under the FAST Act authorized Consolidated Rail Infrastructure and Safety Improvements program, which largely encompasses the recipient and project eligibilities contained in the FY 2016 funded program.

**Railroad Research and Development**

For necessary expenses for railroad research and development, $39,100,000, to remain available until expended.
Funding requested in the Railroad Research and Development Program is focused on improving railroad safety. It provides scientific and engineering support for the Federal Railroad Administration’s rail safety enforcement and rulemaking efforts. It also identifies and develops emerging technologies for the rail industry to adopt voluntarily. The outcomes of the research and development reduce accidents and incidents. In addition to improving safety, the program contributes significantly towards activities to achieve and maintain a state of good repair and promote job creation and economic growth.

The program focuses on the following areas of research:

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

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

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

**Railroad System Issues Program.**—Prioritizing Research and Development projects on the basis of relevance to safety risk reduction and other DOT goals.

---

**Pennsylvania Station Redevelopment Project**

**Program and Financing** (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0001 Railroad system issues</td>
<td>4</td>
<td>4</td>
<td>4</td>
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<tr>
<td>0002 Human factors</td>
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<td>6</td>
<td>6</td>
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<tr>
<td>0012 Track Program</td>
<td>11</td>
<td>10</td>
<td>11</td>
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<tr>
<td>0013 Rolling Stock Program</td>
<td>11</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td>0014 Train Control and Communication</td>
<td>8</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>0100 Total direct program</td>
<td>40</td>
<td>37</td>
<td>40</td>
</tr>
<tr>
<td>0799 Total direct obligations</td>
<td>40</td>
<td>37</td>
<td>40</td>
</tr>
<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>40</td>
<td>37</td>
<td>40</td>
</tr>
</tbody>
</table>

**Budgetary resources:**

<table>
<thead>
<tr>
<th>Unobligated balance:</th>
<th>11</th>
<th>8</th>
<th>10</th>
</tr>
</thead>
</table>

**Change in obligated balance:**

| Unpaid obligations, brought forward, Oct 1 | 39 | 41 | 37 |
| Unpaid obligations, unexpired accounts | 40 | 37 | 40 |
| Obligations (gross) | -36 | -41 | -42 |
| Obligated balance, start of year | 39 | 41 | 37 |
| Obligated balance, end of year | 41 | 37 | 35 |

**Budget authority and outlays, net:**

<table>
<thead>
<tr>
<th>Discretionary:</th>
<th>37</th>
<th>39</th>
<th>41</th>
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<tr>
<td>Direct obligations</td>
<td>25.1</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>25.3</td>
<td>Others and services from Federal sources</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>25.4</td>
<td>Operation and maintenance of facilities</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>25.5</td>
<td>Research and development contracts</td>
<td>32</td>
<td>30</td>
</tr>
<tr>
<td>41.0</td>
<td>Grants, subsidies, and contributions</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>99.0</td>
<td>Direct obligations</td>
<td>40</td>
<td>37</td>
</tr>
<tr>
<td>99.9</td>
<td>Total new obligations, unexpired accounts</td>
<td>40</td>
<td>37</td>
</tr>
</tbody>
</table>

---

**Research and Development Appropriations Act, 2017 (P.L. 114–254).** The amounts included for 2017 reflect the annualized level provided by the continuing resolution.
The National Railroad Passenger Corporation (Amtrak) was established in 1970 through the Rail Passenger Service Act. Amtrak is operated and managed as a for-profit corporation. Amtrak is not an agency or instrument of the U.S. Government, although since the railroad's creation FRA has provided it annual grants for operating, capital, and debt service costs.

Prior to 2006, FRA received annual appropriations in this account for grants to Amtrak. However, several one-time appropriations or funding transfers since 2006 have been directed to this account, including $1.3 billion in Congress to fund the Federal Emergency Management Agency, which received funds from the Transportation Security Administration for the purpose of providing grants to Amtrak for safety improvements.

From 2006 to 2016, the Federal Railroad Administration received appropriations to this account to make quarterly grants to the National Railroad Passenger Corporation (Amtrak) for the operation of intercity passenger rail. The FAST Act authorized two new appropriations accounts for Amtrak—Northeast Corridor grants and National Network grants—which first received funding in Fiscal Year 2017. The Administration proposes to continue funding Amtrak under the new FAST Act account structure. No new funds are requested for this account in 2018.

### Operating Grants to the National Railroad Passenger Corporation

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>0001</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0990</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total obligations</td>
<td>289</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Budgetary resources

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>0001</td>
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<td></td>
</tr>
<tr>
<td>1100</td>
<td>289</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1900</td>
<td>289</td>
<td></td>
<td></td>
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</table>

### Change in obligated balance

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3010</td>
<td>289</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

From 2006 to 2016, the Federal Railroad Administration received appropriations to this account to make quarterly grants to the National Railroad Passenger Corporation (Amtrak) for capital investments and debt service assistance. The FAST Act authorized two new appropriations accounts for Amtrak—Northeast Corridor grants and National Network grants—which...
first received funding in Fiscal Year 2017. The Administration proposes to continue funding Amtrak under the new FAST Act account structure. No new funds are requested for this account in 2018.

### Object Classification (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct obligations:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11.1 Personnel compensation: full-time permanent</td>
<td>1</td>
<td></td>
<td></td>
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<tr>
<td>25.1 Advisory and assistance services</td>
<td>1</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>41.0 Grants, subsidies, and contributions</td>
<td>1,103</td>
<td>17</td>
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<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>1,105</td>
<td>19</td>
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### Employment Summary

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### National Network Grants to the National Railroad Passenger Corporation

To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation for activities associated with the National Network as authorized by section 11101(b) of the Fixing America’s Surface Transportation Act (division A of Public Law 114–94), $525,000,000, to remain available until expended: Provided, That the Secretary may retain up to an additional $2,000,000 of the funds provided under this heading to fund expenses associated with the State-Supported Route Committee established under section 24712 of title 49, United States Code.

### Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Obligations by program activity:</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>0001 Grants for National Network</td>
<td>1,102</td>
<td>520</td>
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<tr>
<td>0002 Management Oversight</td>
<td>6</td>
<td>3</td>
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<tr>
<td>0003 State-Supported Route Committee</td>
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<td>2</td>
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<tr>
<td>0004 Americans with Disabilities Act (ADA)</td>
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<td>0900 Total new obligations, unexpired accounts</td>
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### Budgetary resources:

<table>
<thead>
<tr>
<th>Budget authority: Appropriations, discretionary:</th>
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</thead>
<tbody>
<tr>
<td>1100 Appropriation</td>
</tr>
<tr>
<td>1930 Total budgetary resources available</td>
</tr>
</tbody>
</table>

### Change in obligated balance:

<table>
<thead>
<tr>
<th>Unpaid obligations:</th>
</tr>
</thead>
<tbody>
<tr>
<td>3000 Unpaid obligations, brought forward, Oct 1</td>
</tr>
<tr>
<td>3010 New obligations, unexpired accounts</td>
</tr>
<tr>
<td>3020 Outlays (gross)</td>
</tr>
<tr>
<td>3050 Unpaid obligations, end of year</td>
</tr>
<tr>
<td>3100 Memorandum (non-add) entries:</td>
</tr>
<tr>
<td>3100 Obligated balance, start of year</td>
</tr>
<tr>
<td>3200 Obligated balance, end of year</td>
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</table>

### Budget authority and outlays, net:

<table>
<thead>
<tr>
<th>Budget authority, gross: Discretionary:</th>
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<tbody>
<tr>
<td>4000 Budget authority, gross</td>
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<tr>
<td>4010 Outlays, gross</td>
</tr>
<tr>
<td>4011 Outlays from discretionary balances</td>
</tr>
<tr>
<td>4200 Outlays, gross (total)</td>
</tr>
<tr>
<td>4180 Budget authority, net (total)</td>
</tr>
<tr>
<td>4190 Outlays, net (total)</td>
</tr>
</tbody>
</table>

### National Network Grants to the National Railroad Passenger Corporation

To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation for activities associated with the Northeast Corridor as authorized by section 11101(a) of the Fixing America’s Surface Transportation Act (division A of Public Law 114–94), $235,000,000, to remain available until expended: Provided, That the Secretary may retain up to one-half of 1 percent of the funds provided under both this heading and the "National Network Grants to the National Railroad Passenger Corporation" heading to fund the costs of project management and oversight of activities authorized by section 11101(c) of division A of Public Law 114–94: Provided further, That in addition to the project management oversight funds authorized under section 11101(c) of division A of Public Law 114–94, the Secretary may retain up to an additional $5,000,000 of the funds provided under this heading to fund expenses associated with implementing section 24905 of title 49, United States Code.

### Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Obligations by program activity:</td>
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</tr>
<tr>
<td>0001 Grants for Northeast Corridor</td>
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<td>229</td>
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<td>0002 Management Oversight</td>
<td>1</td>
<td>1</td>
<td></td>
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<tr>
<td>0003 Northeast Corridor Commission</td>
<td>5</td>
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</tr>
<tr>
<td>0004 Americans with Disabilities Act (ADA)</td>
<td>5</td>
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<td></td>
</tr>
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<td>0900 Total new obligations, unexpired accounts</td>
<td>235</td>
<td>235</td>
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### Budgetary resources:

<table>
<thead>
<tr>
<th>Budget authority: Appropriations, discretionary:</th>
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<tbody>
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</tr>
<tr>
<td>3200 Obligated balance, end of year</td>
</tr>
</tbody>
</table>

### Budget authority and outlays, net:

<table>
<thead>
<tr>
<th>Budget authority, gross: Discretionary:</th>
</tr>
</thead>
<tbody>
<tr>
<td>4000 Budget authority, gross</td>
</tr>
<tr>
<td>4010 Outlays, gross</td>
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<tr>
<td>4011 Outlays from discretionary balances</td>
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</tr>
<tr>
<td>4180 Budget authority, net (total)</td>
</tr>
<tr>
<td>4190 Outlays, net (total)</td>
</tr>
</tbody>
</table>

The Fixing America’s Surface Transportation Act authorized two new appropriations accounts for the National Railroad Passenger Corporation (Amtrak)—Northeast Corridor Grants and National Network Grants. Funding requested in the National Network Grants to the National Railroad Passenger Corporation account provide capital, operating, and debt service funding for Amtrak activities related to the National Network, which includes Amtrak’s State-Supported services, Long Distance services, and other Amtrak costs not allocated to the Northeast Corridor. The fiscal year 2018 President’s Budget proposes to terminate Federal funding for Amtrak’s Long Distance services. Amtrak began receiving its annual appropriations from Congress under this account structure in fiscal year 2017.
The Fixing America’s Surface Transportation Act authorized two new appropriations accounts for the National Railroad Passenger Corporation (Amtrak)—Northeast Corridor Grants and National Network Grants. Funding requested in the Northeast Corridor Grants to the National Railroad Passenger Corporation account provide capital, operating, and debt service funding for Amtrak activities related to the Northeast Corridor. Amtrak began receiving its annual appropriations from Congress under this account structure in 2017.

**Object Classification (in millions of dollars)**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Direct obligations:</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>25.1 Advisory and assistance services</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>41.0 Grants, subsidies, and contributions</td>
<td>234</td>
<td>234</td>
<td></td>
</tr>
<tr>
<td>99.9 Total new obligations</td>
<td>235</td>
<td>235</td>
<td></td>
</tr>
</tbody>
</table>

**INTERCITY PASSENGER RAIL GRANT PROGRAM**

**Program and Financing** (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Obligations by program activity:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0900 Total new obligations</td>
<td>9</td>
<td>9</td>
<td>10</td>
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</table>

**Budgetary resources:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Unobligated balance:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1000 Unobligated balance brought forward, Oct 1</td>
<td>20</td>
<td>12</td>
<td>10</td>
</tr>
<tr>
<td>1021 Recoveries of prior year unpaid obligations</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>1050 Unobligated balance (total)</td>
<td>21</td>
<td>12</td>
<td>10</td>
</tr>
<tr>
<td>1930 Total budgetary resources available</td>
<td>21</td>
<td>12</td>
<td>10</td>
</tr>
<tr>
<td>1941 Unpaid obligations, end of year</td>
<td>12</td>
<td>10</td>
<td>10</td>
</tr>
</tbody>
</table>

**Change in obligated balance:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Unpaid obligations:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3000 Unpaid obligations, brought forward, Oct 1</td>
<td>26</td>
<td>22</td>
<td>14</td>
</tr>
<tr>
<td>3010 New obligations, unexpired accounts</td>
<td>9</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>3020 Outlays (gross)</td>
<td>–12</td>
<td>–10</td>
<td>–7</td>
</tr>
<tr>
<td>3050 Unpaid obligations, end of year</td>
<td>22</td>
<td>14</td>
<td>17</td>
</tr>
<tr>
<td>3100 Obligated balance, start of year</td>
<td>26</td>
<td>22</td>
<td>14</td>
</tr>
<tr>
<td>3200 Obligated balance, end of year</td>
<td>22</td>
<td>14</td>
<td>17</td>
</tr>
</tbody>
</table>

**Budget authority and outlays, net:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Outlays, gross:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4011 Outlays from discretionary balances</td>
<td>12</td>
<td>10</td>
<td>7</td>
</tr>
<tr>
<td>4180 Budget authority, net (total)</td>
<td>12</td>
<td>10</td>
<td>7</td>
</tr>
<tr>
<td>4190 Outlays, net (total)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Employment Summary**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal Railroad Administration</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>3</td>
<td>3</td>
<td>4</td>
</tr>
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</table>

**NEXT GENERATION HIGH-SPEED RAIL**

**Program and Financing** (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Obligations by program activity:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0003 Next Generation High-Speed Rail</td>
<td>9</td>
<td>9</td>
<td>9</td>
</tr>
</tbody>
</table>

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

No new funds are requested for this account in fiscal year 2018.

