

DEPARTMENT OF TRANSPORTATION

Federal Funds

AMERICAN JOBS PLAN FUNDING FOR TRANSPORTATION INFRASTRUCTURE

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-9002-4-1-400	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Repair Roads and Bridges			19,600
0002 Modernize Public Transit			9,000
0003 Invest in Reliable Passenger and Freight Rail			3,200
0004 Make Our Airports the Best in the World			5,500
0005 Invest in Ports			500
0006 Improve Road Safety for All Users			1,230
0007 Restore and Reconnect Thriving Communities			1,400
0008 Spark Widespread Adoption of EVs			5,100
0009 Accelerate Transformational Projects			590
0010 PROTECT Grants			150
0900 Total new obligations, unexpired accounts (object class 41.0)			46,270
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Repair Roads and Bridges			20,300
1200 Modernize Public Transit			17,000
1200 Invest in Reliable Passenger and Freight Rail			10,100
1200 Make Our Airports the Best in the World			5,500
1200 Invest in Ports			500
1200 Improve Road Safety for All Users			2,250
1200 Restore and Reconnect Thriving Communities			2,600
1200 Spark Widespread Adoption of EVs			6,900
1200 Accelerate Transformational Projects			10,040
1200 PROTECT Grants			500
1200 National Resilience Communities Challenge			300
1260 Appropriations, mandatory (total)			75,990
1930 Total budgetary resources available			75,990
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			29,720
Change in obligated balance:			
Unpaid obligations:			
3010 New obligations, unexpired accounts			46,270
3020 Outlays (gross)			-11,676
3050 Unpaid obligations, end of year			34,594
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			34,594
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			75,990
Outlays, gross:			
4100 Outlays from new mandatory authority			11,676
4180 Budget authority, net (total)			75,990
4190 Outlays, net (total)			11,676

The American Jobs Plan is a generational investment in America that will deliver a historic and overdue modernization of our roads, bridges, rail, ports, airports, and transit systems. Decades of declining Federal leadership have left our roads, bridges, rail, and transit systems in poor condition, with a trillion-dollar backlog of needed repairs. More than 35,000 people die in traffic crashes on U.S. roads each year, and millions more are seriously and often permanently injured, in part because of transportation assets that are obsolete or in disrepair. Across cities, suburbs, and rural areas, the American Jobs Plan would help get people to work safely, reliably and affordably, reduce the impacts of climate change, and ensure that these investments produce good-quality jobs. These infrastructure investments will create millions of good-paying jobs and secure America's economic strength, mitigate socio-economic disparities, advance racial equity and environmental justice, promote affordable access to opportunity for all, and transform our transportation infrastructure to leave it better for our children and grandchildren. The President's plan will ensure that these in-

vestments produce good-quality jobs with strong labor standards, prevailing wages, and a free and fair choice to join a union and bargain collectively.

The resources in this account are above and beyond the discretionary request and other mandatory funding in the Budget request, and reflect a multi-year investment boost of an additional \$547 billion for transportation infrastructure and resilience. This boost in investment will transform how the Nation moves people and goods by:

Upgrading American roads and bridges.—The Plan proposes a total increase of \$115 billion to modernize the bridges, highways, and main streets that are in most critical need of repair. This includes funding to make roads safer, improve air quality, reduce greenhouse gas emissions, and tackle congestion. The Plan will modernize 20,000 miles of roadway, not only fixing them first but fixing them right, with safety, resilience, and all users in mind. It will fix the most economically significant large bridges in the country in need of reconstruction, and repair the worst 10,000 smaller bridges, including bridges that provide critical connections to rural and tribal communities.

Modernizing public transit.—Our current transit infrastructure is inadequate. The Department of Transportation estimates a repair backlog of over \$105 billion that translates to service delays and disruptions for transit riders. The proposal includes an \$85 billion increase in Federal investment to modernize existing transit systems and also help transit agencies expand services to meet rider demand. This investment would double Federal funding for public transit, address the repair backlog, bring reliable transit service to communities and neighborhoods across the country, and reduce traffic congestion for everyone.

Building a world class passenger and freight rail system.—The nation's rail networks have the potential to offer safe, reliable, efficient, and climate-friendly alternatives for moving people and freight. The proposal would increase federal investment by \$80 billion to address Amtrak's repair backlog; modernize the high traffic Northeast Corridor; improve existing corridors; connect new city pairs; and enhance grant and loan programs that support passenger, high-speed and freight rail safety, efficiency, and electrification.

Making our airports the best in the world.—The plan proposes to boost investment in our airports and National Airspace System (NAS) by \$25 billion, including a \$10 billion increase in funding for the Airport Improvement Program, \$5 billion in additional upgrades to NAS assets that ensure safe and efficient air travel, and a new \$10 billion program to support terminal renovations and multimodal connections for affordable, convenient, car-free access to air travel.

Investing in ports.—As part of an additional \$17 billion in funding to improve inland waterways, coastal ports, land ports of entry and ferries, DOT proposes \$6 billion for a new Healthy Ports program to support projects in and around ports that mitigate the cumulative impacts of port-related air pollution on climate change and on surrounding neighborhoods, often communities of color.

Improve road safety for all users.—More than 35,000 people die in traffic crashes on U.S. roads each year. Between 2009 and 2018, pedestrian deaths grew by 46%.

The Plan includes a \$20 billion increase to improve road safety for all users by increases to existing safety programs and adding a new Safe Streets for All program to fund state and local vision zero or similar plans and projects. The Plan also increased funding for safer vehicles and behaviors.

Restore and reconnect thriving communities.—Far too often, past transportation projects tore through urban neighborhoods, displaced residents, and created physical barriers to opportunity, connectivity, and economic development. Transportation resources have been underinvested in communities most in need of high-quality, affordable transportation options, including for essential workers. The Plan is designed with equity in mind, and includes \$20 billion for a new program to help communities undo the damage from these projects, reconnect neighborhoods, and ensure new

AMERICAN JOBS PLAN FUNDING FOR TRANSPORTATION INFRASTRUCTURE—Continued projects increase opportunity, advance racial equity and environmental justice, and promote affordable access. For example, the program will help communities remove or retrofit existing transportation infrastructure that constitute barriers to racial and environmental justice and equitable economic development. The Plan also includes \$5 billion in additional support to tribal transportation programs and programs that promote American workers through world-class training, technical assistance, and procurement best practices.

Spark widespread adoption of electric vehicles (EV).—The transportation sector is the leading emitter of greenhouse gases. The Plan proposes a new and historic investment in clean transportation, including \$140 billion to provide consumers point of sale rebates to buy American-made EVs, build a national, coast to coast network of 500,000 EV chargers, and replace 50,000 diesel transit vehicles with zero emission vehicles.

Accelerate transformational projects.—The Plan includes \$25 billion for a new, dedicated fund to support ambitious projects that have tangible benefits to the regional or national economy but are too large or complex for existing funding programs and additional investments in research, financing, and planning. The Plan funds these new projects and early stage development and planning to help state, local, and tribal governments to analyze alternatives, incorporate emerging technologies, and ensure equity, sustainability, and resiliency are built in from the start. The plan also supports early-stage research, development, and commercialization, including a new ARPA-I to accelerate technology that improves infrastructure performance and outcomes, innovative financing options and a new challenge to transform how communities are built.

Transportation resilience.—Chronic underinvestment in resilience has harmed our transportation infrastructure and its users, disrupting service, making travel conditions unsafe, causing severe damage, and increasing maintenance, operating, and reconstruction costs. The Plan proposes \$5 billion for the PROTECT Grant Program, and \$2.5 billion for the National Resilience Communities Challenge. These programs will help reduce the vulnerability of transportation infrastructure to costly and destructive storms, flooding, and other acts of nature.

OFFICE OF THE SECRETARY

Federal Funds

GENERAL FUND PAYMENT TO NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU HIGHWAY TRUST FUND ACCOUNT, UPWARD REESTIMATES

Program and Financing (in millions of dollars)

Identification code 069-0149-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 General Fund Payment to NSTIFB	80	380	.....
0900 Total new obligations, unexpired accounts (object class 43.0)	80	380	.....
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation	80	380	.....
1930 Total budgetary resources available	80	380	.....
Change in obligated balance:			
Unpaid obligations:			
3010 New obligations, unexpired accounts	80	380	.....
3020 Outlays (gross)	-80	-380	.....
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	80	380	.....
Outlays, gross:			
4100 Outlays from new mandatory authority	80	380
4180 Budget authority, net (total)	80	380

4190 Outlays, net (total)	80	380
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RESEARCH AND TECHNOLOGY

For necessary expenses related to the Office of the Assistant Secretary for Research and Technology, **[\$22,800,000] \$43,363,000**, of which **[\$16,485,000] \$34,718,000** shall remain available until expended: *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. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-1730-0-1-407	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Salaries and administrative expenses	6	6	9
0003 Research development & technology coordination	1	9	4
0004 UTC Congestion & Infrastructure Research Grants	17	.....	.....
0005 Highly Automated Systems Safety Center of Excellence .....	.....	3	5
0006 Positioning, Navigation and Timing	2	5	10
0007 Transportation Safety Institute	9	20	.....
0008 Recycled Plastic Materials in Transportation .....	.....	1	.....
0009 Shared-Use Mobility .....	.....	3	.....
0010 Data Initiative .....	.....	1	.....
0011 Resiliency Study .....	.....	1	.....
0012 GNSS Interference Detection Capability .....	.....	.....	3
0013 Equity Data and Analysis Sharing Platform .....	.....	.....	3
0014 Climate Change Center .....	.....	.....	5
0015 Implementation and Signal Authentication .....	.....	.....	4
0100 Direct program by activities, subtotal	35	49	43
0799 Total direct obligations	35	49	43
0802 Transportation safety institute .....	.....	20	20
0803 Other programs	2	1	1
0809 Reimbursable program activities, subtotal	2	21	21
0899 Total reimbursable obligations	2	21	21
0900 Total new obligations, unexpired accounts	37	70	64
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	24	21	3
1021 Recoveries of prior year unpaid obligations	1	.....	.....
1050 Unobligated balance (total)	25	21	3
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	21	22	43
Spending authority from offsetting collections, discretionary:			
1700 Collected	12	30	21
1900 Budget authority (total)	33	52	64
1930 Total budgetary resources available	58	73	67
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	21	3	3
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	17	31	43
3010 New obligations, unexpired accounts	37	70	64
3020 Outlays (gross)	-22	-58	-43
3040 Recoveries of prior year unpaid obligations, unexpired	-1	.....	.....
3050 Unpaid obligations, end of year	31	43	64
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-2	-2	-2
3090 Uncollected pymts, Fed sources, end of year	-2	-2	-2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	15	29	41
3200 Obligated balance, end of year	29	41	62
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	33	52	64
Outlays, gross:			
4010 Outlays from new discretionary authority	8	39	38

4011	Outlays from discretionary balances	14	19	5
4020	Outlays, gross (total)	22	58	43
	Offsets against gross budget authority and outlays:			
	Offsetting collections (collected) from:			
4030	Federal sources	-10	-29	-20
4033	Non-Federal sources	-2	-1	-1
4040	Offsets against gross budget authority and outlays (total)	-12	-30	-21
4070	Budget authority, net (discretionary)	21	22	43
4080	Outlays, net (discretionary)	10	28	22
4180	Budget authority, net (total)	21	22	43
4190	Outlays, net (total)	10	28	22

This appropriation is responsible for facilitating, the Department of Transportation's (DOT) research, development, and technology portfolio, as well as enhancing the data collection and statistical analysis programs to support data-driven decision-making. The Office of the Assistant Secretary for Research and Technology is also responsible for Positioning, Navigation, and Timing (PNT) policy coordination.

This appropriation oversees and provides direction to the following programs and activities:

The Bureau of Transportation Statistics (BTS) manages and shares statistical knowledge and information on the Nation's transportation systems, including statistics on freight movement, geospatial transportation information, and transportation economics. BTS is funded by an allocation from the Federal Highway Administration's Federal-Aid Highways account.

The University Transportation Centers (UTC) advance U.S. technology and expertise in many transportation-related disciplines through grants for transportation education, research, and technology transfer at university-based centers of excellence. The UTC Program funding is provided to the Office of the Assistant Secretary for Research and Technology through an allocation from the Federal Highway Administration.

The John A. Volpe National Transportation Systems Center (Cambridge, MA) provides technical expertise in research, analysis, technology deployment, and other technical knowledge to DOT and non-DOT customers on specific transportation system projects or issues on a fee-for-service basis.

The Transportation Safety Institute (Oklahoma City, OK) develops and delivers safety, security, and environmental training, products, and services for both the public and private sector on a fee-for-service and tuition basis.

Object Classification (in millions of dollars)

Identification code 069-1730-0-1-407	2020 actual	2021 est.	2022 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	6	5	6
12.1 Civilian personnel benefits	2	2	2
23.1 Rental payments to GSA	1	2	2
25.1 Advisory and assistance services	1	2	7
25.3 Other goods and services from Federal sources	8	10	10
26.0 Supplies and materials	1	2	1
41.0 Grants, subsidies, and contributions	15	26	15
99.0 Direct obligations	34	49	43
99.0 Reimbursable obligations	3	21	21
99.9 Total new obligations, unexpired accounts	37	70	64

Employment Summary

Identification code 069-1730-0-1-407	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	19	29	38
2001 Reimbursable civilian full-time equivalent employment	29	30	32
3001 Allocation account civilian full-time equivalent employment	66	80	80

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, \$126,174,000, of which not to exceed \$3,360,000 shall be available for the immediate Office of the Secretary; not to exceed \$1,200,000 shall be available for the immediate Office of the Deputy Secretary; not to exceed \$22,210,000 shall be available for the Office of the General Counsel; not to exceed \$11,797,000 shall be available for the Office of the Under

Secretary of Transportation for Policy; not to exceed \$16,394,000 shall be available for the Office of the Assistant Secretary for Budget and Programs; not to exceed \$3,010,000 shall be available for the Office of the Assistant Secretary for Governmental Affairs; not to exceed \$32,239,000 shall be available for the Office of the Assistant Secretary for Administration; not to exceed \$2,610,000 shall be available for the Office of Public Affairs; not to exceed \$2,018,000 shall be available for the Office of the Executive Secretariat; not to exceed \$13,576,000 shall be available for the Office of Intelligence, Security, and Emergency Response; and not to exceed \$17,760,000 shall be available for the Office of the Chief Information Officer: *Provided*, That the Secretary of Transportation (referred to in this title as the "Secretary") is authorized to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary: *Provided further*, That no appropriation for any office shall be increased or decreased by more than 7 percent by all such transfers: *Provided further*, That notice of any change in funding greater than 7 percent shall be submitted for approval to the House and Senate Committees on Appropriations \$143,030,000: *Provided [further]*, That not to exceed \$70,000 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, there may be credited to this appropriation up to \$2,500,000 in funds received in user fees: *Provided further*, That none of the funds provided in this Act shall be available for the position of Assistant Secretary for Public Affairs. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Identification code 069-0102-0-1-407	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 General administration	115	131	145
0002 SCASDP Program	14	20	11
0003 CAREs	2	4	
0100 Subtotal Direct Obligations	131	155	156
0799 Total direct obligations	131	155	156
0801 Salaries and Expenses (Reimbursable)	6	10	13
0900 Total new obligations, unexpired accounts	137	165	169
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	31	33	20
1021 Recoveries of prior year unpaid obligations	6		
1050 Unobligated balance (total)	37	33	20
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	117	126	143
Spending authority from offsetting collections, discretionary:			
1700 Collected	19	26	22
1701 Change in uncollected payments, Federal sources	-1		
1750 Spending auth from offsetting collections, disc (total)	18	26	22
1900 Budget authority (total)	135	152	165
1930 Total budgetary resources available	172	185	185
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-2		
1941 Unexpired unobligated balance, end of year	33	20	16
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	40	41	40
3010 New obligations, unexpired accounts	137	165	169
3011 Obligations ("upward adjustments"), expired accounts	1		
3020 Outlays (gross)	-129	-166	-171
3040 Recoveries of prior year unpaid obligations, unexpired	-6		
3041 Recoveries of prior year unpaid obligations, expired	-2		
3050 Unpaid obligations, end of year	41	40	38
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-2		
3070 Change in uncollected pymts, Fed sources, unexpired	1		
3071 Change in uncollected pymts, Fed sources, expired	1		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	38	41	40
3200 Obligated balance, end of year	41	40	38
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	135	152	165
Outlays, gross:			
4010 Outlays from new discretionary authority	114	128	138

SALARIES AND EXPENSES—Continued
Program and Financing—Continued

Identification code 069-0102-0-1-407	2020 actual	2021 est.	2022 est.
4011 Outlays from discretionary balances	15	38	33
4020 Outlays, gross (total)	129	166	171
Offsets against gross budget authority and outlays: Offsetting collections (collected) from:			
4030 Federal sources	-18	-24	-20
4033 Non-Federal sources	-1	-2	-2
4040 Offsets against gross budget authority and outlays (total)	-19	-26	-22
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	1		
4060 Additional offsets against budget authority only (total)	1		
4070 Budget authority, net (discretionary)	117	126	143
4080 Outlays, net (discretionary)	110	140	149
4180 Budget authority, net (total)	117	126	143
4190 Outlays, net (total)	110	140	149

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	2020 actual	2021 est.	2022 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	49	57	63
11.3 Other than full-time permanent	5	2	2
11.5 Other personnel compensation	2	3	3
11.9 Total personnel compensation	56	62	68
12.1 Civilian personnel benefits	18	24	24
21.0 Travel and transportation of persons	2	2	2
23.1 Rental payments to GSA	6	10	8
25.1 Advisory and assistance services	4	2	2
25.2 Other services from non-Federal sources	1	4	4
25.3 Other goods and services from Federal sources	31	26	34
26.0 Supplies and materials	1	1	1
41.0 Grants, subsidies, and contributions	12	24	13
99.0 Direct obligations	131	155	156
99.0 Reimbursable obligations	6	10	13
99.9 Total new obligations, unexpired accounts	137	165	169

Employment Summary

Identification code 069-0102-0-1-407	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	407	457	491
2001 Reimbursable civilian full-time equivalent employment	26	30	31

Program and Financing (in millions of dollars)

Identification code 069-0170-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 General Administration - Bureau	3	5	4
0003 TIFIA Revenue Fee		3	3
0900 Total new obligations, unexpired accounts	3	8	7
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	5	7	7
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	5	5	4
Spending authority from offsetting collections, discretionary:			
1700 Collected		3	3
1900 Budget authority (total)	5	8	7
1930 Total budgetary resources available	10	15	14
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	7	7	7

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	1	1
3010 New obligations, unexpired accounts	3	8	7
3020 Outlays (gross)	-3	-8	-8
3050 Unpaid obligations, end of year	1	1	
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1	1	1
3200 Obligated balance, end of year	1	1	

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	5	8	7
Outlays, gross:			
4010 Outlays from new discretionary authority	3	7	6
4011 Outlays from discretionary balances		1	2
4020 Outlays, gross (total)	3	8	8
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources		-3	-3
4180 Budget authority, net (total)	5	5	4
4190 Outlays, net (total)	3	5	5

This appropriation supports the National Surface Transportation and Innovative Finance Bureau (the Bureau). The Bureau fulfills a number of responsibilities, including providing assistance and communicating best practices and financing and funding opportunities to entities eligible under DOT infrastructure finance programs; administering the application process for DOT infrastructure finance programs; administering the application process for the Infrastructure for Rebuilding America (INFRA) grant program; reducing uncertainty and delays related to environmental reviews and permitting, as well as project delivery and procurement risks, and costs for projects financed by the DOT infrastructure finance programs and INFRA; increasing transparency and the public availability of information regarding projects financed by the DOT infrastructure finance programs and INFRA; and promoting best practices in procurement for projects financed by the DOT infrastructure finance programs and the INFRA program by developing benchmarks related to procurement. The fees in this account cover the costs of services of expert firms in the field of municipal and project finance to assist in the underwriting and servicing of Federal credit instruments.

Object Classification (in millions of dollars)

Identification code 069-0170-0-1-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	2	2	2
12.1 Civilian personnel benefits		1	1
25.1 Advisory and assistance services		3	3
25.3 Other goods and services from Federal sources	1	2	1
99.0 Direct obligations	3	8	7
99.9 Total new obligations, unexpired accounts	3	8	7

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU

For necessary expenses of the National Surface Transportation and Innovative Finance Bureau as authorized by 49 U.S.C. 116, **[\$5,000,000] \$3,800,000**, to remain available until expended: *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 available until expended to pay for such costs: *Provided further*, That such amounts are in addition to other amounts made available for such purposes and are not subject to any obligation limitation or the limitation on administrative expenses under section 608 of title 23, United States Code. (*Department of Transportation Appropriations Act, 2021.*)

Employment Summary

Identification code 069-0170-0-1-401	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	13	16	16

TIGER TIFIA DIRECT LOAN FINANCING ACCOUNT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 069-4347-0-3-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
Credit program obligations:			
0713 Payment of interest to Treasury	2	2	
0742 Downward reestimates paid to receipt accounts	2		
0743 Interest on downward reestimates	1		
0900 Total new obligations, unexpired accounts	5	2	
Budgetary resources:			
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	3		
Spending authority from offsetting collections, mandatory:			
1800 Collected	2	2	
1900 Budget authority (total)	5	2	
1930 Total budgetary resources available	5	2	
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1			2
3010 New obligations, unexpired accounts	5	2	
3020 Outlays (gross)	-5		
3050 Unpaid obligations, end of year		2	2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year			2
3200 Obligated balance, end of year		2	2
Financing authority and disbursements, net:			
Mandatory:			
4090 Budget authority, gross	5	2	
Financing disbursements:			
4110 Outlays, gross (total)	5		
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4123 Non-Federal sources	-2	-2	
4180 Budget authority, net (total)	3		
4190 Outlays, net (total)	3	-2	

TIFIA ARRA GENERAL FUND PROGRAM ACCOUNT

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

Identification code 069-1309-0-1-401	2020 actual	2021 est.	2022 est.
Direct loan reestimates:			
135001 TIFIA TIGER Direct Loans (ARRA)	-3		

THRIVING COMMUNITIES

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses to provide technical assistance and planning grants to improve equity and foster thriving communities through transportation infrastructure improvements, \$110,000,000, to remain available until September 30, 2024: Provided, That the Secretary may retain up to \$10,000,000 of the amounts made available under this heading for necessary administrative expenses of carrying out the Thriving Communities program: Provided further, That the Secretary may transfer amounts made available under this heading among the Office of the Secretary and the operating administrations of the Department of Transportation: Provided further, That the transfer authority provided under this heading is in addition to any other transfer authority provided by law.

Program and Financing (in millions of dollars)

Identification code 069-0162-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Thriving Communities			100
0002 Administrative			10
0900 Total new obligations, unexpired accounts			110
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation			110
1930 Total budgetary resources available			110
Change in obligated balance:			
Unpaid obligations:			
3010 New obligations, unexpired accounts			110
3050 Unpaid obligations, end of year			110
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			110
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			110
4180 Budget authority, net (total)			110
4190 Outlays, net (total)			

This appropriation will establish a Thriving Communities program to begin to research, identify, and support communities with persistent barriers that prevent efficient access to jobs, schools, and businesses.

Object Classification (in millions of dollars)

Identification code 069-0162-0-1-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
25.2 Other services from non-Federal sources			9
41.0 Grants, subsidies, and contributions			100
99.0 Direct obligations			109
99.5 Adjustment for rounding			1
99.9 Total new obligations, unexpired accounts			110

Employment Summary

Identification code 069-0162-0-1-401	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment			3

NATIONAL INFRASTRUCTURE INVESTMENTS

(INCLUDING TRANSFER OF FUNDS)

For capital investments in surface transportation infrastructure, \$1,000,000,000 to remain available until September 30, 2024: Provided, That the Secretary shall distribute amounts made available under this heading as discretionary grants to be awarded to a State, local or tribal government, U.S. territory, transit agency, port authority, metropolitan planning organization, political subdivision of a State or local government, or a collaboration among such entities on a competitive basis for projects that will have a significant local or regional impact: Provided further, That projects eligible for amounts made available under this heading shall include, but not be limited to, highway or bridge projects eligible under title 23, United States Code; public transportation projects eligible under chapter 53 of title 49, United States Code; passenger and freight rail transportation projects; port infrastructure investments (including inland port infrastructure and land ports of entry); and projects investing in surface transportation facilities that are located on tribal land and for which title or maintenance responsibility is vested in the Federal Government: Provided further, That of the amount made available under this heading, the Secretary shall use an amount not more than \$30,000,000 for the planning, preparation or design of projects eligible for amounts made available under this heading [], of which not less than \$10,000,000 is for projects eligible for amounts made available under this heading located in or to directly benefit areas of persistent poverty: Provided further, That the term "areas of persistent poverty" means any county that has consistently had greater than or equal to 20 percent of the population living in poverty

NATIONAL INFRASTRUCTURE INVESTMENTS—Continued

during the 30-year period preceding the date of enactment of this Act, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income and Poverty Estimates as estimated by the Bureau of the Census; any census tract with a poverty rate of at least 20 percent as measured by the 2014–2018 5-year data series available from the American Community Survey of the Bureau of the Census; or any territory or possession of the United States: *Provided further*, That grants awarded under the previous two provisos shall not be subject to a minimum grant size: *Provided further*, That the Secretary may use up to 20 percent of the amounts made available under this heading for the purpose of paying the subsidy and administrative costs of projects eligible for Federal credit assistance under chapter 6 of title 23, United States Code, or sections 501 through 504 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94–210), if the Secretary finds that such use of the funds would advance the purposes of this heading: *Provided further*, That in distributing amounts made available under this heading, the Secretary shall take such measures so as to ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, including tribal areas, and the investment in a variety of transportation modes: *Provided further*, That a grant award under this heading shall be not less than \$5,000,000 and not greater than \$25,000,000: *Provided further*, That not more than 10 percent of the amounts made available under this heading may be awarded to projects in a single State: *Provided further*, That the Federal share of the costs for which an amount is provided under this heading shall be, at the option of the recipient, up to 80 percent: *Provided further*, That the Secretary shall give priority to projects that require a contribution of Federal funds in order to complete an overall financing package: *Provided further*, That an award under this heading is an urban award if it is to a project located within or on the boundary of an Urbanized Area (UA), as designated by the Bureau of the Census, that had a population greater than 200,000 in the 2010 decennial census: *Provided further*, That for the purpose of determining if an award for planning, preparation or design is an urban award, the project location is the location of the project being planned, prepared or designed: *Provided further*, That each award under this heading that is not an urban award is a rural award: *Provided further*, That of the amounts awarded under this heading, not more than 50 percent shall be awarded as urban awards and rural awards, respectively: *Provided further*, That for rural awards, the minimum grant size shall be \$1,000,000: *Provided further*, That for rural awards and areas of persistent poverty awards the Secretary may increase the Federal share of costs above 80 percent: *Provided further*, That projects conducted using amounts made available under this heading shall comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code: *Provided further*, That the Secretary shall conduct a new competition to select the grants and credit assistance awarded under this heading: *Provided further*, That the Secretary may retain up to \$20,000,000 of the amounts made available under this heading, and may transfer portions of such amounts to the Administrators of the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration and the Maritime Administration to fund the award and oversight of grants and credit assistance made under the National Infrastructure Investments program: *Provided further*, That none of the amounts made available in the previous proviso may be used to hire additional personnel: *Provided further*, That the Secretary shall consider and award projects based solely on the selection criteria from the fiscal year 2017 Notice of Funding Opportunity: *Provided further*, That, notwithstanding the previous proviso, the Secretary shall not use the Federal share or an applicant's ability to generate non-Federal revenue as a selection criteria in awarding projects: *Provided further*, That the Secretary shall issue the Notice of Funding Opportunity no later than 120 days after enactment of this Act: *Provided further*, That such Notice of Funding Opportunity shall require application submissions 90 days after the publishing of such Notice: *Provided further*, That of the applications submitted under the previous two provisos, the Secretary shall make grants no later than 330 days after enactment of this Act in such amounts that the Secretary determines. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Identification code 069–0143–0–1–401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 National Infrastructure Investments Grants	1,676	1,823	980
0002 Award & Oversight	13	11	12
0900 Total new obligations, unexpired accounts	1,689	1,834	992
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2,569	1,852	1,018

Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	1,000	1,000	1,000
1100 Appropriation		1	
1131 Unobligated balance of appropriations permanently reduced		-1	
1160 Appropriation, discretionary (total)	1,000	1,000	1,000
1930 Total budgetary resources available	3,569	2,852	2,018
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-28		
1941 Unexpired unobligated balance, end of year	1,852	1,018	1,026
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1,017	2,171	2,773
3001 Adjustments to unpaid obligations, brought forward, Oct 1	3		
3010 New obligations, unexpired accounts	1,689	1,834	992
3020 Outlays (gross)	-536	-1,232	-953
3041 Recoveries of prior year unpaid obligations, expired	-2		
3050 Unpaid obligations, end of year	2,171	2,773	2,812
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1,020	2,171	2,773
3200 Obligated balance, end of year	2,171	2,773	2,812
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1,000	1,000	1,000
Outlays, gross:			
4011 Outlays from discretionary balances	536	1,232	953
4180 Budget authority, net (total)	1,000	1,000	1,000
4190 Outlays, net (total)	536	1,232	953

The National Infrastructure Investments program, also known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants program, provides funding for grant awards or credit assistance on a competitive basis for capital and planning investments in surface transportation infrastructure.

Object Classification (in millions of dollars)

Identification code 069–0143–0–1–401	2020 actual	2021 est.	2022 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	1	1	1
11.1 Full-time permanent - Allocation	2	2	2
11.9 Total personnel compensation	3	3	3
25.2 Other services from non-Federal sources	5	3	3
25.2 Other services from non-Federal sources - Allocation	5	5	6
41.0 Grants, subsidies, and contributions - Allocation	1,676	1,823	980
99.0 Direct obligations	1,689	1,834	992
99.9 Total new obligations, unexpired accounts	1,689	1,834	992

Employment Summary

Identification code 069–0143–0–1–401	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	4	7	7

ELECTRIC VEHICLE FLEET

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses for the Department's transition to the General Services Administration's leased vehicle fleet, for the purchase of electric passenger motor vehicles, and to provide necessary charging infrastructure, \$11,000,000, to remain available until expended: *Provided*, That such amounts are in addition to any other amounts available for such purposes: *Provided further*, That amounts made available under this heading may be transferred to other accounts of the Department of Transportation for the purposes of this heading: *Provided further*, That the transfer authority provided under this heading is in addition to any other transfer authority provided by law.

Program and Financing (in millions of dollars)

Identification code 069-0161-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Electric Vehicle Fleet			11
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation			11
1930 Total budgetary resources available			11
Change in obligated balance:			
Unpaid obligations:			
3010 New obligations, unexpired accounts			11
3020 Outlays (gross)			-8
3050 Unpaid obligations, end of year			3
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			3
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			11
Outlays, gross:			
4010 Outlays from new discretionary authority			8
4180 Budget authority, net (total)			11
4190 Outlays, net (total)			8

This appropriation supports the Administration's goal of transitioning to a fully Zero Emission Vehicle (ZEV) Federal fleet. These funds will be used for the acquisition and deployment of vehicles which are battery electric, plug-in electric hybrid, and hydrogen fuel cell vehicles. Funding will also be used to acquire the necessary vehicle charging and refueling infrastructure. These acquisitions are a significant step towards eliminating tailpipe emissions of greenhouse gases (GHG) from the DOT fleet and aligning the DOTs fleet operations with the goal of achieving a fully ZEV federal fleet.

Object Classification (in millions of dollars)

Identification code 069-0161-0-1-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
25.3 Other goods and services from Federal sources			1
31.0 Equipment			10
99.9 Total new obligations, unexpired accounts			11

TRANSPORTATION DEMONSTRATION PROGRAM

■ To expand intermodal and multimodal freight and cargo transportation infrastructure, including airport development under chapter 471 of title 49, United States Code, \$100,000,000, to remain available until expended: *Provided*, That the Secretary shall distribute funds provided under this heading as discretionary grants to maritime port authorities or former military airports classified as general aviation airports in the National Plan on Integrated Airport System report for fiscal years 2019 to 2023: *Provided further*, That eligible applicants that are maritime port authorities shall use a terminal railway and be located not more than 10 miles from a former military airport classified as a general aviation airport in the National Plan on Integrated Airport System report for fiscal years 2019 to 2023: *Provided further*, That eligible applicants that are former military airports classified as general aviation airports in the National Plan on Integrated Airport System report for fiscal years 2019 to 2023 shall be located not more than 10 miles from a maritime port authority that uses a terminal railway: *Provided further*, That projects eligible under this heading shall be located not more than 10 miles from at least two highways on the Interstate System: *Provided further*, That the Secretary shall issue the Notice of Funding Opportunity no later than 60 days after enactment of this Act. ■ (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Identification code 069-1731-0-1-400	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Transportation Demonstration Grants			100
0900 Total new obligations, unexpired accounts (object class 41.0)			100
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1			100
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		100	
1930 Total budgetary resources available		100	100
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year		100	
Change in obligated balance:			
Unpaid obligations:			
3010 New obligations, unexpired accounts			100
3020 Outlays (gross)			-8
3050 Unpaid obligations, end of year			92
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			92
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		100	
Outlays, gross:			
4011 Outlays from discretionary balances			8
4180 Budget authority, net (total)		100	
4190 Outlays, net (total)			8

The Transportation Demonstration Program provides grants to expand intermodal and multimodal freight and cargo transportation infrastructure, including airport development under chapter 471 of title 49, United States Code.

TIFIA HIGHWAY TRUST FUND DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 069-4123-0-3-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations	2,263	10,987	10,987
0713 Payment of interest to Treasury	625	685	700
0740 Negative subsidy obligations			133
0742 Downward reestimates paid to receipt accounts	841	358	
0743 Interest on downward reestimates	125	30	
0900 Total new obligations, unexpired accounts	3,854	12,060	11,820
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	18	72	30
1021 Recoveries of prior year unpaid obligations	725		
1023 Unobligated balances applied to repay debt	-17		
1024 Unobligated balance of borrowing authority withdrawn	-707		
1050 Unobligated balance (total)	19	72	30
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	3,465	11,700	28,924
Spending authority from offsetting collections, mandatory:			
1800 Collected	6,950	931	566
1801 Change in uncollected payments, Federal sources	-105	-83	-83
1825 Spending authority from offsetting collections applied to repay debt	-6,403	-530	-150
1850 Spending auth from offsetting collections, mand (total)	442	318	333
1900 Budget authority (total)	3,907	12,018	29,257
1930 Total budgetary resources available	3,926	12,090	29,287
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	72	30	17,467
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	8,908	8,780	17,297

TIFIA HIGHWAY TRUST FUND DIRECT LOAN FINANCING ACCOUNT—Continued
Program and Financing—Continued

Identification code 069-4123-0-3-401	2020 actual	2021 est.	2022 est.
3010 New obligations, unexpired accounts	3,854	12,060	11,820
3020 Outlays (gross)	-3,257	-3,543	-3,543
3040 Recoveries of prior year unpaid obligations, unexpired	-725		
3050 Unpaid obligations, end of year	8,780	17,297	25,574
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-356	-251	-168
3070 Change in uncollected pymts, Fed sources, unexpired	105	83	83
3090 Uncollected pymts, Fed sources, end of year	-251	-168	-85
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	8,552	8,529	17,129
3200 Obligated balance, end of year	8,529	17,129	25,489
Financing authority and disbursements, net:			
Mandatory:			
4090 Budget authority, gross	3,907	12,018	29,257
Financing disbursements:			
4110 Outlays, gross (total)	3,257	3,543	3,543
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources: subsidy from program account	-110	-121	-136
4120 Federal sources: Upward Reestimate	-24	-258	
4120 Federal sources: Interest on upward reestimate	-57	-122	
4122 Interest on uninvested funds	-175	-80	-80
4123 Non-Federal sources - Interest payments	-6,584	-200	-200
4123 Non-Federal sources - Principal payments		-150	-150
4130 Offsets against gross budget authority and outlays (total) ...	-6,950	-931	-566
Additional offsets against financing authority only (total):			
4140 Change in uncollected pymts, Fed sources, unexpired	105	83	83
4160 Budget authority, net (mandatory)	-2,938	11,170	28,774
4170 Outlays, net (mandatory)	-3,693	2,612	2,977
4180 Budget authority, net (total)	-2,938	11,170	28,774
4190 Outlays, net (total)	-3,693	2,612	2,977

Status of Direct Loans (in millions of dollars)

Identification code 069-4123-0-3-401	2020 actual	2021 est.	2022 est.
Position with respect to appropriations act limitation on obligations:			
1111 Direct loan obligations from current-year authority	2,263	10,987	10,987
1150 Total direct loan obligations	2,263	10,987	10,987
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	18,575	14,233	18,226
1231 Disbursements: Direct loan disbursements	1,666	3,543	3,543
1251 Repayments: Repayments and prepayments	-6,282	-150	-150
1261 Adjustments: Capitalized interest	274	600	600
1290 Outstanding, end of year	14,233	18,226	22,219

This non-budgetary financing account records all cash flows to and from the Government resulting from the TIFIA Highway Trust Fund Program Account (program account). The amounts in this account are a means of financing and are not included in the budget totals. For 2022, cash flows are based on contract authority and obligation limitation equal to the baseline in the program account.

Balance Sheet (in millions of dollars)

Identification code 069-4123-0-3-401	2019 actual	2020 actual
ASSETS:		
Federal assets:		
1101 Fund balances with Treasury	18	70
Investments in U.S. securities:		
1106 Receivables, net	77	380
Net value of assets related to post-1991 direct loans receivable:		
1401 Direct loans receivable, gross	18,575	14,233
1402 Interest receivable		
1404 Foreclosed property	167	167
1405 Allowance for subsidy cost (-)	648	217
1499 Net present value of assets related to direct loans	19,390	14,617
1999 Total assets	19,485	15,067

LIABILITIES:

Federal liabilities:			
2103 Debt	18,319	14,679	
2105 Other	1,166	388	
2999 Total liabilities	19,485	15,067	
NET POSITION:			
3300 Cumulative results of operations			
4999 Total liabilities and net position	19,485	15,067	

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER

Program and Financing (in millions of dollars)

Identification code 069-4522-0-4-407	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0801 Working Capital Fund, Volpe National Transportation Systems Cent (Reimbursable)	230	345	345
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	180	180	180
1021 Recoveries of prior year unpaid obligations	3		
1050 Unobligated balance (total)	183	180	180
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	205	345	345
1701 Change in uncollected payments, Federal sources	22		
1750 Spending auth from offsetting collections, disc (total)	227	345	345
1930 Total budgetary resources available	410	525	525
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	180	180	180
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	132	138	138
3010 New obligations, unexpired accounts	230	345	345
3020 Outlays (gross)	-221	-345	-293
3040 Recoveries of prior year unpaid obligations, unexpired	-3		
3050 Unpaid obligations, end of year	138	138	190
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-66	-88	-88
3070 Change in uncollected pymts, Fed sources, unexpired	-22		
3090 Uncollected pymts, Fed sources, end of year	-88	-88	-88
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	66	50	50
3200 Obligated balance, end of year	50	50	102
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	227	345	345
Outlays, gross:			
4010 Outlays from new discretionary authority	68	138	138
4011 Outlays from discretionary balances	153	207	155
4020 Outlays, gross (total)	221	345	293
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-198	-345	-345
4033 Non-Federal sources	-7		
4040 Offsets against gross budget authority and outlays (total) ...	-205	-345	-345
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-22		
4080 Outlays, net (discretionary)	16		-52
4180 Budget authority, net (total)			
4190 Outlays, net (total)	16		-52

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, other governmental elements, and non-governmental entities using the Center's capabilities. These agreements also define the activities undertaken at the Volpe Center.