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

**Program and Financing** (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Obligations by program activity:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0003 Capital Assistance High-Speed Rail Corridors and Intercity Passenger Rail Service</td>
<td>9</td>
<td>9</td>
<td>9</td>
</tr>
</tbody>
</table>

Through this program, FRA provides capital grants to States to invest and improve intercity passenger rail service, including the development of new high-speed rail capacity. Activity in this account includes the $8 billion provided by the American Recovery and Reinvestment Act of 2009 and an additional $2.1 billion provided in subsequent enacted appropriations. No new funds are requested for this account for fiscal year 2018.

**Object Classification (in millions of dollars)**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Direct obligations:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11.3 Personnel compensation: Other than full-time permanent</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25.1 Advisory and assistance services</td>
<td>5</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>41.0 Grants, subsidies, and contributions</td>
<td>49</td>
<td></td>
<td></td>
</tr>
<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>1</td>
<td>54</td>
<td>3</td>
</tr>
</tbody>
</table>

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

No new funds are requested for this account in fiscal year 2018.
Prior to 2001, this program provided funds to continue the upgrade of passenger rail service in the corridor between Washington, District of Columbia, and Boston, Massachusetts. For 2016, $19 million was provided for grants to Amtrak for shared use infrastructure on the Northeast Corridor identified in the Northeast Corridor Infrastructure and Operations Advisory Commission’s 5-year capital plan. No new funds are requested for this account for 2018. FRA is requesting funding under the FAST Act authorized Federal-State Partnership for State of Good Repair program, which encompasses the intent of the FY 2016 program and expands eligibility to states and local governments.

### Rail Line Relocation and Improvement Program

<table>
<thead>
<tr>
<th>Program and Financing (in millions of dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identification code 069–0716–0–1–401</td>
</tr>
<tr>
<td>Obligations by program activity:</td>
</tr>
<tr>
<td>0001 Rail line relocation</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>0900 Total new obligations (object class 41.0)</td>
</tr>
<tr>
<td>5</td>
</tr>
</tbody>
</table>

### Budgetary resources:

<table>
<thead>
<tr>
<th>Unobligated balance:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000 Unobligated balance brought forward, Oct 1</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>Budget authority:</td>
</tr>
<tr>
<td>Appropriations, discretionary:</td>
</tr>
<tr>
<td>1000 Appropriation</td>
</tr>
<tr>
<td>19</td>
</tr>
<tr>
<td>1930 Total budgetary resources available</td>
</tr>
<tr>
<td>39</td>
</tr>
<tr>
<td>Memorandum (non-add) entries:</td>
</tr>
<tr>
<td>1941 Unexpended unobligated balance, end of year</td>
</tr>
<tr>
<td>14</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Change in obligated balance:</th>
</tr>
</thead>
<tbody>
<tr>
<td>3000 Unpaid obligations, brought forward, Oct 1</td>
</tr>
<tr>
<td>14</td>
</tr>
<tr>
<td>3010 New obligations, unexpended accounts</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>3020 Outlays (gross)</td>
</tr>
<tr>
<td>14</td>
</tr>
<tr>
<td>3050 Unpaid obligations, end of year</td>
</tr>
<tr>
<td>14</td>
</tr>
<tr>
<td>Memorandum (non-add) entries:</td>
</tr>
<tr>
<td>3100 Obligated balance, start of year</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>3200 Obligated balance, end of year</td>
</tr>
<tr>
<td>3</td>
</tr>
</tbody>
</table>

### Budget authority and outlays, net: Discretionary

<table>
<thead>
<tr>
<th>Discretionary:</th>
</tr>
</thead>
<tbody>
<tr>
<td>4000 Budget authority, gross</td>
</tr>
<tr>
<td>19</td>
</tr>
<tr>
<td>Outlays, gross</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>4010 Outlays from new discretionary authority</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td>4011 Outlays from discretionary balances</td>
</tr>
<tr>
<td>14</td>
</tr>
<tr>
<td>4020 Outlays, gross (total)</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td>4180 Budget authority, net (total)</td>
</tr>
<tr>
<td>19</td>
</tr>
<tr>
<td>4190 Outlays, net (total)</td>
</tr>
<tr>
<td>5</td>
</tr>
</tbody>
</table>

This program provides Federal assistance to States for relocating or making necessary improvements to local rail lines. The program was repealed by the Fixing America's Surface Transportation (FAST) Act; however, the project eligibilities are included under the FAST Act authorized Consolidated Rail Infrastructure and Safety Improvements program. No new funds are requested for this account for fiscal year 2018.

### Rail Safety Technology Program

<table>
<thead>
<tr>
<th>Program and Financing (in millions of dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identification code 069–0701–0–1–401</td>
</tr>
<tr>
<td>Change in obligated balance:</td>
</tr>
<tr>
<td>Unpaid obligations:</td>
</tr>
<tr>
<td>3000 Unpaid obligations, brought forward, Oct 1</td>
</tr>
<tr>
<td>8</td>
</tr>
<tr>
<td>3020 Outlays (gross)</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>3050 Unpaid obligations, end of year</td>
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<tr>
<td>6</td>
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</table>

### Budget authority and outlays, net: Discretionary

<table>
<thead>
<tr>
<th>Discretionary:</th>
</tr>
</thead>
<tbody>
<tr>
<td>4000 Budget authority, gross</td>
</tr>
<tr>
<td>19</td>
</tr>
<tr>
<td>Outlays, gross</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>4010 Outlays from new discretionary authority</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td>4011 Outlays from discretionary balances</td>
</tr>
<tr>
<td>14</td>
</tr>
<tr>
<td>4020 Outlays, gross (total)</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td>4180 Budget authority, net (total)</td>
</tr>
<tr>
<td>19</td>
</tr>
<tr>
<td>4190 Outlays, net (total)</td>
</tr>
<tr>
<td>5</td>
</tr>
</tbody>
</table>
The Railroad Safety Technology Program is a competitive grant program for the deployment of train control technologies to passenger and freight rail carriers, railroad suppliers, and State and local governments. Projects may include the deployment of train control technologies, train control component technologies, processor-based technologies, electronically controlled pneumatic brakes, rail integrity inspection systems, rail integrity warning systems, switch position indicators and monitors, remote control power switch technologies, track integrity circuit technologies, and other new technologies that improve the safety of railroad systems.

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

No new funds are requested for this account for fiscal year 2018. The FAST Act did not authorize new funding for the Railroad Safety Technology Grants program. FRA is requesting funding under the FAST Act authorized Consolidated Rail Infrastructure and Safety Improvements program, which largely encompasses the recipient and project eligibilities contained in the Railroad Safety Technology Grants program.

**Federal-State Partnership for State of Good Repair**

For necessary expenses related to Federal-State Partnership for State of Good Repair Grants as authorized by section 24911 of title 49, United States Code, $25,945,000, to remain available until expended. Provided, That the Secretary may withhold up to one percent of the amount provided under this heading for the costs of award and project management oversight of grants carried out under section 24407 of title 49, United States Code.

**Consolidated Rail Infrastructure and Safety Improvements**

For necessary expenses related to Consolidated Rail Infrastructure and Safety Improvements Grants as authorized by section 24407 of title 49, United States Code, $25,000,000, to remain available until expended. Provided, That the Secretary may withhold up to one percent of the amount provided under this heading for the costs of award and project management oversight of grants carried out under section 24407 of title 49, United States Code.
Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared, therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P. L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th>Obligations by program activity: Credit program obligations:</th>
<th>2016 actual</th>
<th>2017 est.</th>
<th>2018 est.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0706 Interest on receivables of direct loan subsidy</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>0709 Administrative expenses</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>0791 Direct program activities, subtotal</td>
<td>1</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>1</td>
<td>3</td>
<td>2</td>
</tr>
</tbody>
</table>

Budgetary resources:

<table>
<thead>
<tr>
<th>Unobligated balance:</th>
<th>1000 Unobligated balance brought forward, Oct 1</th>
<th>2</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>1001 Discretionary unobligated balance brought fwd, Oct 1</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Budget authority: Appropriations, discretionary:</td>
<td>1100 Appropriation</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>1200 Appropriation</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>1900 Budget authority (total)</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>1950 Total budgetary resources available</td>
<td>3</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>1941 Unexpired unobligated balance, end of year</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
</tbody>
</table>

Change in obligated balance:

<table>
<thead>
<tr>
<th>Unpaid obligations:</th>
<th>3010 New obligations, unexpired accounts</th>
<th>1</th>
<th>3</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>3020 Outlays (gross)</td>
<td>-1</td>
<td>-3</td>
<td>-2</td>
<td></td>
</tr>
</tbody>
</table>

Budget authority and outlays, net:

<table>
<thead>
<tr>
<th>Discretionary: Budget authority, gross (percent):</th>
<th>4000 Budget authority, gross</th>
<th>2</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outlays, gross:</td>
<td>4010 Outlays from new discretionary authority</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>4011 Outlays from discretionary balances</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>4020 Outlays, gross (total):</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Mandatory: Budget authority, gross:</td>
<td>4090 Budget authority, gross</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Outlays, gross:</td>
<td>4100 Outlays from new mandatory authority</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>4130 Budget authority, net (total)</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>4190 Outlays, net (total):</td>
<td>1</td>
<td>3</td>
<td>2</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct loan levels supportable by subsidy budget authority:</td>
<td>115001 Railroad Rehabilitation and Improvement Financing Direct Loans</td>
<td>2,469</td>
<td>600</td>
</tr>
<tr>
<td>Direct loan subsidy (in percent):</td>
<td>120001 Railroad Rehabilitation and Improvement Financing Direct Loans</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Direct loan subsidy outlays:</td>
<td>134001 Railroad Rehabilitation and Improvement Financing Direct Loans</td>
<td>-3</td>
<td></td>
</tr>
<tr>
<td>Direct loan maturity:</td>
<td>139001 Railroad Rehabilitation and Improvement Financing Direct Loans</td>
<td>-7</td>
<td>-6</td>
</tr>
</tbody>
</table>

The Transportation Equity Act of the 21st Century of 1998 established the Railroad Rehabilitation and Improvement Financing (RRIF) loan and loan guarantee program. The Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users, changed the program to allow FRA to issue direct loan and loan guarantees up to $35,000,000,000, and it required that no less than $7,000,000,000 be reserved for projects primarily benefiting freight railroads other than Class I carriers. The program was expanded by the Rail Safety Improvement Act of 2008 and again by the Fixing America’s Surface Transportation Act in 2015. The funding may be used: (1) to acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, or shops; (2) to refinance debt; or (3) to develop and establish new intermodal or railroad facilities; (4) to reimburse related planning and design expenses; (5) and to finance (by December 2019) certain economic development related to passenger rail stations. For 2016, $1.96 million was made available to assist Class II and Class III railroads in covering RRIF loan application expenses. No new funds are requested for this account for fiscal year 2018.

Object Classification (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct obligations:</td>
<td>25.1 Advisory and assistance services</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>43.0 Interest and dividends</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>1</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

Railroad Rehabilitation and Improvement Direct Loan Financing Account

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th>Obligations by program activity: Credit program obligations:</th>
<th>0710 Direct loan obligations</th>
<th>2,469</th>
<th>600</th>
<th>600</th>
</tr>
</thead>
<tbody>
<tr>
<td>0713 Payment of interest to Treasury</td>
<td>44</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0742 Downstream remittances paid to receipt accounts</td>
<td>7</td>
<td>7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0743 Interest on downstream remittances</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>2,521</td>
<td>646</td>
<td>638</td>
<td></td>
</tr>
</tbody>
</table>

Budgetary resources:

<table>
<thead>
<tr>
<th>Unobligated balance:</th>
<th>1000 Unobligated balance brought forward, Oct 1</th>
<th>21</th>
</tr>
</thead>
<tbody>
<tr>
<td>1021 Recoveries of prior year unpaid obligations</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>1050 Unobligated balance (total):</td>
<td>32</td>
<td></td>
</tr>
<tr>
<td>1054 Unpaid obligations, end of year</td>
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<tr>
<td>1050 Financing authority: Borrowing authority, mandatory:</td>
<td>1400 Borrowing authority</td>
<td>2,465</td>
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<tr>
<td>1800 Spending authority from offsetting collections, mandatory:</td>
<td>1800 Spending authority from offsetting collections (interest on uninvested funds)</td>
<td>7</td>
</tr>
<tr>
<td>1800 Spending authority from offsetting collections (principal-borrowers):</td>
<td>1800 Spending authority from offsetting collections (principal-borrowers)</td>
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</tr>
<tr>
<td>1800 Spending authority from offsetting collections (upward remeasurement):</td>
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</tr>
<tr>
<td>1800 Spending authority from offsetting collections (interest-borrowers):</td>
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<tr>
<td>1800 Spending authority from offsetting collections (interest-borrowers):</td>
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<tr>
<td>1800 Spending authority from offsetting collections applied to repay debt</td>
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<tr>
<td>1850 Spending auth from offsetting collections, mand (total):</td>
<td>1850 Spending auth from offsetting collections, mand (total)</td>
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<tr>
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<td>1930 Total budgetary resources available:</td>
<td>1930 Total budgetary resources available</td>
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<tr>
<td>1941 Unexpired unobligated balance, end of year</td>
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</table>