Object Classification (in millions of dollars)

Identification code 069-4522-0-4-407	2020 actual	2021 est.	2022 est.
Reimbursable obligations:			
Personnel compensation:			
11.1 Full-time permanent	60	62	62
11.3 Other than full-time permanent	3	5	5
11.5 Other personnel compensation	1		
11.9 Total personnel compensation	64	67	67
12.1 Civilian personnel benefits	22	24	24
21.0 Travel and transportation of persons	2	5	5
23.3 Communications, utilities, and miscellaneous charges	3	3	3
25.1 Advisory and assistance services	97	110	110
25.2 Other services from non-Federal sources	3	3	3
25.3 Other goods and services from Federal sources	6	6	6
25.4 Operation and maintenance of facilities	6	6	6
25.5 Research and development contracts	1	90	90
25.7 Operation and maintenance of equipment	9	9	9
25.8 Subsistence and support of persons		1	1
26.0 Supplies and materials	1	1	1
31.0 Equipment	5	10	10
44.0 Refunds	11	10	10
99.9 Total new obligations, unexpired accounts	230	345	345

Employment Summary

Identification code 069-4522-0-4-407	2020 actual	2021 est.	2022 est.
2001 Reimbursable civilian full-time equivalent employment	519	570	570

TIFIA GENERAL FUND PROGRAM ACCOUNT

Program and Financing (in millions of dollars)

Identification code 069-0542-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
Credit program obligations:			
0705 Reestimates of direct loan subsidy		1	
0706 Interest on reestimates of direct loan subsidy	1	4	
0900 Total new obligations, unexpired accounts (object class 41.0)	1	5	
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation	1	5	
1900 Budget authority (total)	1	5	
1930 Total budgetary resources available	1	5	
Change in obligated balance:			
Unpaid obligations:			
3010 New obligations, unexpired accounts	1	5	
3020 Outlays (gross)	-1	-5	
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	1	5	
Outlays, gross:			
4100 Outlays from new mandatory authority	1	5	
4180 Budget authority, net (total)	1	5	
4190 Outlays, net (total)	1	5	

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

Identification code 069-0542-0-1-401	2020 actual	2021 est.	2022 est.
Direct loan reestimates:			
135001 TIFIA TIGER Direct Loans	-13	2	

The Office of the Secretary of Transportation (OST) received appropriations totaling \$1,127 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 under the Transportation Infrastructure Finance and Innovation Act program.

TIFIA GENERAL FUND DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 069-4348-0-3-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
Credit program obligations:			
0713 Payment of interest to Treasury	29	33	33
0742 Downward reestimates paid to receipt accounts	11	1	
0743 Interest on downward reestimates	3	1	
0900 Total new obligations, unexpired accounts	43	35	33
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1		2	
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	20	2	2
Spending authority from offsetting collections, mandatory:			
1800 Collected	698	35	35
1825 Spending authority from offsetting collections applied to repay debt	-673	-4	-4
1850 Spending auth from offsetting collections, mand (total)	25	31	31
1900 Budget authority (total)	45	33	33
1930 Total budgetary resources available	45	35	33
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	2		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1			2
3010 New obligations, unexpired accounts	43	35	33
3020 Outlays (gross)	-43	-33	-33
3050 Unpaid obligations, end of year		2	2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year			2
3200 Obligated balance, end of year		2	2
Financing authority and disbursements, net:			
Mandatory:			
4090 Budget authority, gross	45	33	33
Financing disbursements:			
4110 Outlays, gross (total)	43	33	33
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources	-1	-4	
4122 Interest on uninvested funds	-9	-1	-1
4123 Non-Federal sources - Interest payments	-688	-26	-30
4123 Non-Federal sources - Principal payments		-4	-4
4130 Offsets against gross budget authority and outlays (total)	-698	-35	-35
4160 Budget authority, net (mandatory)	-653	-2	-2
4170 Outlays, net (mandatory)	-655	-2	-2
4180 Budget authority, net (total)	-653	-2	-2
4190 Outlays, net (total)	-655	-2	-2

Status of Direct Loans (in millions of dollars)

Identification code 069-4348-0-3-401	2020 actual	2021 est.	2022 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	1,101	445	441
1251 Repayments: Repayments and prepayments	-673	-4	-4
1261 Adjustments: Capitalized interest	17		
1290 Outstanding, end of year	445	441	437

This is the financing account for the TIFIA General Fund Program Account. This non-budgetary account records all cash flows to and from the Government resulting from TIFIA credit assistance provided under this program.

TIFIA GENERAL FUND DIRECT LOAN FINANCING ACCOUNT—Continued

Balance Sheet (in millions of dollars)

Identification code 069-4348-0-3-401	2019 actual	2020 actual
ASSETS:		
Federal assets:		
1101 Fund balances with Treasury		2
Investments in U.S. securities:		
1106 Receivables, net	1	4
Net value of assets related to post-1991 direct loans receivable:		
1401 Direct loans receivable, gross	1,101	445
1405 Allowance for subsidy cost (-)	-21	-35
1499 Net present value of assets related to direct loans	1,080	410
1999 Total assets	1,081	416
LIABILITIES:		
Federal liabilities:		
2103 Debt	1,067	414
2105 Other	14	2
2999 Total liabilities	1,081	416
NET POSITION:		
3300 Cumulative results of operations		
4999 Total liabilities and net position	1,081	416

FINANCIAL MANAGEMENT CAPITAL

For necessary expenses for upgrading and enhancing the Department of Transportation's financial systems and re-engineering business processes, **[\$2,000,000]** \$5,000,000, to remain available through September 30, **[2022]** 2023. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Identification code 069-0116-0-1-407	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Financial management capital	5	5	5
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4	4	1
1033 Recoveries of prior year paid obligations	3		
1050 Unobligated balance (total)	7	4	1
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	2	2	5
1930 Total budgetary resources available	9	6	6
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	4	1	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	2	3
3010 New obligations, unexpired accounts	5	5	5
3020 Outlays (gross)	-4	-4	-3
3050 Unpaid obligations, end of year	2	3	5
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1	2	3
3200 Obligated balance, end of year	2	3	5
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	2	2	5
Outlays, gross:			
4010 Outlays from new discretionary authority			1
4011 Outlays from discretionary balances	4	4	2
4020 Outlays, gross (total)	4	4	3
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-3		
Additional offsets against gross budget authority only:			
4053 Recoveries of prior year paid obligations, unexpired accounts	3		
4070 Budget authority, net (discretionary)	2	2	5
4080 Outlays, net (discretionary)	1	4	3
4180 Budget authority, net (total)	2	2	5

4190 Outlays, net (total)	1	4	3
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This appropriation provides funds to support projects that modernize DOT's financial systems and business processes to comply with key financial management initiatives. These funds will assist DOT in increasing data quality, ensuring compliance with financial standards and reporting, strengthening capabilities to provide oversight over DOT's risk and controls, execution of DATA Act requirements, and other critical needs that may arise.

Object Classification (in millions of dollars)

Identification code 069-0116-0-1-407	2020 actual	2021 est.	2022 est.
Direct obligations:			
25.1 Advisory and assistance services	2	2	2
25.3 Other goods and services from Federal sources	3	3	3
99.9 Total new obligations, unexpired accounts	5	5	5

CYBER SECURITY INITIATIVES

For necessary expenses for cyber security initiatives, including necessary upgrades to network and information technology infrastructure, improvement of identity management and authentication capabilities, securing and protecting data, implementation of Federal cyber security initiatives, and implementation of enhanced security controls on agency computers and mobile devices, **[\$22,000,000]** \$39,400,000, to remain available until September 30, **[2022]** 2023. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Identification code 069-0159-0-1-407	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Cyber Security Initiatives (Direct)	17	17	32
0100 Direct program activities, subtotal	17	17	32
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	9	7	12
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	15	22	39
1930 Total budgetary resources available	24	29	51
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	7	12	19
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	5	8	6
3010 New obligations, unexpired accounts	17	17	32
3020 Outlays (gross)	-14	-19	-26
3050 Unpaid obligations, end of year	8	6	12
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	5	8	6
3200 Obligated balance, end of year	8	6	12
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	15	22	39
Outlays, gross:			
4010 Outlays from new discretionary authority	2	6	10
4011 Outlays from discretionary balances	12	13	16
4020 Outlays, gross (total)	14	19	26
4180 Budget authority, net (total)	15	22	39
4190 Outlays, net (total)	14	19	26

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)

Identification code 069-0159-0-1-407	2020 actual	2021 est.	2022 est.
Direct obligations:			
23.3 Communications, utilities, and miscellaneous charges	9		
25.1 Advisory and assistance services	2	4	2
25.3 Other goods and services from Federal sources		4	6
25.7 Operation and maintenance of equipment	2	4	16
31.0 Equipment	4	5	8
99.9 Total new obligations, unexpired accounts	17	17	32

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, **[\$9,600,000]** \$12,628,000. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Identification code 069-0118-0-1-407	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Office of Civil Rights	9	10	13
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	9	10	13
1930 Total budgetary resources available	9	10	13
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	4	3	2
3010 New obligations, unexpired accounts	9	10	13
3020 Outlays (gross)	-9	-11	-12
3041 Recoveries of prior year unpaid obligations, expired	-1		
3050 Unpaid obligations, end of year	3	2	3
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	4	3	2
3200 Obligated balance, end of year	3	2	3
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	9	10	13
Outlays, gross:			
4010 Outlays from new discretionary authority	7	8	10
4011 Outlays from discretionary balances	2	3	2
4020 Outlays, gross (total)	9	11	12
4180 Budget authority, net (total)	9	10	13
4190 Outlays, net (total)	9	11	12

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, and 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)

Identification code 069-0118-0-1-407	2020 actual	2021 est.	2022 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	4	4	5
12.1 Civilian personnel benefits	1	1	1
25.1 Advisory and assistance services	2	2	3
25.3 Other goods and services from Federal sources	1	2	3
25.7 Operation and maintenance of equipment	1	1	1
99.9 Total new obligations, unexpired accounts	9	10	13

Employment Summary

Identification code 069-0118-0-1-407	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	33	45	52

SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH

For necessary expenses for small and disadvantaged business utilization and outreach activities, **[\$4,714,000]** \$4,977,000, to remain available until September 30, **[2022]** 2023: *Provided*, That notwithstanding section 332 of title 49, United States Code, such amounts may be used for business opportunities related to any mode of transportation: *Provided further*, That appropriations made available under this heading shall be available for any purpose consistent with prior year appropriations that were made available under the heading "Office of the Secretary—Minority Business Resource Center Program". (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Identification code 069-0119-0-1-407	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Minority business outreach	5	5	5
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	5	5	5
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	5	5	5
1930 Total budgetary resources available	10	10	10
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	5	5	5
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2	2	2
3010 New obligations, unexpired accounts	5	5	5
3020 Outlays (gross)	-5	-5	-5
3050 Unpaid obligations, end of year	2	2	2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2	2	2
3200 Obligated balance, end of year	2	2	2
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	5	5	5
Outlays, gross:			
4010 Outlays from new discretionary authority	2	2	2
4011 Outlays from discretionary balances	3	3	3
4020 Outlays, gross (total)	5	5	5
4180 Budget authority, net (total)	5	5	5
4190 Outlays, net (total)	5	5	5

This appropriation includes funding for the Office of Small and Disadvantaged Business Utilization 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 owned and controlled by socially and economically disadvantaged individuals, small businesses owned and controlled by women, small businesses owned and controlled by service disabled-veterans, Native American small business concerns, and qualified Historically Underutilized Business Zone (HUB Zone) small businesses concerned with securing Department of Transportation contracting and subcontracting opportunities.

Object Classification (in millions of dollars)

Identification code 069-0119-0-1-407	2020 actual	2021 est.	2022 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
41.0 Grants, subsidies, and contributions	3	3	3

SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH—Continued
Object Classification—Continued

Identification code 069-0119-0-1-407	2020 actual	2021 est.	2022 est.
99.0 Direct obligations	4	4	4
99.5 Below Reporting Threshold	1	1	1
99.9 Total new obligations, unexpired accounts	5	5	5

Employment Summary

Identification code 069-0119-0-1-407	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	11	13	13

AVIATION MANUFACTURING JOBS PROTECTION PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0110-0-1-402	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Aviation Manufacturing Payroll		2,970	
0002 Administrative Funding		15	15
0900 Total new obligations, unexpired accounts		2,985	15
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1			15
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation		3,000	
1930 Total budgetary resources available		3,000	15
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year		15	
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1			1,935
3010 New obligations, unexpired accounts		2,985	15
3020 Outlays (gross)		-1,050	-1,950
3050 Unpaid obligations, end of year		1,935	
Memorandum (non-add) entries:			
3100 Obligated balance, start of year			1,935
3200 Obligated balance, end of year		1,935	
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross		3,000	
Outlays, gross:			
4100 Outlays from new mandatory authority		1,050	
4101 Outlays from mandatory balances			1,950
4110 Outlays, gross (total)		1,050	1,950
4180 Budget authority, net (total)		3,000	
4190 Outlays, net (total)		1,050	1,950

The Aviation Manufacturing Jobs Protection (AMJP) Program was created under the American Rescue Plan to provide funding to eligible businesses for up to half of their compensation costs for certain categories of employees, for up to six months. In return, companies will not involuntarily furlough or lay off employees within that group during the same six-month period. No funds are requested for FY 2022.

Object Classification (in millions of dollars)

Identification code 069-0110-0-1-402	2020 actual	2021 est.	2022 est.
Direct obligations:			
25.3 Other goods and services from Federal sources		15	15
41.0 Grants, subsidies, and contributions		2,970	
99.9 Total new obligations, unexpired accounts		2,985	15

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT
(INCLUDING TRANSFER OF FUNDS)

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, **[\$9,350,000]** \$12,797,000, to remain available until expended: *Provided*, That of such amount, **[\$1,000,000]** \$2,000,000 shall be for necessary expenses of the Interagency Infrastructure Permitting Improvement Center (IIPIC): *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 in accordance with the preceding proviso. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-0142-0-1-407	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Transportation policy and planning	20	22	11
0003 Interagency Infrastructure Permitting Improvement Center (IIPIC)	2	2	2
0004 Automated Vehicles		5	
0100 Total direct program	22	29	13
0799 Total direct obligations	22	29	13
0801 Transportation Planning, Research, and Development (Reimbursable)	2		
0900 Total new obligations, unexpired accounts	24	29	13
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	18	23	4
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	11	9	13
Spending authority from offsetting collections, discretionary:			
1700 Collected	17	1	
1701 Change in uncollected payments, Federal sources	1		
1750 Spending auth from offsetting collections, disc (total)	18	1	
1900 Budget authority (total)	29	10	13
1930 Total budgetary resources available	47	33	17
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	23	4	4
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	12	20
3010 New obligations, unexpired accounts	24	29	13
3020 Outlays (gross)	-13	-21	-11
3050 Unpaid obligations, end of year	12	20	22
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-3	-4	-4
3070 Change in uncollected pymts, Fed sources, unexpired	-1		
3090 Uncollected pymts, Fed sources, end of year	-4	-4	-4
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	-2	8	16
3200 Obligated balance, end of year	8	16	18
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	29	10	13
Outlays, gross:			
4010 Outlays from new discretionary authority		4	5
4011 Outlays from discretionary balances	13	17	6
4020 Outlays, gross (total)	13	21	11
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-17	-1	
4040 Offsets against gross budget authority and outlays (total)	-17	-1	
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-1		
4060 Additional offsets against budget authority only (total)	-1		
4070 Budget authority, net (discretionary)	11	9	13

4080	Outlays, net (discretionary)	-4	20	11
4180	Budget authority, net (total)	11	9	13
4190	Outlays, net (total)	-4	20	11

This appropriation finances research and studies concerned with planning, analysis, and information development needed to support the Secretary's responsibilities in the formulation of National transportation policies and the coordination of National-level transportation planning. Funding also supports Departmental leadership in areas such as economic, regulatory, and, safety impacts of transportation, aviation economic policy, and international transportation issues. The program activities include contracts with other Federal agencies, educational institutions, non-profit research organizations, and private firms. This appropriation also finances the Inter-agency Infrastructure Permitting Improvement Center, including an online database Permitting Dashboard, to support permitting/environmental review reforms to improve interagency coordination, and make the process for Federal approval for major infrastructure projects more efficient.

Object Classification (in millions of dollars)

Identification code 069-0142-0-1-407	2020 actual	2021 est.	2022 est.	
Direct obligations:				
11.1	Personnel compensation: Full-time permanent	5	6	6
12.1	Civilian personnel benefits	2	2	2
25.1	Advisory and assistance services	9	12	3
25.3	Other goods and services from Federal sources	6	7	2
99.0	Direct obligations	22	27	13
99.0	Reimbursable obligations	2	2	.....
99.9	Total new obligations, unexpired accounts	24	29	13

Employment Summary

Identification code 069-0142-0-1-407	2020 actual	2021 est.	2022 est.	
1001	Direct civilian full-time equivalent employment	35	39	42

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND

Program and Financing (in millions of dollars)

Identification code 069-5423-0-2-402	2020 actual	2021 est.	2022 est.	
Obligations by program activity:				
0001	Essential air service and rural airport improvement	166	197	121
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	90	99	5
1020	Adjustment of unobligated bal brought forward, Oct 1	4	.....	.....
1050	Unobligated balance (total)	94	99	5
Budget authority:				
Appropriations, mandatory:				
1200	Appropriation	56	23	.....
1201	Appropriation (special or trust fund)	10	4	5
1221	Appropriations transferred from other acct [069-5422]	112	81	118
1232	Appropriations and/or unobligated balance of appropriations temporarily reduced	-7	-5	-7
1260	Appropriations, mandatory (total)	171	103	116
1900	Budget authority (total)	171	103	116
1930	Total budgetary resources available	265	202	121
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	99	5	.....
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	29	53	78
3010	New obligations, unexpired accounts	166	197	121
3020	Outlays (gross)	-142	-172	-113
3050	Unpaid obligations, end of year	53	78	86
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	29	53	78
3200	Obligated balance, end of year	53	78	86

Budget authority and outlays, net:

Identification code	2020 actual	2021 est.	2022 est.	
Mandatory:				
4090	Budget authority, gross	171	103	116
Outlays, gross:				
4100	Outlays from new mandatory authority	46	62	69
4101	Outlays from mandatory balances	96	110	44
4110	Outlays, gross (total)	142	172	113
4180	Budget authority, net (total)	171	103	116
4190	Outlays, net (total)	142	172	113

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.

Object Classification (in millions of dollars)

Identification code 069-5423-0-2-402	2020 actual	2021 est.	2022 est.	
Direct obligations:				
11.1	Personnel compensation: Full-time permanent	2	2	2
25.1	Advisory and assistance services	2	2	2
41.0	Grants, subsidies, and contributions	162	193	117
99.0	Direct obligations	166	197	121
99.9	Total new obligations, unexpired accounts	166	197	121

Employment Summary

Identification code 069-5423-0-2-402	2020 actual	2021 est.	2022 est.	
1001	Direct civilian full-time equivalent employment	13	14	14

WORKING CAPITAL FUND

[(INCLUDING TRANSFER OF FUNDS)]

For necessary expenses for operating costs and capital outlays of the Working Capital Fund, not to exceed \$319,793,000, shall be paid from appropriations made available to the Department of Transportation: *Provided*, That such services shall be provided on a competitive basis to entities within the Department of Transportation (DOT): *Provided further*, That the limitation in the preceding proviso on operating expenses shall not apply to non-DOT entities: *Provided further*, That no funds made available by this Act to an agency of the Department shall be transferred to the Working Capital Fund without majority approval of the Working Capital Fund Steering Committee and approval of the Secretary: *Provided further*, That no assessments may be levied against any program, budget activity, subactivity, or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Identification code 069-4520-0-4-407	2020 actual	2021 est.	2022 est.	
Obligations by program activity:				
0801	DOT service center activities	285	396	407
0802	Non-DOT service center activities	162	307	306
0900	Total new obligations, unexpired accounts	447	703	713
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	94	87	87
1021	Recoveries of prior year unpaid obligations	12	.....	.....
1050	Unobligated balance (total)	106	87	87
Budget authority:				
Spending authority from offsetting collections, discretionary:				
1700	Collected	428	703	713
1930	Total budgetary resources available	534	790	800

WORKING CAPITAL FUND—Continued
Program and Financing—Continued

Identification code 069-4520-0-4-407	2020 actual	2021 est.	2022 est.
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	87	87	87
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	104	136	136
3010 New obligations, unexpired accounts	447	703	713
3020 Outlays (gross)	-403	-703	-713
3040 Recoveries of prior year unpaid obligations, unexpired	-12		
3050 Unpaid obligations, end of year	136	136	136
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-20	-20	-20
3090 Uncollected pymts, Fed sources, end of year	-20	-20	-20
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	84	116	116
3200 Obligated balance, end of year	116	116	116
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	428	703	713
Outlays, gross:			
4010 Outlays from new discretionary authority	310	612	620
4011 Outlays from discretionary balances	93	91	93
4020 Outlays, gross (total)	403	703	713
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-427	-701	-711
4033 Non-Federal sources	-1	-2	-2
4040 Offsets against gross budget authority and outlays (total)	-428	-703	-713
4080 Outlays, net (discretionary)	-25		
4180 Budget authority, net (total)			
4190 Outlays, net (total)	-25		

The Working Capital Fund finances common administrative services and other services that are centrally performed in the interest of economy and efficiency. The fund is financed through agreements with the Department of Transportation Operating Administrations (OAs) and other customers. In FY 2022, the Working Capital Fund will likely obligate nearly \$726 million across the Department, including \$93 million to continue the Department's implementation of a shared services environment for commodity information technology (IT) investments. The IT shared services initiative will modernize IT across the Department and improve mission delivery by consolidating separate, overlapping, and duplicative processes and functions. In FY 2022, the Department will continue consolidating commodity IT services across OAs. As a key part of this effort, the Office of the Chief Information Officer will focus on investment-level commodity IT as well as IT Security and Compliance activities. Utilizing shared services will enable the Department to improve cybersecurity, increase efficiencies, and improve transparency in IT spending.

Object Classification (in millions of dollars)

Identification code 069-4520-0-4-407	2020 actual	2021 est.	2022 est.
Reimbursable obligations:			
Personnel compensation:			
11.1 Full-time permanent	29	42	43
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	30	43	44
12.1 Civilian personnel benefits	10	15	18
13.0 Benefits for former personnel	1	2	2
22.0 Transportation of things	1	1	1
23.1 Rental payments to GSA	13	11	9
23.3 Communications, utilities, and miscellaneous charges	10	10	10
25.2 Other services from non-Federal sources	110	186	191
25.3 Other goods and services from Federal sources	52	51	54
25.7 Operation and maintenance of equipment	35	29	43
26.0 Supplies and materials	143	303	305
31.0 Equipment	22	52	36
44.0 Refunds	20		

99.9	Total new obligations, unexpired accounts	447	703	713
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Employment Summary

Identification code 069-4520-0-4-407	2020 actual	2021 est.	2022 est.
2001 Reimbursable civilian full-time equivalent employment	243	291	292

MINORITY BUSINESS RESOURCE CENTER PROGRAM
No funding is requested for this program in 2022.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

The Secretary is authorized to issue direct loans and loan guarantees pursuant to sections 501 through 504 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), as amended, such authority shall exist as long as any such direct loan or loan guarantee is outstanding. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Identification code 069-0750-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
Credit program obligations:			
0705 Reestimates of direct loan subsidy	32	45	
0706 Interest on reestimates of direct loan subsidy	7	24	
0791 Direct program activities, subtotal	39	69	
0900 Total new obligations, unexpired accounts	39	69	
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	26	26	26
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation	39	69	
1900 Budget authority (total)	39	69	
1930 Total budgetary resources available	65	95	26
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	26	26	26
Change in obligated balance:			
Unpaid obligations:			
3010 New obligations, unexpired accounts	39	69	
3020 Outlays (gross)	-39	-69	
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	39	69	
Outlays, gross:			
4100 Outlays from new mandatory authority	39	69	
4180 Budget authority, net (total)	39	69	
4190 Outlays, net (total)	39	69	

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

Identification code 069-0750-0-1-401	2020 actual	2021 est.	2022 est.
Direct loan levels supportable by subsidy budget authority:			
115001 Railroad Rehabilitation and Improvement Financing Direct Loans	851	4,196	600
Direct loan subsidy (in percent):			
132001 Railroad Rehabilitation and Improvement Financing Direct Loans	-25	0.00	-1.71
132999 Weighted average subsidy rate	-25	0.00	-1.71
Direct loan subsidy budget authority:			
133001 Railroad Rehabilitation and Improvement Financing Direct Loans	-2		-10
Direct loan subsidy outlays:			
134001 Railroad Rehabilitation and Improvement Financing Direct Loans	-5		
Direct loan reestimates:			
135001 Railroad Rehabilitation and Improvement Financing Direct Loans	19	57	

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 Federal Railroad Administration (FRA) to issue direct loan and loan guarantees up to \$35 billion, and it required that no less than \$7 billion 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, and been reassigned from FRA to the Office of the Secretary. Loans may be used to: 1) acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, or shops; 2) refinance debt; 3) develop and establish new intermodal or railroad facilities; 4) reimburse related planning and design expenses; and 5) to finance certain economic development related to passenger rail stations. For 2016, \$1.96 million was appropriated to assist Class II and Class III railroads in covering RRIF loan application expenses. In 2018, \$25 million was appropriated for credit risk premiums. No new funds are requested for this account in 2022.

Object Classification (in millions of dollars)

Identification code 069-0750-0-1-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
33.0 Investments and loans	32	45	.....
43.0 Interest and dividends	7	24	.....
99.9 Total new obligations, unexpired accounts	39	69	.....

MINORITY BUSINESS RESOURCE CENTER GUARANTEED LOAN FINANCING ACCOUNT

Status of Guaranteed Loans (in millions of dollars)

Identification code 069-4082-0-3-407	2020 actual	2021 est.	2022 est.
Position with respect to appropriations act limitation on commitments:			
2111 Guaranteed loan commitments from current-year authority .....	.....	.....	.....
2142 Uncommitted loan guarantee limitation .....	.....	.....	.....
2150 Total guaranteed loan commitments .....	.....	.....	.....
2199 Guaranteed amount of guaranteed loan commitments .....	.....	.....	.....
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	1	.....	.....
2231 Disbursements of new guaranteed loans .....	.....	.....	.....
2251 Repayments and prepayments	-1	.....	.....
2290 Outstanding, end of year .....	.....	.....	.....
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year .....	.....	.....	.....

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 069-4420-0-3-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations	851	4,196	600
0713 Payment of interest to Treasury	49	38	38
0715 Credit Risk Premium Repayment	19	.....	.....
0740 Negative subsidy obligations	2	.....	10
0742 Downward reestimates paid to receipt accounts	16	11	.....
0743 Interest on downward reestimates	4	1	.....
0900 Total new obligations, unexpired accounts	941	4,246	648
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	114	90	147

1021 Recoveries of prior year unpaid obligations	220	.....	.....
1023 Unobligated balances applied to repay debt	-10	.....	.....
1050 Unobligated balance (total)	324	90	147
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	691	4,196	600
Spending authority from offsetting collections, mandatory:			
1800 Offsetting collections (interest on uninvested funds)	97	3	3
1800 Offsetting collections (principal-borrowers)	60	60	.....
1800 Offsetting collections (upward reestimate)	69	.....	.....
1800 Offsetting collections (interest-borrowers)	27	27	.....
1800 Collected	10	10	.....
1825 Spending authority from offsetting collections applied to repay debt	-81	-62	-62
1850 Spending auth from offsetting collections, mand (total)	16	107	38
1900 Budget authority (total)	707	4,303	638
1930 Total budgetary resources available	1,031	4,393	785
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	90	147	137

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	3,552	3,936	7,155
3010 New obligations, unexpired accounts	941	4,246	648
3020 Outlays (gross)	-337	-1,027	-1,027
3040 Recoveries of prior year unpaid obligations, unexpired	-220	.....	.....
3050 Unpaid obligations, end of year	3,936	7,155	6,776
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3,552	3,936	7,155
3200 Obligated balance, end of year	3,936	7,155	6,776

Financing authority and disbursements, net:

Mandatory:			
4090 Budget authority, gross	707	4,303	638
Financing disbursements:			
4110 Outlays, gross (total)	337	1,027	1,027
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources	-39	-69	.....
4122 Interest on uninvested funds	-9	-3	-3
4123 Credit Risk Premium	-49	-10	-10
4123 Principal Repayment .....	.....	-60	-60
4123 Interest Repayment .....	.....	-27	-27
4130 Offsets against gross budget authority and outlays (total) ...	-97	-169	-100
4160 Budget authority, net (mandatory)	610	4,134	538
4170 Outlays, net (mandatory)	240	858	927
4180 Budget authority, net (total)	610	4,134	538
4190 Outlays, net (total)	240	858	927

Status of Direct Loans (in millions of dollars)

Identification code 069-4420-0-3-401	2020 actual	2021 est.	2022 est.
Position with respect to appropriations act limitation on obligations:			
1111 Direct loan obligations from current-year authority	851	4,196	600
1150 Total direct loan obligations	851	4,196	600
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	1,231	1,444	1,981
1231 Disbursements: Direct loan disbursements	245	598	598
1251 Repayments: Repayments and prepayments	-32	-60	-60
1263 Write-offs for default: Direct loans .....	.....	-1	-1
1290 Outstanding, end of year	1,444	1,981	2,518

As required by the Federal Credit Reform Act of 1990, this non-budgetary financing account records all cash flows to and from the Government resulting from the Railroad Rehabilitation and Improvement Financing Program Account. 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 069-4420-0-3-401	2019 actual	2020 actual
ASSETS:		
Federal assets:		
1101 Fund balances with Treasury	114	90
Investments in U.S. securities:		
1106 Receivables, net	101	53

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING
ACCOUNT—Continued
Balance Sheet—Continued

Identification code 069-4420-0-3-401	2019 actual	2020 actual
Net value of assets related to post-1991 direct loans receivable:		
1401 Direct loans receivable, gross	1,231	1,444
1405 Allowance for subsidy cost (-)	-251	-172
1499 Net present value of assets related to direct loans	980	1,272
1999 Total assets	1,195	1,415
LIABILITIES:		
Federal liabilities:		
2103 Debt	1,186	1,403
2105 Other	9	12
2999 Total liabilities	1,195	1,415
NET POSITION:		
3300 Cumulative results of operations		
4999 Total liabilities and net position	1,195	1,415

Trust Funds

TIFIA HIGHWAY TRUST FUND PROGRAM ACCOUNT

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069-8634-0-7-401	2020 actual	2021 est.	2022 est.
0100 Balance, start of year		80	460
Receipts:			
Current law:			
1140 Payment From The General Fund, National Surface Transportation and Innovative Finance Bureau Highway Trust Fund Account, Upward Reestimates	80	380	
2000 Total: Balances and receipts	80	460	460
5099 Balance, end of year	80	460	460

Program and Financing (in millions of dollars)

Identification code 069-8634-0-7-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 TIFIA Revenue Fee	3		
0091 Direct program activities, subtotal	3		
Credit program obligations:			
0701 Direct loan subsidy	8	107	
0705 Reestimates of direct loan subsidy	24	258	
0706 Interest on reestimates of direct loan subsidy	57	122	
0709 Administrative expenses	8	8	8
0715 Fee Assistance for Small Projects			2
0791 Direct program activities, subtotal	97	495	10
0900 Total new obligations, unexpired accounts	100	495	10
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3	25	31
1001 Discretionary unobligated balance brought fwd, Oct 1	3		
1013 Unobligated balance of contract authority transferred to or from other accounts [069-8083]	13	121	35
1021 Recoveries of prior year unpaid obligations	18		
1050 Unobligated balance (total)	34	146	66
Budget authority:			
Appropriations, discretionary:			
1121 Appropriations transferred from other acct [069-8083]	9	9	9
1138 Appropriations applied to liquidate contract authority	-9	-9	-9
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	80	380	
Contract authority, mandatory:			
1611 Contract authority transferred from other accounts [069-8083]	7		
Spending authority from offsetting collections, discretionary:			
1700 Collected	4		
1900 Budget authority (total)	91	380	
1930 Total budgetary resources available	125	526	66

1941	Memorandum (non-add) entries:	25	31	56
	Unexpired unobligated balance, end of year			

Change in obligated balance:

3000	Unpaid obligations, brought forward, Oct 1	7	261	248
3010	New obligations, unexpired accounts	100	495	10
3020	Outlays (gross)	-156	-508	-158
3031	Unpaid obligations transferred from other accts [069-8083]	328		
3040	Recoveries of prior year unpaid obligations, unexpired	-18		
3050	Unpaid obligations, end of year	261	248	100
	Memorandum (non-add) entries:			
3100	Obligated balance, start of year	7	261	248
3200	Obligated balance, end of year	261	248	100

Budget authority and outlays, net:

4000	Discretionary:			
	Budget authority, gross	4		
	Outlays, gross:			
4010	Outlays from new discretionary authority	4	33	9
4011	Outlays from discretionary balances	72	95	149
4020	Outlays, gross (total)	76	128	158
	Offsets against gross budget authority and outlays:			
	Offsetting collections (collected) from:			
4033	Non-Federal sources	-4		
	Mandatory:			
4090	Budget authority, gross	87	380	
	Outlays, gross:			
4100	Outlays from new mandatory authority	80	380	
4180	Budget authority, net (total)	87	380	
4190	Outlays, net (total)	152	508	158

Memorandum (non-add) entries:

5051	Unobligated balance, EOY: Contract authority			49
5052	Obligated balance, SOY: Contract authority		11	123
5053	Obligated balance, EOY: Contract authority	11	123	100
5061	Limitation on obligations (Highway Trust Funds)	272	121	35

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

Identification code 069-8634-0-7-401	2020 actual	2021 est.	2022 est.	
	Direct loan levels supportable by subsidy budget authority:			
115002	TIFIA Direct Loans	2,263	10,987	10,987
115999	Total direct loan levels	2,263	10,987	10,987
	Direct loan subsidy (in percent):			
132002	TIFIA Direct Loans	1.02	0.97	-1.21
132999	Weighted average subsidy rate	1.02	0.97	-1.21
	Direct loan subsidy budget authority:			
133002	TIFIA Direct Loans	8	107	-133
133999	Total subsidy budget authority	8	107	-133
	Direct loan subsidy outlays:			
134002	TIFIA Direct Loans	68	121	136
134999	Total subsidy outlays	68	121	136
	Direct loan reestimates:			
135002	TIFIA Direct Loans	-886	-8	
135999	Total direct loan reestimates	-886	-8	
	Administrative expense data:			
3510	Budget authority	7	7	7
3590	Outlays from new authority	7	7	7

This is the program account for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program which is supported by the Highway Trust Fund (HTF). The TIFIA program provides credit assistance for qualified projects of regional and national significance.

Object Classification (in millions of dollars)

Identification code 069-8634-0-7-401	2020 actual	2021 est.	2022 est.	
	Direct obligations:			
11.1	Personnel compensation: Full-time permanent	3	3	3
12.1	Civilian personnel benefits	1	1	1
25.1	Advisory and assistance services	4	1	1
25.3	Other goods and services from Federal sources	3	3	3
33.0	Investments and loans	81	380	
41.0	Grants, subsidies, and contributions	8	107	2

99.9	Total new obligations, unexpired accounts	100	495	10
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Employment Summary

Identification code 069-8634-0-7-401	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	19	23	31

PAYMENTS TO AIR CARRIERS
(AIRPORT AND AIRWAY TRUST FUND)

In addition to funds made available from any other source to carry out the essential air service program under sections 41731 through 41742 of title 49, United States Code, **[\$141,724,000]** \$247,700,000, to be derived from the Airport and Airway Trust Fund, to remain available until expended: *Provided*, That in determining between or among carriers competing to provide service to a community, the Secretary may consider the relative subsidy requirements of the carriers: *Provided further*, That basic essential air service minimum requirements shall not include the 15-passenger capacity requirement under section 41732(b)(3) of title 49, United States Code: *Provided further*, That amounts authorized to be distributed for the essential air service program under section 41742(b) of title 49, United States Code, shall be made available immediately from amounts otherwise provided to the Administrator of the Federal Aviation Administration: *Provided further*, That the Administrator may reimburse such amounts from fees credited to the account established under section 45303 of title 49, United States Code. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-8304-0-7-402	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Payments to air carriers	161	142	248
0900 Total new obligations, unexpired accounts (object class 41.0)	161	142	248
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2	3	3
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust)	162	142	248
1930 Total budgetary resources available	164	145	251
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	3	3	3
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	32	17	54
3010 New obligations, unexpired accounts	161	142	248
3020 Outlays (gross)	-176	-105	-206
3050 Unpaid obligations, end of year	17	54	96
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	32	17	54
3200 Obligated balance, end of year	17	54	96
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	162	142	248
Outlays, gross:			
4010 Outlays from new discretionary authority	142	85	149
4011 Outlays from discretionary balances	34	20	57
4020 Outlays, gross (total)	176	105	206
4180 Budget authority, net (total)	162	142	248
4190 Outlays, net (total)	176	105	206

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 EAS 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.

ADMINISTRATIVE PROVISIONS

[(INCLUDING RESCISSIONS)]

SEC. 101. None of the funds made available by 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 operating 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. The Secretary shall post on the web site of the Department of Transportation a schedule of all meetings of the Council on Credit and Finance, including the agenda for each meeting, and require the Council on Credit and Finance to record the decisions and actions of each meeting.

SEC. 103. In addition to authority provided by section 327 of title 49, United States Code, the Department's Working Capital Fund is authorized to provide partial or full payments in advance and accept subsequent reimbursements from all Federal agencies from available funds 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 SAFETEA-LU (5 U.S.C. 7905 note): *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 further*, That such reserve shall not exceed 1 month of benefits payable and may be used only for the purpose of providing for the continuation of transit benefits: *Provided further*, That the Working Capital Fund shall be fully reimbursed by each customer agency from available funds for the actual cost of the transit benefit.

SEC. 104. Receipts collected in the Department's Working Capital Fund, as authorized by section 327 of title 49, United States Code, for unused *transit and* van pool benefits, in an amount not to exceed 10 percent of fiscal year 2021 collections, shall be available until expended in the Department's Working Capital Fund to provide contractual services in support of section 199A of this Act: *Provided*, That obligations in fiscal year **[2021]**2022 of such collections shall not exceed \$1,000,000.