Change in obligated balance:

<table>
<thead>
<tr>
<th>Unpaid obligations:</th>
<th>3000 Unpaid obligations, brought forward, Oct 1</th>
<th>1,163</th>
</tr>
</thead>
<tbody>
<tr>
<td>3010 New obligations, unexpired accounts</td>
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<tr>
<td>3020 Outlays (gross):</td>
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<tr>
<td>3030 Recoveries of prior year unpaid obligations, unexpired accounts</td>
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<td>3050 Unpaid obligations, end of year</td>
<td>3,425</td>
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<tr>
<td>3100 Obligated balance, start of year</td>
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<tr>
<td>3200 Obligated balance, end of year</td>
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Financing authority and disbursements, net:

<table>
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<tr>
<th>Mandatory: Budget authority, gross:</th>
<th>4090 Budget authority, gross</th>
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</thead>
<tbody>
<tr>
<td>Financing disbursements:</td>
<td>4110 Outlays, gross (total):</td>
<td>248</td>
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<tr>
<td>4120 Outlays against gross financing authority and disbursements: Offsetting collections (collected from):</td>
<td>4120 Federal sources</td>
<td>-7</td>
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<tr>
<td>4122 Interest on uninvested funds</td>
<td>-7</td>
<td></td>
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<tr>
<td>4123 Credit Risk Premium</td>
<td>-2</td>
<td></td>
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<tr>
<td>4125 Principal Repayment</td>
<td>-91</td>
<td></td>
</tr>
<tr>
<td>4123 Interest Repayment</td>
<td>-32</td>
<td></td>
</tr>
<tr>
<td>4130 Offsets against gross budget authority and outlays (total):</td>
<td>1400 Offsets against gross budget authority and outlays (total)</td>
<td>-133</td>
</tr>
<tr>
<td>4160 Budget authority, net (mandatory):</td>
<td>2,378</td>
<td></td>
</tr>
<tr>
<td>4170 Outlays, net (mandatory):</td>
<td>2,378</td>
<td>48</td>
</tr>
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</table>
The Federal Railroad Administration (FRA) is an agency of the U.S. Department of Transportation that is charged with ensuring that the freight and passenger rail systems of the United States are safe, reliable, and efficient. The FRA is responsible for enforcing federal railroad safety standards, managing the national rail network, and providing leadership in the development of a modernized and efficient U.S. railroad system.

The FRA's budget for fiscal year 2018 includes funding for a variety of programs and initiatives aimed at improving and modernizing the nation's rail infrastructure. The budget proposal builds on the successes of the previous authorization—MAP-21 and includes new features in the FAST Act. The FAST Act provides steady and predictable funding for five years and a renewed focus on reinvesting in and modernizing transit assets to help bring transit systems throughout the country into a state of good repair.

FTA's budget proposal builds on the successes of the previous authorization—MAP-21 and includes new features in the FAST Act. The account structure is generally comparable to FTA's funding under MAP-21, except where Congress consolidated programs in other accounts and moved them into the Transit Formula Grants account. The Administration proposes $11.2 billion for FTA in 2018. This proposal includes $9.7 billion to support FTA's base formula programs that provide assistance to transit agencies in both urban and rural areas, with an additional investment in programs improving the state of good repair of rail transit and recapitalizing bus and facilities through a new discretionary grant program. The Administration proposes $1.2 billion in new budget authority for Capital Investment Grants, to support new fixed guideway investments as well as projects aimed at improving or restoring the core capacity of existing fixed guideway systems.

The table below presents actual funding enacted for 2016, 2017 annualized CR, and the requested 2018 funding. Additional detail is provided in the program budget schedules that follow.

Federal Funds

For necessary administrative expenses of the Federal Transit Administration’s programs authorized by chapter 53 of title 49, United States Code, $110,794,692.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared, therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total new obligations, unexpired accounts</td>
<td>107</td>
<td>108</td>
<td>111</td>
</tr>
<tr>
<td>Budgetary resources:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Appropriations, discretionary:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Appropriation</td>
<td>108</td>
<td>108</td>
<td>111</td>
</tr>
<tr>
<td>Total budgetary resources available</td>
<td>108</td>
<td>108</td>
<td>111</td>
</tr>
<tr>
<td>Unobligated balance</td>
<td>–1</td>
<td>–1</td>
<td>–1</td>
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### Change in obligated balance:

<table>
<thead>
<tr>
<th>Unpaid obligations:</th>
<th>13</th>
<th>12</th>
<th>11</th>
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</thead>
<tbody>
<tr>
<td>New obligations, incurred</td>
<td>107</td>
<td>108</td>
<td>111</td>
</tr>
<tr>
<td>Obligations (&quot;upward adjustments&quot;), expired accounts</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outlays (gross)</td>
<td>–107</td>
<td>–109</td>
<td>–116</td>
</tr>
<tr>
<td>Recoveries of prior year unpaid obligations, expired</td>
<td>–2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unpaid obligations, end of year</td>
<td>12</td>
<td>11</td>
<td>6</td>
</tr>
</tbody>
</table>

SEC. 150. None of the funds provided to the National Railroad Passenger Corporation may be used to fund any overtime costs in excess of $35,000 for any individual employee: Provided, That the President of Amtrak may waive the cap set in the previous proviso for specific employees when the President of Amtrak determines such a cap poses a risk to the safety and operational efficiency of the system: Provided further, That the President of Amtrak shall report to the House and Senate Committees on Appropriations each quarter of the calendar year on waivers granted to employees and amounts paid above the cap for each month within such quarter and delineate the reasons each waiver was granted: Provided further, That the President of Amtrak shall report to the House and Senate Committees on Appropriations by March 1, 2018, a summary of all overtime payments incurred by the Corporation for 2017 and the three prior calendar years: Provided further, That such summary shall include the total number of employees that received waivers and the total overtime payments the Corporation paid to those employees receiving waivers for each month for 2017 and for the three prior calendar years.

SEC. 151. Notwithstanding section 1302 of title 40, United States Code, the Federal Railroad Administration may lease to others or enter into contracts, for such consideration, and subject to such terms and conditions, as it determines to be in the best interests of government, for a term of up to 20 years for the continued operation and maintenance and capital reinvestment of the Transportation Technology Center near Pueblo, Colorado.

### FEDERAL TRANSIT ADMINISTRATION

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

FTA’s budget proposal builds on the successes of the previous authorization—MAP-21 and includes new features in the FAST Act. The account structure is generally comparable to FTA’s funding under MAP-21, except where Congress consolidated programs in other accounts and moved them into the Transit Formula Grants account. The Administration proposes $11.2 billion for FTA in 2018. This proposal includes $9.7 billion to support FTA’s base formula programs that provide assistance to transit agencies in both urban and rural areas, with an additional investment in programs improving the state of good repair of rail transit and recapitalizing bus and facilities through a new discretionary grant program. The Administration proposes $1.2 billion in new budget authority for Capital Investment Grants, to support new fixed guideway investments as well as projects aimed at improving or restoring the core capacity of existing fixed guideway systems.

The table below presents actual funding enacted for 2016, 2017 annualized CR, and the requested 2018 funding. Additional detail is provided in the program budget schedules that follow.
Activities have not been funded in the Job Access and Reverse Commute Grants account since 2005. In 2016, the unobligated balance remaining in this account was permanently rescinded. Urbanized Area formula grants may be used to support job access and reverse commute projects in 2018.

**Grants to Washington Metropolitan Area Transit Authority**

For grants to the Washington Metropolitan Area Transit Authority as authorized under section 601 of division B of Public Law 110–432 (122 Stat. 4847), $149,714,850, to remain available until expended: Provided, That the Secretary of Transportation shall approve grants for capital and preventive maintenance expenditures for the Washington Metropolitan Area Transit Authority only after receiving and reviewing a request for each specific project: Provided further, That prior to approving such grants, the Secretary shall certify that the Washington Metropolitan Area Transit Authority is making progress to improve its safety management system in response to the Federal Transit Administration's 2015 safety management inspection: Provided further, That prior to approving such grants, the Secretary shall certify that the Washington Metropolitan Area Transit Authority is making progress toward full implementation of the corrective actions identified in the 2014 Financial Management Oversight Review Report: Provided further, That the Secretary shall determine that the Washington Metropolitan Area Transit Authority has placed the highest priority on those investments that will improve the safety of the system before approving such grants: Provided further, That the Secretary, in order to ensure safety throughout the rail system, may waive the requirements of section 601(e)(1) of division B of Public Law 110–432.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

**Program and Financing**

**Budgetary resources:**

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<thead>
<tr>
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<tbody>
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</tr>
<tr>
<td>Appropriations, discretionary</td>
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<tr>
<td>Washington Metropolitan Area Transit Authority</td>
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**Change in obligated balance:**

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>3000</td>
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<tr>
<td>Unobligated balances, brought forward, Oct 1</td>
<td>353</td>
<td>240</td>
<td>225</td>
</tr>
<tr>
<td>Budget authority:</td>
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<tr>
<td>Appropriations, discretionary</td>
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</tr>
<tr>
<td>Unobligated balances of appropriations permanently reduced</td>
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<td></td>
</tr>
<tr>
<td>1311</td>
<td>-1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget authority:</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Appropriations, discretionary</td>
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</tr>
<tr>
<td>Unobligated balances, start of year</td>
<td>353</td>
<td>240</td>
<td>225</td>
</tr>
<tr>
<td>Unobligated balances, end of year</td>
<td>353</td>
<td>240</td>
<td>225</td>
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**Budgetary resources:**

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<tbody>
<tr>
<td>0001</td>
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<td>Appropriations, discretionary</td>
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<td>Washington Metropolitan Area Transit Authority</td>
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**Obligations by program activity:**

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<tbody>
<tr>
<td>0001</td>
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</tr>
<tr>
<td>Appropriations, discretionary</td>
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<tr>
<td>Washington Metropolitan Area Transit Authority</td>
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**Job Access and Reverse Commute Grants**

**Program and Financing**

**Budgetary resources:**

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<tbody>
<tr>
<td>1000</td>
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<tr>
<td>Unobligated balance brought forward, Oct 1</td>
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<td>Budget authority:</td>
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<tr>
<td>Appropriations, discretionary</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Unobligated balances of appropriations permanently reduced</td>
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<td></td>
<td></td>
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<tr>
<td>1311</td>
<td>-1</td>
<td></td>
<td></td>
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<tr>
<td>Budget authority:</td>
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<td>Appropriations, discretionary</td>
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<td>Unobligated balances, end of year</td>
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**Change in obligated balance:**

<table>
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<tr>
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</thead>
<tbody>
<tr>
<td>3000</td>
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**Budgetary resources:**

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<tr>
<td>Unobligated balance brought forward, Oct 1</td>
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<td>Budget authority:</td>
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<tr>
<td>Appropriations, discretionary</td>
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<td></td>
</tr>
<tr>
<td>Unobligated balances of appropriations permanently reduced</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>1311</td>
<td>-1</td>
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<tr>
<td>Budget authority:</td>
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<td>Appropriations, discretionary</td>
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<tr>
<td>Unobligated balances, start of year</td>
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<td>Unobligated balances, end of year</td>
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**Obligations by program activity:**

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<tbody>
<tr>
<td>0001</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Appropriations, discretionary</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Washington Metropolitan Area Transit Authority</td>
<td>150</td>
<td>150</td>
<td>150</td>
</tr>
</tbody>
</table>

The Federal Transit Administration’s (FTA) Administrative Expenses appropriation provides resources for salaries, benefits, and administrative expenses for 501 full-time equivalents employees (FTEs) to carry out the Agency’s stewardship of over $11.2 billion in Federal funds. Priorities for the 2018 Administrative Expenses appropriation include enhancement of the Office of Safety and Oversight’s workforce to strengthen and expand the framework of the robust State Safety Oversight Program and Safety for all modes of transit, including Accident Investigation Oversight; the implementation of the FAST Act to include required rulemakings, policy updates, and strategic planning; the provision of technical assistance to grantees during project development and program implementation; Capital Project Management Oversight and grantee compliance; and support for Transit Asset Management activities, which includes developing objective standards to measure capital asset condition and collecting data on the asset condition of the FTA grantees.
GRANTS TO WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY—Continued

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

Object Classification (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Direct obligations:</td>
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<tr>
<td>25.2 Other services from non-Federal sources</td>
<td>3</td>
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<tr>
<td>41.0 Grants, subsidies, and contributions</td>
<td>149</td>
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<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>152</td>
<td>150</td>
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</table>

FORMULA GRANTS

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Budgetary resources:</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>1000 Unobligated balance:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1021 Recoveries of prior year unpaid obligations</td>
<td>1</td>
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<tr>
<td>1930 Total budgetary resources available</td>
<td>45</td>
<td>45</td>
<td>45</td>
</tr>
<tr>
<td>Memorandum (non-add) entries:</td>
<td></td>
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</tr>
<tr>
<td>1941 Unexpired unobligated balance, end of year</td>
<td>45</td>
<td>45</td>
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Change in obligated balance:

Unpaid obligations:

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<tr>
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</thead>
<tbody>
<tr>
<td>0001 Capital Investment Grant</td>
<td>1,877</td>
<td>2,143</td>
<td>2,132</td>
</tr>
<tr>
<td>0002 LMRO FTA</td>
<td>4</td>
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<tr>
<td>0799 Total direct obligations</td>
<td>1,881</td>
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</tr>
<tr>
<td>0801 LMRO FEMA</td>
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</tr>
<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>1,884</td>
<td>2,144</td>
<td>2,133</td>
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</table>

Budget authority and outlays, net: Discretionary.

Outlays, gross:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>0001 Capital Investment Grant</td>
<td>1,877</td>
<td>2,143</td>
<td>2,132</td>
</tr>
<tr>
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<td>4</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>0799 Total direct obligations</td>
<td>1,881</td>
<td>2,144</td>
<td>2,133</td>
</tr>
<tr>
<td>0801 LMRO FEMA</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>1,884</td>
<td>2,144</td>
<td>2,133</td>
</tr>
</tbody>
</table>

This schedule shows the obligation and outlay of formula grant program funding made available in fiscal years prior to 2006. In 2018, funds requested for transit formula grant programs are included in the Transit Formula Grants account and funded exclusively by the Mass Transit Account of the Highway Trust Fund.

GRANTS FOR ENERGY EFFICIENCY AND GREENHOUSE GAS REDUCTIONS

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Obligations by program activity:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0001 Capital Investment Grant</td>
<td>1,877</td>
<td>2,143</td>
<td>2,132</td>
</tr>
<tr>
<td>0002 LMRO FTA</td>
<td>4</td>
<td>1</td>
<td>1</td>
</tr>
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<td>0799 Total direct obligations</td>
<td>1,881</td>
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</table>

Budget authority:

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<tbody>
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</table>

Change in obligated balance:

Unpaid obligations:

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>3000 Unpaid obligations, brought forward, Oct 1</td>
<td>3,013</td>
<td>3,916</td>
<td>3,964</td>
</tr>
<tr>
<td>3010 New obligations, unexpired accounts</td>
<td>1,884</td>
<td>2,144</td>
<td>1,233</td>
</tr>
<tr>
<td>3020 Outlays, gross</td>
<td>–1,968</td>
<td>–1,996</td>
<td>–2,100</td>
</tr>
<tr>
<td>3040 Recoveries of prior year unpaid obligations, unexpired</td>
<td>–13</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3050 Unpaid obligations, end of year</td>
<td>2,916</td>
<td>3,064</td>
<td>2,197</td>
</tr>
</tbody>
</table>

CAPITAL INVESTMENT GRANTS

For necessary expenses to carry out 49 U.S.C. 5309, $1,232,000,000, to remain available until expended.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

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Budget authority:

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</tr>
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<td>2,133</td>
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</table>

Change in obligated balance:

Unpaid obligations:

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<tr>
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<td>–13</td>
<td></td>
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</tr>
<tr>
<td>3050 Unpaid obligations, end of year</td>
<td>2,916</td>
<td>3,064</td>
<td>2,197</td>
</tr>
</tbody>
</table>
The 2018 Budget request includes $1.2 billion for the Capital Investment Grants account to increase the capacity of local transit networks and to meet ridership demands in communities across the nation. These objectives of this program are accomplished by supporting the construction of new fixed guideway systems or extensions to fixed guideways, corridor-based bus rapid transit systems, and core capacity improvement projects. These projects include heavy rail, light rail, commuter rail, bus rapid transit, ferries, and streetcar systems. FTA allocates resources to grantees through a multi-year, multi-step competitive process. Prior to funding, each project is required to obtain an acceptable rating under a set of statutorily defined criteria that examine project merit and local financial commitment.

### Object Classification (in millions of dollars)

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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Direct obligations:</td>
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<td></td>
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<tr>
<td>25.2 Other services from non-Federal sources</td>
<td>32</td>
<td>32</td>
<td>32</td>
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<tr>
<td>41.0 Grants, subsidies, and contributions</td>
<td>1,849</td>
<td>2,112</td>
<td>1,201</td>
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<tr>
<td>99.0 Direct obligations</td>
<td>1,881</td>
<td>2,144</td>
<td>1,233</td>
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<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>1,884</td>
<td>2,144</td>
<td>1,233</td>
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</table>

### Employment Summary

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>4</td>
<td>2</td>
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</table>

### Program and Financing (in millions of dollars)

#### Obligations by program activity: 0001

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<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>0001 Direct Obligations</td>
<td>36</td>
<td>30</td>
<td>11</td>
</tr>
<tr>
<td>0801 Reimbursable Obligations</td>
<td>1</td>
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</tr>
<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>36</td>
<td>31</td>
<td>11</td>
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</tbody>
</table>

### Budgetary resources: Unobligated balance

<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>1000 Unobligated balance breached forward, Oct 1</td>
<td>74</td>
<td>42</td>
<td>11</td>
</tr>
<tr>
<td>1021 Recoveries of prior year unpaid obligations</td>
<td>4</td>
<td></td>
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<tr>
<td>1050 Unobligated balance (total)</td>
<td>78</td>
<td>42</td>
<td>11</td>
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<tr>
<td>1930 Total budgetary resources available</td>
<td>78</td>
<td>42</td>
<td>11</td>
</tr>
<tr>
<td>1941 Unexpired unobligated balance, end of year</td>
<td>42</td>
<td>11</td>
<td></td>
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</table>

### Change in obligated balance: Unpaid obligations

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>3000 Unpaid obligations, breached forward, Oct 1</td>
<td>109</td>
<td>101</td>
<td>88</td>
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<tr>
<td>3010 New obligations, unexpired accounts</td>
<td>36</td>
<td>31</td>
<td>11</td>
</tr>
<tr>
<td>3020 Outlays (gross)</td>
<td>–40</td>
<td>–44</td>
<td>–36</td>
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<tr>
<td>3040 Recoveries of prior year unpaid obligations, unexpired</td>
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<tr>
<td>3050 Unpaid obligations, end of year</td>
<td>101</td>
<td>88</td>
<td>63</td>
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<tr>
<td>3060 Uncollected payments</td>
<td>–6</td>
<td>–6</td>
<td>–6</td>
</tr>
<tr>
<td>3090 Uncollected pymts, Fed sources, breached forward, Oct 1</td>
<td>–6</td>
<td>–6</td>
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</tr>
</tbody>
</table>

The Public Transportation Emergency Relief Program helps transit agencies restore needed transportation services immediately following disaster events. Both capital and operating costs are eligible for funding following an emergency; however, this program does not replace the Federal Emergency Management Agency’s capital assistance program. FTA administers the $10.9 billion supplemental appropriation (adjusted to $10.2 billion after sequestration and the transfer of funds to the Office of the In-
Public Transportation Emergency Relief Program—Continued

The Technical Assistance and Standard Development program enables FTA to provide technical assistance to the public transportation industry and to develop standards for transit service provision, with an emphasis on improving access for all individuals and transportation equity. Through and to provide technical assistance to the public transportation industry, the FTA will use funds available for emergency relief, recovery, and resiliency projects in the areas impacted by Hurricane Sandy. No funds are requested in this account for 2018.

### Object Classification (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Direct obligations:</td>
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<tr>
<td>Personnel compensation:</td>
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<tr>
<td>Full-time permanent</td>
<td>3</td>
<td>4</td>
<td>4</td>
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<tr>
<td>Other than full-time permanent</td>
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<td>1</td>
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<tr>
<td>Total personnel compensation</td>
<td>4</td>
<td>5</td>
<td>5</td>
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<tr>
<td>Civilian personnel benefits</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Other services from non-Federal sources</td>
<td>4</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Grants, subsidies, and contributions</td>
<td>478</td>
<td>3,202</td>
<td>1,478</td>
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<tr>
<td>Direct obligations</td>
<td>487</td>
<td>3,211</td>
<td>1,487</td>
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<tr>
<td>Reimbursable obligations</td>
<td>1</td>
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<tr>
<td>Total new obligations, unexpired accounts</td>
<td>487</td>
<td>3,212</td>
<td>1,487</td>
</tr>
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### Employment Summary

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Direct civilian full-time equivalent employment</td>
<td>32</td>
<td>40</td>
<td>40</td>
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</tbody>
</table>

### Technical Assistance and Training

#### Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Obligations by program activity:</td>
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<tr>
<td>Technical Assistance and Standards Development</td>
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<tr>
<td>Total new obligations, unexpired accounts (object class 41.0)</td>
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<tr>
<td>Budgetary resources:</td>
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<tr>
<td>Unobligated balance:</td>
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<tr>
<td>Unobligated balance brought forward, Oct 1</td>
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<tr>
<td>Total budgetary resources available</td>
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</tr>
<tr>
<td>Unobligated balance, end of year</td>
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<td></td>
</tr>
<tr>
<td>Change in obligated balance:</td>
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<tr>
<td>Unobligated balance:</td>
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<td></td>
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<tr>
<td>Unobligated balance brought forward, Oct 1</td>
<td>5</td>
<td>3</td>
<td>2</td>
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<tr>
<td>New obligations, unexpired accounts</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Outlays (gross)</td>
<td>–3</td>
<td>–2</td>
<td>–2</td>
</tr>
<tr>
<td>Unobligated balance, end of year</td>
<td>3</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Memorandum (non-add) entries:</td>
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</tr>
<tr>
<td>Unobligated balance, start of year</td>
<td>5</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Obligated balance, end of year</td>
<td>3</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Budget authority and outlays, net:</td>
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</tr>
<tr>
<td>Discretionary:</td>
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<td></td>
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<tr>
<td>Outlays, gross:</td>
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<tr>
<td>Outlays from discretionary balances</td>
<td>3</td>
<td>2</td>
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<tr>
<td>Budget authority, net (total)</td>
<td>3</td>
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<tr>
<td>Total budgetary resources available</td>
<td>2</td>
<td>2</td>
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</tbody>
</table>

Beginning in Fiscal Year 2016 activities under this account are carried out under the Transit Formula Grants account of the Highway Trust Fund. The Technical Assistance and Standard Development program enables FTA to provide technical assistance to the public transportation industry and to develop standards for transit service provision, with an emphasis on improving access for all individuals and transportation equity. Through this program, FTA is able to assist grantees to more effectively and efficiently provide public transportation and administer Federal funding in compliance with the law.

### Transit Capital Assistance, Recovery Act

#### Program and Financing (in millions of dollars)

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<tr>
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<tr>
<td>Unobligated obligations:</td>
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<td></td>
</tr>
<tr>
<td>Unobligated obligations, brought forward, Oct 1</td>
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<td>1</td>
<td>1</td>
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<tr>
<td>New obligations, unexpired accounts</td>
<td>–6</td>
<td>–6</td>
<td>–6</td>
</tr>
<tr>
<td>Outlays (gross)</td>
<td>–1</td>
<td>–1</td>
<td>–1</td>
</tr>
<tr>
<td>Unobligated balance, end of year</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
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</tr>
<tr>
<td>Obligated balance, start of year</td>
<td>6</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Obligated balance, end of year</td>
<td>6</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Budget authority and outlays, net:</td>
<td></td>
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<tr>
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<td>Outlays, gross:</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Outlays from discretionary balances</td>
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<td>1</td>
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</tr>
<tr>
<td>Total budgetary resources available</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
</tbody>
</table>

The American Recovery and Reinvestment Act of 2009 provided $6.9 billion to fund transit capital assistance to create jobs to bolster the American economy. Transit capital assistance was provided through urbanized area formula grants, non-urbanized area formula grants, and discretionary Tribal Transit grants. Funds were used for eligible capital projects, prevent-maintenance, and to purchase buses and rail rolling stock. Funds were also used for a new discretionary grant program, Transportation Investments in Greenhouse Gas and Energy Reduction, to increase the use of environmentally sustainable operations in the public transportation sector. This schedule shows the obligation and outlay of remaining amounts made available for administration and oversight of these formula apportionments and discretionary grant awards and the associated capital and preventive maintenance projects and vehicle procurements.
In 2018, no additional liquidating cash is requested to pay previously incurred obligations in the Discretionary Grants account.