[SEC. 105. The remaining unobligated balances, as of September 30, 2021, from amounts made available for the "Department of Transportation—Office of the Secretary—National Infrastructure Investments" in division G of the Consolidated Appropriations Act, 2019 (Public Law 116-6) are hereby permanently rescinded, and an amount of additional new budget authority equivalent to the amount rescinded is hereby appropriated on September 30, 2021, to remain available until September 30, 2022, and shall be available, without additional competition, for completing the funding of awards made pursuant to the fiscal year 2019 national infrastructure investments program.]

SEC. **[106]**105. None of the funds in this Act may be obligated or expended for retention or senior executive bonuses for an employee of the Department of Transportation without the prior written approval of the Assistant Secretary for Administration.

SEC. **[107]**106. In addition to authority provided by section 327 of title 49, United States Code, the Department's Administrative Working Capital Fund is hereby authorized to transfer information technology equipment, software, and systems from Departmental sources or other entities and collect and maintain a reserve at rates which will return full cost of transferred assets.

SEC. **[108]**107. None of the funds provided 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 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, loan guarantee, or line of credit; and the amount of credit assistance.

SEC. 108. Section 312 of title 49, United States Code, is repealed. (*Department of Transportation Appropriations Act, 2021.*)

FEDERAL AVIATION ADMINISTRATION

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, the lease or purchase of passenger motor vehicles for replacement only, **[\$11,001,500,000]** \$11,434,100,000, to remain available until September 30, **[2022]** 2023, of which **[\$10,519,000,000]** \$8,434,100,000 shall be derived from the Airport and Airway Trust Fund: *Provided*, **[**That of the sums appropriated under this heading—**]**

[(1) not less than \$1,479,039,000 shall be available for aviation safety activities;**]**

[(2) \$8,205,821,000 shall be available for air traffic organization activities;**]**

[(3) \$27,555,000 shall be available for commercial space transportation activities;**]**

[(4) \$836,141,000 shall be available for finance and management activities;**]**

[(5) \$62,862,000 shall be available for NextGen and operations planning activities;**]**

[(6) \$124,928,000 shall be available for security and hazardous materials safety; and**]**

[(7) \$265,154,000 shall be available for staff offices:**]**

[*Provided further*, That not to exceed 5 percent of any budget activity, except for aviation safety budget activity, may be transferred to any budget activity under this heading: *Provided further*, That no transfer may increase or decrease any appropriation under this heading by more than 5 percent: *Provided further*, That any transfer in excess of 5 percent shall be treated as a reprogramming of funds under section 405 of this Act and shall not be available for obligation or expenditure except in compliance with the procedures set forth in that section: *Provided further*,**]** That not later than 60 days after the submission of the 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 the Vision 100-Century of Aviation Reauthorization Act (49 U.S.C. 40101 note)**[(** *Provided further*, That the amounts made available under this heading shall be reduced by \$100,000 for each day after 60 days after the submission of the budget request that such report has not been transmitted to Congress**]**: *Provided further*, That not later than 60 days after the submission of the 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 the amounts made available under this heading shall be reduced by \$100,000 for each day after the date that is 60 days after the submission of the budget request that such report has not been submitted to Congress**]**: *Provided further*, That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: *Provided further*, That none of the funds made available by this Act shall be available for new applicants for the second career training program**[(** *Provided further*, That none of the funds in this Act shall be available for the Federal Aviation Administration to finalize or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of the enactment of this Act**]**: *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 airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms**[(** *Provided further*, That of the amounts made available under this heading, not less than \$172,800,000 shall be used to fund direct operations of the current air traffic control towers in the contract tower program, including the contract tower cost share program, and any airport that is currently qualified or that will qualify for the program during the fiscal year: *Provided further*, That none of the funds made available by this Act for aeronautical charting and cartography are available for activities conducted by, or coordinated through, the Working Capital Fund: *Provided further*, That none of the funds appropriated or otherwise made available by this Act or any other Act may be used to eliminate the Contract Weather Observers program at any airport**]**. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-1301-0-1-402	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Air Traffic Organization (ATO)	7,987	8,255	8,492
0002 NextGen	61	67	64
0003 Finance & Management	825	843	896
0004 Aviation Safety	1,412	1,516	1,547
0005 Commercial Space Transportation	27	29	33
0006 Security & Hazardous Materials Safety	122	128	139
0007 Staff Offices	253	268	280
0008 2017/2018 Hurricanes & CARES Act	46		
0100 Direct Program Activities Subtotal	10,733	11,106	11,451
0799 Total direct obligations	10,733	11,106	11,451
0801 Operations (Reimbursable)	130	130	130
0900 Total new obligations, unexpired accounts	10,863	11,236	11,581
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	226	166	103
1021 Recoveries of prior year unpaid obligations	42		
1050 Unobligated balance (total)	268	166	103
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	111	483	3,000
Spending authority from offsetting collections, discretionary:			
1700 Collected	10,493	10,715	9,341
1701 Change in uncollected payments, Federal sources	167	-25	-736
1750 Spending auth from offsetting collections, disc (total)	10,660	10,690	8,605
1900 Budget authority (total)	10,771	11,173	11,605
1930 Total budgetary resources available	11,039	11,339	11,708
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-10		
1941 Unexpired unobligated balance, end of year	166	103	127
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1,663	1,773	2,169
3010 New obligations, unexpired accounts	10,863	11,236	11,581
3011 Obligations ("upward adjustments"), expired accounts	31		
3020 Outlays (gross)	-10,706	-10,840	-12,505
3040 Recoveries of prior year unpaid obligations, unexpired	-42		
3041 Recoveries of prior year unpaid obligations, expired	-36		
3050 Unpaid obligations, end of year	1,773	2,169	1,245
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-732	-877	-852
3070 Change in uncollected pymts, Fed sources, unexpired	-167	25	736
3071 Change in uncollected pymts, Fed sources, expired	22		
3090 Uncollected pymts, Fed sources, end of year	-877	-852	-116
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	931	896	1,317
3200 Obligated balance, end of year	896	1,317	1,129
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	10,771	11,173	11,605
Outlays, gross:			
4010 Outlays from new discretionary authority	9,160	9,853	10,233
4011 Outlays from discretionary balances	1,546	987	2,272
4020 Outlays, gross (total)	10,706	10,840	12,505
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-10,508	-10,679	-9,305
4033 Non-Federal sources	-35	-35	-35
4034 Offsetting governmental collections	-1	-1	-1
4040 Offsets against gross budget authority and outlays (total)	-10,544	-10,715	-9,341
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-167	25	736
4052 Offsetting collections credited to expired accounts	51		
4060 Additional offsets against budget authority only (total)	-116	25	736
4070 Budget authority, net (discretionary)	111	483	3,000
4080 Outlays, net (discretionary)	162	125	3,164
4180 Budget authority, net (total)	111	483	3,000
4190 Outlays, net (total)	162	125	3,164

The 2022 Budget requests \$11.434 billion 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)

Identification code 069-1301-0-1-402	2020 actual	2021 est.	2022 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	4,846	4,937	5,050
11.3 Other than full-time permanent	30	30	31
11.5 Other personnel compensation	410	431	513
11.9 Total personnel compensation	5,286	5,398	5,594
12.1 Civilian personnel benefits	2,201	2,309	2,438
13.0 Benefits for former personnel	2	2	2
21.0 Travel and transportation of persons	83	73	149
22.0 Transportation of things	22	19	19
23.1 Rental payments to GSA	122	133	151
23.2 Rental payments to others	71	54	54
23.3 Communications, utilities, and miscellaneous charges	349	332	336
24.0 Printing and reproduction	3	3	3
25.1 Advisory and assistance services	775	878	912
25.2 Other services from non-Federal sources	1,606	1,689	1,545
26.0 Supplies and materials	131	140	141
31.0 Equipment	80	74	105
32.0 Land and structures	1	1	1
42.0 Insurance claims and indemnities	1	1	1
99.0 Direct obligations	10,733	11,106	11,451
99.0 Reimbursable obligations	130	130	130
99.9 Total new obligations, unexpired accounts	10,863	11,236	11,581

Employment Summary

Identification code 069-1301-0-1-402	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	39,112	39,384	39,524
2001 Reimbursable civilian full-time equivalent employment	201	178	178

EMERGENCY FAA EMPLOYEE LEAVE FUND

Program and Financing (in millions of dollars)

Identification code 069-2816-0-1-402	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Emergency FAA Employee Fund		9	
0900 Total new obligations, unexpired accounts (object class 12.1)		9	
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation		9	
1930 Total budgetary resources available		9	
Change in obligated balance:			
Unpaid obligations:			
3010 New obligations, unexpired accounts		9	
3020 Outlays (gross)		-9	
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross		9	
Outlays, gross:			
4100 Outlays from new mandatory authority		9	
4180 Budget authority, net (total)		9	
4190 Outlays, net (total)		9	

The American Rescue Plan Act of 2021 (P.L. 117-2) established the Emergency FAA Employee Leave Fund and appropriated \$9 million, which

shall be deposited into the Fund and remain available through September 30, 2022. The Fund is for the use of paid leave for FAA employees who are unable to work due to reasons related to the COVID-19 pandemic.

RELIEF FOR AIRPORTS

Program and Financing (in millions of dollars)

Identification code 069-2815-0-1-402	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Direct program activity		8,000	
0900 Total new obligations, unexpired accounts (object class 41.0)		8,000	
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation		8,000	
1930 Total budgetary resources available		8,000	
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1			5,520
3010 New obligations, unexpired accounts		8,000	
3020 Outlays (gross)		-2,480	-4,400
3050 Unpaid obligations, end of year		5,520	1,120
Memorandum (non-add) entries:			
3100 Obligated balance, start of year			5,520
3200 Obligated balance, end of year		5,520	1,120
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross		8,000	
Outlays, gross:			
4100 Outlays from new mandatory authority		2,480	
4101 Outlays from mandatory balances			4,400
4110 Outlays, gross (total)		2,480	4,400
4180 Budget authority, net (total)		8,000	
4190 Outlays, net (total)		2,480	4,400

The American Rescue Plan Act of 2021 (P.L. 117-2) appropriated \$8 billion, to remain available until September 30, 2024, for assistance to sponsors of airports, to be made available to prevent, prepare for, and respond to coronavirus.

PAYMENT TO GRANTS-IN-AID FOR AIRPORTS

Program and Financing (in millions of dollars)

Identification code 069-2813-0-1-402	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Direct program activity	10,400	2,400	
0900 Total new obligations, unexpired accounts (object class 94.0)	10,400	2,400	
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	10,400	2,400	
1930 Total budgetary resources available	10,400	2,400	
Change in obligated balance:			
Unpaid obligations:			
3010 New obligations, unexpired accounts	10,400	2,400	
3020 Outlays (gross)	-10,400	-2,400	
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	10,400	2,400	
Outlays, gross:			
4010 Outlays from new discretionary authority	10,400	2,400	
4180 Budget authority, net (total)	10,400	2,400	
4190 Outlays, net (total)	10,400	2,400	

PAYMENT TO GRANTS-IN-AID FOR AIRPORTS—Continued

The regular appropriations acts for 2020 and 2021 each provided \$400 million of supplemental funding for Grants-in-Aid for Airports. Funds are appropriated from the General Fund of the U.S. Treasury. Discretionary grants are being awarded to qualified airports, with up to 0.5 percent of the funds provided applied to the administrative costs of awarding grants under the program. In addition, the CARES Act provided \$10 billion in 2020 and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 provided \$2 billion, both from the General Fund of the U.S. Treasury, to help airports prevent, prepare for, and respond to coronavirus.

PAYMENT TO THE AIRPORT AND AIRWAY TRUST FUND

Program and Financing (in millions of dollars)

Identification code 069-0250-0-1-402	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Direct program activity		14,000	
0900 Total new obligations, unexpired accounts (object class 94.0)		14,000	
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation		14,000	
1930 Total budgetary resources available		14,000	
Change in obligated balance:			
Unpaid obligations:			
3010 New obligations, unexpired accounts		14,000	
3020 Outlays (gross)		-14,000	
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross		14,000	
Outlays, gross:			
4100 Outlays from new mandatory authority		14,000	
4180 Budget authority, net (total)		14,000	
4190 Outlays, net (total)		14,000	

AVIATION USER FEES

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069-5422-0-2-402	2020 actual	2021 est.	2022 est.
0100 Balance, start of year	13	7	8
0198 Reconciliation adjustment	1		
0199 Balance, start of year	14	7	8
Receipts:			
Current law:			
1110 Aviation User Fees, Overflight Fees	109	81	118
1130 Property Disposal or Lease Proceeds, Aviation User Fee	1		
1199 Total current law receipts	110	81	118
1999 Total receipts	110	81	118
2000 Total: Balances and receipts	124	88	126
Appropriations:			
Current law:			
2101 Essential Air Service and Rural Airport Improvement Fund	-10	-4	-5
2101 Aviation User Fees	-114	-81	-118
2132 Essential Air Service and Rural Airport Improvement Fund	7	5	7
2199 Total current law appropriations	-117	-80	-116
2999 Total appropriations	-117	-80	-116
5099 Balance, end of year	7	8	10

Program and Financing (in millions of dollars)

Identification code 069-5422-0-2-402	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Land Proceeds	1		
0100 Direct program activities, subtotal	1		
0900 Total new obligations, unexpired accounts (object class 25.2)	1		
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	21	22	22
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	114	81	118
1220 Appropriations transferred to other acts [069-5423]	-112	-81	-118
1260 Appropriations, mandatory (total)	2		
1900 Budget authority (total)	2		
1930 Total budgetary resources available	23	22	22
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	22	22	22
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2	1	1
3010 New obligations, unexpired accounts	1		
3020 Outlays (gross)	-2		
3050 Unpaid obligations, end of year	1	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2	1	1
3200 Obligated balance, end of year	1	1	1
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	2		
Outlays, gross:			
4101 Outlays from mandatory balances	2		
4180 Budget authority, net (total)	2		
4190 Outlays, net (total)	2		

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 \$118 million in overflight fees will be collected in 2022.

AVIATION INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 069-4120-0-3-402	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0801 Program Administration	1	1	1
0802 Insurance Claims	2	2	2
0900 Total new obligations, unexpired accounts	3	3	3
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2,271	2,300	2,332
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	32	35	12
1900 Budget authority (total)	32	35	12
1930 Total budgetary resources available	2,303	2,335	2,344
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	2,300	2,332	2,341
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	2	3
3010 New obligations, unexpired accounts	3	3	3
3020 Outlays (gross)	-2	-2	-2
3050 Unpaid obligations, end of year	2	3	4
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1	2	3

3200	Obligated balance, end of year	2	3	4
Budget authority and outlays, net:				
Mandatory:				
4090	Budget authority, gross	32	35	12
Outlays, gross:				
4100	Outlays from new mandatory authority	2	2	2
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4120	Federal sources	-1	-2	-2
4121	Interest on Federal securities	-31	-33	-10
4130	Offsets against gross budget authority and outlays (total)	-32	-35	-12
4170	Outlays, net (mandatory)	-30	-33	-10
4180	Budget authority, net (total)			
4190	Outlays, net (total)	-30	-33	-10
Memorandum (non-add) entries:				
5000	Total investments, SOY: Federal securities: Par value	2,293	2,302	2,337
5001	Total investments, EOY: Federal securities: Par value	2,302	2,337	2,348

The fund provides direct support for the aviation insurance program (chapter 443 of title 49, U.S. Code). In December 2014, the Congress sunset part of the aviation insurance program. Specifically, the 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 was authorized through September 30, 2023 in the National Defense Authorization Act for 2020.

Object Classification (in millions of dollars)

Identification code 069-4120-0-3-402	2020 actual	2021 est.	2022 est.	
Reimbursable obligations:				
25.2	Other services from non-Federal sources	1	1	1
42.0	Projected Insurance claims and indemnities	2	2	2
99.9	Total new obligations, unexpired accounts	3	3	3

Employment Summary

Identification code 069-4120-0-3-402	2020 actual	2021 est.	2022 est.	
2001	Reimbursable civilian full-time equivalent employment	2	4	4

ADMINISTRATIVE SERVICES FRANCHISE FUND

Program and Financing (in millions of dollars)

Identification code 069-4562-0-4-402	2020 actual	2021 est.	2022 est.	
Obligations by program activity:				
0801	Accounting Services	40	51	50
0804	Information Services	116	157	143
0806	Multi Media	7	3	3
0807	FLI (formerly CMEL/Training)	7	9	9
0808	International Training	2	2	2
0810	Logistics	301	274	292
0811	Aircraft Maintenance	55	53	57
0812	Acquisition	5	5	5
0900	Total new obligations, unexpired accounts	533	554	561
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	246	230	274
1021	Recoveries of prior year unpaid obligations	27	36	36
1050	Unobligated balance (total)	273	266	310
Budget authority:				
Spending authority from offsetting collections, discretionary:				
1700	Collected	490	562	573
1930	Total budgetary resources available	763	828	883

1941	Memorandum (non-add) entries:			
	Unexpired unobligated balance, end of year	230	274	322
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	162	170	123
3010	New obligations, unexpired accounts	533	554	561
3020	Outlays (gross)	-498	-565	-648
3040	Recoveries of prior year unpaid obligations, unexpired	-27	-36	-36
3050	Unpaid obligations, end of year	170	123	
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	162	170	123
3200	Obligated balance, end of year	170	123	

Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	490	562	573
Outlays, gross:				
4010	Outlays from new discretionary authority	395	382	390
4011	Outlays from discretionary balances	103	183	258
4020	Outlays, gross (total)	498	565	648
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-490	-560	-571
4033	Non-Federal sources		-2	-2
4040	Offsets against gross budget authority and outlays (total)	-490	-562	-573
4080	Outlays, net (discretionary)	8	3	75
4180	Budget authority, net (total)			
4190	Outlays, net (total)	8	3	75

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)

Identification code 069-4562-0-4-402	2020 actual	2021 est.	2022 est.	
Reimbursable obligations:				
Personnel compensation:				
11.1	Full-time permanent	121	134	132
11.3	Other than full-time permanent	1	1	1
11.5	Other personnel compensation	5	5	5
11.9	Total personnel compensation	127	140	138
12.1	Civilian personnel benefits	48	49	52
21.0	Travel and transportation of persons	3	5	8
22.0	Transportation of things	7	6	6
23.3	Communications, utilities, and miscellaneous charges	12	13	14
25.1	Advisory and assistance services	68	72	71
25.2	Other services from non-Federal sources	70	75	73
25.3	Other goods and services from Federal sources	16	20	17
25.4	Operation and maintenance of facilities	5	8	5
25.7	Operation and maintenance of equipment	57	60	59
26.0	Supplies and materials	94	97	108
31.0	Equipment	5	5	6
44.0	Refunds	21	4	4
99.9	Total new obligations, unexpired accounts	533	554	561

Employment Summary

Identification code 069-4562-0-4-402	2020 actual	2021 est.	2022 est.	
2001	Reimbursable civilian full-time equivalent employment	1,401	1,437	1,472

Trust Funds

AIRPORT AND AIRWAY TRUST FUND

Program and Financing (in millions of dollars)

Identification code 069-8103-0-7-402	2020 actual	2021 est.	2022 est.	
4180	Budget authority, net (total)			

AIRPORT AND AIRWAY TRUST FUND—Continued
Program and Financing—Continued

Identification code 069-8103-0-7-402	2020 actual	2021 est.	2022 est.
4190 Outlays, net (total)			
Memorandum (non-add) entries:			
5000 Total investments, SOY: Federal securities: Par value	15,018	7,900	13,635
5001 Total investments, EOY: Federal securities: Par value	7,900	13,635	12,983

Section 9502 of Title 26, U.S. Code provides for amounts equivalent to the funds received in the 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, and payment to air carriers; and for the Bureau of Transportation Statistics Office of Airline Information.

Status of Funds (in millions of dollars)

Identification code 069-8103-0-7-402	2020 actual	2021 est.	2022 est.
Unexpended balance, start of year:			
0100 Balance, start of year	17,916	8,971	15,305
0298 Adjustments	-1,402		
0999 Total balance, start of year	16,514	8,971	15,305
Cash income during the year:			
Current law:			
Receipts:			
1110 Excise Taxes, Airport and Airway Trust Fund	9,016	9,348	15,293
1130 Grants-in-aid for Airports (Airport and Airway Trust Fund)		2	2
1130 Facilities and Equipment (Airport and Airway Trust Fund)	55	61	50
1130 Research, Engineering and Development (Airport and Airway Trust Fund)	2		
1150 Interest, Airport and Airway Trust Fund			
1150 Interest, Airport and Airway Trust Fund	387	191	230
1160 General Fund Payment, Airport and Airway Trust Fund		14,000	
1160 Facilities and Equipment (Airport and Airway Trust Fund)	44	40	39
1160 Research, Engineering and Development (Airport and Airway Trust Fund)	14	9	9
1199 Income under present law	9,518	23,651	15,623
1999 Total cash income	9,518	23,651	15,623
Cash outgo during year:			
Current law:			
2100 Payments to Air Carriers [Budget Acct]	-176	-105	-206
2100 Trust Fund Share of FAA Activities (Airport and Airway Trust Fund) [Budget Acct]	-10,363	-10,557	-9,170
2100 Grants-in-aid for Airports (Airport and Airway Trust Fund) [Budget Acct]	-6,897	-9,775	-5,886
2100 Facilities and Equipment (Airport and Airway Trust Fund) [Budget Acct]	-2,907	-2,802	-3,269
2100 Research, Engineering and Development (Airport and Airway Trust Fund) [Budget Acct]	-169	-236	-295
2198 Adjustments	3,450	6,158	2,352
2199 Outgo under current law	-17,062	-17,317	-16,474
2999 Total cash outgo (-)	-17,062	-17,317	-16,474
Surplus or deficit:			
3110 Excluding interest	-7,931	6,143	-1,081
3120 Interest	387	191	230
3199 Subtotal, surplus or deficit	-7,544	6,334	-851
3298 Rounding adjustment	1		
3299 Total adjustments	1		
3999 Total change in fund balance	-7,543	6,334	-851
Unexpended balance, end of year:			
4100 Uninvested balance (net), end of year	1,071	1,670	1,471
4200 Airport and Airway Trust Fund	7,900	13,635	12,983
4999 Total balance, end of year	8,971	15,305	14,454

GRANTS-IN-AID FOR AIRPORTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(AIRPORT AND AIRWAY TRUST FUND)
【(INCLUDING TRANSFER OF FUNDS)】

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 44706 of title 49, United States Code, \$3,350,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That none of the amounts made available 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 【2021】 2022, notwithstanding section 47117(g) of title 49, United States Code: *Provided further*, That none of the amounts made available under this heading shall be available for the replacement of baggage conveyor systems, reconfiguration of terminal baggage areas, or other airport improvements that are necessary to install bulk explosive detection systems【: *Provided further*, That notwithstanding section 47109(a) of title 49, United States Code, the Government's share of allowable project costs under paragraph (2) of such section for subgrants or paragraph (3) of such section shall be 95 percent for a project at other than a large or medium hub airport that is a successive phase of a multi-phased construction project for which the project sponsor received a grant in fiscal year 2011 for the construction project【: *Provided further*, That notwithstanding any other provision of law, of amounts limited under this heading, not more than 【\$119,402,000】 \$127,165,000 shall be available for administration, not less than \$15,000,000 shall be available for the Airport Cooperative Research Program, and not less than 【\$40,666,000】 \$40,961,000 shall be available for Airport Technology Research【, and \$10,000,000, to remain available until expended, shall be available and transferred to "Office of the Secretary, Salaries and Expenses" to carry out the Small Community Air Service Development Program: *Provided further*, That in addition to airports eligible under section 41743 of title 49, United States Code, such program may include the participation of an airport that serves a community or consortium that is not larger than a small hub airport, according to FAA hub classifications effective at the time the Office of the Secretary issues a request for proposals【.

GRANTS-IN-AID FOR AIRPORTS

【For an additional amount for "Grants-In-Aid for Airports", to enable the Secretary to make grants for projects as authorized by subchapter 1 of chapter 471 and subchapter 1 of chapter 475 of title 49, United States Code, \$400,000,000, to remain available through September 30, 2023: *Provided*, That amounts made available under this heading shall be derived from the general fund, and such funds shall not be subject to apportionment formulas, special apportionment categories, or minimum percentages under chapter 471: *Provided further*, That the Secretary shall distribute funds provided under this heading as discretionary grants to airports: *Provided further*, That the amount made available under this heading shall not be subject to any limitation on obligations for the Grants-in-Aid for Airports program set forth in any Act: *Provided further*, That the Administrator of the Federal Aviation Administration may retain up to 0.5 percent of the funds provided under this heading to fund the award and oversight by the Administrator of grants made under this heading.】
(Department of Transportation Appropriations Act, 2021.)

(INCLUDING TRANSFER OF FUNDS)

【For an additional amount for "Grants-in-Aid for Airports" \$2,000,000,000, to prevent, prepare for, and respond to coronavirus: *Provided*, That amounts made available under this heading in this Act shall be derived from the general fund of the Treasury: *Provided further*, That funds provided under this heading in this Act shall only be available to airports in categories defined in section 47102 of title 49, United States Code: *Provided further*, That funds provided under this heading in this Act shall not otherwise be subject to the requirements of chapter 471 of such title: *Provided further*, That notwithstanding the preceding proviso, except for project eligibility, the requirements of chapter 471 of such title shall apply to funds provided for any contract awarded (after the date of enactment of this Act) for airport development and funded under this heading: *Provided further*, That funds provided under this heading in this Act may not be used for any purpose not directly related to the airport: *Provided further*, That no additional funding shall be provided from funds made available under this heading to any airport that was allocated in excess of four

years of operating funds under Public Law 116–136: *Provided further*, That the Federal share payable of the costs for which a grant is made under this heading in this Act shall be 100 percent: *Provided further*, That, notwithstanding any other provision of law, any funds appropriated under the heading "Grants-In-Aid for Airports" in Public Law 116–136 that are unallocated as of the date of enactment of this Act shall be added to and allocated under paragraph (1) of this heading in this Act: *Provided further*, That any funds obligated under Public Law 116–136 that are recovered by or returned to the FAA shall be allocated under paragraph (1) of this heading in this Act: *Provided further*, That of the amounts appropriated under this heading in this Act:]

[(1) Not less than \$1,750,000,000 shall be available for primary airports as defined in section 47102(16) of title 49, United States Code, and certain cargo airports for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments: *Provided*, That such funds shall not be subject to the reduced apportionments of section 47114(f) of title 49, United States Code: *Provided further*, That such funds shall first be apportioned as set forth in sections 47114(c)(1)(A), 47114(c)(1)(C)(i), 47114(c)(1)(C)(ii), 47114(c)(2)(A), 47114(c)(2)(B), and 47114(c)(2)(E) of title 49, United States Code: *Provided further*, That there shall be no maximum apportionment limit: *Provided further*, That any remaining funds after such apportionment shall be distributed to all sponsors of primary airports (as defined in section 47102(16) of title 49, United States Code) based on each such airport's passenger enplanements compared to total passenger enplanements of all airports defined in section 47102(16) of title 49, United States Code, for the most recent calendar year enplanements upon which the Secretary has apportioned funds pursuant to section 47114(c) of title 49, United States Code:]

[(2) Not less than \$45,000,000 shall be for general aviation and commercial service airports that are not primary airports as defined in paragraphs (7), (8), and (16) of section 47102 of title 49, United States Code, for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments: *Provided*, That not less than \$5,000,000 of such funds shall be available to sponsors of non-primary airports, divided equally, that participate in the FAA Contract Tower Program defined in section 47124 of title 49, United States Code, to cover lawful expenses to support FAA contract tower operations: *Provided further*, That the Secretary shall apportion the remaining funds to each non-primary airport based on the categories published in the most current National Plan of Integrated Airport Systems, reflecting the percentage of the aggregate published eligible development costs for each such category, and then dividing the allocated funds evenly among the eligible airports in each category, rounding up to the nearest thousand dollars: *Provided further*, That any remaining funds under this paragraph shall be distributed as described in paragraph (1) under this heading in this Act:]

[(3) Not less than \$200,000,000 shall be available to sponsors of primary airports to provide relief from rent and minimum annual guarantees to on-airport car rental, on-airport parking, and in-terminal airport concessions (as defined in part 23 of title 49, Code of Federal Regulations) located at primary airports: *Provided*, That such funds shall be distributed to all sponsors of primary airports (as defined in section 47102(16) of title 49, United States Code) based on each such airport's passenger enplanements compared to total passenger enplanements of all airports defined in section 47102(16) of title 49, United States Code, for calendar year 2019: *Provided further*, That as a condition of approving a grant under this paragraph, the Secretary shall require the sponsor to provide such relief from the date of enactment of this Act until the sponsor has provided relief equaling the total grant amount, to the extent practicable and to the extent permissible under state laws, local laws, and applicable trust indentures: *Provided further*, That the sponsor shall provide relief from rent and minimum annual guarantee obligations to each eligible airport concession in an amount that reflects each eligible airport concession's proportional share of the total amount of the rent and minimum annual guarantees of all the eligible airport concessions at such airport: *Provided further*, That, to the extent permissible under this paragraph, airport sponsors shall prioritize relief from rent and minimum annual guarantee to minority-owned businesses: *Provided further*, That only airport concessions that have certified they have not received a second draw or assistance for a covered loan under section 7(a)(37) of the Small Business Act (15 U.S.C. 636(a)(37)) that has been applied toward rent or minimum annual guarantee costs shall be eligible for relief under this paragraph and such concessions are hereby prohibited from applying for a covered loan under such section for rent or minimum annual guarantee costs: *Provided further*, That sponsors of primary airports may retain up to 2 percent of the funds provided under this paragraph to administer the relief required under this paragraph; and]

[(4) Up to \$5,000,000 shall be available and transferred to "Office of the Secretary, Salaries and Expenses" to carry out the Small Community Air Service Development Program: *Provided*, That in allocating funding made available in this or

any previous Acts for such program for fiscal years 2019, 2020, and 2021, the Secretary of Transportation shall give priority to communities or consortia of communities that have had air carrier service reduced or suspended as a result of the coronavirus pandemic: *Provided further*, That the Secretary shall publish streamlined and expedited procedures for the solicitation of applications for assistance under this paragraph not later than 60 days after the date of enactment of this Act and shall make awards as soon as practicable:]

[(*Provided further*, That the Administrator of the Federal Aviation Administration may retain up to 0.1 percent of the funds provided under this heading in this Act to fund the award and oversight by the Administrator of grants made under this heading in this Act: *Provided further*, That obligations of funds under this heading in this Act shall not be subject to any limitations on obligations provided in any Act making annual appropriations: *Provided further*, That all airports receiving funds under this heading in this Act shall continue to employ, through February 15, 2021, at least 90 percent of the number of individuals employed (after making adjustments for retirements or voluntary employee separations) by the airport as of March 27, 2020: *Provided further*, That the Secretary may waive the workforce retention requirement in the preceding proviso, if the Secretary determines the airport is experiencing economic hardship as a direct result of the requirement, or the requirement reduces aviation safety or security: *Provided further*, That the workforce retention requirement shall not apply to nonhub airports or nonprimary airports receiving funds under this heading in this Act: *Provided further*, That the amounts repurposed under this heading in this Act that were previously designated by the Congress as an emergency requirement pursuant to the Balanced Budget and Emergency Deficit Control Act of 1985 are designated by the Congress as an emergency requirement pursuant to section 251(b)(2)(A)(i) of the Balanced Budget and Emergency Deficit Control Act of 1985: *Provided further*, That such amount is designated by the Congress as being for an emergency requirement pursuant to section 251(b)(2)(A)(i) of the Balanced Budget and Emergency Deficit Control Act of 1985.] (*Coronavirus Response and Relief Supplemental Appropriations Act, 2021.*)

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069-8106-0-7-402	2020 actual	2021 est.	2022 est.
0100 Balance, start of year			
Receipts:			
Current law:			
1140 General Fund Payment, Grants-in-Aid for Airports	10,400	400	
1140 General Fund Payment, Grants-in-Aid for Airports		2,000	
1199 Total current law receipts	10,400	2,400	
1999 Total receipts	10,400	2,400	
2000 Total: Balances and receipts	10,400	2,400	
Appropriations:			
Current law:			
2101 Grants-in-aid for Airports (Airport and Airway Trust Fund)	-10,400	-2,400	
5099 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 069-8106-0-7-402	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Grants-in-aid for airports	12,653	5,165	3,167
0002 Personnel and related expenses	116	119	127
0003 Airport technology research	39	41	41
0005 Small community air service	10	10	
0006 Airport Cooperative Research	15	15	15
0007 Grants - General Fund Appropriation	971	398	
0008 Administrative Expenses - General Fund Appropriation		2	
0100 Total direct program	13,804	5,750	3,350
0799 Total direct obligations	13,804	5,750	3,350
0801 Grants-in-aid for Airports (Airport and Airway Trust Fund) (Reimbursable)	1	2	2
0900 Total new obligations, unexpired accounts	13,805	5,752	3,352
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1,055	1,125	1,125
1001 Discretionary unobligated balance brought fwd, Oct 1	1,038	1,125	
1021 Recoveries of prior year unpaid obligations	125		
1050 Unobligated balance (total)	1,180	1,125	1,125
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust)	3,000	3,350	3,350

GRANTS-IN-AID FOR AIRPORTS (AIRPORT AND AIRWAY TRUST FUND)—Continued
Program and Financing—Continued

Identification code 069-8106-0-7-402	2020 actual	2021 est.	2022 est.
1101 Appropriation (special or trust)	10,400	2,400	.....
1138 Appropriations applied to liquidate contract authority	-3,000	-3,350	-3,350
1160 Appropriation, discretionary (total)	10,400	2,400	.....
Contract authority, mandatory:			
1600 Contract authority (Reauthorization)	3,350	3,350	3,350
Spending authority from offsetting collections, discretionary:			
1700 Collected		2	2
1900 Budget authority (total)	13,750	5,752	3,352
1930 Total budgetary resources available	14,930	6,877	4,477
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1,125	1,125	1,125
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	6,218	13,001	8,978
3010 New obligations, unexpired accounts	13,805	5,752	3,352
3020 Outlays (gross)	-6,897	-9,775	-5,886
3040 Recoveries of prior year unpaid obligations, unexpired	-125	.....	.....
3050 Unpaid obligations, end of year	13,001	8,978	6,444
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	6,218	13,001	8,978
3200 Obligated balance, end of year	13,001	8,978	6,444
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	10,400	2,402	2
Outlays, gross:			
4010 Outlays from new discretionary authority	3,424	1,129	461
4011 Outlays from discretionary balances	3,473	8,646	5,425
4020 Outlays, gross (total)	6,897	9,775	5,886
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources .....	.....	-2	-2
4040 Offsets against gross budget authority and outlays (total) .....	.....	-2	-2
Mandatory:			
4090 Budget authority, gross	3,350	3,350	3,350
4180 Budget authority, net (total)	13,750	5,750	3,350
4190 Outlays, net (total)	6,897	9,773	5,884
Memorandum (non-add) entries:			
5052 Obligated balance, SOY: Contract authority	3,814	4,164	4,164
5053 Obligated balance, EOY: Contract authority	4,164	4,164	4,164
5061 Limitation on obligations (Highway Trust Funds)	3,350	3,350	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)

Identification code 069-8106-0-7-402	2020 actual	2021 est.	2022 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	72	78	82
11.3 Other than full-time permanent	1	2	1
11.5 Other personnel compensation	2	3	2
11.9 Total personnel compensation	75	83	85
12.1 Civilian personnel benefits	26	27	27
21.0 Travel and transportation of persons	1	3	3
23.2 Rental payments to others	1	1	1
25.1 Advisory and assistance services	33	33	32
25.2 Other services from non-Federal sources	1	1	1
25.3 Other goods and services from Federal sources	17	22	24
25.7 Operation and maintenance of equipment	14	14	14
26.0 Supplies and materials	1	1	1
31.0 Equipment	1	1	1
32.0 Land and structures	4	1	1
41.0 Grants, subsidies, and contributions	13,620	5,549	3,160
94.0 Financial transfers	10	14	.....
99.0 Direct obligations	13,804	5,750	3,350
99.0 Reimbursable obligations	1	2	2
99.9 Total new obligations, unexpired accounts	13,805	5,752	3,352

Employment Summary

Identification code 069-8106-0-7-402	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	565	607	615
1001 Direct civilian full-time equivalent employment .....	.....	4	1
2001 Reimbursable civilian full-time equivalent employment	5	7	3

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

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, **[\$3,015,000,000] \$3,410,000,000**, of which **[\$545,000,000] \$550,000,000** shall remain available until September 30, **[2022] 2023**, and **[\$2,330,400,000] \$2,860,000,000** shall remain available until September 30, **[2023]**, and **\$139,600,000** shall remain available until expended] **2024: 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 not later than 60 days after submission of the budget request, the Secretary shall transmit to the Congress an investment plan for the Federal Aviation Administration which includes funding for each budget line item for fiscal years **[2022] 2023** through **[2026] 2027**, 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. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-8107-0-7-402	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Engineering, development, test and evaluation	158	209	215
0002 Procurement and modernization of air traffic control (ATC) facilities and equipment	1,825	1,974	2,032
0003 Procurement and modernization of non-ATC facilities and equipment	217	191	197
0004 Mission support	256	235	242
0005 Personnel and related expenses	526	563	550
0007 Spectrum Efficient National Surveillance Radar (SENSR)	18	1	.....
0008 2017 Hurricanes / 2018 Supplemental	10	20	11
0100 Subtotal, direct program	3,010	3,193	3,247
0799 Total direct obligations	3,010	3,193	3,247
0801 Facilities and Equipment (Airport and Airway Trust Fund) (Reimbursable)	60	87	87
0900 Total new obligations, unexpired accounts	3,070	3,280	3,334
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2,061	2,153	1,989
1001 Discretionary unobligated balance brought fwd, Oct 1	2,041	.....	.....
1021 Recoveries of prior year unpaid obligations	40	.....	.....
1050 Unobligated balance (total)	2,101	2,153	1,989
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust)	3,045	3,015	3,410
Spending authority from offsetting collections, discretionary:			
1700 Collected	85	101	89
1701 Change in uncollected payments, Federal sources	-3	.....	.....
1750 Spending auth from offsetting collections, disc (total)	82	101	89
1900 Budget authority (total)	3,127	3,116	3,499
1930 Total budgetary resources available	5,228	5,269	5,488
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-5	.....	.....
1941 Unexpired unobligated balance, end of year	2,153	1,989	2,154

Special and non-revolving trust funds:			
1950	Other balances withdrawn and returned to unappropriated receipts	21	
1951	Unobligated balance expiring	5	
1952	Expired unobligated balance, start of year	84	87
1953	Expired unobligated balance, end of year	82	87
1954	Unobligated balance canceling	21	
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	2,105	2,208
3010	New obligations, unexpired accounts	3,070	3,280
3011	Obligations ("upward adjustments"), expired accounts	4	
3020	Outlays (gross)	-2,907	-2,802
3040	Recoveries of prior year unpaid obligations, unexpired	-40	
3041	Recoveries of prior year unpaid obligations, expired	-24	
3050	Unpaid obligations, end of year	2,208	2,686
Uncollected payments:			
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-72	-56
3061	Adjustments to uncollected pymts, Fed sources, brought forward, Oct 1	-1	
3070	Change in uncollected pymts, Fed sources, unexpired	3	
3071	Change in uncollected pymts, Fed sources, expired	14	
3090	Uncollected pymts, Fed sources, end of year	-56	-56
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	2,032	2,152
3200	Obligated balance, end of year	2,152	2,630

Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	3,127	3,116
Outlays, gross:			
4010	Outlays from new discretionary authority	919	1,371
4011	Outlays from discretionary balances	1,968	1,423
4020	Outlays, gross (total)	2,887	2,794
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030	Federal sources	-44	-40
4033	Non-Federal sources	-55	-61
4040	Offsets against gross budget authority and outlays (total)	-99	-101
Additional offsets against gross budget authority only:			
4050	Change in uncollected pymts, Fed sources, unexpired	3	
4052	Offsetting collections credited to expired accounts	14	
4060	Additional offsets against budget authority only (total)	17	
4070	Budget authority, net (discretionary)	3,045	3,015
4080	Outlays, net (discretionary)	2,788	2,693
Mandatory:			
Outlays, gross:			
4101	Outlays from mandatory balances	20	8
4180	Budget authority, net (total)	3,045	3,015
4190	Outlays, net (total)	2,808	2,701
Memorandum (non-add) entries:			
5090	Unexpired unavailable balance, SOY: Offsetting collections	3	3
5092	Unexpired unavailable balance, EOY: Offsetting collections	3	3

Funding in this account provides for the deployment of communications, navigation, surveillance, and related capabilities within the National Air-space 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 (in millions of dollars)

Identification code 069-8107-0-7-402			
	2020 actual	2021 est.	2022 est.
Direct obligations:			
Personnel compensation:			
11.1	Full-time permanent	357	368
11.3	Other than full-time permanent	1	1
11.5	Other personnel compensation	6	5
11.9	Total personnel compensation	364	374
12.1	Civilian personnel benefits	123	133

13.0	Benefits for former personnel			2
21.0	Travel and transportation of persons	25	28	21
22.0	Transportation of things	3	2	2
23.2	Rental payments to others	27	42	43
23.3	Communications, utilities, and miscellaneous charges	90	48	49
25.1	Advisory and assistance services	1,602	1,816	1,871
25.2	Other services from non-Federal sources	209	143	127
25.3	Other goods and services from Federal sources	21	45	46
25.4	Operation and maintenance of facilities	135	85	86
25.5	Research and development contracts	4	1	1
25.7	Operation and maintenance of equipment	75	66	68
25.8	Subsistence and support of persons	1	1	1
26.0	Supplies and materials	18	39	35
31.0	Equipment	255	212	216
32.0	Land and structures	56	155	155
41.0	Grants, subsidies, and contributions		3	4
43.0	Interest and dividends	2		
99.0	Direct obligations	3,010	3,193	3,247
99.0	Reimbursable obligations	60	87	87
99.9	Total new obligations, unexpired accounts	3,070	3,280	3,334

Employment Summary

Identification code 069-8107-0-7-402		2020 actual	2021 est.	2022 est.
1001	Direct civilian full-time equivalent employment	2,849	2,851	2,851
2001	Reimbursable civilian full-time equivalent employment	43	50	50

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 subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, **[\$198,000,000] \$258,500,000**, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, **[2023] 2024: 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 **[**: *Provided further*, That funds made available under this heading shall be used in accordance with the explanatory statement described in section 4 (in the matter preceding division A of this consolidated Act): *Provided further*, That not to exceed 10 percent of any funding level specified under this heading in the explanatory statement described in section 4 (in the matter preceding division A of this consolidated Act) may be transferred to any other funding level specified under this heading in the explanatory statement described in section 4 (in the matter preceding division A of this consolidated Act): *Provided further*, That no transfer may increase or decrease any funding level by more than 10 percent: *Provided further*, That any transfer in excess of 10 percent shall be treated as a re-programming of funds under section 405 of this Act and shall not be available for obligation or expenditure except in compliance with the procedures set forth in that section]. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-8108-0-7-402		2020 actual	2021 est.	2022 est.
Obligations by program activity:				
0011	Improve aviation safety	120	89	32
0012	Improve Efficiency	15	3	
0013	Reduce environmental impact of aviation	51	7	8
0014	Improve the efficiency of mission support	7	20	4
0015	Research, Engineering & Development		123	203
0100	Subtotal, direct program	193	242	247
0799	Total direct obligations	193	242	247
0801	Research, Engineering and Development (Airport and Airway Trust (Reimbursable))	16	9	9
0900	Total new obligations, unexpired accounts	209	251	256

Budgetary resources:

Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	167	172	128
1021	Recoveries of prior year unpaid obligations	1		
1050	Unobligated balance (total)	168	172	128

RESEARCH, ENGINEERING, AND DEVELOPMENT—Continued
Program and Financing—Continued

Identification code 069-8108-0-7-402	2020 actual	2021 est.	2022 est.
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust)	193	198	259
Spending authority from offsetting collections, discretionary:			
1700 Collected	15	9	9
1701 Change in uncollected payments, Federal sources	6		
1750 Spending auth from offsetting collections, disc (total)	21	9	9
1900 Budget authority (total)	214	207	268
1930 Total budgetary resources available	382	379	396
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-1		
1941 Unexpired unobligated balance, end of year	172	128	140
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	6	6	6
1953 Expired unobligated balance, end of year	5	6	6
1954 Unobligated balance canceling	2		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	128	165	180
3010 New obligations, unexpired accounts	209	251	256
3020 Outlays (gross)	-169	-236	-295
3040 Recoveries of prior year unpaid obligations, unexpired	-1		
3041 Recoveries of prior year unpaid obligations, expired	-2		
3050 Unpaid obligations, end of year	165	180	141
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-4	-9	-9
3070 Change in uncollected pymts, Fed sources, unexpired	-6		
3071 Change in uncollected pymts, Fed sources, expired	1		
3090 Uncollected pymts, Fed sources, end of year	-9	-9	-9
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	124	156	171
3200 Obligated balance, end of year	156	171	132
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	214	207	268
Outlays, gross:			
4010 Outlays from new discretionary authority	46	96	123
4011 Outlays from discretionary balances	123	140	172
4020 Outlays, gross (total)	169	236	295
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-14	-9	-9
4033 Non-Federal sources	-2		
4040 Offsets against gross budget authority and outlays (total)	-16	-9	-9
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-6		
4052 Offsetting collections credited to expired accounts	1		
4060 Additional offsets against budget authority only (total)	-5		
4070 Budget authority, net (discretionary)	193	198	259
4080 Outlays, net (discretionary)	153	227	286
4180 Budget authority, net (total)	193	198	259
4190 Outlays, net (total)	153	227	286

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 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)

Identification code 069-8108-0-7-402	2020 actual	2021 est.	2022 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	26	31	32
12.1 Civilian personnel benefits	9	10	11
21.0 Travel and transportation of persons	1	1	1
25.1 Advisory and assistance services	26	35	35

25.2 Other services from non-Federal sources	34	40	41
25.3 Other goods and services from Federal sources	7	9	9
25.5 Research and development contracts	13	17	17
25.7 Operation and maintenance of equipment		1	1
26.0 Supplies and materials	1	1	1
31.0 Equipment	2	3	3
32.0 Land and structures		1	1
41.0 Grants, subsidies, and contributions	74	93	95
99.0 Direct obligations	193	242	247
99.0 Reimbursable obligations	16	9	9
99.9 Total new obligations, unexpired accounts	209	251	256

Employment Summary

Identification code 069-8108-0-7-402	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	197	217	217

TRUST FUND SHARE OF FAA ACTIVITIES (AIRPORT AND AIRWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 069-8104-0-7-402	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Payment to Operations	10,519	10,519	8,434
0900 Total new obligations, unexpired accounts (object class 94.0)	10,519	10,519	8,434
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust)	10,519	10,519	8,434
1930 Total budgetary resources available	10,519	10,519	8,434
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	618	774	736
3010 New obligations, unexpired accounts	10,519	10,519	8,434
3020 Outlays (gross)	-10,363	-10,557	-9,170
3050 Unpaid obligations, end of year	774	736	
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	618	774	736
3200 Obligated balance, end of year	774	736	
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	10,519	10,519	8,434
Outlays, gross:			
4010 Outlays from new discretionary authority	9,750	10,519	8,434
4011 Outlays from discretionary balances	613	38	736
4020 Outlays, gross (total)	10,363	10,557	9,170
4180 Budget authority, net (total)	10,519	10,519	8,434
4190 Outlays, net (total)	10,363	10,557	9,170

The 2022 Budget proposes \$11.434 billion for Federal Aviation Administration Operations, of which \$8.434 billion would be provided from the Airport and Airway Trust Fund.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

【SEC. 110. None of the funds made available by this Act may be used to compensate in excess of 600 technical staff-years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 2021.】

【SEC. 111. None of the funds made available by this Act shall be used to pursue or adopt guidelines or regulations requiring airport sponsors to provide to the Federal Aviation Administration without cost building construction, maintenance, utilities and expenses, or space in airport sponsor-owned buildings for services relating to air traffic control, air navigation, or weather reporting: *Provided*, That the prohibition on the use of funds in this section does not apply to negotiations between the agency and airport sponsors to achieve agreement on "below-market" rates for these items or to grant assurances that require airport sponsors to provide land without cost to the Federal Aviation Administration for air traffic control facilities.】

SEC. [112]110. The Administrator of the Federal Aviation Administration may reimburse amounts made available to satisfy section 41742(a)(1) of title 49, United States Code, from fees credited under section 45303 of title 49, United States Code, and any amount remaining in such account at the close of any fiscal year may be made available to satisfy section 41742(a)(1) of title 49, United States Code, for the subsequent fiscal year.

SEC. [113]111. Amounts collected under section 40113(e) 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 as such appropriation.

SEC. [114]112. None of the funds made available by 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. [115]113. None of the funds made available by 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. 116. Notwithstanding any other provision of law, none of the funds made available under this Act or any prior Act may be used to implement or to continue to implement any limitation on the ability of any owner or operator of a private aircraft to obtain, upon a request to the Administrator of the Federal Aviation Administration, a blocking of that owner's or operator's aircraft registration number, Mode S transponder code, flight identification, call sign, or similar identifying information from any ground based display to the public that would allow the real-time or near real-time flight tracking of that aircraft's movements, except data made available to a Government agency, for the noncommercial flights of that owner or operator.

SEC. 117. None of the funds made available by this Act shall be available for salaries and expenses of more than nine political and Presidential appointees in the Federal Aviation Administration.

SEC. 118. None of the funds made available by this Act may be used to increase fees pursuant to section 44721 of title 49, United States Code, until the Federal Aviation Administration provides to the House and Senate Committees on Appropriations a report that justifies all fees related to aeronautical navigation products and explains how such fees are consistent with Executive Order No. 13642.

SEC. 119. None of the funds made available by this Act may be used to close a regional operations center of the Federal Aviation Administration or reduce its services unless the Administrator notifies the House and Senate Committees on Appropriations not less than 90 full business days in advance.

SEC. 119A. None of the funds made available by or limited by this Act may be used to change weight restrictions or prior permission rules at Teterboro airport in Teterboro, New Jersey.

SEC. 119B. None of the funds made available by this Act may be used by the Administrator of the Federal Aviation Administration to withhold from consideration and approval any new application for participation in the Contract Tower Program, or for reevaluation of Cost-share Program participants so long as the Federal Aviation Administration has received an application from the airport, and so long as the Administrator determines such tower is eligible using the factors set forth in Federal Aviation Administration published establishment criteria.

SEC. 119C. None of the funds made available by this Act may be used to open, close, redesignate as a lesser office, or reorganize a regional office, the aeronautical center, or the technical center unless the Administrator submits a request for the reprogramming of funds under section 405 of this Act.

SEC. 114. 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 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".

SEC. 115. The Federal Aviation Administration Administrative Services Franchise Fund may be reimbursed after performance or paid in advance from funds available

to the Federal Aviation Administration and other Federal agencies for which the Fund performs services. (Department of Transportation Appropriations Act, 2021.)

FEDERAL HIGHWAY ADMINISTRATION

The 2022 Budget requests \$47,104 million for the Federal Highway Administration's (FHWA) Federal-aid Highways program to provide the needed funding to: improve the condition and performance of our national transportation infrastructure; make roads and bridges safe for all users; provide equitable travel for all people; address the climate change challenge; spur innovation; and create jobs.

The table below summarizes the budget authority requested for FHWA programs.

[In millions of dollars]

	2020 actual	2021 Enacted	2022 Request
Budget Authority:			
Federal-aid highways contract authority (HTF)	47,104	47,104	47,104
Federal-aid subject to limitation	46,365	46,365	46,365
Federal-aid highways exempt from the limitation	739	739	739
Highway Infrastructure Programs (GF)	2,166	12,000	0
Miscellaneous trust funds (TF)	19	19	19
Miscellaneous Appropriations Rescission	-20	0	0
Total Budget Authority	49,269	59,123	47,123
Total Mandatory	47,123	47,123	47,123
Obligation Authority:			
Federal-aid highways (HTF)	47,104	47,104	47,104

Federal Funds

MISCELLANEOUS APPROPRIATIONS

Program and Financing (in millions of dollars)

Identification code 069-9911-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0004 Miscellaneous Appropriations	7	10	9
0900 Total new obligations, unexpired accounts (object class 41.0)	7	10	9
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	120	97	87
1001 Discretionary unobligated balance brought fwd, Oct 1	119		
1020 Adjustment of unobligated bal brought forward, Oct 1	-3		
1021 Recoveries of prior year unpaid obligations	7		
1031 Other balances not available	-1		
1033 Recoveries of prior year paid obligations	1		
1050 Unobligated balance (total)	124	97	87
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced	-19		
Appropriations, mandatory:			
1230 Appropriations and/or unobligated balance of appropriations permanently reduced	-1		
1900 Budget authority (total)	-20		
1930 Total budgetary resources available	104	97	87
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	97	87	78
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	30	27	24
3001 Adjustments to unpaid obligations, brought forward, Oct 1	3		
3010 New obligations, unexpired accounts	7	10	9
3020 Outlays (gross)	-6	-13	-12
3040 Recoveries of prior year unpaid obligations, unexpired	-7		
3050 Unpaid obligations, end of year	27	24	21
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	33	27	24
3200 Obligated balance, end of year	27	24	21

MISCELLANEOUS APPROPRIATIONS—Continued
Program and Financing—Continued

Identification code 069-9911-0-1-401	2020 actual	2021 est.	2022 est.
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-19		
Outlays, gross:			
4011 Outlays from discretionary balances	6	13	12
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources	-1		
Additional offsets against gross budget authority only:			
4053 Recoveries of prior year paid obligations, unexpired accounts	1		
4070 Budget authority, net (discretionary)	-19		
4080 Outlays, net (discretionary)	5	13	12
Mandatory:			
4090 Budget authority, gross	-1		
4180 Budget authority, net (total)	-20		
4190 Outlays, net (total)	5	13	12
Memorandum (non-add) entries:			
5103 Unexpired unavailable balance, SOY: Fulfilled purpose		1	
5104 Unexpired unavailable balance, EOY: Fulfilled purpose	1		

This consolidated schedule shows obligations and outlays of amounts appropriated from the General Fund for miscellaneous programs. The schedule reflects a \$19.9 million rescission enacted in the Department of Transportation Appropriations Act, 2020 (Public Law 116-94). No further discretionary appropriations are requested for 2022.

EMERGENCY RELIEF PROGRAM
Program and Financing (in millions of dollars)

Identification code 069-0500-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Emergency Relief Program (Direct)	1,293	680	340
0900 Total new obligations, unexpired accounts (object class 41.0)	1,293	680	340
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2,507	1,360	680
1021 Recoveries of prior year unpaid obligations	146		
1050 Unobligated balance (total)	2,653	1,360	680
1930 Total budgetary resources available	2,653	1,360	680
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1,360	680	340
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	922	1,096	888
3010 New obligations, unexpired accounts	1,293	680	340
3020 Outlays (gross)	-973	-888	-608
3040 Recoveries of prior year unpaid obligations, unexpired	-146		
3050 Unpaid obligations, end of year	1,096	888	620
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	922	1,096	888
3200 Obligated balance, end of year	1,096	888	620
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	973	888	608
4180 Budget authority, net (total)			
4190 Outlays, net (total)	973	888	608

This account includes General Fund discretionary resources appropriated as needed for FHWA's Emergency Relief program, as authorized under 23 U.S.C. 125. In 2012, \$1,662 million was enacted to remain available until expended; in 2013, \$2,022 million was enacted to remain available until expended; in 2017, \$1,532 million was enacted to remain available until expended; in 2018, \$1,374 million was enacted to remain available until

expended; and in 2019, \$1,650 million was enacted to remain available until expended, all for necessary expenses for repairing or reconstructing highways seriously damaged as a result of major disasters declared pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.). These appropriations have been provided to supplement the \$100 million authorized annually under 23 U.S.C. 125 for the Emergency Relief program and included in the Federal-Aid Highways account.

No further appropriations are requested for this account in 2022.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

Program and Financing (in millions of dollars)

Identification code 069-0640-0-1-401	2020 actual	2021 est.	2022 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	12	12	12
1930 Total budgetary resources available	12	12	12
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	12	12	12
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	33	30	21
3020 Outlays (gross)	-3	-9	-6
3050 Unpaid obligations, end of year	30	21	15
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	33	30	21
3200 Obligated balance, end of year	30	21	15
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	3	9	6
4180 Budget authority, net (total)			
4190 Outlays, net (total)	3	9	6

Funding for this program is used for constructing and improving corridors of the Appalachian Development Highway System.

No funding is requested for 2022.

STATE INFRASTRUCTURE BANKS

Program and Financing (in millions of dollars)

Identification code 069-0549-0-1-401	2020 actual	2021 est.	2022 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	1
1930 Total budgetary resources available	1	1	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1
4180 Budget authority, net (total)			
4190 Outlays, net (total)			

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 2022.

PAYMENT TO THE HIGHWAY TRUST FUND

Program and Financing (in millions of dollars)

Identification code 069-0534-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Payment to the highway trust fund		13,600	
0900 Total new obligations, unexpired accounts (object class 94.0)		13,600	
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation		13,600	
1930 Total budgetary resources available		13,600	
Change in obligated balance:			
Unpaid obligations:			
3010 New obligations, unexpired accounts		13,600	
3020 Outlays (gross)		-13,600	
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross		13,600	
Outlays, gross:			
4100 Outlays from new mandatory authority		13,600	
4180 Budget authority, net (total)		13,600	
4190 Outlays, net (total)		13,600	

HIGHWAY INFRASTRUCTURE PROGRAMS

There is hereby appropriated to the Secretary \$2,000,000,000: *Provided*, That the funds made available under this heading shall be derived from the general fund, shall be in addition to any funds provided for fiscal year 2021 in this or any other Act for: (1) "Federal-aid Highways" under chapter 1 of title 23, United States Code; or (2) the Appalachian Development Highway System as authorized under section 1069(y) of Public Law 102-240, and shall not affect the distribution or amount of funds provided in any other Act: *Provided further*, That section 1101(b) of Public Law 114-94 shall apply to funds made available under this heading: *Provided further*, That unless otherwise specified, amounts made available under this heading shall be available until September 30, 2024: *Provided further*, That of the funds made available under this heading—

[(1) \$640,650,000 shall be for activities eligible under section 133(b) of title 23, United States Code, and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to section 151 of title 23, United States Code;]

[(2) \$2,700,000 shall be for activities eligible under the Puerto Rico Highway Program as described in section 165(b)(2)(C) of title 23, United States Code;]

[(3) \$650,000 shall be for activities eligible under the Territorial Highway Program, as described in section 165(c)(6) of title 23, United States Code;]

[(4) \$100,000,000 shall be for the nationally significant Federal lands and tribal projects program under section 1123 of the FAST Act;]

[(5) \$1,080,000,000 shall be for a bridge replacement and rehabilitation program;]

[(6) \$100,000,000 shall be for necessary expenses for construction of the Appalachian Development Highway System as authorized under section 1069(y) of Public Law 102-240;]

[(7) \$16,000,000 shall be for the national scenic byways program under section 162 of title 23, United States Code;]

[(8) \$50,000,000 shall be for competitive grants for activities described in section 130(a) of title 23, United States Code;]

[(9) \$5,000,000 shall be for the Regional Infrastructure Accelerator Demonstration Program authorized under section 1441 of the FAST Act; and]

[(10) \$5,000,000 shall be for a National Road Network Pilot Program for the Federal Highway Administration to create a national level, geo-spatial dataset that uses data already collected under the Highway Performance Monitoring System;]

Provided further, That for the purposes of funds made available under this heading, in paragraph (1) of the fourth proviso, the term "State" means any of the 50 States or the District of Columbia: *Provided further*, That the funds made available under this heading, in paragraph (1) of the fourth proviso, shall be suballocated in the manner described in section 133(d) of title 23, United States Code, except that the set-aside described in section 133(h) of such title shall not apply to funds made available under this heading, in paragraph (1) of the fourth proviso: *Provided further*,

That the funds made available under this heading, in paragraphs (1), (5), (7), and (8) of the fourth proviso, shall be administered as if apportioned under chapter 1 of such title: *Provided further*, That, the funds made available under this heading, in paragraph (1) of the fourth proviso, shall be apportioned to the States in the same ratio as the obligation limitation for fiscal year 2021 is distributed among the States in section 120(a)(5) of this Act: *Provided further*, That, except as provided in the following proviso, the funds made available under this heading for activities eligible under the Puerto Rico Highway Program and activities eligible under the Territorial Highway Program shall be administered as if allocated under sections 165(b) and 165(c), respectively, of title 23, United States Code: *Provided further*, That the funds made available under this heading for activities eligible under the Puerto Rico Highway Program shall not be subject to the requirements of sections 165(b)(2)(A) or 165(b)(2)(B) of such title: *Provided further*, That not less than 25 percent of the funds made available under this heading for the nationally significant Federal lands and tribal projects program under section 1123 of the FAST Act shall be for competitive grants to tribal governments: *Provided further*, That for the purposes of funds made available under this heading for a bridge replacement and rehabilitation program, (1) the term "State" means any of the 50 States or the District of Columbia, and (2) the term "qualifying State" means any State in which the percentage of total deck area of bridges classified as in poor condition in such State is at least 5 percent or in which the percentage of total bridges classified as in poor condition in such State is at least 5 percent: *Provided further*, That, of the funds made available under this heading for a bridge replacement and rehabilitation program, the Secretary shall reserve \$6,000,000 for each State that does not meet the definition of a qualifying State: *Provided further*, That, after making the reservations under the preceding proviso, the Secretary shall distribute the remaining funds made available under this heading for a bridge replacement and rehabilitation program to each qualifying State by the proportion that the percentage of total deck area of bridges classified as in poor condition in such qualifying State bears to the sum of the percentages of total deck area of bridges classified as in poor condition in all qualifying States: *Provided further*, That for the bridge replacement and rehabilitation program:]

[(1) no qualifying State shall receive more than \$60,000,000;]

[(2) each State shall receive an amount not less than \$6,000,000; and]

[(3) after calculating the distribution of funds pursuant to the preceding proviso, any amount in excess of \$60,000,000 shall be redistributed equally among each State that does not meet the definition of a qualifying State:]

Provided further, That funds provided to States that do not meet the definition of a qualifying State for the bridge replacement and rehabilitation program shall be: (1) merged with amounts made available to such State under this heading, in paragraph (1) of the fourth proviso; (2) available for activities eligible under paragraph (1) of the fourth proviso; and (3) administered as if apportioned under chapter 1 of title 23, United States Code: *Provided further*, That, except as provided in the preceding proviso, the funds made available under this heading for a bridge replacement and rehabilitation program shall be used for highway bridge replacement or rehabilitation projects on public roads: *Provided further*, That for purposes of this heading for the bridge replacement and rehabilitation program, the Secretary shall calculate the percentages of total deck area of bridges (including the percentages of total deck area classified as in poor condition) and the percentages of total bridge counts (including the percentages of total bridges classified as in poor condition) based on the National Bridge Inventory as of December 31, 2018: *Provided further*, That for the purposes of funds made available under this heading for construction of the Appalachian Development Highway System, the term "Appalachian State" means a State that contains 1 or more counties (including any political subdivision located within the area) in the Appalachian region as defined in section 14102(a) of title 40, United States Code: *Provided further*, That funds made available under this heading for construction of the Appalachian Development Highway System shall remain available until expended: *Provided further*, That a project carried out with funds made available under this heading for construction of the Appalachian Development Highway System shall be carried out in the same manner as a project under section 14501 of title 40, United States Code: *Provided further*, That subject to the following proviso, funds made available under this heading for construction of the Appalachian Development Highway System shall be apportioned to Appalachian States according to the percentages derived from the 2012 Appalachian Development Highway System Cost-to-Complete Estimate, adopted in Appalachian Regional Commission Resolution Number 736, and confirmed as each Appalachian State's relative share of the estimated remaining need to complete the Appalachian Development Highway System, adjusted to exclude those corridors that such States have no current plans to complete, as reported in the 2013 Appalachian Development Highway System Completion Report, unless those States have modified and assigned a higher priority for completion of an Appalachian Development Highway System corridor, as reported in the 2020 Appalachian Development Highway System Future Outlook: *Provided further*, That the Secretary shall adjust apportionments made under the preceding

HIGHWAY INFRASTRUCTURE PROGRAMS—Continued

proviso so that no Appalachian State shall be apportioned an amount in excess of 30 percent of the amount made available for construction of the Appalachian Development Highway System under this heading: *Provided further*, That the Secretary shall consult with the Appalachian Regional Commission in making adjustments under the preceding two provisos: *Provided further*, That the Federal share of the costs for which an expenditure is made for construction of the Appalachian Development Highway System under this heading shall be up to 100 percent: *Provided further*, That the funds made available under this heading, in paragraph (8) of the fourth proviso, shall be available for projects eligible under section 130(a) of title 23, United States Code, for commuter authorities, as defined in section 24102(2) of title 49, United States Code, that experienced at least one accident investigated by the National Transportation Safety Board between January 1, 2008 and December 31, 2018, and for which the National Transportation Safety Board issued an accident report: *Provided further*, That for amounts made available under this heading, in paragraphs (8), (9), and (10) of the fourth proviso, the Federal share of the costs shall be, at the option of the recipient, up to 100 percent. **■** (*Department of Transportation Appropriations Act, 2021.*)

■For an additional amount for "Highway Infrastructure Programs", \$10,000,000,000, to remain available until September 30, 2024, to prevent, prepare for, and respond to coronavirus: *Provided*, That the funds made available under this heading in this Act shall be derived from the general fund of the Treasury, shall be in addition to any funds provided for fiscal year 2021 in this or any other Act for "Federal-aid Highways" under chapters 1 or 2 of title 23, United States Code, and shall not affect the distribution or amount of funds provided in the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2021, or any other Act: *Provided further*, That section 1101(b) of Public Law 114-94 shall apply to funds made available under this heading in this Act: *Provided further*, That notwithstanding chapter 1 or chapter 2 of title 23, United States Code, or any other provision of law, in addition to other eligible uses described under this heading in this Act, a State, territory, Puerto Rico, or Indian Tribe may use funds made available under this heading in this Act for costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses: *Provided further*, That a State, territory, Puerto Rico, or Indian Tribe may transfer funds made available under this heading in this Act to State, multi-state, international, or local public tolling agencies that own or operate a tolled facility that is a public road, bridge, or tunnel, or a ferry system that provides a public transportation benefit, and that was in operation within their State in fiscal year 2020: *Provided further*, That funds transferred pursuant to the preceding proviso may be used for costs related to operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses of a tolled facility or ferry system, and that, notwithstanding the previous receipt of Federal funds for such tolled facility or ferry system, for funds made available under this heading in this Act, the limitations on the use of revenues in subsections (a)(3) and (c)(4) of section 129 of title 23, United States Code, shall not apply with respect to the tolled facilities or ferry systems for which funding is transferred pursuant to the preceding proviso: *Provided further*, That of the funds made available under this heading in this Act, \$9,840,057,332 shall be available for activities eligible under section 133(b) of title 23, United States Code, \$114,568,862 shall be available for activities eligible under the Tribal Transportation Program, as described in section 202 of such title, \$35,845,307 shall be available for activities eligible under the Puerto Rico Highway Program, as described in section 165(b)(2)(C)(iii) of such title; and \$9,528,499 shall be available for activities eligible under the Territorial Highway Program, as described in section 165(c)(6) of such title: *Provided further*, That for the purposes of funds made available under this heading in this Act the term "State" means any of the 50 States or the District of Columbia: *Provided further*, That, except as otherwise provided under this heading in this Act, the funds made available under this heading in this Act shall be administered as if apportioned under chapter 1 of title 23, United States Code, except that the funds made available under this heading in this Act for activities eligible under the Tribal Transportation Program shall be administered as if allocated under chapter 2 of title 23, United States Code: *Provided further*, That the funds made available under this heading in this Act for activities eligible under section 133(b) of title 23, United States Code, shall be apportioned to the States in the same ratio as the obligation limitation for fiscal year 2021 is distributed among the States in accordance with the formula specified in section 120(a)(5) of the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2021 and shall be apportioned not later than 30 days after the date of enactment of this Act: *Provided further*, That funds apportioned to a State under this heading in this Act shall be suballocated within the State to each area described

in subsection 133(d)(1)(A)(i) of title 23, United States Code, in the same ratio that funds suballocated to that area for fiscal year 2021 bears to the combined amount of funds apportioned to the State under section 104(b)(2) of such title for fiscal years 2020 and 2021: *Provided further*, That of funds made available under this heading in this Act for activities eligible under section 133(b) of title 23, United States Code, any such activity shall be subject to the requirements of section 133(i) of title 23, United States Code: *Provided further*, That, except as provided in the following proviso, the funds made available under this heading in this Act for activities eligible under the Puerto Rico Highway Program and activities eligible under the Territorial Highway Program shall be administered as if allocated under sections 165(b) and 165(c), respectively, of title 23, United States Code: *Provided further*, That the funds made available under this heading in this Act for activities eligible under the Puerto Rico Highway Program shall not be subject to the requirements of sections 165(b)(2)(A) or 165(b)(2)(B) of title 23, United States Code: *Provided further*, That for amounts made available under this heading in this Act, the Federal share of the costs shall be, at the option of the State, territory, Puerto Rico, or Indian Tribe, up to 100 percent: *Provided further*, That funds made available for preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses under this heading in this Act are not required to be included in a metropolitan transportation plan, a long-range statewide transportation plan, a transportation improvement program or a statewide transportation improvement program under sections 134 or 135 of title 23, United States Code, or chapter 53 of title 49, United States Code, as applicable: *Provided further*, That unless otherwise specified, applicable requirements under title 23, United States Code, shall apply to funds made available under this heading in this Act: *Provided further*, That, subject to the following proviso, the funds made available under this heading in this Act for activities eligible under the Tribal Transportation Program, as described in section 202 of title 23, United States Code, may not be set-aside for administrative expenses as described in section 202(a)(6) of such title: *Provided further*, That the Administrator of the Federal Highway Administration may retain up to \$10,000,000 of the total funds made available under this heading in this Act, to fund the oversight by the Administrator of activities carried out with funds made available under this heading in this Act: *Provided further*, That the set-asides described in subparagraph (C) of section 202(b)(3) of title 23, United States Code, and subsections (a)(6), (c), (d), and (e) of section 202 of such title shall not apply to funds made available under this heading in this Act for activities eligible under the Tribal Transportation Program: *Provided further*, That such amount is designated by the Congress as being for an emergency requirement pursuant to section 251(b)(2)(A)(i) of the Balanced Budget and Emergency Deficit Control Act of 1985. **■** (*Coronavirus Response and Relief Supplemental Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-0548-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Highway infrastructure programs	1,567	9,545	1,759
0900 Total new obligations, unexpired accounts (object class 41.0)	1,567	9,545	1,759
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3,946	4,580	7,035
1021 Recoveries of prior year unpaid obligations	35		
1050 Unobligated balance (total)	3,981	4,580	7,035
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	2,166	12,000	
1930 Total budgetary resources available	6,147	16,580	7,035
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	4,580	7,035	5,276
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1,102	1,621	9,073
3010 New obligations, unexpired accounts	1,567	9,545	1,759
3020 Outlays (gross)	-1,013	-2,093	-5,726
3040 Recoveries of prior year unpaid obligations, unexpired	-35		
3050 Unpaid obligations, end of year	1,621	9,073	5,106
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1,102	1,621	9,073
3200 Obligated balance, end of year	1,621	9,073	5,106

Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	2,166	12,000	
Outlays, gross:				
4010	Outlays from new discretionary authority	141	1,080	
4011	Outlays from discretionary balances	872	1,013	5,726
4020	Outlays, gross (total)	1,013	2,093	5,726
4180	Budget authority, net (total)	2,166	12,000	
4190	Outlays, net (total)	1,013	2,093	5,726

In FY 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. Congress has appropriated additional General Fund amounts in recent years including \$10 billion through the Coronavirus Response and Relief Supplemental Appropriations Act, 2021. No appropriations are requested for this account in FY 2022.;

Trust Funds

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 069-8402-0-8-401	2020 actual	2021 est.	2022 est.
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	4	4
3020	Outlays (gross)		-4
3050	Unpaid obligations, end of year	4	
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	4	4
3200	Obligated balance, end of year	4	
Budget authority and outlays, net:			
Mandatory:			
Outlays, gross:			
4101	Outlays from mandatory balances		4
4180	Budget authority, net (total)		
4190	Outlays, net (total)		4

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 2022.

HIGHWAY TRUST FUND

Program and Financing (in millions of dollars)

Identification code 069-8102-0-7-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001	CMIA interest	1	
0900	Total new obligations, unexpired accounts (object class 43.0)	1	
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101	Appropriation (special or trust)	1	
1930	Total budgetary resources available	1	
Change in obligated balance:			
Unpaid obligations:			
3010	New obligations, unexpired accounts	1	
3020	Outlays (gross)	-1	

Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross		1	
Outlays, gross:				
4011	Outlays from discretionary balances		1	
4180	Budget authority, net (total)		1	
4190	Outlays, net (total)		1	

Memorandum (non-add) entries:				
5000	Total investments, SOY: Federal securities: Par value	28,192	12,081	10,968
5001	Total investments, EOY: Federal securities: Par value	12,081	10,968	

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. Per the Cash Management Improvement Act of 1990, this account reflects the net of State interest liability and adjusted Federal interest liability payments to or from States.

The following is 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 Continuing Appropriations Act, 2021 and Other Extensions Act (Public Law 116-159) transferred from the General Fund \$10.4 billion to the Highway Account of the Highway Trust Fund and \$3.2 billion to the Mass Transit Account of the Highway Trust Fund.

Status of Funds (in millions of dollars)

Identification code 069-8102-0-7-401	2020 actual	2021 est.	2022 est.
Unexpended balance, start of year:			
0100	Balance, start of year	32,906	17,829
0298	Reconciliation adjustment	140	
0298	Adjustment for split account with Motor Carrier Safety Operations and Programs	-144	
0999	Total balance, start of year	32,902	17,829
Cash income during the year:			
Current law:			
Receipts:			
1110	Highway Trust Fund, Deposits (Highway Account)	37,566	35,004
1110	Highway Trust Fund, Deposits (Mass Transit Account)	5,198	4,808
1130	TIFIA Highway Trust Fund Program Account	4	
1130	Federal-aid Highways	142	
1130	Miscellaneous Highway Trust Funds	2	
1130	Operations and Research (Highway Trust Fund)	1	
1150	CMIA Interest, Highway Trust Fund (highway Account)	3	1
1150	Earnings on Investments, Highway Trust Fund	193	18
1160	Payment from the General Fund, Highway Trust Fund (Mass Transit)		3,200
1160	Payment from the General Fund, Highway Trust Fund (Highway)		10,400
1160	Federal-aid Highways	115	950
1160	Operations and Research (Highway Trust Fund)	1	5
1199	Income under present law	43,225	54,386
Proposed:			
1210	Highway Trust Fund, Deposits (Highway Account)		-11
1210	Highway Trust Fund, Deposits (Mass Transit Account)		-2
1299	Income proposed		-13
1999	Total cash income	43,225	54,386
Cash outgo during year:			
Current law:			
2100	TIFIA Highway Trust Fund Program Account [Budget Acct]	-156	-508
2100	Federal-aid Highways [Budget Acct]	-46,977	-47,906
2100	Highway Trust Fund [Budget Acct]	-1	
2100	Right-of-way Revolving Fund Liquidating Account [Budget Acct]		-4

HIGHWAY TRUST FUND—Continued
Status of Funds—Continued

Table with 4 columns: Identification code, Description, 2020 actual, 2021 est., 2022 est. Rows include various fund categories like Miscellaneous Highway Trust Funds, Motor Carrier Safety Grants, and Federal-aid Highways.

FEDERAL-AID HIGHWAYS

LIMITATION ON ADMINISTRATIVE EXPENSES

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Not to exceed \$475,649,049 \$492,000,000 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: Provided, That in addition, \$3,248,000 shall be or transferred to the Appalachian Regional Commission in accordance with section 104(a) of title 23, United States Code for administrative activities associated with the Appalachian Development Highway System.

(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 (FAST) Act (Public Law 114-94) applicable surface transportation authorization act shall not exceed total obligations of \$46,365,092,000 for fiscal year 2021 2022.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

For the payment of obligations incurred in carrying out Federal-aid highway and highway safety construction programs authorized under title 23, United States Code, \$47,104,092,000 derived from the Highway Trust Fund (other than the Mass

Transit Account), to remain available until expended. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Table with 4 columns: Identification code, Description, 2020 actual, 2021 est., 2022 est. Rows include Obligations by program activity, Budgetary resources, and Change in obligated balance.

3200	Obligated balance, end of year	60,585	60,257	60,121
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	304	950	950
Outlays, gross:				
4010	Outlays from new discretionary authority	12,508	13,057	13,109
4011	Outlays from discretionary balances	33,820	34,150	34,145
4020	Outlays, gross (total)	46,328	47,207	47,254
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-115	-950	-950
4033	Non-Federal sources	-142		
4040	Offsets against gross budget authority and outlays (total)	-257	-950	-950
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	-47		
4080	Outlays, net (discretionary)	46,071	46,257	46,304
Mandatory:				
4090	Budget authority, gross	45,730	45,657	45,762
Outlays, gross:				
4100	Outlays from new mandatory authority	181	188	188
4101	Outlays from mandatory balances	468	511	554
4110	Outlays, gross (total)	649	699	742
4180	Budget authority, net (total)	45,730	45,657	45,762
4190	Outlays, net (total)	46,720	46,956	47,046
Memorandum (non-add) entries:				
5052	Obligated balance, SOY: Contract authority	56,444	56,065	55,911
5053	Obligated balance, EOY: Contract authority	56,065	55,911	55,843
5061	Limitation on obligations (Highway Trust Funds)	45,035	44,839	45,030
5099	Unexpired unavailable balance, SOY: Contract authority	303	347	389
5100	Unexpired unavailable balance, EOY: Contract authority	347	389	431

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

Identification code 069-8083-0-7-401	2020 actual	2021 est.	2022 est.
Direct loan subsidy budget authority:			
133002 Subsidy budget authority	15		
Direct loan subsidy outlays:			
134002 Net subsidy outlays	42		

The Federal-aid Highways (FAH) program is designed to aid in the development, operations, and management of an intermodal transportation system. All programs included within the FAH program are financed from the Highway Account of the Highway Trust Fund, and most are distributed via apportionments and allocations to States. Liquidating cash appropriations provide the authority for outlays resulting from obligations of contract authority.