**Transit Formula Grants**

**(Liquidation of Contract Authorization)**

**(Limitation on Obligations)**

**(Highway Trust Fund)**

For payment of obligations incurred in the Federal Public Transportation Assistance Program in this account, and for payment of obligations incurred in carrying out the provisions of 49 U.S.C. 5305, 5307, 5310, 5311, 5312, 5314, 5318, 5329(e)(6), 5335, 5337, 5339, and 5340, as amended by the Fixing America’s Surface Transportation Act, and section 20005(b) of Public Law 112–141, and sections 3006(b) and 3028 of the Fixing America’s Surface Transportation Act, $10,300,000,000, to be derived from the Mass Transit Account of the Highway Trust Fund and to remain available until expended: Provided, That funds available for the implementation or execution of programs authorized under 49 U.S.C. 5305, 5307, 5310, 5311, 5312, 5314, 5318, 5329(e)(6), 5335, 5337, 5339, and 5340, as amended by the Fixing America’s Surface Transportation Act, and section 20005(b) of Public Law 112–141, and sections 3006(b) and 3028 of the Fixing America’s Surface Transportation Act, shall not exceed total obligations of $9,733,353,407 in fiscal year 2018: Provided further, That the Federal share of the cost of activities carried out under section 5312 shall not exceed 80 percent, except that if the Secretary determines that there is substantial public interest or benefit, the Secretary may approve a greater Federal share.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared, and the budget assumes this account is operating under the Full-year Continuing Appropriations Act, 2017 (P. L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

**Program and Financing (in millions of dollars)**

<table>
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<tr>
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</thead>
<tbody>
<tr>
<td><strong>Obligations by program activity:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0001 Urbanized area programs</td>
<td>5,359</td>
<td>5,359</td>
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<tr>
<td>0002 Fixed guideway modernization</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>0003 Bus and bus facility grants</td>
<td>68</td>
<td>281</td>
<td>281</td>
</tr>
<tr>
<td>0006 Planning Programs</td>
<td>150</td>
<td>150</td>
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<tr>
<td>0101 Service to youth with disabilities</td>
<td>319</td>
<td>270</td>
<td>270</td>
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<tr>
<td>0111 Non-urbanized area programs</td>
<td>729</td>
<td>729</td>
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<td>0113 National Transit Database</td>
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<td>0114 Oversight</td>
<td>74</td>
<td>74</td>
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<tr>
<td>0115 Transit Oriented Development</td>
<td>19</td>
<td>10</td>
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<tr>
<td>0116 Bus and Bus Facilities Formula Grants</td>
<td>461</td>
<td>461</td>
<td>461</td>
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<tr>
<td>0117 Bus Testing Facility</td>
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<td>0118 National Transit Institute</td>
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<td>5</td>
<td>5</td>
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<tr>
<td>0119 State of Good Repair Grants</td>
<td>1,820</td>
<td>1,820</td>
<td>1,912</td>
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<tr>
<td>0120 Public Transportation Innovation</td>
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<td>14</td>
<td>14</td>
</tr>
<tr>
<td>0121 Technical Assistance and Workforce Development</td>
<td>8</td>
<td>5</td>
<td>5</td>
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<tr>
<td>0500 Total new obligations, unexpended accounts</td>
<td>9,013</td>
<td>9,180</td>
<td>9,272</td>
</tr>
</tbody>
</table>

**Budgetary resources:**

| Unobligated balance brought forward, Oct 1 | 8,777 | 10,381 | 11,831 |
| Unobligated balance of contract authority transferred to or from other accounts (069–8083) | –34 | –34 | –34 |
| Recoveries of prior year unpaid obligations | 75 | 75 | 75 |
| Unobligated balance (total) | 8,818 | 10,381 | 11,831 |

**Budget authority:**

| Appropriations, discretionary: | 1101 Appropriation (special or trust fund) | 10,400 | 10,400 | 10,300 |
| Appropriations transferred to other acct (069–8083) | –78 | –78 | –78 |
| Appropriations transferred to other acct (069–8083) | 1,170 | 1,300 | 1,300 |
| Appropriations applied to liquidate contract authority | –11,492 | –11,700 | –11,600 |
| Contract authority, mandatory: | 1121 Contract authority transferred to other accounts (069–8083) | 9,348 | 9,348 | 9,733 |
| Contract authority transferred to other accounts (069–8083) | –45 | –45 | –45 |

**Change in obligated balance:**

| Unexpended obligations, end of year | 10,381 | 11,831 | 13,592 |

FTA’s 2018 budget request builds upon the successes of the previous authorization, MAP-21, which provided two years of stable funding for transit programs. The account structure is generally comparable to FTA’s funding under MAP-21. The Transit Formula Grants account is funded from the Mass Transit Account of the Highway Trust Fund.

Transit Formula Grants funds can be used for transit capital purposes including bus and rail car purchases, facility repair and construction, as well as maintenance, and where eligible, planning and operating expenses. These funds help existing transit systems provide safe and reliable transportation options, and promote economically vibrant communities. The 2018 Budget request includes $9.733 billion for Transit Formula Grants. The 2018 formula grant program structure includes:

- **Urbanized Area Formula.** —$4.727 billion. For formula grants to urbanized areas with populations of 50,000 or more. Funds may be used for any transit capital purpose. Operating costs continue to be eligible expenses for all urban areas under 200,000 in population; and, in certain circumstances, operating costs may be eligible expenses in urban areas with populations over 200,000. Additionally, Urbanized Area grants may be used to support Job Access and Reverse Commute activities.

- **State of Good Repair Grants.** —$2.594 billion. For a formula-based capital maintenance program to restore and replace aging transportation infrastructure through reinvestment in existing fixed guideway systems and buses on high occupancy vehicle (HOV) lanes.

- **Rural Area Formula.** —$646 million. For formula grants to provide funds for capital, planning and operating assistance grants for transit service implemented by States in rural areas with populations of less than 50,000. Funding may also be used to support intercity bus service. Additionally, Rural Area grants may be used to support Job Access and Reverse Commute activities. Within this amount, $30 million in formula funds and $5 million in discretionary grant funds will support the Public Transportation on Indian Reservations program and $20 million will support the Appalachian Development Public Transportation Assistance Formula Program.
Transit Formula Grants—Continued

Growing States and High Density States.—$553 million. For funds that are divided between the Urban and Rural Area programs based on the legislative funding formula for this program.

Enhanced Mobility of Seniors and Individuals with Disabilities.—$274 million. Supports local governments and public and private transportation providers that serve special needs of these specific transit-dependent populations beyond traditional public transportation services, including complementary para-transit service.

Bus and Bus Facilities Grants.—$747 million. For formula funding and discretionary funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities States may use these funds to supplement Urbanized Area and Rural Area formula grant programs. Funding also supports low and zero emission bus and bus facilities.

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

Planning Programs.—$136 million. Funding supports cooperative, continuous, and comprehensive transportation infrastructure investment planning. The program requires that all Metropolitan Planning Organizations (MPOs), and States, develop performance-driven, outcome-based transportation plans.

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

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

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

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

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

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

Object Classification (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct obligations:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11.1 Personnel compensation, full-time permanent</td>
<td>1</td>
<td>2</td>
<td>2</td>
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<tr>
<td>12.1 Civilian personnel benefits</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<tr>
<td>25.2 Other services from non-Federal sources</td>
<td>74</td>
<td>74</td>
<td>74</td>
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<tr>
<td>41.0 Grants, subsidies, and contributions</td>
<td>9,918</td>
<td>9,163</td>
<td>9,195</td>
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<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>9,013</td>
<td>9,180</td>
<td>9,272</td>
</tr>
</tbody>
</table>

Administrative Provisions

Sec. 160. The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation.

Sec. 161. Notwithstanding any other provision of law, funds appropriated or limited by this Act under the heading "Fixed Guideway Capital Investment" of the Federal Transit Administration for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, 2021, and other recoveries, shall be directed to projects eligible to use the funds for the purposes for which they were originally provided.

Sec. 162. Notwithstanding any other provision of law, any funds appropriated before October 1, 2017, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure, may be transferred to and administered under the most recent appropriation heading for any such section.

Saint Lawrence Seaway Development Corporation

Federal Funds

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

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuance Appropriations Act, 2017 (PL. 114-254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Obligations by program activity:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0801 Operations and maintenance</td>
<td>18</td>
<td>19</td>
<td>19</td>
</tr>
<tr>
<td>0802 Replacements and improvements</td>
<td>11</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>29</td>
<td>29</td>
<td>29</td>
</tr>
</tbody>
</table>

Budgetary resources:

<table>
<thead>
<tr>
<th>Unobligated balance</th>
<th>1000 Unobligated balance brought forward, Oct 1</th>
<th>14</th>
<th>15</th>
</tr>
</thead>
<tbody>
<tr>
<td>1021 Recoveries of prior year unpaid obligations</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1050 Unobligated balance (total)</td>
<td>15</td>
<td>15</td>
<td></td>
</tr>
</tbody>
</table>

Budget authority:

<table>
<thead>
<tr>
<th>Spending authority from offsetting collections, mandatory</th>
<th>Collected</th>
<th>29</th>
<th>29</th>
</tr>
</thead>
<tbody>
<tr>
<td>1920 Total budgetary resources available</td>
<td>44</td>
<td>44</td>
<td></td>
</tr>
</tbody>
</table>

Memorandum (non-add) entries:

| 1941 Unexpended unobligated balance, end of year | 15 | 15 |

Change in obligated balance:

<table>
<thead>
<tr>
<th>Unpaid obligations:</th>
<th>3000 Unpaid obligations, brought forward, Oct 1</th>
<th>21</th>
<th>19</th>
</tr>
</thead>
<tbody>
<tr>
<td>3010 New obligations, unexpired accounts</td>
<td>29</td>
<td>29</td>
<td></td>
</tr>
<tr>
<td>3020 Outlays (gross)</td>
<td>-30</td>
<td>-39</td>
<td>-36</td>
</tr>
<tr>
<td>3040 Recoveries of prior year unpaid obligations, unexpired</td>
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<td></td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>3050 Unpaid obligations, end of year</th>
<th>19</th>
<th>9</th>
</tr>
</thead>
<tbody>
<tr>
<td>3100 Memorandum (non-add) entries</td>
<td>21</td>
<td>19</td>
</tr>
<tr>
<td>3200 Obligated balance, start of year</td>
<td>19</td>
<td>9</td>
</tr>
<tr>
<td>3200 Obligated balance, end of year</td>
<td>19</td>
<td>9</td>
</tr>
</tbody>
</table>

Employment Summary

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<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>11</td>
<td>20</td>
<td>20</td>
</tr>
</tbody>
</table>
The Saint Lawrence Seaway Development Corporation (SLSDC) is a wholly-owned U.S. Government corporation responsible for the operation, maintenance, and development of the U.S. portion of the St. Lawrence Seaway between Montreal and mid-Lake Erie. The SLSDC is also responsible for regional trade and economic development. The St. Lawrence Seaway is a binational waterway and lock transportation system for the efficient and economic movement of commercial cargoes to and from the Great Lakes Region of North America. The SLSDC works with its Canadian counterpart agency (the St. Lawrence Seaway Management Corporation) to ensure the reliability, safety, and security of the locks and waterway and the uninterrupted flow of maritime commerce through the system. Appropriations from the Harbor Maintenance Trust Fund, and revenues from other non-Federal sources, are used to finance operational and capital asset renewal needs for the U.S. portion of the St. Lawrence Seaway.

### Object Classification (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Reimbursable obligations:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11.1 Personnel compensation:</td>
<td>11</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>12.1 Civilian personnel benefits:</td>
<td>4</td>
<td>4</td>
<td>4</td>
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<tr>
<td>25.2 Other services from Non-Federal sources:</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<tr>
<td>25.3 Other goods and services from Federal sources:</td>
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<td>1</td>
<td>1</td>
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<tr>
<td>25.4 Supplies and materials:</td>
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<td>1</td>
<td>1</td>
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<tr>
<td>31.0 Equipment:</td>
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<td>1</td>
<td>1</td>
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<tr>
<td>32.0 Land and structures:</td>
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<td>9</td>
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<tr>
<td>99.0 Reimbursable obligations:</td>
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<td>28</td>
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<tr>
<td>99.5 Adjustment for rounding</td>
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<td>1</td>
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<tr>
<td>99.9 Total new obligations, unexpired accounts:</td>
<td>29</td>
<td>29</td>
<td>29</td>
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### Employment Summary

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<thead>
<tr>
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<tbody>
<tr>
<td>2001 Reimbursable civilian full-time equivalent employment</td>
<td>128</td>
<td>139</td>
<td>144</td>
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### Program and Financing (in millions of dollars)

<table>
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<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Obligations by program activity:</td>
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<tr>
<td>0001 Operations and maintenance:</td>
<td>28</td>
<td>28</td>
<td>28</td>
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<tr>
<td>0900 Total new obligations (object class 25.3):</td>
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<td>28</td>
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### Budgetary resources:

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<thead>
<tr>
<th>Appropriation (special or trust fund):</th>
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<th>28</th>
<th>28</th>
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<tbody>
<tr>
<td>Total budgetary resources available:</td>
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<td>28</td>
<td>28</td>
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</table>

### Change in obligated balance:

<table>
<thead>
<tr>
<th>Unpaid obligations:</th>
<th>28</th>
<th>28</th>
<th>28</th>
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<tbody>
<tr>
<td>Total obligation:</td>
<td>28</td>
<td>28</td>
<td>28</td>
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</table>

### Pipeline and Hazardous Materials Safety Administration

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

<table>
<thead>
<tr>
<th>(In millions of dollars)</th>
<th>2016 Actual</th>
<th>2017 Annualized CR</th>
<th>2018 Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget authority:</td>
<td></td>
<td></td>
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<tr>
<td>Operational Expenses:</td>
<td>21</td>
<td>21</td>
<td>21</td>
</tr>
<tr>
<td>Hazardous Materials Safety:</td>
<td>56</td>
<td>56</td>
<td>56</td>
</tr>
<tr>
<td>Emergency Preparedness Grants:</td>
<td>26</td>
<td>26</td>
<td>28</td>
</tr>
<tr>
<td>Pipeline Safety:</td>
<td>125</td>
<td>124</td>
<td>132</td>
</tr>
<tr>
<td>Pipeline Safety Share of Oil Spill Liability Trust Fund:</td>
<td>22</td>
<td>22</td>
<td>22</td>
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<tr>
<td>Total budget authority:</td>
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<td>249</td>
<td>259</td>
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<tr>
<td>Program level (obligations):</td>
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<tr>
<td>Operational Expenses:</td>
<td>21</td>
<td>21</td>
<td>21</td>
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<tr>
<td>Hazardous Materials Safety:</td>
<td>53</td>
<td>59</td>
<td>59</td>
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<tr>
<td>Emergency Preparedness Grants:</td>
<td>26</td>
<td>26</td>
<td>28</td>
</tr>
<tr>
<td>Pipeline Safety:</td>
<td>142</td>
<td>187</td>
<td>157</td>
</tr>
<tr>
<td>Pipeline Safety Share of Oil Spill Liability Trust Fund:</td>
<td>22</td>
<td>22</td>
<td>22</td>
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<tr>
<td>Total program level:</td>
<td>264</td>
<td>325</td>
<td>287</td>
</tr>
</tbody>
</table>

### Federal Funds

#### Operational Expenses

For necessary operational expenses of the Pipeline and Hazardous Materials Safety Administration, $20,960,679.