Object Classification (in millions of dollars)

Identification code 069-8083-0-7-401	2020 actual	2021 est.	2022 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	282	287	295
11.3	Other than full-time permanent	4	4	4
11.5	Other personnel compensation	27	30	30
11.9	Total personnel compensation	313	321	329
12.1	Civilian personnel benefits	107	109	116
21.0	Travel and transportation of persons	9	9	14
22.0	Transportation of things	1	1	1
23.1	Rental payments to GSA	29	26	27
23.2	Rental payments to others	1	1	1
23.3	Communications, utilities, and miscellaneous charges	2	2	2
24.0	Printing and reproduction	1	1	1
25.1	Advisory and assistance services	74	74	74
25.2	Other services from non-Federal sources	435	443	441
25.3	Other goods and services from Federal sources	218	221	218
25.4	Operation and maintenance of facilities	21	22	22
25.7	Operation and maintenance of equipment	56	57	57
26.0	Supplies and materials	3	4	4
31.0	Equipment	9	10	7
32.0	Land and structures	11	11	11
33.0	Investments and loans	15		
41.0	Grants, subsidies, and contributions	43,624	45,316	45,585
42.0	Insurance claims and indemnities	4		
99.0	Direct obligations	44,933	46,628	46,910
99.0	Reimbursable obligations	257	950	950

99.9	Total new obligations, unexpired accounts	45,190	47,578	47,860
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Employment Summary

Identification code 069-8083-0-7-401	2020 actual	2021 est.	2022 est.	
1001	Direct civilian full-time equivalent employment	2,583	2,563	2,581
2001	Reimbursable civilian full-time equivalent employment	56	72	72
3001	Allocation account civilian full-time equivalent employment	4	4	4

MISCELLANEOUS TRUST FUNDS

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069-9971-0-7-999	2020 actual	2021 est.	2022 est.	
0100	Balance, start of year			
Receipts:				
Current law:				
1130	Advances from State Cooperating Agencies and Foreign Governments, FHA Miscellaneous Trust	19	19	19
2000	Total: Balances and receipts	19	19	19
Appropriations:				
Current law:				
2101	Miscellaneous Trust Funds	-19	-19	-19
5099	Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 069-9971-0-7-999	2020 actual	2021 est.	2022 est.	
Obligations by program activity:				
0001	Advances from State cooperating agencies 69-X-8054	31	28	26
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	128	119	110
1021	Recoveries of prior year unpaid obligations	3		
1050	Unobligated balance (total)	131	119	110
Budget authority:				
Appropriations, mandatory:				
1201	Appropriation (special or trust fund)	19	19	19
1930	Total budgetary resources available	150	138	129
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	119	110	103
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	30	33	29
3010	New obligations, unexpired accounts	31	28	26
3020	Outlays (gross)	-25	-32	-30
3040	Recoveries of prior year unpaid obligations, unexpired	-3		
3050	Unpaid obligations, end of year	33	29	25
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	30	33	29
3200	Obligated balance, end of year	33	29	25

Budget authority and outlays, net:				
Mandatory:				
4090	Budget authority, gross	19	19	19
Outlays, gross:				
4100	Outlays from new mandatory authority		15	15
4101	Outlays from mandatory balances	25	17	15
4110	Outlays, gross (total)	25	32	30
4180	Budget authority, net (total)	19	19	19
4190	Outlays, net (total)	25	32	30

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.

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

The Budget estimates that \$19 million of new authority will be available from non-FHWA sources in 2022.

Object Classification (in millions of dollars)

Identification code 069-9971-0-7-999	2020 actual	2021 est.	2022 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
25.1 Advisory and assistance services	3	3	3
25.2 Other services from non-Federal sources	11	10	9
25.3 Other goods and services from Federal sources	15	13	12
41.0 Grants, subsidies, and contributions	1	1	1
99.9 Total new obligations, unexpired accounts	31	28	26

Employment Summary

Identification code 069-9971-0-7-999	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	15	15	15

MISCELLANEOUS HIGHWAY TRUST FUNDS

Program and Financing (in millions of dollars)

Identification code 069-9972-0-7-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0027 Obligations by program activity Miscellaneous highway projects	10	7	6
0100 Direct program activities, subtotal	10	7	6
0900 Total new obligations, unexpired accounts (object class 41.0)	10	7	6
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	54	48	41
1021 Recoveries of prior year unpaid obligations	3	.....	.....
1031 Other balances not available	-1	.....	.....
1033 Recoveries of prior year paid obligations	2	.....	.....
1050 Unobligated balance (total)	58	48	41
1930 Total budgetary resources available	58	48	41
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	48	41	35
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	28	30	25
3010 New obligations, unexpired accounts	10	7	6
3020 Outlays (gross)	-5	-12	-11
3040 Recoveries of prior year unpaid obligations, unexpired	-3	.....	.....
3050 Unpaid obligations, end of year	30	25	20
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	28	30	25
3200 Obligated balance, end of year	30	25	20
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	5	12	11
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources	-2	.....	.....
Additional offsets against gross budget authority only:			
4053 Recoveries of prior year paid obligations, unexpired accounts	2	.....	.....
4080 Outlays, net (discretionary)	3	12	11
4180 Budget authority, net (total) .....	.....	.....	.....
4190 Outlays, net (total)	3	12	11
Memorandum (non-add) entries:			
5103 Unexpired unavailable balance, SOY: Fulfilled purpose .....	.....	1	.....
5104 Unexpired unavailable balance, EOY: Fulfilled purpose	1	.....	.....

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 2022.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

SEC. 120. (a) For fiscal year [2021] 2022, 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 provisions of law described in paragraphs (1) through (11) of subsection (b) and sums authorized to be appropriated for section 119 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 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] *applicable surface transportation authorization 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 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

(12) section 119 of title 23, United States Code (but, for each of fiscal years 2013 through [2021] 2022, only in an amount equal to \$639,000,000).

(c) REDISTRIBUTION 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] *an applicable surface transportation authorization 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 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. 121. 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 highways 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 may be used to make a grant for a project under section 117 of title 23, United States Code, unless the Secretary, at least 60 days before making a grant under that section, provides written notification to the House and Senate Committees on Appropriations of the proposed grant, including an evaluation and justification for the project and the amount of the proposed grant award: *Provided*, That the written notification required in the pre-

ceding proviso shall be made not later than 180 days after the date of enactment of this Act.

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 its intent to use its authority under this section and submits an annual 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 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 25 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 annually to the House and Senate Committees on Appropriations.

SEC. 125. Until final guidance is published, the Administrator of the Federal Highway Administration shall adjudicate requests for Buy America waivers under the criteria that were in effect prior to April 17, 2018. (*Department of Transportation Appropriations Act, 2021.*)

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, 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)

Identification code 069–8055–0–7–401	2020 actual	2021 est.	2022 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3	.....	.....
1010 Unobligated balance transfer to other accts [069–8158]	–3	.....	.....
4180 Budget authority, net (total) .....	.....	.....	.....

MOTOR CARRIER SAFETY—Continued
Program and Financing—Continued

Table with 4 columns: Identification code, 2020 actual, 2021 est., 2022 est. Rows include Outlays, net (total) and Memorandum (non-add) entries for SOY and EOY 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)

Table with 4 columns: Identification code, 2020 actual, 2021 est., 2022 est. Rows include Budgetary resources (Unobligated balance, Total budgetary resources available), Change in obligated balance (Unpaid obligations), and Memorandum (non-add) entries.

No funding is requested for this account in 2022.

MOTOR CARRIER SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)
(INCLUDING TRANSFERS OF FUNDS)

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 (Public Law 114-94), [\$389,800,000] \$387,800,000, 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 [\$389,800,000] \$387,800,000 in fiscal year [2021] 2022 for "Motor Carrier Safety Grants": Provided further, That of the sums appropriated under this heading:

[(1)] of which \$308,700,000 shall be available for the motor carrier safety assistance program;

[(2)] \$33,200,000 shall be available for the commercial driver's license program implementation program;

[(3)] \$45,900,000 \$44,900,000 shall be available for the high priority activities program, of which \$1,000,000 is to be made available from prior year unobligated contract authority provided for Motor Carrier Safety Grants in the Transportation Equity Act for the 21st Century (Public Law 105-178), SAFETEA-LU (Public Law 109-59), or other appropriations or authorization Acts; and

[(4)] \$2,000,000 \$1,000,000 shall be made available for the commercial motor vehicle operators grants, of which \$1,000,000 is to be made available from prior year unobligated contract authority provided for Motor Carrier Safety Grants in the Transportation Equity Act for the 21st Century (Public Law 105-178), SAFETEA-LU (Public Law 109-59), or other appropriations or authorization Acts:

Provided further, That of the unobligated amounts provided for Motor Carrier Safety Grants in the Transportation Equity Act for the 21st Century (Public Law 105-178), SAFETEA-LU (Public Law 109-59), the FAST Act (Public Law 114-94) or other appropriation or authorization acts prior to fiscal year 2021, \$30,000,000 in additional obligation limitation, shall be transferred and made available for a study of the cause of large truck crashes and shall remain available until expended: Provided further, That the activities funded by the previous proviso may be accomplished through direct expenditure, direct research activities, grants, cooperative agreements, contracts, intra or interagency agreements, or other agreements with public organizations: Provided further, That such amounts, payments, and obligation limitation as may be necessary to carry out the study of the cause of large truck crashes may be transferred and credited to appropriate accounts of other participating Federal agencies: Provided further, That \$30,000,000 for payment of obligations incurred in carrying out this section shall be derived from the Highway Trust Fund (other than the Mass Transit Account), to be available until expended grant program. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Table with 4 columns: Identification code, 2020 actual, 2021 est., 2022 est. Rows include Obligations by program activity (Motor Carrier Safety Assistance Program, Commercial Driver's License Program, High Priority Activities Program, etc.), Budgetary resources (Unobligated balance, Total budgetary resources available), Change in obligated balance (Unpaid obligations), and Budget authority and outlays, net (Discretionary, Outlays, gross).

Mandatory:				
4090	Budget authority, gross	388	388	388
4180	Budget authority, net (total)	388	388	388
4190	Outlays, net (total)	357	470	365
Memorandum (non-add) entries:				
5054	Fund balance in excess of liquidating requirements, SOY: Contract authority	218	218	250
5055	Fund balance in excess of liquidating requirements, EOY: Contract authority	218	250	250
5061	Limitation on obligations (Highway Trust Funds)	391	420	388

Motor Carrier Safety Grants provide funding to eligible States so they may conduct compliance reviews, identify and apprehend traffic violators, conduct roadside inspections, and support safety audits on new entrant carriers. 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.

Object Classification (in millions of dollars)

Identification code 069-8158-0-7-401	2020 actual	2021 est.	2022 est.	
Direct obligations:				
25.2	Other services from non-Federal sources	1	1	1
25.3	Other goods and services from Federal sources	5	35	5
32.0	Land and structures	33		
41.0	Grants, subsidies, and contributions	399	384	382
94.0	Financial transfers	15		
99.9	Total new obligations, unexpired accounts	453	420	388

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFERS OF FUNDS)

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 (Public Law 114-94), [§328,143,124] \$288,000,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account) [], of which \$9,896,127 is to be transferred and made available from prior year unobligated contract authority provided for National Motor Carrier Safety Program or Motor Carrier Safety in the Transportation Equity Act for the 21st Century (Public Law 105-178), SAFETEA-LU (Public Law 109-59), or other appropriations or authorization Acts [], 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 [§328,143,124] \$288,000,000, for "Motor Carrier Safety Operations and Programs" for fiscal year [2021] 2022, of which not less than \$35,334,000, to remain available for obligation until September 30, 2024, is for development, modernization, enhancement, and continued operation and maintenance of information technology and information management, and of which \$9,073,000, to remain available for obligation until September 30, [2023] 2024, is for the research and technology program [], and of which not less than \$75,447,124, to remain available for obligation until September 30, 2023, is for development, modernization, enhancement, continued operation, and maintenance of information technology and information management []. (*Department of Transportation Appropriations Act, 2021.*)

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069-8159-0-7-401	2020 actual	2021 est.	2022 est.	
0100	Balance, start of year			

Receipts:				
Current law:				
1110	Licensing and Insuring Fees, Motor Carrier Safety Operations and Programs			30
1110	Drug and Alcohol Clearinghouse Fees, Motor Carrier Safety Operations and Programs			10
1199	Total current law receipts			40
1999	Total receipts			40
2000	Total: Balances and receipts			40
Appropriations:				
Current law:				
2101	Motor Carrier Safety Operations and Programs			-40
5099	Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 069-8159-0-7-401	2020 actual	2021 est.	2022 est.	
Obligations by program activity:				
0001	Operating Expenses	243	244	244
0002	Research and Technology	9	9	9
0003	Information Management	34	76	35
0007	Licensing & Insuring Fees	17	28	30
0010	Drug and Alcohol Clearinghouse Fees	3	10	10
0100	Direct program activities, subtotal	306	367	328
0900	Total new obligations, unexpired accounts	306	367	328

Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	78	107	66
1021	Recoveries of prior year unpaid obligations	7		
1050	Unobligated balance (total)	85	107	66
Budget authority:				
Appropriations, discretionary:				
1101	Appropriation (special or trust)	288	328	288
1138	Appropriations applied to liquidate contract authority	-288	-328	-288
Appropriations, mandatory:				
1201	Appropriation (special or trust fund)			40
1232	Appropriations and/or unobligated balance of appropriations temporarily reduced			-2
1260	Appropriations, mandatory (total)			38
Contract authority, mandatory:				
1600	Contract authority	288	288	288
Spending authority from offsetting collections, mandatory:				
1800	Collected	40	40	
1802	Offsetting collections (previously unavailable)			2
1823	New and/or unobligated balance of spending authority from offsetting collections temporarily reduced		-2	
1850	Spending auth from offsetting collections, mand (total)	40	38	2
1900	Budget authority (total)	328	326	328
1930	Total budgetary resources available	413	433	394
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	107	66	66

Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	79	78	89
3010	New obligations, unexpired accounts	306	367	328
3020	Outlays (gross)	-300	-356	-334
3040	Recoveries of prior year unpaid obligations, unexpired	-7		
3050	Unpaid obligations, end of year	78	89	83
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	79	78	89
3200	Obligated balance, end of year	78	89	83

Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4010	Outlays from new discretionary authority	242	246	216
4011	Outlays from discretionary balances	37	72	78
4020	Outlays, gross (total)	279	318	294
Mandatory:				
4090	Budget authority, gross	328	326	328
Outlays, gross:				
4100	Outlays from new mandatory authority	13	38	40
4101	Outlays from mandatory balances	8		
4110	Outlays, gross (total)	21	38	40

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS—Continued
Program and Financing—Continued

Table with 4 columns: Identification code, 2020 actual, 2021 est., 2022 est. Rows include Offsets against gross budget authority and outlays, Offsetting collections (collected) from: 4124 Offsetting governmental collections, 4180 Budget authority, net (total), 4190 Outlays, net (total). Memorandum (non-add) entries: 5054 Fund balance in excess of liquidating requirements, SOY: Contract authority, 5055 Fund balance in excess of liquidating requirements, EOY: Contract authority, 5061 Limitation on obligations (Highway Trust Funds), 5090 Unexpired unavailable balance, SOY: Offsetting collections, 5092 Unexpired unavailable balance, EOY: Offsetting collections.

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 vehicles crashes 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 Nation-wide 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 with a focus on research regarding highly automated vehicles and related technology, and information technology's information management, safety outreach, and education.

Object Classification (in millions of dollars)

Table with 4 columns: Identification code, 2020 actual, 2021 est., 2022 est. Rows include Direct obligations: Personnel compensation: 11.1 Full-time permanent, 11.3 Other than full-time permanent, 11.9 Total personnel compensation, 12.1 Civilian personnel benefits, 21.0 Travel and transportation of persons, 23.1 Rental payments to GSA, 25.2 Other services from non-Federal sources, 25.5 Research and development contracts, 26.0 Supplies and materials, 31.0 Equipment, 99.9 Total new obligations, unexpired accounts.

Employment Summary

Table with 4 columns: Identification code, 2020 actual, 2021 est., 2022 est. Row: 1001 Direct civilian full-time equivalent employment.

ADMINISTRATIVE PROVISIONS—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

[SEC. 130. The Federal Motor Carrier Safety Administration shall send notice of section 385.308 of title 49, Code of Federal Regulations, violations by certified mail, registered mail, or another manner of delivery, which records the receipt of the notice by the persons responsible for the violations.]

[SEC. 131. The Federal Motor Carrier Safety Administration shall update annual inspection regulations under Appendix G to subchapter B of chapter III of title 49, Code of Federal Regulations, as recommended by GAO-19-264.]

[SEC. 132. None of the funds appropriated or otherwise made available to the Department of Transportation by this Act or any other Act may be obligated or ex-

pended to implement, administer, or enforce the requirements of section 31137 of title 49, United States Code, or any regulation issued by the Secretary pursuant to such section, with respect to the use of electronic logging devices by operators of commercial motor vehicles, as defined in section 31132(1) of such title, transporting livestock as defined in section 602 of the Emergency Livestock Feed Assistance Act of 1988 (7 U.S.C. 1471) or insects.] (Department of Transportation Appropriations Act, 2021.)

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; 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)

Table with 4 columns: Identification code, 2020 actual, 2021 est., 2022 est. Rows include Budgetary resources: Unobligated balance: 1000 Unobligated balance brought forward, Oct 1, 1930 Total budgetary resources available, Memorandum (non-add) entries: 1941 Unexpired unobligated balance, end of year, 4180 Budget authority, net (total), 4190 Outlays, net (total).

The schedule above shows 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 2022.

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, [\$194,167,000] \$245,550,000, of which \$40,000,000 shall remain available through September 30, [2022] 2023. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Table with 4 columns: Identification code, 2020 actual, 2021 est., 2022 est. Rows include Obligations by program activity: 0001 Research and Analysis, 0002 Rulemaking, 0003 Enforcement, 0004 Administrative Expenses, 0005 Section 142 - Highway-Rail Grade Crossing Safety Media Campaign, 0006 Section 142 - Impaired Driving Countermeasures, 0007 Communications & Consumer Info, 0799 Total direct obligations, 0801 Reimbursable program activity, 0900 Total new obligations, unexpired accounts.

Table with 4 columns: Identification code, 2020 actual, 2021 est., 2022 est. Rows include Budgetary resources: Unobligated balance: 1000 Unobligated balance brought forward, Oct 1, Budget authority: Appropriations, discretionary: 1100 Appropriation, Spending authority from offsetting collections, discretionary: 1700 Collected, 1900 Budget authority (total).

1930	Total budgetary resources available	246	237	272
Memorandum (non-add) entries:				
1940	Unobligated balance expiring	-3		
1941	Unexpired unobligated balance, end of year	24	24	24

Change in obligated balance:

Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	147	171	120
3010	New obligations, unexpired accounts	219	213	248
3011	Obligations ("upward adjustments"), expired accounts	3		
3020	Outlays (gross)	-191	-264	-241
3041	Recoveries of prior year unpaid obligations, expired	-7		
3050	Unpaid obligations, end of year	171	120	127
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	147	171	120
3200	Obligated balance, end of year	171	120	127

Budget authority and outlays, net:

Discretionary:				
4000	Budget authority, gross	213	213	248
Outlays, gross:				
4010	Outlays from new discretionary authority	103	137	142
4011	Outlays from discretionary balances	88	127	99
4020	Outlays, gross (total)	191	264	241
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-2	-2	-2
4040	Offsets against gross budget authority and outlays (total)	-2	-2	-2
4180	Budget authority, net (total)	211	211	246
4190	Outlays, net (total)	189	262	239

The Vehicle Safety programs support activities to reduce highway fatalities, prevent injuries, and reduce their associated economic toll by developing, setting, and enforcing Federal Motor Vehicle Safety Standards and rooting out safety-related defects in motor vehicles and motor vehicle equipment. These programs also set and enforce fuel economy standards for motor vehicles. These activities play a key role in advancing the President's Agenda on climate and energy policy and has significant societal and economic impacts. NHTSA's efforts to develop and set new fuel economy standards are guided by the best science and protected by governed processes that ensure the integrity of Federal decision-making. NHTSA supports research into cutting-edge technologies, including complex safety-critical electronic control systems; vehicle cybersecurity; and new and emerging Automated Driving System technologies. Additional research areas include biomechanics; heavy vehicles safety technologies; and vehicle safety issues related to fuel efficiency and alternative fuels. The Operation and Research program supports a broad range of initiatives, including the development of rulemaking and safety standards, such as the motor vehicle fuel economy standards; harmonization efforts with international partners; and, modernizing the New Car Assessment Program. This funding also supports compliance programs for motor vehicle safety and fuel economy standards; investigations of safety-related motor vehicle defects; enforcement of Federal odometer law; and, oversight of safety recalls. NHTSA also leverages this funding to collect and analyze crash data to identify safety trends and develop countermeasures.

Object Classification (in millions of dollars)

Identification code 069-0650-0-1-401	2020 actual	2021 est.	2022 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	45	46	50
11.5	Other personnel compensation	1	1	1
11.9	Total personnel compensation	46	47	51
12.1	Civilian personnel benefits	16	19	21
21.0	Travel and transportation of persons	1	1	1
23.1	Rental payments to GSA	6	6	6
23.3	Communications, utilities, and miscellaneous charges	1	1	1
25.1	Advisory and assistance services	35	31	48
25.2	Other services from non-Federal sources	85	85	90
25.3	Other goods and services from Federal sources	23	19	26
26.0	Supplies and materials	3	1	1

41.0	Grants, subsidies, and contributions	1	1	1
99.0	Direct obligations	217	211	246
99.0	Reimbursable obligations	2	2	2
99.9	Total new obligations, unexpired accounts	219	213	248

Employment Summary

Identification code 069-0650-0-1-401	2020 actual	2021 est.	2022 est.	
1001	Direct civilian full-time equivalent employment	352	357	375

NEXT GENERATION 911 IMPLEMENTATION GRANTS

Program and Financing (in millions of dollars)

Identification code 069-0661-0-1-407	2020 actual	2021 est.	2022 est.	
Obligations by program activity:				
0002	Administration		1	1
0900	Total new obligations, unexpired accounts (object class 25.2)		1	1
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	2	2	1
1930	Total budgetary resources available	2	2	1
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	2	1	

Change in obligated balance:

Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	109	100	55
3010	New obligations, unexpired accounts		1	1
3020	Outlays (gross)	-9	-46	-45
3050	Unpaid obligations, end of year	100	55	11
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	109	100	55
3200	Obligated balance, end of year	100	55	11

Budget authority and outlays, net:

Mandatory:				
Outlays, gross:				
4101	Outlays from mandatory balances	9	46	45
4180	Budget authority, net (total)			
4190	Outlays, net (total)	9	46	45

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. The program helps 911 call centers upgrade to Next Generation 911 (NG911) capabilities, such as providing digital and network capabilities and implementing advanced mapping systems that will make it easier to identify a 911 caller's location. NG911 also helps 911 call centers manage call overloads and funds for training costs directly related to NG911 implementation.

Trust Funds

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, including behavioral research on Automated Driving Systems and Advanced Driver Assistance Systems and improving consumer responses to safety recalls, section 4011 of the Fixing America's Surface Transportation Act (Public Law 114-94), and chapter 303 of title 49, United States Code, \$155,300,000, 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,

OPERATIONS AND RESEARCH—Continued

in fiscal year [2021] 2022, are in excess of \$155,300,000: *Provided further*, That of the sums appropriated under this heading—

(1) \$149,800,000 shall be for programs authorized under 23 U.S.C. 403, including behavioral research on Automated Driving Systems and Advanced Driver Assistance Systems and improving consumer responses to safety recalls, and section 4011 of the Fixing America's Surface Transportation Act (Public Law 114–94); and

(2) \$5,500,000 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code:

Provided further, That within the \$155,300,000 obligation limitation for operations and research, \$20,000,000 shall remain available until September 30, [2022, and \$3,000,000, for impaired driving detection, shall remain available until expended] 2023, and shall be in addition to the amount of any limitation imposed on obligations for future years: *Provided further*, That amounts for behavioral research on Automated Driving Systems and Advanced Driver Assistance Systems and improving consumer responses to safety recalls are in addition to any other funds provided for those purposes for fiscal year [2021] 2022 in this Act. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069–8016–0–7–401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Highway Safety Programs	50	42	42
0002 Research and Analysis	48	46	46
0006 Communication & Consumer Info	10	10	10
0008 Administrative Expenses	47	50	50
0009 Sec 1906 - Grant Program to Prohibit Racial Profiling	2	7	7
0100 Total Direct Obligations	157	155	155
0799 Total direct obligations	157	155	155
0801 Operations and Research (Transportation Trust Fund) (Reimbursable)	3	5	17
0900 Total new obligations, unexpired accounts	160	160	172
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	36	25	25
1001 Discretionary unobligated balance brought fwd, Oct 1	11	10	
1020 Adjustment of unobligated bal brought forward, Oct 1	-9		
1021 Recoveries of prior year unpaid obligations	1		
1033 Recoveries of prior year paid obligations	1		
1050 Unobligated balance (total)	29	25	25
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust)	155	155	155
1138 Appropriations applied to liquidate contract authority	-155	-155	-155
Contract authority, mandatory:			
1600 Contract authority	155	155	155
Spending authority from offsetting collections, discretionary:			
1700 Collected	1	5	5
1900 Budget authority (total)	156	160	160
1930 Total budgetary resources available	185	185	185
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	25	25	13
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	147	150	159
3001 Adjustments to unpaid obligations, brought forward, Oct 1	1		
3010 New obligations, unexpired accounts	160	160	172
3020 Outlays (gross)	-157	-151	-181
3040 Recoveries of prior year unpaid obligations, unexpired	-1		
3050 Unpaid obligations, end of year	150	159	150
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	148	150	159
3200 Obligated balance, end of year	150	159	150
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1	5	5
Outlays, gross:			
4010 Outlays from new discretionary authority	74	69	69
4011 Outlays from discretionary balances	83	82	112
4020 Outlays, gross (total)	157	151	181

Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-1	-5	-5
4033 Non-Federal sources	-1		
4040 Offsets against gross budget authority and outlays (total)	-2	-5	-5
Additional offsets against gross budget authority only:			
4053 Recoveries of prior year paid obligations, unexpired accounts	1		
4060 Additional offsets against budget authority only (total)	1		
4080 Outlays, net (discretionary)	155	146	176
Mandatory:			
4090 Budget authority, gross	155	155	155
4180 Budget authority, net (total)	155	155	155
4190 Outlays, net (total)	155	146	176
Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY: Contract authority	46	56	56
5055 Fund balance in excess of liquidating requirements, EOY: Contract authority	56	56	56
5061 Limitation on obligations (Highway Trust Funds)	156	155	155

The Highway Safety Research and Development programs support research, demonstrations, evaluation, technical assistance, and national leadership activities for behavioral safety programs conducted by State and local governments, as well as various safety associations and organizations. These programs are designed to provide our State and local partners with the latest tools to combat impaired, distracted, and drowsy driving while encouraging occupant protection, pedestrian and bicycle safety, and development of best practices for emergency medical and trauma care systems. This funding supports 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, this funding will allow NHTSA to improve its vital data collection and analysis, which drives all of the agency's safety activities.

Object Classification (in millions of dollars)

Identification code 069–8016–0–7–401	2020 actual	2021 est.	2022 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	20	23	23
11.3 Other than full-time permanent	1		
11.5 Other personnel compensation		1	1
11.9 Total personnel compensation	21	24	24
12.1 Civilian personnel benefits	7	9	9
21.0 Travel and transportation of persons		1	1
23.1 Rental payments to GSA	3	7	7
25.1 Advisory and assistance services	70	67	67
25.2 Other services from non-Federal sources	9	8	8
25.3 Other goods and services from Federal sources	20	12	12
25.5 Research and development contracts	2	3	3
41.0 Grants, subsidies, and contributions	25	24	24
99.0 Direct obligations	157	155	155
99.0 Reimbursable obligations	3	5	17
99.9 Total new obligations, unexpired accounts	160	160	172

Employment Summary

Identification code 069–8016–0–7–401	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	162	175	175

HIGHWAY TRAFFIC SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

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 (Public Law 114-94)] grant administrative expenses under chapter 4 of title 23, United States Code, to remain available until expended, \$623,017,000, 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 for which the total obligations in fiscal year [2021] 2022 are in excess of \$623,017,000 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] grant administrative expenses under chapter 4 of title 23, United States Code: *Provided further*, That of the sums appropriated under this heading—

(1) \$279,800,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402; (2) \$285,900,000 shall be for "National Priority Safety Programs" under 23 U.S.C. 405;

(3) \$30,500,000 shall be for the "High Visibility Enforcement Program" under 23 U.S.C. 404; and

(4) \$26,817,000 shall be for ["Administrative Expenses" under section 4001(a)(6) of the Fixing America's Surface Transportation Act] grant administrative expenses under chapter 4 of title 23, United States Code:

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 5 days. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-8020-0-7-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Sec 402 - Formula Grants	297	280	280
0006 Sec 3010 - High Visibility Enforcement	31	31	31
0011 Administrative Expenses - Chapter 4 of Title 23	27	27	27
0014 Sec 405B - Occupant Protection Grants	37		
0015 Sec 405C - State Traffic Information System Improvements	41		
0016 Sec 405D - Impaired Driving Countermeasures	150		
0017 Sec 405E - Distracted Driving	22		
0018 Sec 405F - Motorcyclist Safety	4		
0020 Sec 405H - Non-Motorized Safety	14		
0021 Open Container Law - Section 154 / Repeat Offender Law - Section 164	101	105	
0022 Sec 405 - National Priority Safety Programs		285	285
0900 Total new obligations, unexpired accounts	724	728	623
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	163	178	179
1020 Adjustment of unobligated bal brought forward, Oct 1	11		
1021 Recoveries of prior year unpaid obligations	4	1	1
1050 Unobligated balance (total)	178	179	180
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust)	623	623	623
1121 Appropriations transferred from other acct [069-8083]	101	105	
1138 Appropriations applied to liquidate contract authority	-724	-728	-623
Contract authority, mandatory:			
1600 Contract authority	623	623	623
1611 Contract authority transferred from other accounts [069-8083]	101	105	
1640 Contract authority, mandatory (total)	724	728	623
1900 Budget authority (total)	724	728	623
1930 Total budgetary resources available	902	907	803
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	178	179	180

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	914	1,016	963
3001 Adjustments to unpaid obligations, brought forward, Oct 1	-1		
3010 New obligations, unexpired accounts	724	728	623
3020 Outlays (gross)	-617	-780	-829
3040 Recoveries of prior year unpaid obligations, unexpired	-4	-1	-1
3050 Unpaid obligations, end of year	1,016	963	756
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	913	1,016	963
3200 Obligated balance, end of year	1,016	963	756

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	95	144	132
4011 Outlays from discretionary balances	522	636	697
4020 Outlays, gross (total)	617	780	829
Mandatory:			
4090 Budget authority, gross	724	728	623
4180 Budget authority, net (total)	724	728	623
4190 Outlays, net (total)	617	780	829

Memorandum (non-add) entries:

5054 Fund balance in excess of liquidating requirements, SOY: Contract authority	78	69	69
5055 Fund balance in excess of liquidating requirements, EOY: Contract authority	69	69	69
5061 Limitation on obligations (Highway Trust Funds)	724	728	623

NHTSA provides grants to States for activities related to the promotion of highway traffic safety. The State and Community Safety Grants Program (Section 402) supports multi-faceted State highway safety programs designed to reduce traffic crashes and the resulting deaths, injuries, and property damage. The Agency will continue to implement and promote the use of performance measures and data-driven targets as a condition of approval in these programs and to ensure efficient and effective use of funds. NHTSA also will use dedicated funds from the program to support high visibility enforcement campaigns that promote the use of seat belts and the reduction of impaired and distracted driving. The National Priority Incentive Grant Programs (Section 405) allow the Agency to make grant awards to States to encourage innovative solutions to drug- and alcohol-impaired driving that can help States combat drug- and alcohol-impaired driving.

The budget includes \$623 million for FY 2022.

Object Classification (in millions of dollars)

Identification code 069-8020-0-7-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	10	11	11
12.1 Civilian personnel benefits	4	4	4
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	1	1	1
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.1 Advisory and assistance services	37	42	42
25.2 Other services from non-Federal sources	5	5	5
25.3 Other goods and services from Federal sources	4	4	4
41.0 Grants, subsidies, and contributions	661	659	554
99.9 Total new obligations, unexpired accounts	724	728	623

Employment Summary

Identification code 069-8020-0-7-401	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	85	88	88

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. In addition to the amounts made available under the heading, "Operations and Research (Liquidation of Contract Authorization) (Limitation on Obligations) (Highway Trust Fund)" for carrying out the provisions of section 403 of title 23, United States Code, \$17,000,000, to remain available until September 30, 2022, shall be made available to the National Highway Traffic Safety Administration from the general fund: *Provided*, That of the sums provided under this provision—

(1) not to exceed \$7,000,000 shall be available to provide funding for grants, pilot program activities, and innovative solutions to reduce impaired-driving fatalities in collaboration with eligible entities under section 403 of title 23, United States Code; and

(2) not to exceed \$10,000,000 shall be available to continue a high visibility enforcement paid-media campaign regarding highway-rail grade crossing safety in collaboration with the Federal Railroad Administration.】

SEC. 【143】142. None of the funds in this Act or any other Act shall be used to enforce the requirements of section 405(a)(9) of title 23, United States Code. (*Department of Transportation Appropriations Act, 2021.*)

FEDERAL RAILROAD ADMINISTRATION

The following tables show the funding for all Federal Railroad Administration programs:

	2020 actual	2021 est.	2022 est.
Budget Authority:			
Safety and Operations	224	235	248
Railroad Research and Development	41	41	59
Restoration and Enhancement Grants	2	5	0
Magnetic Levitation Technology Deployment Program	2	2	0
Capital and Debt Service Grants to Amtrak	0	-10	0
National Network Grants to Amtrak	1,826	2,375	1,400
Northeast Corridor Grants to Amtrak	1,192	2,325	1,300
Intercity Passenger Rail Grant Program	0	-10	0
Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service	0	0	0
Next Generation High-Speed Rail	0	-3	0
Rail Line Relocation and Improvement Program	0	-13	0
Rail Safety Technology Program	0	-1	0
Passenger Rail Improvement, Modernization, and Expansion Grants	0	0	625
Federal-State Partnership for State of Good Repair	200	200	0
Consolidated Rail Infrastructure and Safety Improvements	325	375	375
Total Budget Authority	3,812	5,521	4,007
Total Discretionary	3,812	3,821	4,007
Total Mandatory	0	1,700	0
Outlays:			
Safety and Operations	221	252	262
Railroad Safety Grants	10	16	7
Railroad Research and Development	38	45	56
Restoration and Enhancement Grants	0	0	1
Magnetic Levitation Technology Deployment Program	0	0	2
Pennsylvania Station Redevelopment Project	4	1	0
Grants to Amtrak	0	4	11
Capital and Debt Service Grants to Amtrak	1	1	0
National Network Grants to Amtrak	1,826	2,376	1,403
Northeast Corridor Grants to Amtrak	1,191	2,327	1,305
Intercity Passenger Rail Grant Program	1	5	5
Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service	9	89	57
Next Generation High-Speed Rail	0	0	1
Northeast Corridor Improvement Program	2	8	9
Rail Line Relocation and Improvement Program	0	1	1
Rail Safety Technology Program	0	0	1
Passenger Rail Improvement, Modernization, and Expansion Grants	0	0	0
Federal-State Partnership for State of Good Repair	0	25	115
Consolidated Rail Infrastructure and Safety Improvements	41	149	207
Total Outlays	3,344	5,299	3,443
Total Discretionary	3,344	3,599	3,443
Total Mandatory	0	1,700	0

Federal Funds

SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, 【\$234,905,000】 \$247,700,000, of which \$25,000,000 shall remain available until expended: *Provided*, That of the amounts provided under this heading, up to \$2,100,000 shall be available for the alteration and repair of buildings and improvements for fire and life safety, emergency power system, waste and potable water management, and asbestos abatement projects, to carry out necessary railroad safety, training, and research activities at the Transportation Technology Center. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-0700-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Safety and Operations	221	234	247
0006 Alaska railroad liabilities	1	1	1
0100 Total direct program	222	235	248
0799 Total direct obligations	222	235	248
0900 Total new obligations, unexpired accounts	222	235	248
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	26	28	28
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	27	28	28
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	224	235	248
1900 Budget authority (total)	224	235	248
1930 Total budgetary resources available	251	263	276
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-1		
1941 Unexpired unobligated balance, end of year	28	28	28
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	94	101	82
3010 New obligations, unexpired accounts	222	235	248
3011 Obligations ("upward adjustments"), expired accounts	2		
3020 Outlays (gross)	-222	-252	-262
3031 Unpaid obligations transferred from other accts [070-0413]	10		
3040 Recoveries of prior year unpaid obligations, unexpired	-1		
3041 Recoveries of prior year unpaid obligations, expired	-4	-2	
3050 Unpaid obligations, end of year	101	82	68
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	94	101	82
3200 Obligated balance, end of year	101	82	68
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	224	235	248
Outlays, gross:			
4010 Outlays from new discretionary authority	173	204	216
4011 Outlays from discretionary balances	49	48	46
4020 Outlays, gross (total)	222	252	262
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources:	-1		
4040 Offsets against gross budget authority and outlays (total) ...	-1		
Additional offsets against gross budget authority only:			
4052 Offsetting collections credited to expired accounts	1		
4070 Budget authority, net (discretionary)	224	235	248
4080 Outlays, net (discretionary)	221	252	262
4180 Budget authority, net (total)	224	235	248
4190 Outlays, net (total)	221	252	262

Funds requested in the Safety and Operations account 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, technology, safety education, and outreach.

Object Classification (in millions of dollars)

Identification code 069-0700-0-1-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	98	105	116
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	2	2	2
11.9 Total personnel compensation	101	108	119
12.1 Civilian personnel benefits	37	39	37
21.0 Travel and transportation of persons	7	11	11
23.1 Rental payments to GSA	6	7	6
24.0 Printing and reproduction			1
25.1 Advisory and assistance services	43	38	46
25.3 Other goods and services from Federal sources	23	23	23
25.7 Operation and maintenance of equipment	2	2	2
31.0 Equipment		1	1
41.0 Grants, subsidies, and contributions	3	4	1
42.0 Insurance claims and indemnities		2	1
99.0 Direct obligations	222	235	248
99.9 Total new obligations, unexpired accounts	222	235	248

Employment Summary

Identification code 069-0700-0-1-401	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	880	887	915

RAILROAD SAFETY GRANTS

Program and Financing (in millions of dollars)

Identification code 069-0702-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Rail Safety Grants	1		1
0900 Total new obligations, unexpired accounts (object class 41.0)	1		1
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	6	5	5
1930 Total budgetary resources available	6	5	5
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	5	5	4
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	32	23	7
3010 New obligations, unexpired accounts	1		1
3020 Outlays (gross)	-10	-16	-7
3050 Unpaid obligations, end of year	23	7	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	32	23	7
3200 Obligated balance, end of year	23	7	1
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	10	16	7
4180 Budget authority, net (total)			
4190 Outlays, net (total)	10	16	7

In 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 2022.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, **[\$41,000,000]** \$58,826,000, to remain available until expended. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-0745-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Railroad system issues	4	5	24
0002 Human factors	6	6	6
0012 Track Program	13	10	10
0013 Rolling Stock Program	13	10	10
0014 Train Control and Communication	8	8	8
0100 Total direct program	44	39	58
0799 Total direct obligations	44	39	58
0801 Railroad Research and Development (Reimbursable)	2	2	2
0900 Total new obligations, unexpired accounts	46	41	60
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	10	11	13
1021 Recoveries of prior year unpaid obligations	4		
1050 Unobligated balance (total)	14	11	13
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	41	41	59
Spending authority from offsetting collections, discretionary:			
1700 Collected	2	2	2
1900 Budget authority (total)	43	43	61
1930 Total budgetary resources available	57	54	74
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	11	13	14
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	61	63	57
3010 New obligations, unexpired accounts	46	41	60
3020 Outlays (gross)	-40	-47	-58
3040 Recoveries of prior year unpaid obligations, unexpired	-4		
3050 Unpaid obligations, end of year	63	57	59
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	61	63	57
3200 Obligated balance, end of year	63	57	59
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	43	43	61
Outlays, gross:			
4010 Outlays from new discretionary authority	10	12	17
4011 Outlays from discretionary balances	30	35	41
4020 Outlays, gross (total)	40	47	58
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-2	-2	-2
4040 Offsets against gross budget authority and outlays (total)	-2	-2	-2
4180 Budget authority, net (total)	41	41	59
4190 Outlays, net (total)	38	45	56

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:

Track Program.—Reducing derailments due to track related causes.

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

RAILROAD RESEARCH AND DEVELOPMENT—Continued

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, energy and emissions research, and workforce development.

Object Classification (in millions of dollars)

Identification code 069-0745-0-1-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
25.1 Advisory and assistance services	2	2	2
25.4 Operation and maintenance of facilities		1	1
25.5 Research and development contracts	37	36	47
31.0 Equipment	1		8
41.0 Grants, subsidies, and contributions	4		
99.0 Direct obligations	44	39	58
99.0 Reimbursable obligations	2	2	2
99.9 Total new obligations, unexpired accounts	46	41	60

RESTORATION AND ENHANCEMENT

¶ For necessary expenses related to Restoration and Enhancement Grants, as authorized by section 24408 of title 49, United States Code, \$4,720,000, to remain available until expended: *Provided*, That the Secretary may withhold up to 1 percent of the funds provided under this heading to fund the costs of award and project management and oversight. ¶ (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-0127-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 R&E Grants		4	
0900 Total new obligations, unexpired accounts (object class 41.0)		4	
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	30	32	33
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	2	5	
1930 Total budgetary resources available	32	37	33
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	32	33	33
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1			4
3010 New obligations, unexpired accounts		4	
3020 Outlays (gross)			-1
3050 Unpaid obligations, end of year		4	3
Memorandum (non-add) entries:			
3100 Obligated balance, start of year			4
3200 Obligated balance, end of year		4	3
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	2	5	
Outlays, gross:			
4011 Outlays from discretionary balances			1
4180 Budget authority, net (total)	2	5	
4190 Outlays, net (total)			1

Restoration and Enhancement Grants provide operating assistance to initiate, restore, or enhance intercity passenger rail transportation. The program limits assistance to three years per route and no more than six grants may be simultaneously active. Eligible recipients include States; local governments; Amtrak or other rail carriers that provide intercity

passenger rail service; and any rail carrier in partnership with another eligible public-sector applicant. No new funding is requested for FY 2022.

MAGNETIC LEVITATION TECHNOLOGY DEPLOYMENT PROGRAM

¶ For necessary expenses related to the deployment of magnetic levitation transportation projects, consistent with language in subsections (a) through (c) of section 1307 of SAFETEA-LU (Public Law 109-59), as amended by section 102 of the SAFETEA-LU Technical Corrections Act of 2008 (Public Law 110-244) (23 U.S.C. 322 note), \$2,000,000, to remain available until expended. ¶ (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-0129-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Magnetic Levitation Technology Deployment Grants		10	
0900 Total new obligations, unexpired accounts (object class 41.0)		10	
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	10	12	4
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	2	2	
1930 Total budgetary resources available	12	14	4
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	12	4	4
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1			10
3010 New obligations, unexpired accounts		10	
3020 Outlays (gross)			-2
3050 Unpaid obligations, end of year		10	8
Memorandum (non-add) entries:			
3100 Obligated balance, start of year			10
3200 Obligated balance, end of year		10	8
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	2	2	
Outlays, gross:			
4011 Outlays from discretionary balances			2
4180 Budget authority, net (total)	2	2	
4190 Outlays, net (total)			2

The Magnetic Levitation Technology Deployment Program provides grants to states to fund eligible capital costs and preconstruction planning activities that support the deployment of magnetic levitation (maglev) transportation projects. No new funds are requested for this account for 2022.

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Program and Financing (in millions of dollars)

Identification code 069-0723-0-1-401	2020 actual	2021 est.	2022 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	5	1	
3020 Outlays (gross)	-4	-1	
3050 Unpaid obligations, end of year	1		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	5	1	
3200 Obligated balance, end of year	1		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	4	1	
4180 Budget authority, net (total)			
4190 Outlays, net (total)	4	1	

Funds were used to redevelop the Pennsylvania Station in New York City, which involved renovating the James A. Farley Post Office building as Moynihan Train Hall. Funding for this project was included in the Grants to the National Railroad Passenger Corporation appropriation in 1995 through 1997, and the Northeast Corridor Improvement Program in 1998. In 2000, FRA received an advance appropriation of \$20 million for 2001, 2002, and 2003. In 2001, the Congress specified that the \$20 million advance appropriation for the Farley Building be used exclusively for fire and life safety initiatives. In 2016, \$40 million was transferred from the Federal Transit Administration's Hurricane Sandy funding into this account for risk reduction projects at Moynihan Train Hall. The train hall opened January 1, 2021. No new funds are requested for this account in 2022.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Program and Financing (in millions of dollars)

Identification code 069-0704-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0007 Capital And Debt Grant Sandy Mitigation		31	
0008 FTA Transfer - Hurricane Sandy Disaster Resiliency	13		
0900 Total new obligations, unexpired accounts (object class 41.0)	13	31	
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	45	32	1
1930 Total budgetary resources available	45	32	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	32	1	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1		13	40
3010 New obligations, unexpired accounts	13	31	
3020 Outlays (gross)		-4	-11
3050 Unpaid obligations, end of year	13	40	29
Memorandum (non-add) entries:			
3100 Obligated balance, start of year		13	40
3200 Obligated balance, end of year	13	40	29
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances		4	11
4180 Budget authority, net (total)			
4190 Outlays, net (total)		4	11

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 annual grants for operating, capital and debt service costs.

Prior to FY 2006, FRA received annual appropriations in this account for grants to Amtrak. Since then, several one-time appropriations or funding transfers have been directed to this account, including \$1.3 billion in funds under the American Recovery and Reinvestment Act of 2009; \$112 million from the Disaster Relief Appropriations Act of 2013 (P.L. 113-2) for recovery efforts from super storm Sandy; \$185 million transfer from the Federal Transit Administration for the Hudson Yards disaster resiliency project in New York City; and a \$13 million transfer from the Federal Transit Administration for the Metropolitan Transportation Authority/Long Island Rail Road's River to River Rail Resiliency project in New York City. No new funds are requested for this account for FY 2022.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Program and Financing (in millions of dollars)

Identification code 069-0125-0-1-401	2020 actual	2021 est.	2022 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	10	10	
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced		-10	
1930 Total budgetary resources available	10		
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	10		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1		1	
3020 Outlays (gross)	-1	-1	
3050 Unpaid obligations, end of year	1		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year		1	
3200 Obligated balance, end of year	1		
Budget authority and outlays, net:			
Discretionary:			
Budget authority, gross			
4000 Budget authority, gross		-10	
Outlays, gross:			
4011 Outlays from discretionary balances	1	1	
4180 Budget authority, net (total)		-10	
4190 Outlays, net (total)	1	1	

From 2006 to 2016, the Federal Railroad Administration received appropriations to this account to make 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 2017. No new funds are requested for this account in FY 2022.

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), **[\$1,300,000,000] \$1,400,000,000**, 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; *Provided further*, That at least \$50,000,000 of the amount provided under this heading shall be available for the development, installation and operation of railroad safety technology, including the implementation of a positive train control system, on State-supported routes as defined under section 24102(13) of title 49, United States Code, on which positive train control systems are not required by law or regulation: *Provided further*, That none of the funds provided under this heading shall be used by Amtrak to give notice under subsection (a) or (b) of section 24706 of title 49, United States Code, with respect to long-distance routes (as defined in section 24102 of title 49, United States Code) on which Amtrak is the sole operator on a host railroad's line and a positive train control system is not required by law or regulation, or, except in an emergency or during maintenance or construction outages impacting such routes, to otherwise discontinue, reduce the frequency of, suspend, or substantially alter the route of rail service on any portion of such route operated in fiscal year 2018, including implementation of service permitted by section 24305(a)(3)(A) of title 49, United States Code, in lieu of rail service. (*Department of Transportation Appropriations Act, 2021.*)

(INCLUDING TRANSFER OF FUNDS)

[For an additional amount for "National Network Grants to the National Railroad Passenger Corporation", \$344,569,000, to remain available until expended, to prevent, prepare for, and respond to coronavirus, including to enable the Secretary of Transportation to make or amend existing grants to the National Railroad Passenger

NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION—Continued

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): *Provided*, That \$174,850,000 of the amounts made available under this heading in this Act shall be made available for use by the National Railroad Passenger Corporation to be apportioned toward State payments required by the cost methodology policy adopted pursuant to section 209 of the Passenger Rail Investment and Improvement Act of 2008 (Public Law 110-432): *Provided further*, That a State-supported route's share of such funding under the preceding proviso shall consist of (1) 7 percent of the costs allocated to the route in fiscal year 2019 under the cost methodology policy adopted pursuant to section 209 of the Passenger Rail Investment and Improvement Act of 2008 (Public Law 110-432), and (2) any remaining amounts under the preceding proviso shall be apportioned to a route in proportion to its passenger revenue and other revenue allocated to a State-supported route in fiscal year 2019 divided by the total passenger revenue and other revenue allocated to all State-supported routes in fiscal year 2019: *Provided further*, That State-supported routes which terminated service on or before February 1, 2020, shall not be included in the cost and revenue calculations made pursuant to the preceding proviso: *Provided further*, That amounts made available under this heading in this Act may be transferred to and merged with amounts made available under the heading "Northeast Corridor Grants to the National Railroad Passenger Corporation" in this Act to prevent, prepare for, and respond to coronavirus: *Provided further*, That such amount is designated by the Congress as being for an emergency requirement pursuant to section 251(b)(2)(A)(i) of the Balanced Budget and Emergency Deficit Control Act of 1985. **】** (*Coronavirus Response and Relief Supplemental Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-1775-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Grants for National Network	1,252	1,953	1,324
0002 Management Oversight	8	8	7
0003 State Supported Route Committee	4	2	2
0004 Americans with Disabilities Act (ADA)	40	67	67
0009 Grants for National Network (ER Designated)	526	344	.....
0010 Oversight for National Network (ER Designated) .....	.....	1	.....
0900 Total new obligations, unexpired accounts	1,830	2,375	1,400
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	9	5	5
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	1,826	1,645	1,400
Appropriations, mandatory:			
1200 Appropriation .....	.....	730	.....
1900 Budget authority (total)	1,826	2,375	1,400
1930 Total budgetary resources available	1,835	2,380	1,405
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	5	5	5
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	7	11	10
3010 New obligations, unexpired accounts	1,830	2,375	1,400
3020 Outlays (gross)	-1,826	-2,376	-1,403
3050 Unpaid obligations, end of year	11	10	7
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	7	11	10
3200 Obligated balance, end of year	11	10	7
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1,826	1,645	1,400
Outlays, gross:			
4010 Outlays from new discretionary authority	1,819	1,642	1,396
4011 Outlays from discretionary balances	7	4	7
4020 Outlays, gross (total)	1,826	1,646	1,403
Mandatory:			
4090 Budget authority, gross .....	.....	730	.....
Outlays, gross:			
4100 Outlays from new mandatory authority .....	.....	730	.....
4180 Budget authority, net (total)	1,826	2,375	1,400
4190 Outlays, net (total)	1,826	2,376	1,403

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. Funds for 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. Amtrak began receiving its annual appropriations from the Congress under this account structure in FY 2017.

Object Classification (in millions of dollars)

Identification code 069-1775-0-1-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	2	3
12.1 Civilian personnel benefits	1	1	2
25.1 Advisory and assistance services	6	6	2
41.0 Grants, subsidies, and contributions	1,822	2,366	1,393
99.9 Total new obligations, unexpired accounts	1,830	2,375	1,400

Employment Summary

Identification code 069-1775-0-1-401	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	10	19	29

NORTHEAST CORRIDOR 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), **【\$700,000,000】** \$1,300,000,000, 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 the Northeast Corridor Commission established under section 24905 of title 49, United States Code: *Provided further*, That of the amounts made available under this heading and the "National Network Grants to the National Railroad Passenger Corporation" heading, not less than \$75,000,000 shall be made available to bring Amtrak-served facilities and stations into compliance with the Americans with Disabilities Act: *Provided further*, That of the amounts made available under this heading and the "National Network Grants to the National Railroad Passenger Corporation" heading, **【\$100,000,000】** not less than \$150,000,000 shall be made available to fund the replacement of the single-level passenger cars used on the Northeast Corridor, State-supported routes, and long-distance routes, as such terms are defined in section 24102 of title 49, United States Code. (*Department of Transportation Appropriations Act, 2021.*)

【(INCLUDING TRANSFER OF FUNDS)】

【For an additional amount for "Northeast Corridor Grants to the National Railroad Passenger Corporation", \$655,431,000, to remain available until expended, to prevent, prepare for, and respond to coronavirus, including to enable the Secretary of Transportation to make or amend existing 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): *Provided*, That not less than \$109,805,000 of the amounts made available under this heading in this Act and the "National Network Grants to the National Railroad Passenger Corporation" heading in this Act shall be made available for use by the National Railroad Passenger Corporation in lieu of capital payments from States and commuter rail passenger transportation providers subject to the cost allocation policy developed pursuant to section 24905(c) of title 49, United States Code: *Provided further*, That, notwithstanding sections 24319(g) and 24905(c)(1)(A)(i) of title 49, United States Code, such use of funds does not constitute cross-subsidization of commuter rail passenger transportation: *Provided further*, That the Secretary may retain up to \$2,030,000 of the amounts made available under

both this heading in this Act and the "National Network Grants to the National Railroad Passenger Corporation" heading in this Act to fund the costs of project management and oversight of activities authorized by section 11101(c) of the Fixing America's Surface Transportation Act (division A of Public Law 114-94): *Provided further*, That amounts made available under this heading in this Act may be transferred to and merged with amounts made available under the heading "National Network Grants to the National Railroad Passenger Corporation" in this Act to prevent, prepare for, and respond to coronavirus: *Provided further*, That such amount is designated by the Congress as being for an emergency requirement pursuant to section 251(b)(2)(A)(i) of the Balanced Budget and Emergency Deficit Control Act of 1985. (Coronavirus Response and Relief Supplemental Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Identification code 069-1774-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Grants for Northeast Corridor	682	1,653	1,280
0002 Management Oversight	1	4	7
0003 Northeast Corridor Commission	6	10	5
0004 Americans with Disabilities Act (ADA)	10	8	8
0009 Grants for Northeast Corridor (ER Designated)	492	654	.....
0010 Oversight for Northeast Corridor (ER Designated) .....	.....	1	.....
0900 Total new obligations, unexpired accounts	1,191	2,330	1,300
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	14	15	10
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	1,192	1,355	1,300
Appropriations, mandatory:			
1200 Appropriation .....	.....	970	.....
1900 Budget authority (total)	1,192	2,325	1,300
1930 Total budgetary resources available	1,206	2,340	1,310
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	15	10	10
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	4	4	7
3010 New obligations, unexpired accounts	1,191	2,330	1,300
3020 Outlays (gross)	-1,191	-2,327	-1,305
3050 Unpaid obligations, end of year	4	7	2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	4	4	7
3200 Obligated balance, end of year	4	7	2
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1,192	1,355	1,300
Outlays, gross:			
4010 Outlays from new discretionary authority	1,184	1,353	1,297
4011 Outlays from discretionary balances	7	4	8
4020 Outlays, gross (total)	1,191	1,357	1,305
Mandatory:			
4090 Budget authority, gross .....	.....	970	.....
Outlays, gross:			
4100 Outlays from new mandatory authority .....	.....	970	.....
4180 Budget authority, net (total)	1,192	2,325	1,300
4190 Outlays, net (total)	1,191	2,327	1,305

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. Funds for 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 FY 2017.

Object Classification (in millions of dollars)

Identification code 069-1774-0-1-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
25.1 Advisory and assistance services	1	5	7

41.0	Grants, subsidies, and contributions	1,190	2,325	1,293
99.9	Total new obligations, unexpired accounts	1,191	2,330	1,300

INTERCITY PASSENGER RAIL GRANT PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0715-0-1-401	2020 actual	2021 est.	2022 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	10	10	.....
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced .....	.....	-10	.....
1930 Total budgetary resources available	10	.....	.....
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	10	.....	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	12	11	6
3020 Outlays (gross)	-1	-5	-5
3050 Unpaid obligations, end of year	11	6	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	12	11	6
3200 Obligated balance, end of year	11	6	1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross .....	.....	-10	.....
Outlays, gross:			
4011 Outlays from discretionary balances	1	5	5
4180 Budget authority, net (total) .....	.....	-10	.....
4190 Outlays, net (total)	1	5	5

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 for FY 2022.

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

Program and Financing (in millions of dollars)

Identification code 069-0719-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0003 Capital Assistance High-Speed Rail Corridors and IPR Service Grants .....	.....	.....	929
0004 Capital Assistance High-Speed Rail Corridors and IPR Service Oversight	1	1	1
0900 Total new obligations, unexpired accounts	1	1	930
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	986	992	991
1021 Recoveries of prior year unpaid obligations	7	.....	.....
1050 Unobligated balance (total)	993	992	991
1930 Total budgetary resources available	993	992	991
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	992	991	61
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	317	302	214

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE—Continued

Program and Financing—Continued

Identification code 069-0719-0-1-401	2020 actual	2021 est.	2022 est.
3010 New obligations, unexpired accounts	1	1	930
3020 Outlays (gross)	-9	-89	-57
3040 Recoveries of prior year unpaid obligations, unexpired	-7		
3050 Unpaid obligations, end of year	302	214	1,087
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	317	302	214
3200 Obligated balance, end of year	302	214	1,087
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	9	89	57
4180 Budget authority, net (total)			
4190 Outlays, net (total)	9	89	57

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. This account received \$8 billion provided by the American Recovery and Reinvestment Act of 2009 and an additional \$2.1 billion provided in FY 2010. No new funds are requested for this account for FY 2022.

Object Classification (in millions of dollars)

Identification code 069-0719-0-1-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
25.1 Advisory and assistance services	1	1	1
41.0 Grants, subsidies, and contributions			929
99.9 Total new obligations, unexpired accounts	1	1	930

NEXT GENERATION HIGH-SPEED RAIL

Program and Financing (in millions of dollars)

Identification code 069-0722-0-1-401	2020 actual	2021 est.	2022 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3	3	
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced		-3	
1930 Total budgetary resources available	3		
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	3		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	1	1
3020 Outlays (gross)			-1
3050 Unpaid obligations, end of year	1	1	
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1	1	1
3200 Obligated balance, end of year	1	1	
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		-3	
Outlays, gross:			
4011 Outlays from discretionary balances			1
4180 Budget authority, net (total)		-3	
4190 Outlays, net (total)			1

The Next Generation High-Speed Rail Program funds research, development, technology demonstration programs, and the planning and analysis

required to evaluate high speed rail technology proposals. No new funds are requested for this account for 2022.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0123-0-1-401	2020 actual	2021 est.	2022 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	19	17	9
3020 Outlays (gross)	-2	-8	-9
3050 Unpaid obligations, end of year	17	9	
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	19	17	9
3200 Obligated balance, end of year	17	9	
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	2	8	9
4180 Budget authority, net (total)			
4190 Outlays, net (total)	2	8	9

Prior to FY 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 FY 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 five-year capital plan. No new funds are requested for this account for FY 2022.

RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0716-0-1-401	2020 actual	2021 est.	2022 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	14	14	1
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced		-13	
1930 Total budgetary resources available	14	1	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	14	1	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	3	3	2
3020 Outlays (gross)		-1	-1
3050 Unpaid obligations, end of year	3	2	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3	3	2
3200 Obligated balance, end of year	3	2	1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		-13	
Outlays, gross:			
4011 Outlays from discretionary balances		1	1
4180 Budget authority, net (total)		-13	
4190 Outlays, net (total)		1	1

The Rail Line Relocation and Improvement 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 Consolidated Rail Infrastructure and Safety Improvements program. No new funds are requested for this account for FY 2022.

RAIL SAFETY TECHNOLOGY PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0701-0-1-401	2020 actual	2021 est.	2022 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	.....
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced		-1	.....
1930 Total budgetary resources available	1	.....	.....
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	.....	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	1	1
3020 Outlays (gross)			-1
3050 Unpaid obligations, end of year	1	1	.....
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1	1	1
3200 Obligated balance, end of year	1	1	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		-1	.....
Outlays (gross):			
4011 Outlays from discretionary balances			1
4180 Budget authority, net (total)		-1	.....
4190 Outlays, net (total)			1

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. No new funds are requested for this account for FY 2022.

PASSENGER RAIL IMPROVEMENT, MODERNIZATION, AND EXPANSION GRANTS

For necessary expenses related to grants for projects that improve the state of good repair, operational performance, or growth of intercity rail passenger transportation, \$625,000,000, to remain available until expended: *Provided*, That the Secretary may withhold up to 2 percent of the amount provided under this heading for the costs of award and project management oversight of grants carried out under this heading.

Program and Financing (in millions of dollars)

Identification code 069-0752-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Passenger Rail Improvement, Modernization, and Enhancement Grants			50
0002 Passenger Rail Improvement, Modernization, and Enhancement Oversight			2
0900 Total new obligations, unexpired accounts			52
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation			625
1930 Total budgetary resources available			625
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			573
Change in obligated balance:			
Unpaid obligations:			
3010 New obligations, unexpired accounts			52
3050 Unpaid obligations, end of year			52
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			52
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			625
4180 Budget authority, net (total)			625

4190 Outlays, net (total)

The Passenger Rail Improvement, Modernization, and Expansion Grants program focuses on modernizing and expanding service on existing intercity passenger rail corridors and developing new corridors to serve promising markets. This program is new for the FY 2022 request.

Object Classification (in millions of dollars)

Identification code 069-0752-0-1-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
25.1 Advisory and assistance services			2
41.0 Grants, subsidies, and contributions			50
99.9 Total new obligations, unexpired accounts			52

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, \$200,000,000, to remain available until expended: *Provided*, That expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, environmental studies, and acquiring rights-of-way) of a capital project as defined under section 24911(a)(2) of title 49, United States Code, are eligible for funding independently or in conjunction with proposed funding for construction: *Provided further*, That the Secretary may withhold up to 1 percent of the amount provided under this heading for the costs of award and project management oversight of grants carried out under section 24911 of title 49, United States Code. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Identification code 069-2810-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Fed-State SOGR Grants	67	577	242
0002 Fed-State SOGR Oversight	1	2	2
0900 Total new obligations, unexpired accounts	68	579	244
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	674	806	427
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	200	200	.....
1930 Total budgetary resources available	874	1,006	427
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	806	427	183
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1		68	622
3010 New obligations, unexpired accounts	68	579	244
3020 Outlays (gross)		-25	-115
3050 Unpaid obligations, end of year	68	622	751
Memorandum (non-add) entries:			
3100 Obligated balance, start of year		68	622
3200 Obligated balance, end of year	68	622	751
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	200	200	.....
Outlays (gross):			
4011 Outlays from discretionary balances		25	115
4180 Budget authority, net (total)	200	200	.....
4190 Outlays, net (total)		25	115

The Federal-State Partnership for State of Good Repair program is intended to reduce the state of good repair backlog on publicly-owned or Amtrak-owned infrastructure, equipment and facilities. Eligible activities include capital projects to 1) replace existing assets in-kind or with assets that increase capacity or service levels; 2) ensure that service can be maintained while existing assets are brought into a state of good repair; and 3) bring existing assets into a state of good repair. Eligible recipients include states,

FEDERAL-STATE PARTNERSHIP FOR STATE OF GOOD REPAIR—Continued
local governments and Amtrak. The program was authorized in 2015 by the Fixing America's Surface Transportation Act. No new funds are requested for this account for 2022.

Object Classification (in millions of dollars)

Table with 4 columns: Identification code, 2020 actual, 2021 est., 2022 est. Rows include Direct obligations, Advisory and assistance services, Grants, subsidies, and contributions, and Total new obligations, unexpired accounts.

CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS

[(INCLUDING TRANSFER OF FUNDS)]

For necessary expenses related to Consolidated Rail Infrastructure and Safety Improvements Grants, as authorized by section 22907 of title 49, United States Code, \$375,000,000, to remain available until expended: Provided, That [of the amounts made available under this heading—]

[(1) not less than \$75,000,000 shall be for projects eligible under section 22907(c)(2) of title 49, United States Code, that support the development of new intercity passenger rail service routes including alignments for existing routes: Provided, That the Secretary shall give preference for pre-construction elements including preliminary engineering and final design of such projects; and]

[(2) not less than \$25,000,000 shall be for capital projects and engineering solutions targeting trespassing: Provided, That the Secretary shall give preference for such projects that are located in counties with the most pedestrian trespasser casualties as identified in the Federal Railroad Administration's National Strategy to Prevent Trespassing on Railroad Property:]

[Provided further, That section 22905(f) of title 49, United States Code, shall not apply to projects for the implementation of positive train control systems otherwise eligible under section 22907(c)(1) of title 49, United States Code: Provided further, That amounts made available under this heading for projects selected for commuter rail passenger transportation may be transferred by the Secretary, after selection, to the appropriate agencies to be administered in accordance with chapter 53 of title 49, United States Code: Provided further, That the Secretary shall not limit eligible projects from consideration for funding for planning, engineering, environmental, construction, and design elements of the same project in the same application: Provided further, That for amounts available under this heading eligible recipients under section 22907(b) of title 49, United States Code, shall include any holding company of a Class II railroad or Class III railroad (as those terms are defined in section 20102 of title 49, United States Code): Provided further, That unobligated balances remaining after 6 years from the date of enactment of this Act may be used for any eligible project under section 22907(c) of title 49, United States Code] for amounts available under this heading, eligible recipients under section 22907(b) of title 49, United States Code, shall include tribal governments and the District of Columbia, and for eligible projects under section 22907(c)(10) of such title, eligible recipients shall include non-profit organizations: Provided further, That for amounts available under this heading, eligible projects under section 22907(c)(8) of title 49, United States Code, shall include railroad systems planning, including the preparation of regional intercity passenger rail plans and State Rail Plans, and railroad project development activities, including railroad project planning, preliminary engineering, and the development and analysis of project alternatives: Provided further, That for amounts available under this heading, eligible projects under section 22907(c) of title 49, United States Code, shall include projects to reduce trespassing on railroad property and along railroad rights-of-way, including capital projects, suicide prevention activities, deployment of trespasser prevention technology, and enforcement activities: Provided further, That for projects described in the preceding proviso, eligible recipients under section 22907(b) of title 49, United States Code, shall include any State, county, municipal, local, and regional law enforcement agency: Provided further, That for amounts available under this heading, the Secretary may award a grant without regard to the requirement in section 22905(c)(1) of title 49, United States Code: Provided further, That for projects benefitting underserved communities, as determined by the Secretary, section 22907(e)(1)(A) of title 49, United States Code, shall not apply and the Federal share of total project costs shall not exceed 90 percent, notwithstanding section 22907(h)(2) of such title: Provided further, That the Secretary may withhold up to [1] 2 percent of the amount provided under this heading for the costs of award and project management oversight

of grants carried out under section 22907 of title 49, United States Code. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Table with 4 columns: Identification code, 2020 actual, 2021 est., 2022 est. Rows include Obligations by program activity (CRISI Grants, Oversight, etc.), Budgetary resources (Unobligated balance, Budget authority), Change in obligated balance (Unpaid obligations), and Budget authority and outlays, net (Discretionary, Outlays).

Consolidated Rail Infrastructure and Safety Improvements are intended to improve the safety, efficiency, and reliability of passenger and freight rail systems. Eligible activities include a wide range of freight and passenger rail capital, planning, environmental analyses, research, workforce development and training projects. Eligible recipients include States; local governments; Class II and Class III railroads; holding companies of Class II and Class III railroads; Amtrak and other intercity passenger rail operators; rail carriers and equipment manufacturers that partner with an eligible public-sector applicant; the Transportation Research Board; University Transportation Centers; and non-profit rail labor organizations. The FY 2022 request includes several changes to enhance the program, including adding tribal governments as eligible recipients and better supporting trespass prevention projects, among other improvements.

Object Classification (in millions of dollars)

Table with 4 columns: Identification code, 2020 actual, 2021 est., 2022 est. Rows include Direct obligations, Advisory and assistance services, Grants, subsidies, and contributions, and Total new obligations, unexpired accounts.

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION

[(INCLUDING RESCISSIONS)]

SEC. 150. None of the funds made available 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 preceding 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 no later than 60 days after the date of enactment of this Act, a summary of all overtime payments incurred by Amtrak for [2020] 2021 and the 3 prior calendar years: *Provided further*, That such summary shall include the total number of employees that received waivers and the total overtime payments Amtrak paid to employees receiving waivers for each month for [2020] 2021 and for the 3 prior calendar years.

[SEC. 151. None of the funds made available to the National Railroad Passenger Corporation under the headings "Northeast Corridor Grants to the National Railroad Passenger Corporation" and "National Network Grants to the National Railroad Passenger Corporation" may be used to reduce the total number of Amtrak Police Department uniformed officers patrolling on board passenger trains or at stations, facilities or rights-of-way below the staffing level on May 1, 2019.]

[SEC. 152. None of the funds made available by this Act may be used by the National Railroad Passenger Corporation in contravention of the Worker Adjustment and Retraining Notification Act (29 U.S.C. 2101 et seq.).]

[SEC. 153. The matter under the heading "Department of Transportation—Federal Railroad Administration—Consolidated Rail Infrastructure and Safety Improvements"—

(1) in division G of the Consolidated Appropriations Act, 2019 (Public Law 116–6) is amended by striking "4 years" and inserting "6 years" in the fourth proviso; and

(2) in division H of the Further Consolidated Appropriations Act, 2020 (Public Law 116–94) is amended by striking "4 years" and inserting "6 years" in the fourth proviso.]

[SEC. 154. Of the unobligated balances of funds remaining from—

(1) "Capital and Debt Service Grants to the National Railroad Passenger Corporation" accounts totaling \$10,458,135.54 appropriated by the following public laws are hereby permanently rescinded:

- (A) Public Law 112–10 a total of \$289,234.48;
- (B) Public Law 112–55 a total of \$4,760,000.00;
- (C) Public Law 113–76 a total of \$792,502.52;
- (D) Public Law 113–235 a total of \$1,698,806.61; and
- (E) Public Law 114–113 a total of \$2,917,591.93;

(2) "Railroad Safety Technology Program" account totaling \$613,252.29 appropriated by Public Law 111–117 is hereby permanently rescinded;

(3) "Capital Assistance to States—Intercity Passenger Rail Service" account totaling \$10,164,885.13 appropriated by Public Law 111–8 is hereby permanently rescinded;

(4) "Rail Line Relocation and Improvement Program" accounts totaling \$12,650,365.14 appropriated by the following public laws are hereby permanently rescinded:

- (A) Public Law 110–161 a total of \$923,214.63;
- (B) Public Law 111–8 a total of \$5,558,233.95;
- (C) Public Law 111–117 a total of \$3,763,767.95; and
- (D) Public Law 112–10 a total of \$2,405,148.61; and
- (5) "Next Generation High-Speed Rail" accounts totaling \$3,034,848.52 appropriated by the following public laws are hereby permanently rescinded:

- (A) Public Law 104–50 a total of \$610,807.00;
- (B) Public Law 104–205 a total of \$5,963.71;
- (C) Public Law 105–66 a total of \$1,218,742.47;
- (D) Public Law 105–277 a total of \$17,097.00;
- (E) Public Law 106–69 a total of \$1,005,969.00;
- (F) Public Law 108–7 a total of \$43,951.57;
- (G) Public Law 108–199 a total of \$24,263.48; and
- (H) Public Law 108–447 a total of \$108,054.29.]

[SEC. 155. It is the sense of Congress that—

(1) long-distance passenger rail routes provide much-needed transportation access for 4,700,000 riders in 325 communities in 40 States and are particularly important in rural areas; and

(2) long-distance passenger rail routes and services should be sustained to ensure connectivity throughout the National Network (as defined in section 24102 of title 49, United States Code).]

(Department of Transportation Appropriations Act, 2021.)

FEDERAL TRANSIT ADMINISTRATION

The 2022 Budget request of \$13.5 billion will provide grant funding to State and local governments, public and private transit operators, and other recipients to enhance public transportation across the United States. The Federal Transit Administration's (FTA) grant programs fund the construc-

tion 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.

The table below reflects the budget authority requested for FTA programs.

	[In millions of dollars]		
	2020 Actual	2021 Enacted	2022 Request
Budget Authority:			
Transit Formula Grants (TF)	10,150	10,150	10,150
Capital Investment Grants (GF)	1,978	2,014	2,473
Administrative Expenses (GF)	117	121	132
Transit Research (GF)	0	0	30
Technical Assistance and Training (GF)	5	8	8
Transit Infrastructure Grants (GF)	510	516	550
Washington Metropolitan Area Transit Authority (GF)	150	150	150
Total Budget Authority	12,910	12,959	13,493
Total Discretionary	2,760	2,809	3,343
Total Mandatory	10,150	10,150	10,150

Federal Funds

ADMINISTRATIVE EXPENSES

For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, [\$121,052,000] \$131,500,000, which shall remain available until September 30, [2022, and up to \$1,000,000 shall be available to carry out the provisions of section 5326 of such title: *Provided*, That upon submission to the Congress of the fiscal year 2022 President's budget, the Secretary of Transportation shall transmit to Congress the annual report on Capital Investment Grants, including proposed allocations for fiscal year 2022] 2023. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Identification code 069–1120–0–1–401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Administrative expenses	114	119	127
0002 Transit Safety Oversight		4	4
0003 Transit Asset Management		1	1
0900 Total new obligations, unexpired accounts	114	124	132
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1		3	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	117	121	132
1930 Total budgetary resources available	117	124	132
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	3		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	14	13	6
3010 New obligations, unexpired accounts	114	124	132
3011 Obligations ("upward adjustments"), expired accounts	1		
3020 Outlays (gross)	–115	–131	–131
3041 Recoveries of prior year unpaid obligations, expired	–1		
3050 Unpaid obligations, end of year	13	6	7
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	14	13	6
3200 Obligated balance, end of year	13	6	7
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	117	121	132
Outlays, gross:			
4010 Outlays from new discretionary authority	103	115	125
4011 Outlays from discretionary balances	12	16	6
4020 Outlays, gross (total)	115	131	131
4180 Budget authority, net (total)	117	121	132
4190 Outlays, net (total)	115	131	131

ADMINISTRATIVE EXPENSES—Continued

The Federal Transit Administration's (FTA) Administrative Expenses appropriation provides resources for salaries, benefits, and administrative expenses to carry out the Agency's stewardship of over \$13 billion in Federal funds. The request includes \$131.5 million to support FTA's core operations and manage its grant making, project development, technical assistance, and program and safety oversight activities. These funds will support an essential workforce located in ten regional offices throughout the country and Washington, DC.

Object Classification (in millions of dollars)

Identification code 069-1120-0-1-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	60	64	69
11.3 Other than full-time permanent	1		
11.5 Other personnel compensation	1		
11.9 Total personnel compensation	62	64	69
12.1 Civilian personnel benefits	21	22	24
23.1 Rental payments to GSA	9	9	9
23.3 Communications, utilities, and miscellaneous charges		1	1
25.2 Other services from non-Federal sources	1	1	1
25.3 Other goods and services from Federal sources	16	27	28
25.7 Operation and maintenance of equipment	4		
31.0 Equipment	1		
99.9 Total new obligations, unexpired accounts	114	124	132

Employment Summary

Identification code 069-1120-0-1-401	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	498	516	541

JOB ACCESS AND REVERSE COMMUTE GRANTS

Program and Financing (in millions of dollars)

Identification code 069-1125-0-1-401	2020 actual	2021 est.	2022 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	1	
3020 Outlays (gross)		-1	
3050 Unpaid obligations, end of year	1		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1	1	
3200 Obligated balance, end of year	1		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	1		
4180 Budget authority, net (total)			
4190 Outlays, net (total)		1	

For FY 2022, no resources are requested for this account.

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

For grants to the Washington Metropolitan Area Transit Authority as authorized under section 601 of division B of the Passenger Rail Investment and Improvement Act of 2008 (Public Law 110-432), \$150,000,000, 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 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 the Pas-

senger Rail Investment and Improvement Act of 2008 (Public Law 110-432). (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-1128-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Washington Metropolitan Area Transit Authority	149	149	149
0002 Oversight		1	1
0900 Total new obligations, unexpired accounts	149	150	150
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4	5	5
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	150	150	150
1930 Total budgetary resources available	154	155	155
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	5	5	5
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	156	127	133
3010 New obligations, unexpired accounts	149	150	150
3020 Outlays (gross)	-178	-144	-144
3050 Unpaid obligations, end of year	127	133	139
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	156	127	133
3200 Obligated balance, end of year	127	133	139
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	150	150	150
Outlays, gross:			
4010 Outlays from new discretionary authority	34	22	22
4011 Outlays from discretionary balances	144	122	122
4020 Outlays, gross (total)	178	144	144
4180 Budget authority, net (total)	150	150	150
4190 Outlays, net (total)	178	144	144

This program provides grants to the Washington Metropolitan Area Transit Authority (WMATA) for capital investment and asset rehabilitation activities. The budget requests \$150 million for capital projects to help return the existing system to a state of good repair and to improve the safety and reliability of service throughout the WMATA system. This funding will support WMATA in addressing ongoing safety deficiencies and improve the reliability of service throughout the Metrorail system.