Note: A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.
The success of the Pipeline and Hazardous Materials Safety Administration (PHMSA) safety programs depends on the performance of support organizations that empower the program offices to meet their safety mandates. PHMSA’s support organizations include the Administrator, Deputy Administrator, Executive Director/Chief Safety Officer, Associate Administrator for Planning and Analytics, Chief Counsel, Governmental, International and Public Affairs, Associate Administrator for Administration, Chief Financial Officer, Information Technology Services, Administrative Services, Budget and Finance, Acquisition Services, Human Resources and Civil Rights.

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

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

**Hazardous Materials Safety**

For expenses necessary to discharge the hazardous materials safety functions of the Pipeline and Hazardous Materials Safety Administration, $55,513,268, of which $7,555,609 shall remain available until September 30, 2020: Provided, That up to $800,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: Provided further, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions.
Obligations by program activity:

<table>
<thead>
<tr>
<th>Program Area</th>
<th>2016 Actual</th>
<th>2017 Est.</th>
<th>2018 Est.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0001 Balance, start of year</td>
<td>43</td>
<td>42</td>
<td>42</td>
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<tr>
<td>Current law:</td>
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<tr>
<td>1120 Pipeline Safety Fund</td>
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<td>124</td>
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<tr>
<td>1120 Underground Natural Gas Storage Facility Safety</td>
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<td>8</td>
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<tr>
<td>1199 Total current law receipts</td>
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<td>124</td>
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<tr>
<td>1999 Total receipts</td>
<td>124</td>
<td>124</td>
<td>124</td>
</tr>
<tr>
<td>2100 Total, balances and receipts</td>
<td>167</td>
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<td>174</td>
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<tr>
<td>Appropriations:</td>
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</tr>
<tr>
<td>2101 Pipeline Safety</td>
<td>−125</td>
<td>−124</td>
<td>−132</td>
</tr>
<tr>
<td>5099 Balance, end of year</td>
<td>42</td>
<td>42</td>
<td>42</td>
</tr>
</tbody>
</table>

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th>Program Area</th>
<th>2016 Actual</th>
<th>2017 Est.</th>
<th>2018 Est.</th>
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</thead>
<tbody>
<tr>
<td>Obligations by program activity:</td>
<td></td>
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</tr>
<tr>
<td>0001 Operations</td>
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<tr>
<td>0002 Research and development</td>
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<tr>
<td>0003 Grants</td>
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<td>48</td>
<td>53</td>
</tr>
<tr>
<td>0799 Total direct obligations</td>
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<tr>
<td>0801 Reimbursable program</td>
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<td></td>
</tr>
<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>142</td>
<td>187</td>
<td>157</td>
</tr>
</tbody>
</table>

Budgetary resources:

<table>
<thead>
<tr>
<th>Account</th>
<th>Obligated balance</th>
<th>Unobligated balance</th>
<th>Change in obligated balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000</td>
<td>26</td>
<td>38</td>
<td></td>
</tr>
<tr>
<td>1021</td>
<td>7</td>
<td></td>
<td></td>
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<tr>
<td>1050</td>
<td>33</td>
<td>38</td>
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</tr>
</tbody>
</table>

Budget authority:

<table>
<thead>
<tr>
<th>Account</th>
<th>Appropriations:</th>
<th>Special and non-revolving trust funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>1101</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1700</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1701</td>
<td></td>
<td></td>
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<td>1750</td>
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</tr>
<tr>
<td>1900</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1930</td>
<td></td>
<td></td>
</tr>
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</table>

Special and non-revolving trust funds:

<table>
<thead>
<tr>
<th>Account</th>
<th>Unobligated balance, start of year</th>
<th>Obligated balance, start of year</th>
<th>Total unobligated balance, start of year</th>
<th>New obligations, unexpired accounts</th>
<th>Budget authority, gross</th>
<th>Budget authority, discretionary</th>
</tr>
</thead>
<tbody>
<tr>
<td>3100</td>
<td>104</td>
<td>99</td>
<td>99</td>
<td>3010</td>
<td>147</td>
<td>157</td>
</tr>
<tr>
<td>3200</td>
<td>80</td>
<td>99</td>
<td>94</td>
<td>3400</td>
<td>149</td>
<td>157</td>
</tr>
</tbody>
</table>

Change in obligated balance:

<table>
<thead>
<tr>
<th>Account</th>
<th>Unpaid obligations, end of year</th>
<th>Recoveries of prior year unpaid obligations, expired</th>
<th>New obligations, unexpired accounts</th>
<th>Budget authority, gross</th>
</tr>
</thead>
<tbody>
<tr>
<td>3050</td>
<td>95</td>
<td>114</td>
<td>109</td>
<td>4000</td>
</tr>
</tbody>
</table>

The Pipeline and Hazardous Materials Safety Administration (PHMSA) is responsible for overseeing the safe movement of energy products and hazardous materials to market. The Pipeline Safety program oversees the complex network of more than 2.7 billion miles of gas and hazardous liquid pipelines within the United States. PHMSA and a network of state staff set safety standards and conduct inspections to help operators deliver product to market uninterrupted by leaks or failures.

The Pipeline Safety program is funded by pipeline operators and a share of fees collected by the Oil Spill Liability Trust Fund.
Pipeline and Hazardous Materials Safety Administration—Continued
Federal Funds—Continued

Pipeline Safety—Continued

Object Classification—Continued

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>25.7</td>
<td>9</td>
<td>13</td>
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<tr>
<td>3.10</td>
<td>2</td>
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<tr>
<td>41.0</td>
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<td>99.9</td>
<td>142</td>
<td>182</td>
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<td>99.0</td>
<td>142</td>
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<tr>
<td>99.5 Adjustment for rounding</td>
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<td>1</td>
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Employment Summary

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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>258</td>
<td>292</td>
<td>305</td>
</tr>
</tbody>
</table>

Emergency Preparedness Grants

(Emergency preparedness fund)

Notwithstanding the fiscal year limitation specified in 49 U.S.C. 5116, not more than $38,318,000 shall be made available for obligation in fiscal year 2018 from amounts made available by 49 U.S.C. 5116(h), and 5128(b) and (c): Provided, That notwithstanding 49 U.S.C. 5116(h)(4), not more than 4 percent of the amounts made available from this account shall be paid: Administrative: Provided further, That none of the funds made available by 49 U.S.C. 5116(h), 51128(b), or 5128(c) shall be made available for obligation by individuals other than the Secretary of Transportation, or his or her designee: Provided further, That notwithstanding 49 U.S.C. 5128(b) and (c) and the current year obligation limitation, prior year recoveries recognized in the current year shall be available to develop a hazardous materials response training curriculum for emergency responders, including response activities for the protection of crude petroleum, ethanol, and other flammable liquids by rail, consistent with National Fire Protection Association standards, and to make such training available through an electronic format: Provided further, That the prior year recoveries made available under this heading shall also be available to carry out 49 U.S.C. 5116(a)(1)(C) and 5116(i).

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

Special and Trust Fund Receipts (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0100 Balance, start of year</td>
<td>18</td>
<td>17</td>
<td>17</td>
</tr>
<tr>
<td>Receipts:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total balances and receipts</td>
<td>43</td>
<td>43</td>
<td>45</td>
</tr>
</tbody>
</table>

Appropriations: Current law:

| 2101 Emergency Preparedness Grants   | –26         | –26       | –28       |
| 2102 Emergency Preparedness Grants   | –26         | –26       | –28       |
| 2199 Total current law appropriations| –26         | –26       | –28       |
| 2999 Total appropriations            | –26         | –26       | –28       |
| 5099 Balance, end of year            | 17          | 17        | 17        |

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Obligations by program activity:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0001 Operations</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>0002 Emergency Preparedness Grants</td>
<td>20</td>
<td>20</td>
<td>22</td>
</tr>
<tr>
<td>003 Competitive Training Grants</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>0004 Supplemental Training Grants</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>0900 Total new obligations, unexpended accounts</td>
<td>26</td>
<td>26</td>
<td>28</td>
</tr>
</tbody>
</table>

Budgetary resources:

| Budget authority:                  |             |           |           |
| Appropriations, mandatory:         |             |           |           |
| 1201 Appropriation (special or trust fund) | 25 | 28 | 28 |
| 1203 Appropriation (previously unavailable) | 3 | 3 | 3 |
| 1212 Appropriations and/or unobligated balance of appropriations temporarily reduced | –2 | –2 | –2 |
| 1260 Appropriations, mandatory (total) | 26 | 26 | 28 |
| 1230 Total budgetary resources available | 26 | 26 | 28 |

Change in obligated balance:

Unpaid obligations:

| 3000 Unpaid obligations, brought forward, Oct 1 | 46 | 45 | 35 |
| 3010 New obligations, unexpended accounts | 26 | 26 | 28 |
| 3020 Outlays (gross) | –27 | –36 | –38 |

Memorandum (non-add) entries:

| 3101 Obligated balance, start of year | 46 | 45 | 35 |
| 3200 Obligated balance, end of year | 46 | 45 | 35 |

Federal hazardous materials law (49 U.S.C. 5101 et seq.) established a national registration program for shippers and carriers of hazardous materials. The law established the collection of a fee from each registrant with the fees being used for emergency preparedness planning and training grants; development of training curriculum guidelines for emergency responders and technical assistance to states, political subdivisions, and Native American tribes; publication and distribution of the Emergency Response Guidebook; and administrative costs for operating the program.

Object Classification (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Direct obligations:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25.1 Advisory and assistance services</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>25.3 Other goods and services from Federal sources</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>41.0 Grants, subsidies, and contributions</td>
<td>24</td>
<td>24</td>
<td>24</td>
</tr>
<tr>
<td>99.0 Direct obligations</td>
<td>26</td>
<td>26</td>
<td>28</td>
</tr>
<tr>
<td>99.9 Total new obligations, unexpended accounts</td>
<td>26</td>
<td>26</td>
<td>28</td>
</tr>
</tbody>
</table>

Trust Funds

Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Obligations by program activity:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0001 Trust fund share of pipeline safety</td>
<td>22</td>
<td>22</td>
<td>22</td>
</tr>
<tr>
<td>0900 Total new obligations (object class 94.0)</td>
<td>22</td>
<td>22</td>
<td>22</td>
</tr>
</tbody>
</table>

Budgetary resources:

| Budget authority:                  |             |           |           |
| Appropriations, discretionary:     |             |           |           |
| 1101 Appropriation (special or trust fund) | 22 | 22 | 22 |
| 1930 Total budgetary resources available | 22 | 22 | 22 |

Change in obligated balance:

Unpaid obligations:

| 3000 Unpaid obligations, brought forward, Oct 1 | 11 | 15 | 15 |
| 3010 New obligations, unexpended accounts | 22 | 22 | 22 |
| 3020 Outlays (gross) | –18 | –22 | –22 |
The Oil Pollution Act of 1990 requires the preparation of spill response plans by operators that store, handle or transport oil to minimize the environmental impact of oil spills and to improve public and private sector response. The Pipeline and Hazardous Materials Safety Administration (PHMSA) reviews response plans submitted by operators of onshore oil pipelines to ensure the plans comply with PHMSA regulations. These plans also must be regularly updated by the operator and submitted for review by PHMSA. PHMSA also seeks to improve oil spill preparedness and response through data analysis, spill monitoring, mapping pipelines in areas unusually sensitive to environmental damage, and advanced technologies to detect and prevent leaks from hazardous liquid pipelines. These and related activities are funded in part by the Oil Spill Liability Trust Fund.

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

### OFFICE OF INSPECTOR GENERAL

#### Federal Funds

**Salaries and Expenses**

For necessary expenses of the Office of the Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, $87,305,716. Provided, That the Inspector General shall have all necessary authority, in carrying out the duties specified in the Inspector General Act, as amended (5 U.S.C. App. 3), to investigate allegations of fraud, including false statements to the government (18 U.S.C. 1001), by any person or entity that is subject to regulation by the Department.

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–223). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.