Object Classification (in millions of dollars)

Identification code 069-1128-0-1-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
25.2 Other services from non-Federal sources		1	1
41.0 Grants, subsidies, and contributions	149	149	149
99.9 Total new obligations, unexpired accounts	149	150	150

FORMULA GRANTS

Program and Financing (in millions of dollars)

Identification code 069-1129-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0004 Other Programs		8	
0900 Total new obligations, unexpired accounts (object class 41.0)		8	
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3	10	
1021 Recoveries of prior year unpaid obligations	7		
1050 Unobligated balance (total)	10	10	

Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced	-2		
1900 Budget authority (total)	-2		
1930 Total budgetary resources available	10	8	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	10		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	48	26	2
3010 New obligations, unexpired accounts		8	
3020 Outlays (gross)	-15	-32	
3040 Recoveries of prior year unpaid obligations, unexpired	-7		
3050 Unpaid obligations, end of year	26	2	2
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-2	-2	-2
3090 Uncollected pymts, Fed sources, end of year	-2	-2	-2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	46	24	
3200 Obligated balance, end of year	24		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-2		
Outlays, gross:			
4010 Outlays from new discretionary authority	-2		
4011 Outlays from discretionary balances	15	34	
4020 Outlays, gross (total)	15	32	
4180 Budget authority, net (total)		-2	
4190 Outlays, net (total)	15	32	

For FY 2022, no resources are requested for this account.

CAPITAL INVESTMENT GRANTS

For necessary expenses to carry out fixed guideway capital investment grants under section 5309 of title 49, United States Code, and section 3005(b) of the Fixing America's Surface Transportation Act (Public Law 114-94), **[\$2,014,000,000]** \$2,473,000,000, to remain available until **September 30, 2024: Provided**, That of the amounts made available under this heading, \$1,169,000,000 shall be available for projects authorized under section 5309(d) of title 49, United States Code, \$525,000,000 shall be available for projects authorized under section 5309(e) of title 49, United States Code, \$200,000,000 shall be available for projects authorized under section 5309(h) of title 49, United States Code, and \$100,000,000 shall be available for projects authorized under section 3005(b) of the Fixing America's Surface Transportation Act: *Provided further*, That the Secretary shall continue to administer the capital investment grants program in accordance with the procedural and substantive requirements of section 5309 of title 49, United States Code, and of section 3005(b) of the Fixing America's Surface Transportation Act: *Provided further*, That projects that receive a grant agreement under the Expedited Project Delivery for Capital Investment Grants Pilot Program under section 3005(b) of the Fixing America's Surface Transportation Act shall be deemed eligible for funding provided for projects under section 5309 of title 49, United States Code, without further evaluation or rating under such section: *Provided further*, That such funding shall not exceed the Federal share under section 3005(b): *Provided Further*, That funds allocated pursuant to 49 U.S.C. 5309 to any project during fiscal years 2015 or 2017 shall remain allocated to that project until December 31, 2021 **expended.** (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Identification code 069-1134-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Capital Investment Grant	2,224	1,994	2,448
0003 Oversight	30	20	25
0799 Total direct obligations	2,254	2,014	2,473
0900 Total new obligations, unexpired accounts	2,254	2,014	2,473
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3,761	3,514	3,514
1021 Recoveries of prior year unpaid obligations	29		

1050 Unobligated balance (total)	3,790	3,514	3,514
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	1,978	2,014	2,473
1930 Total budgetary resources available	5,768	5,528	5,987
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	3,514	3,514	3,514

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	3,015	3,106	2,771
3010 New obligations, unexpired accounts	2,254	2,014	2,473
3020 Outlays (gross)	-2,134	-2,349	-3,216
3040 Recoveries of prior year unpaid obligations, unexpired	-29		
3050 Unpaid obligations, end of year	3,106	2,771	2,028
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3,015	3,106	2,771
3200 Obligated balance, end of year	3,106	2,771	2,028

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	1,978	2,014	2,473
Outlays, gross:			
4010 Outlays from new discretionary authority	348	584	717
4011 Outlays from discretionary balances	1,786	1,765	2,499
4020 Outlays, gross (total)	2,134	2,349	3,216
4180 Budget authority, net (total)	1,978	2,014	2,473
4190 Outlays, net (total)	2,134	2,349	3,216

The Capital Investment Grants (CIG) program supports the construction of new fixed guideway systems or extensions to fixed guideways including, corridor-based bus rapid transit systems and core capacity improvement projects. These projects include heavy rail, light rail, commuter rail, bus rapid transit, and streetcar systems.

Object Classification (in millions of dollars)

Identification code 069-1134-0-1-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
25.2 Other services from non-Federal sources	30	20	25
41.0 Grants, subsidies, and contributions	2,224	1,994	2,448
99.0 Direct obligations	2,254	2,014	2,473
99.9 Total new obligations, unexpired accounts	2,254	2,014	2,473

Employment Summary

Identification code 069-1134-0-1-401	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	2		

TRANSIT RESEARCH

For necessary expenses to carry out section 5312 of title 49, United States Code, \$30,000,000, to remain available until expended.

Program and Financing (in millions of dollars)

Identification code 069-1137-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Direct Obligations	2	4	8
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	10	9	5
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	11	9	5
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation			30
1900 Budget authority (total)			30
1930 Total budgetary resources available	11	9	35
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	9	5	27

TRANSIT RESEARCH—Continued
Program and Financing—Continued

Identification code 069-1137-0-1-401	2020 actual	2021 est.	2022 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	26	18	13
3010 New obligations, unexpired accounts	2	4	8
3020 Outlays (gross)	-9	-9	-17
3040 Recoveries of prior year unpaid obligations, unexpired	-1		
3050 Unpaid obligations, end of year	18	13	4
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-6	-6	-6
3090 Uncollected pymts, Fed sources, end of year	-6	-6	-6
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	20	12	7
3200 Obligated balance, end of year	12	7	-2
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			30
Outlays, gross:			
4010 Outlays from new discretionary authority			8
4011 Outlays from discretionary balances	9	9	9
4020 Outlays, gross (total)	9	9	17
4180 Budget authority, net (total)			30
4190 Outlays, net (total)	9	9	17

Transit Research will provide funding to support research, demonstration and deployment projects that will leverage new mobility trends in a post-COVID world, accelerate the adoption of zero-emission buses in public transit, and advance transit safety innovation research. The FY 2022 budget requests \$30 million.

Object Classification (in millions of dollars)

Identification code 069-1137-0-1-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
25.2 Other services from non-Federal sources	1	1	1
41.0 Grants, subsidies, and contributions	1	3	7
99.0 Direct obligations	2	4	8
99.9 Total new obligations, unexpired accounts	2	4	8

PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-1140-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 2013 Hurricane Sandy Emergency Supplemental (P.L. 113-2)	657	132	
0003 2013 Hurricane Sandy Emergency Supp (P.L. 113-2 Administration and Oversight)	4	23	4
0004 2018 Hurricanes Harvey, Irma, and Maria	47	190	47
0005 2018 Hurricanes Harvey, Irma, and Maria (Admin and Oversight)		1	1
0006 FY 2019 Public Transportation Emergency Relief		10	
0799 Total direct obligations	708	356	52
0801 Disaster Mission Assignment		6	
0900 Total new obligations, unexpired accounts	708	362	52
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1,056	414	52
1021 Recoveries of prior year unpaid obligations	66		
1050 Unobligated balance (total)	1,122	414	52
1930 Total budgetary resources available	1,122	414	52
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	414	52	

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	6,174	6,014	5,174
3010 New obligations, unexpired accounts	708	362	52
3020 Outlays (gross)	-802	-1,202	-1,083
3040 Recoveries of prior year unpaid obligations, unexpired	-66		
3050 Unpaid obligations, end of year	6,014	5,174	4,143
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-5	-5	-5
3090 Uncollected pymts, Fed sources, end of year	-5	-5	-5
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	6,169	6,009	5,169
3200 Obligated balance, end of year	6,009	5,169	4,138
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	802	1,202	1,083
4180 Budget authority, net (total)			
4190 Outlays, net (total)	802	1,202	1,083

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 Inspector General and the Federal Railroad Administration) provided by the Disaster Relief Appropriations Act, 2013 (Public Law 113-2) following Hurricane Sandy through this account. The Bipartisan Budget Account of 2018 (Public Law 115-123) also provided \$330 million for eligible capital and operating costs for areas affected by Hurricanes Harvey, Irma, and Maria. The Additional Supplemental Appropriations for Disaster Relief Act, 2019 (Public Law 116-20) also provided \$10.5 million for transit systems affected by major declared disasters occurring in calendar year 2018.

For FY 2022, no resources are requested for this account.

Object Classification (in millions of dollars)

Identification code 069-1140-0-1-401	2020 actual	2021 est.	2022 est.
11.1 Direct obligations: Personnel compensation: Full-time permanent	3	4	4
11.9 Total personnel compensation	3	4	4
12.1 Civilian personnel benefits	1	1	1
41.0 Grants, subsidies, and contributions	704	351	47
99.0 Direct obligations	708	356	52
99.0 Reimbursable obligations		6	
99.9 Total new obligations, unexpired accounts	708	362	52

Employment Summary

Identification code 069-1140-0-1-401	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	27	30	29

TECHNICAL ASSISTANCE AND TRAINING

For necessary expenses to carry out section 5314 of title 49, United States Code, \$7,500,000, to remain available until September 30, [2022] 2023: *Provided*, That the assistance provided under this heading does not duplicate the activities of section 5311(b) or section 5312 of title 49, United States Code. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-1142-0-1-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Technical Assistance and Standards Development	2	10	9

0900	Total new obligations, unexpired accounts (object class 41.0)	2	10	9
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	1	4	2
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	5	8	8
1930	Total budgetary resources available	6	12	10
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	4	2	1
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	10	6	4
3010	New obligations, unexpired accounts	2	10	9
3020	Outlays (gross)	-6	-12	-12
3050	Unpaid obligations, end of year	6	4	1
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	10	6	4
3200	Obligated balance, end of year	6	4	1
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	5	8	8
Outlays, gross:				
4010	Outlays from new discretionary authority	1	6	6
4011	Outlays from discretionary balances	5	6	6
4020	Outlays, gross (total)	6	12	12
4180	Budget authority, net (total)	5	8	8
4190	Outlays, net (total)	6	12	12

The Budget requests \$7.5 million for technical assistance and training activities. These funds will increase the capacity and capabilities of States and transit agencies to attract and retain the next generation of the transit workforce, effectively implement transit programs and meet Federal requirements, and transform transit to meet the mobility, equity, climate and safety challenges facing communities and the Nation.

TRANSIT INFRASTRUCTURE GRANTS

For an additional amount for buses and bus facilities grants under section 5339 of title 49, United States Code, low or no emission grants under section 5339(c) of such title, formula grants to rural areas under section 5311 of such title, high density state apportionments under section 5340(d) of such title, state of good repair grants under section 5337 of such title, ferry boats grants under section 5307(h) of such title, bus testing facilities under section 5318 of such title, grants to areas of persistent poverty, innovative mobility solutions grants under section 5312 of such title, and accelerating innovative mobility initiative grants under section 5312 such title, \$516,220,000, to remain available until expended: *Provided*, That of the sums provided under this heading—

[(1) \$243,000,000 shall be available for the buses and bus facilities grants as authorized under section 5339 of such title, of which \$118,000,000 shall be available for the buses and bus facilities formula grants as authorized under section 5339(a) of such title, and \$125,000,000 shall be available for buses and bus facilities competitive grants as authorized under section 5339(b) of such title;]

[(2) \$125,000,000 shall be available for the low or no emission grants as authorized under section 5339(c) of such title: *Provided*, That the minimum grant award shall be not less than \$750,000;]

[(3) \$40,000,000 shall be available for formula grants for rural areas as authorized under section 5311 of such title;]

[(4) \$40,000,000 shall be available for the high density state apportionments as authorized under section 5340(d) of such title;]

[(5) \$40,000,000 shall be available for state of good repair grants as authorized under section 5337 of such title;]

[(6) \$8,000,000 shall be available for ferry boat grants as authorized under section 5307(h) of such title: *Provided*, That of the amounts provided under this subparagraph, \$4,000,000 shall only be available for low or zero-emission ferries or ferries using electric battery or fuel cell components and the infrastructure to support such ferries;]

[(7) \$2,000,000 shall be available for the operation and maintenance of the bus testing facilities selected under section 5318 of such title;]

[(8) \$16,220,000 shall be available for competitive grants to eligible entities to assist areas of persistent poverty: *Provided*, That the term "areas of persistent

poverty" means any county that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30 year period preceding the date of enactment of this Act, as measured by the 1990 and 2000 decennial census and the most recent Small Area Income and Poverty Estimates as estimated by the Bureau of the Census; any census tract with a poverty rate of at least 20 percent as measured by the 2014–2018 5-year data series available from the American Community Survey of the Bureau of the Census; or any territory or possession of the United States: *Provided further*, That grants shall be for planning, engineering, or development of technical or financing plans for projects eligible under chapter 53 of title 49, United States Code: *Provided further*, That eligible entities are those defined as eligible recipients or subrecipients under sections 5307, 5310 or 5311 of title 49, United States Code, and are in areas of persistent poverty: *Provided further*, That the Federal Transit Administration should complete outreach to such counties and the departments of transportation within applicable States via personal contact, webinars, web materials and other appropriate methods determined by the Administrator of the Federal Transit Administration: *Provided further*, That State departments of transportation may apply on behalf of eligible entities within their States: *Provided further*, That the Federal Transit Administration should encourage grantees to work with non-profits or other entities of their choosing in order to develop planning, technical, engineering, or financing plans: *Provided further*, That the Federal Transit Administration shall encourage grantees to partner with non-profits that can assist with making projects low or no emissions;]

[(9) \$1,000,000 shall be available for the demonstration and deployment of innovative mobility solutions as authorized under section 5312 of title 49, United States Code: *Provided*, That such amounts shall be available for competitive grants or cooperative agreements for the development of software to facilitate the provision of demand-response public transportation service that dispatches public transportation fleet vehicles through riders mobile devices or other advanced means: *Provided further*, That the Secretary shall evaluate the potential for software developed with grants or cooperative agreements to be shared for use by public transportation agencies; and]

[(10) \$1,000,000 shall be for the accelerating innovative mobility initiative as authorized under section 5312 of title 49, United States Code: *Provided*, That such amounts shall be available for competitive grants to improve mobility and enhance the rider experience with a focus on innovative service delivery models, creative financing, novel partnerships, and integrated payment solutions in order to help disseminate proven innovation mobility practices throughout the public transportation industry;]

Provided further, That projects funded under paragraph (8) of this heading shall be for not less than 90 percent of the net total project cost: *Provided further*, That amounts made available by this heading shall be derived from the general fund: *Provided further*, That the amounts made available under this heading shall not be subject to any limitation on obligations for transit programs set forth in any Act.]

For necessary expenses for Zero Emission System Transformation grants, Climate Resilience and Adaptation grants, Integrated Smart Mobility grants, and Transit Modernization Sprint grants, \$550,000,000, to remain available until expended: *Provided*, That of the sums provided under this heading—

(1) \$250,000,000 shall be available for competitive Zero Emission System Transformation grants to eligible entities for the purchase or lease of zero emission buses and associated infrastructure: *Provided further*, That eligible entities are designated recipients, local governmental authorities, States, and Indian Tribes: *Provided further*, That an eligible subrecipient is any entity eligible to be a recipient: *Provided further*, That the Federal share for projects funded under this paragraph shall not exceed 80 percent of the net project cost;

(2) \$50,000,000 shall be available for competitive Climate Resilience and Adaptation grants to eligible entities for capital projects that improve the resilience of transit assets related to climate hazards by protecting transit infrastructure, including stations, tunnels, and tracks, from flooding, extreme temperatures, and other climate-related hazards: *Provided further*, That eligible entities are designated recipients, local governmental authorities, States, and Indian Tribes: *Provided further*, That an eligible subrecipient is any entity eligible to be a recipient: *Provided further*, That the Federal share for projects funded under this paragraph shall not exceed 80 percent of the net project cost;

(3) \$50,000,000 shall be available for no more than five competitive Integrated Smart Mobility grants to eligible entities for planning and capital projects that support the adoption of innovative approaches to mobility that will improve safety, accessibility, and equity in access to community services and economic opportunities, including first and last mile options such as optimizing transit route planning and using integrated travel planning and payment systems: *Provided further*, That eligible entities are designated recipients, local governmental authorities, States, and Indian Tribes: *Provided further*, That an eligible subrecipient is any entity eligible to be a

TRANSIT INFRASTRUCTURE GRANTS—Continued

recipient: *Provided further, That the Federal share for projects funded under this paragraph shall not exceed 80 percent of the net project cost; and*

(4) \$200,000,000 shall be available for competitive Transit Modernization Sprint grants for capital projects to address the nation's critical state of good repair needs: *Provided further, That eligible entities are designated recipients, local governmental authorities, States, and Indian Tribes: Provided further, That an eligible subrecipient is any entity eligible to be a recipient: Provided further, That the Federal share for projects funded under this paragraph shall not exceed 80 percent of the net project cost:*

Provided further, That the amounts made available under this heading shall be derived from the general fund: Provided further, That the amounts made available under this heading shall not be subject to any limitation on obligations for transit programs set forth in this or any other Act: Provided further, That notwithstanding any other provision of law, 1 percent of the funds provided for grants under this heading shall be available for administrative expenses and ongoing program management oversight as authorized under sections 5334 and 5338(f)(2) of title 49, United States Code, and shall be in addition to any other appropriations available for such purpose: Provided further, That unless otherwise specified, applicable requirements under chapter 53 of title 49, United States Code, shall apply to the amounts made available under this heading. (Department of Transportation Appropriations Act, 2021.)

For an additional amount for "Transit Infrastructure Grants", \$14,000,000,000, to remain available until expended, to prevent, prepare for, and respond to coronavirus: *Provided, That of the amounts appropriated under this heading in this Act—*

[(1) \$13,271,310,572 shall be for grants to recipients eligible under chapter 53 of title 49, United States Code, and administered as if such funds were provided under section 5307 of title 49, United States Code (apportioned in accordance with section 5336 of such title (other than subsections (h)(1) and (h)(4))), and section 5337 of title 49, United States Code (apportioned in accordance with such section), except that funds apportioned under section 5337 shall be added to funds apportioned under 5307 for administration under 5307: *Provided, That the Secretary of Transportation (referred to under this heading in this Act as the "Secretary") shall allocate the amounts provided in the preceding proviso under sections 5307 and 5337 of title 49, United States Code, in the same ratio as funds were provided under the Further Consolidated Appropriations Act, 2020 (Public Law 116–94; 133 Stat. 2534) and shall allocate such amounts not later than 30 days after the date of enactment of this Act: Provided further, That the amounts allocated to any urbanized area from amounts made available under this paragraph in this Act when combined with the amounts allocated to that urbanized area from funds appropriated under this heading in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) may not exceed 75 percent of that urbanized area's 2018 operating costs based on data contained in the National Transit Database: Provided further, That for any urbanized area for which the calculation in the preceding proviso exceeds 75 percent of the urbanized area's 2018 operating costs, the Secretary shall distribute funds in excess of such percent to urbanized areas for which the calculation in the preceding proviso does not exceed 75 percent, in the same proportion as amounts allocated under the first proviso of this paragraph in this Act: Provided further, That no recipient in an urbanized area may receive more than \$4,000,000,000 from the amounts allocated under this paragraph in this Act in combination with the amounts provided under this heading in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) until 75 percent of the funds provided to the recipient under this heading in such title XII are obligated and only after the recipient certifies to the Secretary that the use of such funds in excess of such amount is necessary to prevent layoffs or furloughs directly related to demonstrated revenue losses directly attributable to COVID-19:]*

[(2) \$50,034,973 shall be for grants to recipients or subrecipients eligible under section 5310 of title 49, United States Code, and the Secretary shall apportion such funds in accordance with such section: *Provided, That the Secretary shall allocate such funds in the same ratio as funds were provided under the Further Consolidated Appropriations Act, 2020 (Public Law 116–94; 133 Stat. 2534) and shall allocate such funds not later than 30 days after the date of enactment of this Act; and]*

[(3) \$678,654,455 shall be for grants to recipients or subrecipients eligible under section 5311 of title 49, United States Code (other than subsections (b)(3), (c)(1)(A), and (f)), and the Secretary shall apportion such funds in accordance with such section: *Provided, That the Secretary shall allocate such funds in the same ratio as funds were provided under the Further Consolidated Appropriations Act, 2020 (Public Law 116–94; 133 Stat. 2534) and shall allocate funds within 30 days of enactment of this Act: Provided further, That the amounts allocated to any State (as defined in section 5302 of title 49, United States Code) for rural op-*

erating costs from amounts made available under this heading in this Act when combined with the amounts allocated to each such State for rural operating costs from funds appropriated under this heading in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) may not exceed 125 percent of that State's combined 2018 rural operating costs of the recipients and subrecipients in the State based on data contained in the National Transit Database: *Provided further, That for any State for which the calculation in the preceding proviso exceeds 125 percent of the State's combined 2018 rural operating costs of the recipients and subrecipients in the State, the Secretary shall distribute funds in excess of such percent to States for which the calculation in the preceding proviso does not exceed 125 percent in the same proportion as amounts allocated under the first proviso of this paragraph in this Act:]*

[(*Provided further, That the Secretary shall not waive the requirements of section 5333 of title 49, United States Code, for funds appropriated under this heading in this Act or for funds previously made available under section 5307 of title 49, United States Code, or section 5311, 5337, or 5340 of such title as a result of COVID-19: Provided further, That the provision of funds under this heading in this Act shall not affect the ability of any other agency of the Government, including the Federal Emergency Management Agency, a State agency, or a local governmental entity, organization, or person, to provide any other funds otherwise authorized by law: Provided further, That notwithstanding subsection (a)(1) or (b) of section 5307 of title 49, United States Code, section 5310(b)(2)(A) of that title, or any provision of chapter 53 of that title, funds provided under this heading in this Act are available for the operating expenses of transit agencies related to the response to a COVID-19 public health emergency, including, beginning on January 20, 2020, reimbursement for operating costs to maintain service and lost revenue due to the COVID-19 public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations or contractor personnel due to reductions in service: Provided further, That to the maximum extent possible, funds made available under this heading in this Act and in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) shall be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation), unless the recipient certifies to the Secretary that the recipient has not furloughed any employees: Provided further, That such operating expenses are not required to be included in a transportation improvement program, long-range transportation plan, statewide transportation plan, or a statewide transportation improvement program: Provided further, That private providers of public transportation shall be considered eligible subrecipients of funding provided under this heading in this Act and in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599): Provided further, That unless otherwise specified, applicable requirements under chapter 53 of title 49, United States Code, shall apply to funding made available under this heading in this Act, except that the Federal share of the costs for which any grant is made under this heading in this Act shall be, at the option of the recipient, up to 100 percent: Provided further, That the amount made available under this heading in this Act shall be derived from the general fund of the Treasury and shall not be subject to any limitation on obligations for transit programs set forth in any Act: Provided further, That the Federal share of costs for any unobligated grant funds under section 5310 of title 49, United States Code, as of the date of enactment of this Act shall be, at the option of the recipient, up to 100 percent: Provided further, That of the amounts made available under this heading in this Act, up to \$10,000,000 may be retained by the Administrator of the Federal Transit Administration to fund ongoing program management and oversight activities described in sections 5334 and 5338(f)(2) of title 49, United States Code, and shall be in addition to any other appropriations for such purpose: Provided further, That the amounts repurposed under this heading in this Act that were previously designated by the Congress as an emergency requirement pursuant to the Balanced Budget and Emergency Deficit Control Act of 1985 are designated by the Congress as an emergency requirement pursuant to section 251(b)(2)(A)(i) of the Balanced Budget and Emergency Deficit Control Act of 1985: Provided further, That such amount is designated by the Congress as being for an emergency requirement pursuant to section 251(b)(2)(A)(i) of the Balanced Budget and Emergency Deficit Control Act of 1985.] (Coronavirus Response and Relief Supplemental Appropriations Act, 2021.)*

Program and Financing (in millions of dollars)

Identification code	069–2812–0–1–401	2020 actual	2021 est.	2022 est.
Obligations by program activity:				
0001	Bus & Bus Facilities- competitive	144		473
0002	State of Good Repair	283	397	342
0003	Bus Testing Facility	1	1	1
0004	Low or NO Emission Bus Testing	6	2	1
0005	High Density State		66	77
0007	Positive Train Control	24	1	1

0008	Rural Formula Grants	38	16	22
0009	Bus & Bus Facility Formula	205		
0010	Competitive Persistent Poverty		5	9
0011	Research	5	2	1
0012	CARES Act, 2020	23,302	1,000	1,000
0013	CRRSA Act, 2021		12,370	1,464
0014	Passenger Ferry Boat		5	4
0015	Bus and Bus Facilities Grants		489	
0016	ARP Act, 2021		26,164	3,859
0900	Total new obligations, unexpired accounts	24,008	40,518	7,254

Budgetary resources:

Unobligated balance:

1000	Unobligated balance brought forward, Oct 1	1,283	2,785	7,244
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Budget authority:

Appropriations, discretionary:

1100	Appropriation	25,510	14,516	550
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Appropriations, mandatory:

1200	Appropriation		30,461	
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Budget authority (total)

1900		25,510	44,977	550
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Total budgetary resources available

1930		26,793	47,762	7,794
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Memorandum (non-add) entries:

1941	Unexpired unobligated balance, end of year	2,785	7,244	540
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Change in obligated balance:

Unpaid obligations:

3000	Unpaid obligations, brought forward, Oct 1		262	12,088	27,880
3010	New obligations, unexpired accounts	24,008	40,518	7,254	
3020	Outlays (gross)	-12,182	-24,726	-15,821	
3050	Unpaid obligations, end of year		12,088	27,880	19,313

Memorandum (non-add) entries:

3100	Obligated balance, start of year	262	12,088	27,880	
3200	Obligated balance, end of year	12,088	27,880	19,313	

Budget authority and outlays, net:

Discretionary:

4000	Budget authority, gross	25,510	14,516	550
4010	Outlays, gross:			
4011	Outlays from new discretionary authority	11,978	5,605	6
4011	Outlays from discretionary balances	204	6,937	7,286
4020	Outlays, gross (total)	12,182	12,542	7,292

Mandatory:

4090	Budget authority, gross		30,461	
4100	Outlays, gross:			
4100	Outlays from new mandatory authority		12,184	
4101	Outlays from mandatory balances			8,529
4110	Outlays, gross (total)		12,184	8,529
4180	Budget authority, net (total)	25,510	44,977	550
4190	Outlays, net (total)	12,182	24,726	15,821

The FY 2022 Budget requests \$550 million for Transit Infrastructure Grants. This request will support four new transit infrastructure programs: Zero Emission System Transformation Program, Transit Modernization Sprint Grants, Climate Resilience and Adaptation Grants, and Integrated Smart Mobility Pilot Grants.

Object Classification (in millions of dollars)

Identification code 069-2812-0-1-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent		5	7
12.1 Civilian personnel benefits		1	2
41.0 Grants, subsidies, and contributions	24,008	40,512	7,245
99.9 Total new obligations, unexpired accounts	24,008	40,518	7,254

Employment Summary

Identification code 069-2812-0-1-401	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	1	33	60

Trust Funds

DISCRETIONARY GRANTS (HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

Program and Financing (in millions of dollars)

Identification code 069-8191-0-7-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Discretionary grants		15	
0900 Total new obligations, unexpired accounts (object class 41.0)		15	

Budgetary resources:

Unobligated balance:

1000	Unobligated balance brought forward, Oct 1	15	15	
1930	Total budgetary resources available	15	15	

Memorandum (non-add) entries:

1941	Unexpired unobligated balance, end of year	15		
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Change in obligated balance:

Unpaid obligations:

3010	New obligations, unexpired accounts		15	
3020	Outlays (gross)		-15	

Budget authority and outlays, net:

Discretionary:

Outlays, gross:

4011	Outlays from discretionary balances		15	
4180	Budget authority, net (total)			
4190	Outlays, net (total)		15	

Memorandum (non-add) entries:

5054	Fund balance in excess of liquidating requirements, SOY: Contract authority	38	38	38
5055	Fund balance in excess of liquidating requirements, EOY: Contract authority	38	38	38

For FY 2022, no resources are requested for this 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, section 20005(b) of Public Law 112-141, and section 3006(b) of the Fixing America's Surface Transportation Act, \$10,800,000,000, 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, section 20005(b) of Public Law 112-141, and section 3006(b) of the Fixing America's Surface Transportation Act, shall not exceed total obligations of \$10,150,348,462 in fiscal year **[2021]** 2022: *Provided further*, That the Federal share of the cost of activities carried out under 49 U.S.C. section 5312 shall not exceed 80 percent, except that if there is substantial public interest or benefit, the Secretary may approve a greater Federal share. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-8350-0-7-401	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Urbanized area programs	7,252	7,325	7,398
0003 Bus and bus facility grants- Competitive	220	222	224
0006 Planning Programs	124	126	127
0010 Seniors and persons with disabilities	410	415	419
0011 Non-urbanized area programs	561	567	573
0013 National Transit Database	4	4	4
0014 Oversight	77	78	81
0015 Transit Oriented Development	3	3	3
0016 Bus and Bus Facilities Formula Grants	408	412	416
0017 Bus Testing Facility	6	6	6

TRANSIT FORMULA GRANTS—Continued
Program and Financing—Continued

Identification code 069-8350-0-7-401	2020 actual	2021 est.	2022 est.
0019 State of Good Repair Grants	2,744	2,771	2,798
0020 Public Transportation Innovation (Research)	38	30	31
0021 Technical Assistance and Workforce Development	7	7	7
0024 FY 2018 Automated Driving Systems Grants		8	7
0900 Total new obligations, unexpired accounts	11,854	11,974	12,094
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	11,190	11,463	10,939
1013 Unobligated balance of contract authority transferred to or from other accounts [069-8083]	644		
1013 Unobligated balance of contract authority transferred to or from other accounts [069-8158]	15		
1021 Recoveries of prior year unpaid obligations	96		
1050 Unobligated balance (total)	11,945	11,463	10,939
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust)	10,800	10,800	10,800
1120 Appropriations transferred to other acct [069-8083]	-58		
1121 Appropriations transferred from other acct [069-8083]	1,600	1,300	1,300
1121 Appropriations transferred from other acct [069-8158]	15		
1138 Appropriations applied to liquidate contract authority	-12,357	-12,100	-12,100
Contract authority, mandatory:			
1600 Contract authority	10,150	10,150	10,150
1610 Contract authority transferred to other accounts [069-8083]	-39		
1611 Contract authority transferred from other accounts [069-8083]	1,261	1,300	1,300
1640 Contract authority, mandatory (total)	11,372	11,450	11,450
1900 Budget authority (total)	11,372	11,450	11,450
1930 Total budgetary resources available	23,317	22,913	22,389
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	11,463	10,939	10,295
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	18,911	20,735	23,083
3010 New obligations, unexpired accounts	11,854	11,974	12,094
3020 Outlays (gross)	-9,934	-9,626	-9,987
3040 Recoveries of prior year unpaid obligations, unexpired	-96		
3050 Unpaid obligations, end of year	20,735	23,083	25,190
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	18,911	20,735	23,083
3200 Obligated balance, end of year	20,735	23,083	25,190
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	1,532	1,947	1,947
4011 Outlays from discretionary balances	8,402	7,679	8,040
4020 Outlays, gross (total)	9,934	9,626	9,987
Mandatory:			
4090 Budget authority, gross	11,372	11,450	11,450
4180 Budget authority, net (total)	11,372	11,450	11,450
4190 Outlays, net (total)	9,934	9,626	9,987
Memorandum (non-add) entries:			
5052 Obligated balance, SOY: Contract authority	3,663	3,338	2,687
5053 Obligated balance, EOY: Contract authority	3,338	2,687	2,037
5061 Limitation on obligations (Highway Trust Funds)	11,372	11,450	11,450

The FY 2022 Budget request includes \$10.15 billion for existing core transit programs, including State and Metropolitan Planning Formula Grants, Urbanized Area Formula Grants, Rural Area Formula Grants, State of Good Repair Formula Grants, Grants for Buses and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities, State Safety Oversight, Public Transportation Innovation, Technical Assistance and Workforce Development, Bus Testing, and the National Transit Database under the Mass Transit Account of the Highway Trust Fund. These programs support formula and competitive grants, contracts, and cooperative agreements with transit agencies, State departments of transportation, academia, and the private sector.

Object Classification (in millions of dollars)

Identification code 069-8350-0-7-401	2020 actual	2021 est.	2022 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	4	4	4
12.1 Civilian personnel benefits	1	1	1
25.2 Other services from non-Federal sources	77	78	78
41.0 Grants, subsidies, and contributions	11,772	11,891	12,011
99.9 Total new obligations, unexpired accounts	11,854	11,974	12,094

Employment Summary

Identification code 069-8350-0-7-401	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	33	33	33

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

[(INCLUDING RESCISSIONS)]

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 "Capital Investment Grants" of the Federal Transit Administration for projects specified in this Act or identified in the explanatory statement described in section 4 (in the matter preceding division A of this consolidated Act) not obligated by September 30, [2024] 2025, 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, [2020] 2021, 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.

SEC. 163. None of the funds made available by this Act or any other Act shall be used to adjust apportionments or withhold funds from apportionments pursuant to section 9503(e)(4) of the Internal Revenue Code of 1986 (26 U.S.C. 9503(e)(4)).

SEC. 164. An eligible recipient of a grant under section 5339(c) may submit an application in partnership with other entities, including a transit vehicle manufacturer, that intend to participate in the implementation of a project under section 5339(c) of title 49, United States Code, and a project awarded with such partnership shall be treated as satisfying the requirement for a competitive procurement under section 5325(a) of title 49, United States Code, for the named entity.

SEC. 165. None of the funds made available by this Act or any other Act shall be used to impede or hinder project advancement or approval for any project seeking a Federal contribution from the capital investment grant program of greater than 40 percent of project costs as authorized under section 5309 of title 49, United States Code.

SEC. 166. None of the funds made available in this Act may be used by the Department of Transportation to implement any policy that requires a capital investment grant project to receive a medium or higher project rating before taking actions to finalize an environmental impact statement.

SEC. 167. Of the unobligated amounts made available for prior fiscal years to Formula Grants in Treasury Account 69-X-1129, a total of \$1,606,849 are hereby permanently rescinded: *Provided*, That no amounts may be rescinded from amounts that were designated by the Congress as an emergency or disaster relief requirement pursuant to a concurrent resolution on the budget or the Balanced Budget and Emergency Deficit Control Act of 1985.

SEC. 168. Of the unobligated amounts made available for the Job Access and Reverse Commute program, as authorized by Public Law 105-178, as amended, a total of \$320,230 are hereby permanently rescinded.

SEC. 169. Of the unobligated amounts made available for Research, Training, and Human Resources, as authorized by Public Law 95-599, as amended, a total of \$31,634 are hereby permanently rescinded.

SEC. [169A] 169. Any unexpended balances from amounts previously appropriated for low or no emission vehicle component assessment under 49 U.S.C. 5312(h) under the headings "Transit Formula Grants" and "Transit Infrastructure Grants" in fiscal years 2016 through 2020 may be used by the facilities selected for such vehicle component assessment for capital projects in order to build new infrastructure and enhance existing facilities in order to expand bus and component testing capability, in accordance with the industry stakeholder testing objectives and capabilities as

outlined through the work of the Federal Transit Administration Transit Vehicle Innovation and Deployment Centers program and included in the Center for Transportation and the Environment report submitted to the Federal Transit Administration for review. (*Department of Transportation Appropriations Act, 2021.*)

**GREAT LAKES ST. LAWRENCE SEAWAY
DEVELOPMENT CORPORATION**

Federal Funds

[SAINT] GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The [Saint] Great Lakes St. 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 9104 of title 31, United States Code, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-4089-0-3-403	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Direct program activity: Operations and maintenance	39	24	23
0002 Direct program activity: Replacements and improvements		14	15
0799 Total direct obligations	39	38	38
0801 Operations and maintenance		1	1
0899 Total reimbursable obligations		1	1
0900 Total new obligations, unexpired accounts	39	39	39
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	37	37	37
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	39	39	39
1930 Total budgetary resources available	76	76	76
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	37	37	37
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	15	18	8
3010 New obligations, unexpired accounts	39	39	39
3020 Outlays (gross)	-36	-49	-37
3050 Unpaid obligations, end of year	18	8	10
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	15	18	8
3200 Obligated balance, end of year	18	8	10
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	39	39	39
Outlays, gross:			
4100 Outlays from new mandatory authority	24	31	31
4101 Outlays from mandatory balances	12	18	6
4110 Outlays, gross (total)	36	49	37
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4120 Federal sources	-38	-38	-38
4123 Non-Federal sources	-1	-1	-1
4130 Offsets against gross budget authority and outlays (total)	-39	-39	-39
4170 Outlays, net (mandatory)	-3	10	-2
4180 Budget authority, net (total)			
4190 Outlays, net (total)	-3	10	-2

The Great Lakes St. Lawrence Seaway Development Corporation (GLS) 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 GLS 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 GLS works with its Canadian counterpart agency (the St. Lawrence Seaway Management Corporation) to ensure the safety and reliability 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 infrastructure needs for the U.S. portion of the St. Lawrence Seaway.