#### Program and Financing (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>0101 General administration</td>
<td>87</td>
<td>87</td>
<td>87</td>
</tr>
<tr>
<td>0103 Disaster Relief and Oversight FY 2013</td>
<td></td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>87</td>
<td>88</td>
<td>88</td>
</tr>
</tbody>
</table>

#### Budgetary resources:

Unobligated balance:

| 1000 Unobligated balance brought forward, Oct 1 | 6 | 5 | 4 |
| 1100 Appropriation | 87 | 87 | 87 |
| 1930 Total budgetary resources available | 93 | 92 | 91 |

Memorandum (non-add) entries:

| 1940 Unobligated balance-expiring | –1 |
| 1941 Unexpended unobligated balance, end of year | 5 | 4 | 3 |

#### Change in obligated balance:

Unpaid obligations:

| 3000 Unpaid obligations, brought forward, Oct 1 | 8 | 11 | 11 |
| 3010 New obligations, unexpired accounts | 87 | 88 | 88 |
| 3020 Outlays (gross) | –84 | 88 | 87 |
| 3050 Unpaid obligations, end of year | 8 | 11 | 11 |

Memorandum (non-add) entries:

| 3100 Obligated balance, start of year | 8 | 11 | 11 |
| 3200 Obligated balance, end of year | 11 | 11 | 12 |

#### Budget authority and outlays, net:

Discretionary:

| 4000 Budget authority, gross | 87 | 87 | 87 |
| 4010 Outlays from new discretionary authority | 79 | 78 | 78 |
| 4011 Outlays from discretionary balances | 5 | 10 | 9 |
| 4020 Outlays, gross (total) | 84 | 88 | 87 |
| 4180 Budget authority, net (total) | 87 | 87 | 87 |
| 4190 Outlays, net (total) | 84 | 88 | 87 |

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

#### Object Classification (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct obligations: Personnel compensation:</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>11.1 Full-time permanent</td>
<td>43</td>
<td>45</td>
<td>45</td>
</tr>
<tr>
<td>11.3 Other than full-time permanent</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>11.5 Other personnel compensation</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>11.9 Total personnel compensation</td>
<td>47</td>
<td>49</td>
<td>49</td>
</tr>
<tr>
<td>12.1 Civilian personnel benefits</td>
<td>17</td>
<td>18</td>
<td>18</td>
</tr>
<tr>
<td>21.0 Travel and transportation of persons</td>
<td>2</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>23.1 Rental payments to GSA</td>
<td>5</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>23.3 Communications, utilities, and miscellaneous charges</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>25.1 Advisory and assistance services</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>25.2 Other services from non-Federal sources</td>
<td>4</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>25.3 Other goods and services from Federal sources</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>25.7 Operation and maintenance of equipment</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>26.0 Supplies and materials</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<tr>
<td>31.0 Equipment</td>
<td>1</td>
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<td>1</td>
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<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>87</td>
<td>88</td>
<td>88</td>
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</tbody>
</table>

#### Employment Summary

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>395</td>
<td>407</td>
<td>400</td>
</tr>
</tbody>
</table>

#### SURFACE TRANSPORTATION BOARD

**Federal Funds**

#### Salaries and Expenses

#### Program and Financing (in millions of dollars)

|--------------------------------------|-------------|-----------|-----------|
| Change in obligated balance:
| Unpaid obligations: | | | |
| 3000 Unpaid obligations, brought forward, Oct 1 | 5 | | |
| 3020 Outlays (gross) | –4 | | |
| 3041 Recoveries of prior year unpaid obligations, expired | –1 | | |
| Memorandum (non-add) entries: | | | |
| 3100 Obligated balance, start of year | 5 | | |

Budget authority and outlays, net:

Discretionary:

| 4011 Outlays from discretionary balances | 4 | | |
| 4180 Budget authority, net (total) | 4 | | |
| 4190 Outlays, net (total) | 4 | | |
The appropriation for Operations and Training provides funding for staff to administer and direct Maritime Administration operations and programs. Maritime Administration operations include planning for coordination of U.S. maritime industry activities under emergency conditions; technology assessments calculated to achieve advancements in ship design, construction and operation; and port and intermodal development to increase capacity and mitigate congestion in freight movements.

Maritime training programs include the operation of the U.S. Merchant Marine Academy and financial assistance to the six State Maritime Academies. The Operations and Training Budget request of $171.8 million includes $84.4 million for the United States Merchant Marine Academy, $27.4 million for the State Maritime Academies, and $60 million for Maritime Operations and Programs.

### Object Classification (in millions of dollars)

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct obligations:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personnel compensation:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11.1 Full-time permanent</td>
<td>39</td>
<td>40</td>
<td>43</td>
</tr>
<tr>
<td>11.3 Other than full-time permanent</td>
<td>7</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>11.5 Other personnel compensation</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>11.9 Total personnel compensation</td>
<td>47</td>
<td>48</td>
<td>52</td>
</tr>
<tr>
<td>12.1 Civilian personnel benefits</td>
<td>15</td>
<td>15</td>
<td>17</td>
</tr>
<tr>
<td>21.0 Travel and transportation of persons</td>
<td>2</td>
<td>2</td>
<td>2</td>
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<tr>
<td>21.1 Rental payments to GSA</td>
<td>3</td>
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<td>3</td>
</tr>
<tr>
<td>23.3 Communications, utilities, and miscellaneous charges</td>
<td>4</td>
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<td>2</td>
</tr>
<tr>
<td>25.2 Other services from non-Federal sources</td>
<td>69</td>
<td>92</td>
<td>60</td>
</tr>
<tr>
<td>26.0 Supplies and materials</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>31.0 Equipment</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>32.0 Land and structures</td>
<td>7</td>
<td>69</td>
<td>25</td>
</tr>
<tr>
<td>41.0 Grants, subsidies, and contributions</td>
<td>3</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>99.0 Direct obligations</td>
<td>158</td>
<td>247</td>
<td>171</td>
</tr>
<tr>
<td>99.9 Reimbursable obligations</td>
<td>5</td>
<td>32</td>
<td>13</td>
</tr>
<tr>
<td>99.9 Adjustment for rounding</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>99.9 Total new obligations, unexpired accounts</td>
<td>163</td>
<td>279</td>
<td>185</td>
</tr>
</tbody>
</table>

### Budget authority and outlays, net:

#### Discretionary:
- **4000 Budget authority, gross**: 178, 184, 185
- **4010 Outlays, gross**: 115, 158, 159
- **4011 Outlays from new discretionary authority**: 30, 55, 74
- **4020 Outlays, gross (total)**: 145, 213, 233
- **4040 Outlays from gross budget authority and outlays**: 3, 27, 27
- **4052 Operation and Training (Reimbursable)**: 95, 94, 86

#### Unpaid obligations, end of year:
- **3000 Unpaid obligations, end of year**: 67, 133, 85
- **3010 New obligations, unpaid accounts**: 163, 279, 185
- **3020 Unpaid obligations ("sound adjustments"), unpaid accounts**: 1, 1, 1
- **3030 Unpaid obligations, gross**: 145, 213, 233
- **3040 Recoveries of prior year unpaid obligations, unexpired**: 1, 1, 1
- **3041 Recoveries of prior year unpaid obligations, expired**: 3, 3, 3
- **3050 Unpaid obligations, end of year**: 67, 133, 85

#### Change in obligated balance:
- **5000 Unobligated balance, start of year**: 35, 40, 106
- **5010 Unobligated balance, end of year**: 40, 106, 58

### Employment Summary

<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>1001 Direct civilian full-time equivalent employment</td>
<td>429</td>
<td>474</td>
<td>485</td>
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<tr>
<td>2001 Reimbursable civilian full-time equivalent employment</td>
<td>2</td>
<td>2</td>
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<tr>
<td>3001 Allocations account civilian full-time equivalent employment</td>
<td>5</td>
<td>6</td>
<td>6</td>
</tr>
</tbody>
</table>

### Assistance to Small Shipyards

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.
The National Defense Authorization Act of 2006 authorized the Maritime Administration to make grants for capital and related improvements at eligible shipyard facilities that will foster efficiency, competitive operations, and quality ship construction, repair, and reconfiguration. Grant funds may also be used for maritime training programs to enhance technical skills and operational productivity in communities whose economies are related to or dependent upon the maritime industry.

No new funds are requested for 2018.

The Ship Disposal program provides resources to properly dispose of obsolete government-owned merchant ships maintained by the Maritime Administration in the National Defense Reserve Fleet. The Maritime Administration contracts with domestic shipbreaking firms to dismantle these vessels in accordance with guidelines set forth by the U.S. Environmental Protection Agency. In 2018, the Ship Disposal program requests $9 million which includes $6 million to support continued obsolete vessel disposal, and $3 million for maintaining the N.S. Savannah in protective storage.

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For necessary expenses to maintain and preserve a U.S.-flag merchant fleet to serve the national security needs of the United States, $210,000,000, to remain available until expended:

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.
The Maritime Security Program provides direct payments to U.S. flag ship operators engaged in foreign commerce to partially offset the higher operation costs of U.S. registry. The purpose of the program is to establish and sustain a fleet of active ships that are privately owned, commercially viable, and militarily useful to meet national defense and other emergency sealift requirements. Participating operators are required to make their ships and commercial transportation resources available upon request by the Secretary of Defense during times of war or national emergency. Commercial transportation resources include ships, logistics management services, port terminal facilities, and U.S. citizen merchant mariners to crew both commercial and government-owned merchant ships. The Maritime Administration requests $210 million for the Maritime Security program.

### Ready Reserve Force

The Ready Reserve Force (RRF) fleet is comprised of government-owned merchant ships within the National Defense Reserve Fleet that are maintained in an advanced state of surge sealift readiness for the transport of cargo to a given area of operation to satisfy combatant commanders’ critical war fighting requirements. Resources for RRF vessel maintenance, activation and operation costs, as well as RRF infrastructure support costs and additional Department of Defense/Navy-sponsored sealift activities and special projects, are provided by reimbursement from the National Defense Sealift Fund.
This fund is authorized for the receipt of sales proceeds from the disposition of obsolete government-owned merchant vessels. The Maritime Administration is authorized to reactivate, maintain, operate, deactivate and dispose government-owned merchant vessels comprising the National Defense Reserve Fleet (NDFR) and the Ready Reserve Force (RRF), a subset of the NDFR. Resources for RRF vessel maintenance, preservation, activation and operation costs, as well as RRF infrastructure support costs and additional Department of Defense/Navy-sponsored sealift activities and special projects, are provided by transfer from the Department of Defense Operations and Maintenance, Navy account. Through fiscal year 2010, interagency agreement transactions to fund and administer these programs were reflected in this fund. Beginning in fiscal year 2011, these interagency agreement transactions are instead reflected in the RRF account. Direct appropriations for the disposal of obsolete government-owned merchant vessels are provided to the Ship Disposal account.

**War Risk Insurance Revolving Fund**

Program and Financing (in millions of dollars)

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**Port of Guam Improvement Enterprise Fund**

Program and Financing (in millions of dollars)

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**Employment Summary**

Identification code 069–1710–0–1–054

| 2001 Reimbursable civilian full-time equivalent employment | 307 | 298 | 311 |

**Vessel Operations Revolving Fund**

Program and Financing (in millions of dollars)

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**Object Classification (in millions of dollars)**

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<td>Unobligated balance, end of year</td>
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</table>

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MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT
(INCLUDING TRANSFER OF FUNDS)

Note.—A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continu- ing Appropriations Act, 2017 (P.L. 114–254). The amounts included for 2017 reflect the annu- alized level provided by the continuing resolution.

Program and Financing (in millions of dollars)

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<tr>
<td>Obligations by program activity:</td>
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<td>0703 Reestimates of loan guarantee subsidy</td>
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The Maritime Guaranteed Loan (Title XI) program provides for a full faith and credit guarantee of debt obligations issued by U.S. or foreign ship owners to finance or refinance the construction, reconstruction, or recondi- tioning of U.S. or foreign vessels. The program is proposed for elimination in FY 2018 and no program or administrative funds are requested. However, the management of the existing loan portfolio which has $1.5 billion in loan guarantees and approximately 32 guarantee contracts will be managed under the MARAD Operations & Program account within the Operations & Training appropriation.

Program and Financing (in millions of dollars)

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<td>0742 Downward reestimates paid to receipt accounts</td>
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MEMORANDUM (NON-ADD) ENTRIES:

Change in obligated balance:

Unpaid obligations:

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Status of Guaranteed Loans (in millions of dollars)

Identification code 069–4304–0–3–999

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<th>Description</th>
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<th>2018 est.</th>
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<tbody>
<tr>
<td>Position with respect to appropriations act limitation on commitments:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2111 Guaranteed loan commitments from current-year authority</td>
<td>424</td>
<td>424</td>
<td>424</td>
</tr>
<tr>
<td>2150 Total guaranteed loan commitments</td>
<td>424</td>
<td>424</td>
<td>424</td>
</tr>
<tr>
<td>Cumulative balance of guaranteed loans outstanding:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2210 Outstanding, start of year</td>
<td>1,426</td>
<td>1,667</td>
<td>1,549</td>
</tr>
<tr>
<td>2231 Disbursements of new guaranteed loans</td>
<td>330</td>
<td>212</td>
<td>212</td>
</tr>
<tr>
<td>2251 Repayments and prepayments</td>
<td>-89</td>
<td>-85</td>
<td>-85</td>
</tr>
<tr>
<td>2262 Adjustments; Terminations for default that result in acquisition of property</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2290 Outstanding, end of year</td>
<td>1,667</td>
<td>1,549</td>
<td>1,761</td>
</tr>
<tr>
<td>Memorandum: Guaranteed amount of guaranteed loans outstanding, end of year</td>
<td>1,422</td>
<td>1,549</td>
<td>1,671</td>
</tr>
</tbody>
</table>

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from Maritime Guaranteed Loan (Title XI) program loan guarantee commitments in 1992 and subsequent years. The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 069–4304–0–3–999

<table>
<thead>
<tr>
<th>Description</th>
<th>2015 actual</th>
<th>2016 actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASSETS: Federal assets:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1101 Fund balances with Treasury</td>
<td>201</td>
<td>362</td>
</tr>
<tr>
<td>1102 Investments in US securities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1106 Receivables, net</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1999 Total assets</td>
<td>201</td>
<td>362</td>
</tr>
<tr>
<td>LIABILITIES: Non-Federal liabilities: Liabilities for loan guarantees</td>
<td>201</td>
<td>362</td>
</tr>
<tr>
<td>4999 Total liabilities and net position</td>
<td>201</td>
<td>362</td>
</tr>
</tbody>
</table>

DEPARTMENT OF TRANSPORTATION

Trust Funds

MISCELLANEOUS TRUST FUNDS, MARITIME ADMINISTRATION

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069–8547–0–7–403

<table>
<thead>
<tr>
<th>Description</th>
<th>2016 actual</th>
<th>2017 est.</th>
<th>2018 est.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0100 Balance, start of year</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PROGRAM AND FINANCING

Identification code 069–8547–0–7–403

<table>
<thead>
<tr>
<th>Description</th>
<th>2016 actual</th>
<th>2017 est.</th>
<th>2018 est.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Obligations by program activity:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0001 Gifts &amp; Bequests</td>
<td>1</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>0002 Special Studies</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0100 Total direct program - Subtotal (running)</td>
<td>2</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>0900 Total new obligations, unexpired accounts</td>
<td>2</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Budgetary resources: Unobligated balance:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1000 Unobligated balance brought forward, Oct 1</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>1021 Recoveries of prior year unpaid obligations</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1930 Total budgetary resources available Memorandum (non-add) entries: 1941 Unexpired unobligated balance, end of year</td>
<td>7</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Change in obligated balance:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3000 Unpaid obligations, brought forward, Oct 1</td>
<td>2</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>3010 New obligations, unexpired accounts</td>
<td>2</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>3020 Outlays (gross)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3040 Recoveries of prior year unpaid obligations, unexpired</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3050 Unpaid obligations, end of year</td>
<td>3</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Budget authority and outlays, net: Mandatory:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4090 Budget authority, gross</td>
<td>1</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>4100 Outlays, gross</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4101 Outlays from new mandatory authority</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>4109 Outlays from mandatory balances</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4110 Outlays, gross (total)</td>
<td>4</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>4190 Outlays, net (total)</td>
<td>1</td>
<td>3</td>
<td>3</td>
</tr>
</tbody>
</table>

DEPARTMENT OF TRANSPORTATION

Administrative Provisions

SEC. 170. Notwithstanding any other provision of this Act, in addition to any existing authority, the Maritime Administration is authorized to furnish utilities and services and make necessary repairs in connection with any lease, contract, or occupancy involving Government property under control of the Maritime Administration: Provided, That payments received therefor shall be credited to the appropriation charged with the cost thereof and shall remain available until expended: Provided further, That rental payments under any such lease, contract, or occupancy for items other than such utilities, services, or repairs shall be covered into the Treasury as miscellaneous receipts.
Sec. 171. None of the funds available or appropriated in this Act shall be used by the United States Department of Transportation or the United States Maritime Administration to negotiate or otherwise execute, enter into, facilitate or perform fee-for-service contracts for vessel disposal, scrapping or recycling, unless there is no qualified domestic ship recycler that will pay any sum of money to purchase and scrap or recycle a vessel owned, operated or managed by the Maritime Administration or that is part of the National Defense Reserve Fleet: Provided, That such sales offers must be consistent with the solicitation and provide that the work will be performed in a timely manner at a facility qualified within the meaning of section 3502 of Public Law 106–398: Provided further, That nothing contained herein shall affect the Maritime Administration’s authority to award contracts at least cost to the Federal Government and consistent with the requirements of 54 U.S.C. 308704, section 3502, or otherwise authorized under the Federal Acquisition Regulation.

GENERAL FUND RECEIPT ACCOUNTS

<table>
<thead>
<tr>
<th>(in millions of dollars)</th>
<th>2016 actual</th>
<th>2017 est.</th>
<th>2018 est.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intragovernmental payments</td>
<td>296 184 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Fund Intragovernmental payments</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Fund Intragovernmental payments from Canceled Accounts</td>
<td>1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

Sec. 180. (a) During the current fiscal year, applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms or allowances therefor, as authorized by law (5 U.S.C. 5901-5902).

(b) During the current fiscal year, applicable appropriations to the Department and its operating administrations shall be available for the purchase, acquisition, maintenance, operation, and deployment of unmanned aircraft systems that advance the Department’s or its operating administrations’ mission.

(c) Any unmanned aircraft system purchased, procured, or contracted for by the Department prior to the enactment of this Act shall be deemed authorized by Congress if this provision was in effect when the system was purchased, procured or contracted for.

Sec. 181. Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for an Executive Level IV.

Sec. 182. (a) No recipient of funds made available in this Act shall disseminate personal information (as defined in 18 U.S.C. 2723(f)) obtained by a State department of motor vehicles in connection with a motor vehicle record as defined in 18 U.S.C. 2725(1), except as provided in 18 U.S.C. 2721 for a use permitted under 18 U.S.C. 2721.

(b) Notwithstanding subsection (a), the Secretary shall not withhold funds provided in this Act for any grantee if a State is in noncompliance with this provision.

Sec. 183. Funds received by the Federal Highway Administration and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration’s “Federal-Aid Highways” account and to the Federal Railroad Administration’s “Safety and Operations” account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

Sec. 184. None of the funds made available in this Act to the Department of Transportation may be used to make a loan, loan guarantee, line of credit, or grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than 3 full business days before any project competitively selected to receive a discretionary grant award, any discretionary grant award, letter of intent, loan commitment, loan guarantee commitment, line of credit commitment, or full funding grant agreement totaling $1,000,000 or more is announced by the department or its modal administrations from—

(1) any discretionary grant or federal credit program of the Federal Highway Administration including the emergency relief program;

(2) the airport improvement program of the Federal Aviation Administration;

(3) any program of the Federal Railroad Administration;

(4) any program of the Federal Transit Administration other than the formula grants and fixed guideway modernization programs;

(5) any program of the Maritime Administration; or

(6) any funding provided under the headings “National Infrastructure Investments” in this Act:

Provided, That the Secretary gives concurrent notice to the House and Senate Committees on Appropriations for any “quick release” of funds from the emergency relief program: Provided further, That no notification shall involve funds that are not available for obligation.

Sec. 185. Rebates, refunds, incentive payments, minor fees and other funds received by the Department of Transportation from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department of Transportation and allocated to elements of the Department of Transportation using fair and equitable criteria and such funds shall be available until expended.

Sec. 186. Amounts made available in this or any other Act that the Secretary determines represent improper payments by the Department of Transportation to a third-party contractor under a financial assistance award, which are recovered pursuant to law, shall be available—

(1) to reimburse the actual expenses incurred by the Department of Transportation in recovering improper payments; Provided, That such amounts shall be available until expended; and

(2) to pay contractors for services provided in recovering improper payments or contractor support in the implementation of the Improper Payments Information Act of 2002: Provided, That amounts in excess of that required for paragraphs (1) and (2)—

(A) shall be credited to and merged with the appropriation from which the improper payments were made, and shall be available for the purposes and period for which such appropriations are available: Provided further, That where specific project or accounting information associated with the improper payment or payments is not readily available, the Secretary may credit an appropriate account, which shall be available for the purposes and period associated with the account so credited; or

(B) if no such appropriation remains available, shall be deposited in the Treasury as miscellaneous receipts: Provided further, That prior to the transfer of any such recovery to an appropriations account, the Secretary shall notify the House and Senate Committees on Appropriations of the amount and reasons for such transfer: Provided further, That for purposes of this section, the term “improper payments” has the same meaning as that provided in section 2(d)(2) of Public Law 107–300.

Sec. 187. Notwithstanding any other provision of law, if any funds provided in or limited by this Act are subject to a reprogramming action that requires notice to be provided to the House and Senate Committees on Appropriations, transmission of said reprogramming notice shall be provided solely to the House and Senate Committees on Appropriations: Provided, That the Secretary of Transportation may provide notice to other congressional committees of the action of the House and Senate Committees on Appropriations on such reprogramming but not sooner than 30 days following the date on which the reprogramming action has been transmitted to the House and Senate Committees on Appropriations.

Sec. 188. Funds appropriated in this Act to the modal administrations may be obligated for the Office of the Secretary for the costs related to assessments or reimbursable agreements only when such amounts are for the costs of goods and services that are purchased to provide a direct benefit to the applicable modal administration or administrations.

Sec. 189. The Secretary of Transportation is authorized to carry out a program that establishes uniform standards for developing and supporting agency transit
pass and transit benefits authorized under section 7905 of title 5, United States Code, including distribution of transit benefits by various paper and electronic media.

**GENERAL PROVISIONS—THIS ACT**

Sec. 401. None of the funds in this Act shall be used for the planning or execution of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings funded in this Act.

Sec. 402. None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year, nor may any be transferred to other appropriations, unless expressly so provided herein.

Sec. 403. The expenditure of any appropriation under this Act for any consulting service through a procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

Sec. 404. Except as otherwise provided in this Act, none of the funds provided in this Act, provided by previous appropriations Acts to the agencies or entities funded in this Act that remain available for obligation or expenditure in fiscal year 2018, or provided from any accounts in the Treasury derived by the collection of fees and available to the agencies funded by this Act, shall be available for obligation or expenditure through a reprogramming of funds that—

(a) creates a new program;

(b) eliminates a program, project, or activity;

(c) increases funds or personnel for any program, project, or activity for which funds have been denied or restricted by the Congress;

(d) proposes to use funds directed for a specific activity in an appropriations law for a different purpose;

(e) augments existing programs, projects, or activities in excess of $5,000,000 or 10 percent, whichever is less;

(f) reduces existing programs, projects, or activities by $5,000,000 or 10 percent, whichever is less; or

(g) creates, reorganizes, or restructures a branch, division, office, bureau, board, commission, agency, administration, or department different from the budget justifications submitted to the Committees on Appropriations or the table accompanying the explanatory statement accompanying this Act, whichever is more detailed, unless notification is transmitted to the House and Senate Committees on Appropriations: Provided, That not later than 60 days after the date of enactment of this Act, each agency funded by this Act shall submit a report to the Committees on Appropriations of the Senate and of the House of Representatives to establish the baseline for application of reprogramming and transfer authorities for the current fiscal year: Provided further, That the report shall include—

(A) a table for each appropriation with a separate column to display the prior year enacted level, the President's budget request, adjustments made by Congress, adjustments due to enacted rescissions, if appropriate, and the fiscal year enacted level;

(B) a delineation in the table for each appropriation and its respective prior year enacted level by object class and program, project, and activity as detailed in the budget appendix for the respective appropriation; and

(C) an identification of items of special congressional interest.

Sec. 405. Except as otherwise specifically provided by law, not to exceed 50 percent of unobligated balances remaining available at the end of fiscal year 2018 from appropriations made available for salaries and expenses for fiscal year 2018 in this Act, shall remain available through September 30, 2019, for each such account for the purposes authorized: Provided, That a notification shall be submitted to the House and Senate Committees on Appropriations prior to the expenditure of such funds: Provided further, That these notifications shall be made in compliance with reprogramming guidelines under section 404 of this Act.

Sec. 406. No funds in this Act may be used to support any Federal, State, or local projects that seek to use the power of eminent domain, unless eminent domain is employed only for a public use: Provided, That for purposes of this section, public use shall not be construed to include economic development that primarily benefits private entities: Provided further, That any use of funds for mass transit, railroad, airport, seaport or highway projects, as well as utility projects which benefit or serve the general public (including energy-related, communication-related, water-related and wastewater-related infrastructure), other structures designated for use by the general public or which have other common-carrier or public-utility functions that serve the general public and are subject to regulation and oversight by the government, and projects for the removal of an immediate threat to public health and safety or brownfields as defined in the Small Business Liability Relief and Brownfields Revitalization Act (Public Law 107–118) shall be considered a public use for purposes of eminent domain.

Sec. 407. None of the funds made available in this Act may be transferred to any department, agency, or instrumentality of the United States Government, except pursuant to a transfer made by, or transfer authority provided in, this Act or any other appropriations Act.

Sec. 408. No funds appropriated pursuant to this Act may be expended by an entity unless the entity agrees that in expending the assistance the entity will comply with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a-10c, popularly known as the "Buy American Act").

Sec. 409. No funds appropriated or otherwise available under this Act shall be made available to any person or entity that has been convicted of violating the Buy American Act (41 U.S.C. 10a-10c).

Sec. 410. None of the funds made available in this Act may be used for first-class airline accommodations in contravention of sections 301–10.122 and 301–10.123 of title 41, Code of Federal Regulations.

Sec. 411. None of the funds made available in this Act may be used to send or otherwise pay for the attendance of more than 50 employees of a single agency or department of the United States Government, who are stationed in the United States, at any single international conference unless the relevant Secretary reports to the House and Senate Committees on Appropriations at least 5 days in advance that such attendance is important to the national interest: Provided, That for purposes of this section the term "international conference" shall mean a conference occurring outside of the United States attended by representatives of the United States Government and of foreign governments, international organizations, or nongovernmental organizations.

Sec. 412. None of the funds made available by this Act may be used by the Department of Transportation, the Department of Housing and Urban Development, or any other Federal agency to lease or purchase new light duty vehicles for any executive fleet, or for an agency's fleet inventory, except in accordance with Presidential Memorandum—Federal Fleet Performance, dated May 24, 2011.