Object Classification (in millions of dollars)

Identification code 069-4089-0-3-403	2020 actual	2021 est.	2022 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	12	12	12
12.1 Civilian personnel benefits	4	4	5
25.1 Advisory and assistance services	1	1	
25.2 Other services from non-Federal sources	4	5	3
25.3 Other goods and services from Federal sources	2	2	2
26.0 Supplies and materials	2	1	1
31.0 Equipment	11	2	3
32.0 Land and structures	3	11	12
99.0 Direct obligations	39	38	38
Reimbursable obligations: Other goods and services from Federal sources			
99.0 Reimbursable obligations		1	1
99.9 Total new obligations, unexpired accounts	39	39	39

Employment Summary

Identification code 069-4089-0-3-403	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	129	143	143

Trust Funds

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

For necessary expenses to conduct the operations, maintenance, and capital infrastructure activities on portions of the [Saint] Great Lakes St. Lawrence Seaway owned, operated, and maintained by the [Saint] Great Lakes St. Lawrence Seaway Development Corporation, [\$38,000,000] \$37,700,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to section 210 of the Water Resources Development Act of 1986 (33 U.S.C. 2238): *Provided*, That of the amounts made available under this heading, not less than \$14,500,000 shall be for the [seaway] Seaway infrastructure program and not more than \$1,500,000 shall be for the operations and maintenance of the Seaway International Bridge. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-8003-0-7-403	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Operations and maintenance	38	38	38
0900 Total new obligations, unexpired accounts (object class 25.3)	38	38	38
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust)	38	38	38
1930 Total budgetary resources available	38	38	38
Change in obligated balance:			
Unpaid obligations:			
3010 New obligations, unexpired accounts	38	38	38
3020 Outlays (gross)	-38	-38	-38
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	38	38	38
Outlays, gross:			
4010 Outlays from new discretionary authority	38	38	38
4180 Budget authority, net (total)	38	38	38
4190 Outlays, net (total)	38	38	38

OPERATIONS AND MAINTENANCE—Continued

The Water Resources Development Act of 1986 (P.L. 99–662) authorizes use of the Harbor Maintenance Trust Fund as an appropriation source for the Great Lakes St. Lawrence Seaway Development Corporation's operating and capital infrastructure programs.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

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

[In millions of dollars]			
	2020 actual	2021 enacted	2022 request
Budget authority:			
Operational Expenses	24	29	29
Hazardous Materials Safety	61	62	69
Emergency Preparedness Grants	27	29	29
Pipeline Safety	145	145	155
Pipeline Safety Share of Oil Spill Liability Trust Fund	23	23	28
Total Budget Authority	280	288	310
Obligations:			
Operational Expenses	24	29	29
Hazardous Materials Safety	61	62	69
Emergency Preparedness Grants	28	29	29
Pipeline Safety	145	145	155
Pipeline Safety Share of Oil Spill Liability Trust Fund	23	23	28
Total Obligations	281	288	310
Outlays:			
Operational Expenses	24	28	25
Hazardous Materials Safety	61	66	70
Emergency Preparedness Grants	29	42	43
Pipeline Safety	159	168	168
Pipeline Safety Share of Oil Spill Liability Trust Fund	18	23	28
Total Outlays	291	327	334

Federal Funds

OPERATIONAL EXPENSES

For necessary operational expenses of the Pipeline and Hazardous Materials Safety Administration, **[\$28,715,000]** \$29,100,000, of which \$4,500,000 shall remain available until September 30, **[2023]** 2024. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Identification code 069–1400–0–1–407			
	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Operations	23	24	24
0002 Grants	1	5	5
0900 Total new obligations, unexpired accounts	24	29	29
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	24	29	29
1930 Total budgetary resources available	24	29	29
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	8	8	9
3010 New obligations, unexpired accounts	24	29	29
3020 Outlays (gross)	–24	–28	–29
3050 Unpaid obligations, end of year	8	9	9
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	8	8	9
3200 Obligated balance, end of year	8	9	9

Budget authority and outlays, net:

Discretionary:			
	2020 actual	2021 est.	2022 est.
4000 Budget authority, gross	24	29	29
Outlays, gross:			
4010 Outlays from new discretionary authority	17	20	20
4011 Outlays from discretionary balances	7	8	9
4020 Outlays, gross (total)	24	28	29
4180 Budget authority, net (total)	24	29	29
4190 Outlays, net (total)	24	28	29

The success of the PHMSA safety programs is dependent on effective support organizations that hire staff, acquire goods and services, develop and sustain information technology, write complex regulations, and support enforcement actions, among others. PHMSA provides support through the Offices of the Administrator, Deputy Administrator, Executive Director/Chief Safety Officer; Planning and Analytics; Chief Counsel; Governmental, International and Public Affairs; Chief Financial Officer, Budget and Finance, Acquisition and Information Technology Services; Associate Administrator for Administration, Administrative Services, Human Resources; and Civil Rights.

Object Classification (in millions of dollars)

Identification code 069–1400–0–1–407			
	2020 actual	2021 est.	2022 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	9	10	10
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	10	11	11
12.1 Civilian personnel benefits	3	3	3
23.1 Rental payments to GSA	1	1	1
25.1 Advisory and assistance services	3	3	3
25.3 Other goods and services from Federal sources	2	2	2
25.7 Operation and maintenance of equipment	3	5	5
31.0 Equipment	1	1	1
41.0 Grants, subsidies, and contributions	1	5	5
99.0 Direct obligations	24	30	30
99.5 Adjustment for rounding	–	–1	–1
99.9 Total new obligations, unexpired accounts	24	29	29

Employment Summary

Identification code 069–1400–0–1–407			
	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	68	70	68

HAZARDOUS MATERIALS SAFETY

For expenses necessary to discharge the hazardous materials safety functions of the Pipeline and Hazardous Materials Safety Administration, **[\$62,000,000, of which \$14,000,000 shall]** \$69,029,000, to remain available until September 30, **[2023]** 2024: *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. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Identification code 069–1401–0–1–407			
	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Operations	51	56	60
0002 Research and development	16	5	8
0003 Grants	1	1	1
0799 Total direct obligations	68	62	69
0801 Reimbursable program	1	1	1
0900 Total new obligations, unexpired accounts	69	63	70

Budgetary resources:

Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	13	6	6
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	61	62	69
Spending authority from offsetting collections, discretionary:				
1700	Collected	1	1	1
1900	Budget authority (total)	62	63	70
1930	Total budgetary resources available	75	69	76
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	6	6	6

Change in obligated balance:

Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	18	24	20
3010	New obligations, unexpired accounts	69	63	70
3020	Outlays (gross)	-62	-67	-76
3041	Recoveries of prior year unpaid obligations, expired	-1		
3050	Unpaid obligations, end of year	24	20	14
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	18	24	20
3200	Obligated balance, end of year	24	20	14

Budget authority and outlays, net:

Discretionary:				
4000	Budget authority, gross	62	63	70
Outlays, gross:				
4010	Outlays from new discretionary authority	44	43	48
4011	Outlays from discretionary balances	18	24	28
4020	Outlays, gross (total)	62	67	76
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-1	-1	-1
4040	Offsets against gross budget authority and outlays (total)	-1	-1	-1
4180	Budget authority, net (total)	61	62	69
4190	Outlays, net (total)	61	66	75

PHMSA's Hazardous Materials Safety program is responsible for the oversight of the safe transportation of hazardous materials. The program relies on comprehensive risk management to establish policy, standards and regulations for classifying, packaging, hazard communication, handling, training and transporting hazardous materials via air, highway, rail and vessel. The program uses inspection, enforcement, outreach and incident analysis in efforts to reduce incidents, minimize fatalities and injuries, mitigate the consequences of incidents that occur, train and prepare first responders and enhance safety.

Object Classification (in millions of dollars)

Identification code 069-1401-0-1-407		2020 actual	2021 est.	2022 est.
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	23	24	27
11.3	Other than full-time permanent		1	1
11.9	Total personnel compensation	23	25	28
12.1	Civilian personnel benefits	8	8	8
21.0	Travel and transportation of persons	1	1	2
23.1	Rental payments to GSA	2	2	2
25.1	Advisory and assistance services	8	10	10
25.2	Other services from non-Federal sources		3	3
25.3	Other goods and services from Federal sources	5	7	7
25.5	Research and development contracts	15	5	8
25.7	Operation and maintenance of equipment	4		
41.0	Grants, subsidies, and contributions	1	1	1
99.0	Direct obligations	67	62	69
99.0	Reimbursable obligations	1	1	1
99.5	Adjustment for rounding	1		
99.9	Total new obligations, unexpired accounts	69	63	70

Employment Summary

Identification code 069-1401-0-1-407		2020 actual	2021 est.	2022 est.
1001	Direct civilian full-time equivalent employment	197	203	213

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

For expenses necessary to carry out a pipeline safety program, as authorized by 49 U.S.C. 60107, and to discharge the pipeline program responsibilities of the Oil Pollution Act of 1990, **[\$168,000,000]** \$182,650,000, to remain available until September 30, **[2023]** 2024, of which **[\$23,000,000]** \$27,650,000 shall be derived from the Oil Spill Liability Trust Fund; of which **[\$137,000,000]** \$146,600,000 shall be derived from the Pipeline Safety Fund; of which \$400,000 shall be derived from the fees collected under 49 U.S.C. 60303 and deposited in the Liquefied Natural Gas Siting Account for compliance reviews of liquefied natural gas facilities; and of which \$8,000,000 shall be derived from fees collected under 49 U.S.C. 60302 and deposited in the Underground Natural Gas Storage Facility Safety Account for the purpose of carrying out 49 U.S.C. 60141 **[:** *Provided*, That not less than \$1,058,000 of the funds provided under this heading shall be for the One-Call State grant program: *Provided further*, That any amounts provided under this heading in this Act or in prior Acts for research contracts, grants, cooperative agreements or research other transactions agreements ("OTAs") shall require written notification to the House and Senate Committees on Appropriations not less than 3 full business days before such research contracts, grants, cooperative agreements, or research OTAs are announced by the Department of Transportation: *Provided further*, That the Administrator may obligate amounts made available under this heading to engineer, erect, alter, and repair buildings or make any other public improvements for research facilities at the Transportation Technology Center after the Administrator submits an updated research plan to the House and Senate Committees on Appropriations and after such plan is approved by the House and Senate Committees on Appropriations **].** (*Department of Transportation Appropriations Act, 2021.*)

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069-5172-0-2-407		2020 actual	2021 est.	2022 est.
0100	Balance, start of year	51	50	50
0198	Reconciliation adjustment	-5		
0199	Balance, start of year	46	50	50
Receipts:				
Current law:				
1120	Pipeline Safety Fund	137	137	147
1120	Underground Natural Gas Storage Facility Safety	8	8	8
1199	Total current law receipts	145	145	155
1999	Total receipts	145	145	155
2000	Total: Balances and receipts	191	195	205
Appropriations:				
Current law:				
2101	Pipeline Safety	-145	-145	-155
Special and trust fund receipts returned:				
3010	Pipeline Safety	2		
3010	Pipeline Safety	2		
5099	Balance, end of year	50	50	50

Program and Financing (in millions of dollars)

Identification code 069-5172-0-2-407		2020 actual	2021 est.	2022 est.
Obligations by program activity:				
0001	Operations	84	89	100
0002	Research and development	23	12	15
0003	Grants	72	67	67
0799	Total direct obligations	179	168	182
0801	Reimbursable program	1	1	1
0900	Total new obligations, unexpired accounts	180	169	183

Budgetary resources:

Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	55	43	43

PIPELINE SAFETY—Continued
Program and Financing—Continued

Identification code 069-5172-0-2-407	2020 actual	2021 est.	2022 est.
1020 Adjustment of unobligated bal brought forward, Oct 1	-3		
1021 Recoveries of prior year unpaid obligations	3		
1050 Unobligated balance (total)	55	43	43
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust)	145	145	155
Spending authority from offsetting collections, discretionary:			
1700 Collected	17	24	28
1701 Change in uncollected payments, Federal sources	6		
1750 Spending auth from offsetting collections, disc (total)	23	24	28
1900 Budget authority (total)	168	169	183
1930 Total budgetary resources available	223	212	226
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	43	43	43
Special and non-revolving trust funds:			
1950 Other balances withdrawn and returned to unappropriated receipts	2		
1952 Expired unobligated balance, start of year	3	3	3
1953 Expired unobligated balance, end of year	3	3	3
1954 Unobligated balance canceling	2		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	121	138	115
3010 New obligations, unexpired accounts	180	169	183
3011 Obligations ("upward adjustments"), expired accounts	1		
3020 Outlays (gross)	-159	-192	-218
3040 Recoveries of prior year unpaid obligations, unexpired	-3		
3041 Recoveries of prior year unpaid obligations, expired	-2		
3050 Unpaid obligations, end of year	138	115	80
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-15	-18	-18
3061 Adjustments to uncollected pymts, Fed sources, brought forward, Oct 1	3		
3070 Change in uncollected pymts, Fed sources, unexpired	-6		
3090 Uncollected pymts, Fed sources, end of year	-18	-18	-18
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	109	120	97
3200 Obligated balance, end of year	120	97	62
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	168	169	183
Outlays, gross:			
4010 Outlays from new discretionary authority	58	83	90
4011 Outlays from discretionary balances	101	109	128
4020 Outlays, gross (total)	159	192	218
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-17	-24	-28
4033 Non-Federal sources	-1		
4040 Offsets against gross budget authority and outlays (total) ...	-18	-24	-28
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-6		
4052 Offsetting collections credited to expired accounts	1		
4060 Additional offsets against budget authority only (total)	-5		
4070 Budget authority, net (discretionary)	145	145	155
4080 Outlays, net (discretionary)	141	168	190
4180 Budget authority, net (total)	145	145	155
4190 Outlays, net (total)	141	168	190

PHMSA oversees the safe transportation of energy products and hazardous materials through pipelines. PHMSA's Pipeline Safety program regulates an expansive network of more than 2.8 million miles of gas and hazardous liquid pipelines within the United States, as well as facilities that liquefy natural gas and store natural gas underground. PHMSA establishes and enforces pipeline safety standards and conducts safety inspections in collaboration with State partners to monitor the construction and operating safety of pipelines. The Pipeline Safety program is funded by fees collected from pipeline and underground natural gas storage facility operators, as well as an annual allocation from the Oil Spill Liability Trust Fund.

Object Classification (in millions of dollars)

Identification code 069-5172-0-2-407	2020 actual	2021 est.	2022 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	34	39	38
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	35	40	39
12.1 Civilian personnel benefits	12	13	18
21.0 Travel and transportation	2	4	4
23.1 Rental payments to GSA	4	3	4
25.1 Advisory and assistance services	12	10	21
25.3 Other goods and services from Federal sources	8	9	7
25.5 Research and development contracts	23	12	15
25.7 Operation and maintenance of equipment	10	10	7
41.0 Grants, subsidies, and contributions	72	67	67
99.0 Direct obligations	178	168	182
99.0 Reimbursable obligations	1	1	1
99.5 Adjustment for rounding	1		
99.9 Total new obligations, unexpired accounts	180	169	183

Employment Summary

Identification code 069-5172-0-2-407	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	287	316	329

EMERGENCY PREPAREDNESS GRANTS

(LIMITATION ON OBLIGATIONS)

(EMERGENCY PREPAREDNESS FUND)

For expenses necessary to carry out the Emergency Preparedness Grants program, [not more than \$28,318,000 shall remain available until September 30, 2023, from] in addition to amounts made available by section 5116(h) and subsections (b) and (c) of section 5128 of title 49, United States Code, \$1,000,000, to remain available until September 30, 2024, shall be made available from the general fund of the Treasury, to develop and deliver hazardous materials emergency response training for emergency responders, including response activities for the transportation of crude oil, ethanol, flammable liquids, and other hazardous commodities by rail, consistent with National Fire Protection Association standards, and to make such training available through an electronic format: *Provided*, That notwithstanding section 5116(h)(4) of title 49, United States Code, not more than 4 percent of the amounts made available from this account shall be available to pay administrative costs: *Provided further*, That notwithstanding subsections (b) and (c) of section 5128 of title 49, United States Code, and the limitation on obligations provided under this heading, prior year recoveries recognized in the current year shall be available to develop and deliver hazardous materials emergency response training for emergency responders, including response activities for the transportation of crude oil, ethanol, flammable liquids, and other hazardous commodities 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 sections 5116(a)(1)(C), 5116(h), 5116(i), and 5107(e) of title 49, United States Code of carrying out sections 5116, 5107(e), and 5108(g)(2) of such title. (Department of Transportation Appropriations Act, 2021.)

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069-5282-0-2-407	2020 actual	2021 est.	2022 est.
0100 Balance, start of year	17	1	4
0198 Reconciliation adjustment	-15		
0199 Balance, start of year	2	1	4
Receipts:			
Current law:			
1130 Hazardous Materials Transportation Registration, Filing, and Permit Fees, Emergency Preparedness Grants	23	29	29
2000 Total: Balances and receipts	25	30	33
Appropriations:			
Current law:			
2101 Emergency Preparedness Grants	-25	-28	-28
2132 Emergency Preparedness Grants	1	2	2

2199	Total current law appropriations	-24	-26	-26
2999	Total appropriations	-24	-26	-26
5099	Balance, end of year	1	4	7

Program and Financing (in millions of dollars)

Identification code 069-5282-0-2-407	2020 actual	2021 est.	2022 est.	
Obligations by program activity:				
0001	Operations	1	1	1
0002	Emergency Preparedness Grants	20	22	22
0003	Competitive Training Grants	4	4	4
0004	Supplemental Training Grants	1	1	1
0005	ALERT Grants	1	1	1
0900	Total new obligations, unexpired accounts	26	29	29
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	15	13	11
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation			1
Appropriations, mandatory:				
1200	Appropriation		1	
1201	Appropriation (special or trust fund)	25	28	28
1232	Appropriations and/or unobligated balance of appropriations temporarily reduced	-1	-2	-2
1260	Appropriations, mandatory (total)	24	27	26
1900	Budget authority (total)	24	27	27
1930	Total budgetary resources available	39	40	38
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	13	11	9
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	57	54	43
3010	New obligations, unexpired accounts	26	29	29
3020	Outlays (gross)	-29	-40	-40
3050	Unpaid obligations, end of year	54	43	32
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	57	54	43
3200	Obligated balance, end of year	54	43	32
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross			1
Mandatory:				
4090	Budget authority, gross	24	27	26
Outlays, gross:				
4100	Outlays from new mandatory authority	1	9	8
4101	Outlays from mandatory balances	28	31	32
4110	Outlays, gross (total)	29	40	40
4180	Budget authority, net (total)	24	27	27
4190	Outlays, net (total)	29	40	40

PHMSA operates a national registration program for shippers and carriers of hazardous materials and collects a fee from each registrant. The fees collected are used for emergency preparedness planning and training grants; publication and distribution of the Emergency Response Guidebook; development of training curriculum guidelines for emergency responders and technical assistance to S, political subdivisions, and Federally-recognized tribes; and administrative costs for these programs.

Object Classification (in millions of dollars)

Identification code 069-5282-0-2-407	2020 actual	2021 est.	2022 est.	
Direct obligations:				
25.1	Advisory and assistance services	1	1	1
25.3	Other goods and services from Federal sources	1	1	1
41.0	Grants, subsidies, and contributions	25	27	27
99.0	Direct obligations	27	29	29
99.5	Adjustment for rounding	-1		

99.9	Total new obligations, unexpired accounts	26	29	29
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Trust Funds

TRUST FUND SHARE OF PIPELINE SAFETY

Program and Financing (in millions of dollars)

Identification code 069-8121-0-7-407	2020 actual	2021 est.	2022 est.	
Obligations by program activity:				
0001	Trust fund share of pipeline safety	23	23	28
0900	Total new obligations, unexpired accounts (object class 94.0)	23	23	28
Budgetary resources:				
Budget authority:				
Appropriations, discretionary:				
1101	Appropriation (special or trust)	23	23	28
1930	Total budgetary resources available	23	23	28
Memorandum (non-add) entries:				
Special and non-revolving trust funds:				
1950	Other balances withdrawn and returned to unappropriated receipts	1		
1952	Expired unobligated balance, start of year	1		
1954	Unobligated balance canceling	1		
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	13	19	19
3010	New obligations, unexpired accounts	23	23	28
3020	Outlays (gross)	-17	-23	-28
3050	Unpaid obligations, end of year	19	19	19
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	13	19	19
3200	Obligated balance, end of year	19	19	19
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	23	23	28
Outlays, gross:				
4010	Outlays from new discretionary authority	9	11	14
4011	Outlays from discretionary balances	8	12	14
4020	Outlays, gross (total)	17	23	28
4180	Budget authority, net (total)	23	23	28
4190	Outlays, net (total)	17	23	28

PHMSA has multiple responsibilities to inspect, investigate failures, regulate, and research hazardous liquid pipelines. In addition, PHMSA collects and reviews oil spill response plans prepared under the Oil Pollution Act of 1990. Operators that store, handle, or transport oil are required to develop response plans to minimize the environmental impact of oil spills and improve incident response. PHMSA reviews these plans to make sure that they are submitted on time, updated regularly, and that they comply with regulations. PHMSA improves oil spill preparedness and incident response through data analysis, inspections, spill monitoring, pipeline mapping in areas unusually sensitive to environmental damage, and by advancing technologies to detect and prevent leaks from hazardous liquid pipelines. These activities are funded in part by the Oil Spill Liability Trust Fund.

ADMINISTRATIVE PROVISIONS

[SEC. 180. In addition to the amounts made available under the heading, "Emergency Preparedness Grants", \$1,000,000, to remain available until September 30, 2023, shall be made available to the Pipeline and Hazardous Materials Safety Administration from the general fund of the Treasury, in addition to amounts otherwise available for such purposes, to develop and deliver hazardous materials emergency response training for emergency responders, including response activities for the transportation of crude oil, ethanol, flammable liquids, and other hazardous commodities by rail, consistent with National Fire Protection Association standards, and

to make such training available through an electronic format.】 (Department of Transportation Appropriations Act, 2021.)

OFFICE OF INSPECTOR GENERAL

Federal Funds

SALARIES AND EXPENSES

For necessary expenses of the Office of Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, 【\$98,150,000】 \$103,150,000: 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 of Transportation. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Table with 4 columns: Identification code, 2020 actual, 2021 est., 2022 est. Rows include Obligations by program activity, Budgetary resources, Change in obligated balance, and Budget authority and outlays, net.

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 with 4 columns: Identification code, 2020 actual, 2021 est., 2022 est. Rows include Direct obligations: Personnel compensation.

Table with 4 columns: Description, 2020 actual, 2021 est., 2022 est. Rows include Other personnel compensation, Total personnel compensation, Civilian personnel benefits, etc.

Employment Summary

Table with 4 columns: Identification code, 2020 actual, 2021 est., 2022 est. Row: 1001 Direct civilian full-time equivalent employment.

MARITIME ADMINISTRATION

Federal Funds

OPERATIONS AND TRAINING

【(INCLUDING TRANSFER OF FUNDS)】

For necessary expenses of operations and training activities authorized by law, 【\$155,616,000】 \$172,204,000: Provided, That of the amounts made available under this heading—

- (1) 【\$80,000,000】 \$85,032,000, to remain available until September 30, 【2022】 2023, shall be for the operations of the United States Merchant Marine Academy;
(2) 【\$5,944,000】 \$5,500,000, to remain available until expended, shall be for facilities maintenance and repair, and equipment, at the United States Merchant Marine Academy;
(3) 【\$3,000,000】 \$10,000,000, to remain available until September 30, 【2022】 2023, shall be for the Maritime Environmental and Technical Assistance program authorized under section 50307 of title 46, United States Code; and
(4) \$10,819,000, to remain available until expended, shall be for the 【Short Sea Transportation Program (America's Marine Highways)】 America's Marine Highway Program to make grants for the purposes authorized under paragraphs (1) and (3) of section 55601(b) of title 46, United States Code:
Provided further, That the Administrator of the Maritime Administration shall transmit to the House and Senate Committees on Appropriations the annual report on sexual assault and sexual harassment at the United States Merchant Marine Academy as required pursuant to section 3510 of the National Defense Authorization Act for Fiscal Year 2017 (46 U.S.C. 51318): Provided further, That available balances under this heading for the Short Sea Transportation Program (now known as the America's Marine 【Highways】 Highway Program) from prior year recoveries shall be available to carry out activities authorized under paragraphs (1) and (3) of section 55601(b) of title 46, United States Code【: Provided further, That any unobligated balances and obligated balances not yet expended from previous appropriations under this heading for programs and activities supporting State Maritime Academies shall be transferred to and merged with the appropriations for "Maritime Administration—State Maritime Academy Operations" and shall be made available for the same purposes as the appropriations for "Maritime Administration—State Maritime Academy Operations"】. (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Table with 4 columns: Identification code, 2020 actual, 2021 est., 2022 est. Rows include Obligations by program activity, Academy Operations, USMMA Capital Asset Management Program, etc.

0799	Total direct obligations	174	272	184
0801	Operations and Training (Reimbursable)	7	41	13
0900	Total new obligations, unexpired accounts	181	313	197
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	170	157	13
1010	Unobligated balance transfer to other accts [069–1712]	-3		
1021	Recoveries of prior year unpaid obligations	5		
1050	Unobligated balance (total)	172	157	13
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	156	156	172
Spending authority from offsetting collections, discretionary:				
1700	Collected	5	13	13
1701	Change in uncollected payments, Federal sources	5		
1750	Spending auth from offsetting collections, disc (total)	10	13	13
1900	Budget authority (total)	166	169	185
1930	Total budgetary resources available	338	326	198
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	157	13	1
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	51	77	172
3010	New obligations, unexpired accounts	181	313	197
3020	Outlays (gross)	-147	-218	-243
3040	Recoveries of prior year unpaid obligations, unexpired	-5		
3041	Recoveries of prior year unpaid obligations, expired	-3		
3050	Unpaid obligations, end of year	77	172	126
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-35	-39	-39
3070	Change in uncollected pymts, Fed sources, unexpired	-5		
3071	Change in uncollected pymts, Fed sources, expired	1		
3090	Uncollected pymts, Fed sources, end of year	-39	-39	-39
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	16	38	133
3200	Obligated balance, end of year	38	133	87

Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	166	169	185
Outlays, gross:				
4010	Outlays from new discretionary authority	111	146	159
4011	Outlays from discretionary balances	36	72	84
4020	Outlays, gross (total)	147	218	243
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-5	-13	-13
4033	Non-Federal sources	-1		
4040	Offsets against gross budget authority and outlays (total)	-6	-13	-13
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	-5		
4052	Offsetting collections credited to expired accounts	1		
4060	Additional offsets against budget authority only (total)	-4		
4070	Budget authority, net (discretionary)	156	156	172
4080	Outlays, net (discretionary)	141	205	230
4180	Budget authority, net (total)	156	156	172
4190	Outlays, net (total)	141	205	230

The appropriation for Operations and Training funds the United States Merchant Marine Academy (USMMA) located in Kings Point, New York, as well as headquarters staff to administer and direct Maritime Administration operations and programs including the Maritime Environmental and Technical Assistance program and America's Marine Highway program.

The USMMA, a Federal service academy and accredited institution of higher education, provides instruction to individuals to prepare them for service in the merchant marine. Funding supports traditional operations of the academic institution, midshipmen training at sea, and capital maintenance of the USMMA campus facilities.

Maritime Administration operations includes planning for coordination of U.S. maritime industry activities under emergency conditions; promotion of efficiency, safety, risk mitigation, environmental stewardship, and maritime industry standards; strategic outreach with maritime stakeholders

in education and industry; and port and intermodal development oversight to increase capacity and mitigate congestion in freight movements.

Object Classification (in millions of dollars)

Identification code 069–1750–0–1–403	2020 actual	2021 est.	2022 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	43	44	47
11.3	Other than full-time permanent	8	8	9
11.5	Other personnel compensation	1	2	1
11.9	Total personnel compensation	52	54	57
12.1	Civilian personnel benefits	19	19	20
21.0	Travel and transportation of persons	2	3	1
23.1	Rental payments to GSA	3	3	3
23.3	Communications, utilities, and miscellaneous charges	6	8	3
25.1	Advisory and assistance services	3	4	2
25.2	Other services from non-Federal sources	3	3	2
25.3	Other goods and services from Federal sources	22	30	24
25.4	Operation and maintenance of facilities	15	14	4
25.6	Medical care	3	4	1
25.7	Operation and maintenance of equipment	9	9	4
26.0	Supplies and materials	5	5	9
31.0	Equipment	2	3	2
32.0	Land and structures	23	83	41
41.0	Grants, subsidies, and contributions	7	30	11
99.0	Direct obligations	174	272	184
99.0	Reimbursable obligations	7	41	13
99.9	Total new obligations, unexpired accounts	181	313	197

Employment Summary

Identification code 069–1750–0–1–403	2020 actual	2021 est.	2022 est.	
1001	Direct civilian full-time equivalent employment	453	456	463
2001	Reimbursable civilian full-time equivalent employment	1	1	1
3001	Allocation account civilian full-time equivalent employment	7	8	8

STATE MARITIME ACADEMY OPERATIONS

For necessary expenses of operations, support, and training activities for State Maritime Academies, **[\$432,700,000] \$358,300,000: Provided,** That of the sums appropriated under this heading—

(1) **\$30,500,000**, to remain available until expended, shall be for maintenance, repair, life extension, insurance, and capacity improvement of National Defense Reserve Fleet training ships, **[and]** for support of training ship operations at the State Maritime Academies, **[of which \$8,500,000, to remain available until expended, shall be for expenses related to training mariners;]** and for costs associated with training vessel sharing pursuant to 46 U.S.C. 51504(g)(3) for costs associated with mobilizing, operating and demobilizing the vessel, including travel costs for students, faculty and crew, the costs of the general agent, crew costs, fuel, insurance, operational fees, and vessel hire costs, as determined by the Secretary;

(2) **[\$390,000,000] \$315,600,000**, to remain available until expended, shall be for the National Security Multi-Mission Vessel Program, including funds for construction, planning, administration, and design of school ships;

(3) **\$2,400,000** to remain available through September 30, **[2022] 2026**, shall be for the Student Incentive Program;

(4) **\$3,800,000** shall remain available until expended, shall be for training ship fuel assistance; and

(5) **\$6,000,000**, to remain available until September 30, **[2022] 2023**, shall be for direct payments for State Maritime Academies. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069–1712–0–1–403	2020 actual	2021 est.	2022 est.	
Obligations by program activity:				
0001	Student Incentive Program	2	5	2
0002	Direct Payments	6	6	6
0003	Training Ship Fuel Assistance	4	4	4
0004	Training Vessel Sharing	5	9	
0005	Schoolship Maintenance & Repair	21	35	31
0006	Schoolship Replacement - NSMMV	660	637	315
0007	Direct Payments - Coronavirus Expenses	1		

STATE MARITIME ACADEMY OPERATIONS—Continued
Program and Financing—Continued

Identification code 069-1712-0-1-403	2020 actual	2021 est.	2022 est.
0900 Total new obligations, unexpired accounts	699	696	358
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	616	264	1
1011 Unobligated balance transfer from other acct [069-1750]	3		
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	620	264	1
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	343	433	358
1930 Total budgetary resources available	963	697	359
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	264	1	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	20	543	872
3010 New obligations, unexpired accounts	699	696	358
3020 Outlays (gross)	-175	-367	-419
3040 Recoveries of prior year unpaid obligations, unexpired	-1		
3050 Unpaid obligations, end of year	543	872	811
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	20	543	872
3200 Obligated balance, end of year	543	872	811
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	343	433	358
Outlays, gross:			
4010 Outlays from new discretionary authority	161	95	84
4011 Outlays from discretionary balances	14	272	335
4020 Outlays, gross (total)	175	367	419
4180 Budget authority, net (total)	343	433	358
4190 Outlays, net (total)	175	367	419

State Maritime Academy (SMA) Operations provides Federal assistance to the six SMAs, to help educate and train mariners and future leaders to support the U.S. marine transportation system. These graduates promote the commerce of the United States and aid in the national defense by serving in the merchant marine. The SMA Operations request funds student financial assistance, direct assistance to each of the six SMAs, and construction of new training vessels under the National Security Multi-Mission Vessel Program.

Object Classification (in millions of dollars)

Identification code 069-1712-0-1-403	2020 actual	2021 est.	2022 est.
Direct obligations:			
25.1 Advisory and assistance services	660	636	315
25.2 Other services from non-Federal sources	8	6	6
25.4 Operation and maintenance of facilities	3	11	1
25.7 Operation and maintenance of equipment	19	30	26
26.0 Supplies and materials	1	2	2
31.0 Equipment	1	2	2
41.0 Grants, subsidies, and contributions	6	8	6
99.0 Direct obligations	698	695	358
99.5 Adjustment for rounding	1	1	
99.9 Total new obligations, unexpired accounts	699	696	358

ASSISTANCE TO SMALL SHIPYARDS

To make grants to qualified shipyards as authorized under section 54101 of title 46, United States Code, \$20,000,000, to remain available until expended. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-1770-0-1-403	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Grants for Capital Improvement for Small Shipyards	20	20	20
0900 Total new obligations, unexpired accounts (object class 41.0)	20	20	20
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	20	20	20
1930 Total budgetary resources available	20	20	20
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	30	24	19
3010 New obligations, unexpired accounts	20	20	20
3020 Outlays (gross)	-26	-25	-26
3050 Unpaid obligations, end of year	24	19	13
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	30	24	19
3200 Obligated balance, end of year	24	19	13
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	20	20	20
Outlays, gross:			
4010 Outlays from new discretionary authority	10	17	17
4011 Outlays from discretionary balances	16	8	9
4020 Outlays, gross (total)	26	25	26
4180 Budget authority, net (total)	20	20	20
4190 Outlays, net (total)	26	25	26

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.

The Assistance to Small Shipyard program provides grants to small shipyards for capital improvements and training programs.

Employment Summary

Identification code 069-1770-0-1-403	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	1	1	1

SHIP DISPOSAL

For necessary expenses related to the disposal of obsolete vessels in the National Defense Reserve Fleet of the Maritime Administration, [\$4,200,000] \$10,000,000, to remain available until expended. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-1768-0-1-403	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Ship Disposal	1	9	3
0002 N.S. Savannah Protective Storage	5	3	7
0003 NSS Decommissioning	12	84	
0900 Total new obligations, unexpired accounts	18	96	10
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	105	92	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	5	4	10
1930 Total budgetary resources available	110	96	10

Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	92	
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	18	9 74
3010	New obligations, unexpired accounts	18	96 10
3020	Outlays (gross)	-27	-31 -33
3050	Unpaid obligations, end of year	9	74 51
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	18	9 74
3200	Obligated balance, end of year	9	74 51
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	5	4 10
Outlays, gross:			
4010	Outlays from new discretionary authority	5	2 5
4011	Outlays from discretionary balances	22	29 28
4020	Outlays, gross (total)	27	31 33
4180	Budget authority, net (total)	5	4 10
4190	Outlays, net (total)	27	31 33

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. The Ship Disposal program also funds the cost of program administration and maintenance of the Nuclear Ship Savannah in protective storage.

Object Classification (in millions of dollars)

Identification code 069-1768-0-1-403	2020 actual	2021 est.	2022 est.
Direct obligations:			
11.1	Personnel compensation: Full-time permanent	1	2 2
23.2	Rental payments to others	3	3 3
25.1	Advisory and assistance services	8	8 4
25.4	Operation and maintenance of facilities	5	82
99.0	Direct obligations	17	95 9
99.5	Adjustment for rounding	1	1 1
99.9	Total new obligations, unexpired accounts	18	96 10

Employment Summary

Identification code 069-1768-0-1-403	2020 actual	2021 est.	2022 est.
1001	Direct civilian full-time equivalent employment	10	13 13

MARITIME SECURITY PROGRAM
(INCLUDING CANCELLATION OF FUNDS)

For necessary expenses to maintain and preserve a U.S.-flag merchant fleet to serve the national security needs of the United States, **[\$314,007,780] \$318,000,000**, to remain available until expended **[**, of which \$7,780 shall be derived from unobligated balances from prior year appropriations available under this heading **]**: *Provided, That of the unobligated balances from prior year appropriations made available under this heading, \$42,000,000 is hereby permanently cancelled. (Department of Transportation Appropriations Act, 2021.)*

Program and Financing (in millions of dollars)

Identification code 069-1711-0-1-054	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001	Maritime Security Program	292	314 318
0900	Total new obligations, unexpired accounts (object class 41.0)	292	314 318
Budgetary resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	38	47 47

1021	Recoveries of prior year unpaid obligations	1	
1050	Unobligated balance (total)	39	47 47
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	300	314 318
1131	Unobligated balance of appropriations permanently reduced		
1160	Appropriation, discretionary (total)	300	314 276
1930	Total budgetary resources available	339	361 323
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	47	47 5

Change in obligated balance:

Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	26	28 28
3010	New obligations, unexpired accounts	292	314 318
3020	Outlays (gross)	-289	-314 -318
3040	Recoveries of prior year unpaid obligations, unexpired	-1	
3050	Unpaid obligations, end of year	28	28 28
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	26	28 28
3200	Obligated balance, end of year	28	28 28

Budget authority and outlays, net:

Discretionary:			
4000	Budget authority, gross	300	314 276
Outlays, gross:			
4010	Outlays from new discretionary authority	265	292 296
4011	Outlays from discretionary balances	24	22 22
4020	Outlays, gross (total)	289	314 318
4180	Budget authority, net (total)	300	314 276
4190	Outlays, net (total)	289	314 318

The Maritime Security Program provides direct payments to U.S. flag ship operators engaged in foreign commerce to partially offset the higher operating 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 program will also sustain a base of U.S. Merchant Mariners to support national security requirements during times of urgent need.

CABLE SECURITY FLEET

[For the Cable Security Fleet program, as authorized by chapter 532 of title 46, United States Code, \$10,000,000, to remain available until expended. **]** (Department of Transportation Appropriations Act, 2021.)

Program and Financing (in millions of dollars)

Identification code 069-1717-0-1-054	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001	Cable Security Fleet		10
0900	Total new obligations, unexpired accounts (object class 41.0)		10
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	10	.....
1930	Total budgetary resources available	10	.....
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1		1
3010	New obligations, unexpired accounts	10	.....
3020	Outlays (gross)	-9	-1
3050	Unpaid obligations, end of year	1	.....
Memorandum (non-add) entries:			
3100	Obligated balance, start of year		1

CABLE SECURITY FLEET—Continued
Program and Financing—Continued

Identification code 069-1717-0-1-054	2020 actual	2021 est.	2022 est.
3200 Obligated balance, end of year		1	
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		10	
Outlays, gross:			
4010 Outlays from new discretionary authority		9	
4011 Outlays from discretionary balances			1
4020 Outlays, gross (total)		9	1
4180 Budget authority, net (total)		10	
4190 Outlays, net (total)		9	1

The Cable Security Fleet Program provides direct payments to U.S. Flagship operators who in turn are required to operate cable repair ships in commercial service providing undersea cable repair services, and to make such vessels available upon request by the Department of Defense (DOD). The program will also sustain a base of U.S. Merchant Mariners to support national security requirements during times of urgent need.

TANKER SECURITY PROGRAM

For Tanker Security Fleet payments, as authorized under section 53406 of title 46, United States Code, \$60,000,000, to remain available until expended.

Program and Financing (in millions of dollars)

Identification code 069-1718-0-1-054	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Tanker Security Program			60
0900 Total new obligations, unexpired accounts (object class 41.0)			60
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation			60
1930 Total budgetary resources available			60
Change in obligated balance:			
Unpaid obligations:			
3010 New obligations, unexpired accounts			60
3020 Outlays (gross)			-56
3050 Unpaid obligations, end of year			4
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			4
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			60
Outlays, gross:			
4010 Outlays from new discretionary authority			56
4180 Budget authority, net (total)			60
4190 Outlays, net (total)			56

The Tanker Security Program provides direct payments to U.S. Flagship product tankers capable of supporting national economic and Department of Defense (DOD) contingency requirements. The purpose of this program is to provide retainer payments to carriers to support a fleet of militarily-useful, commercially viable product tankers sailing in international trade, as well as assured access to a global network of intermodal facilities. The program will also sustain a base of U.S. Merchant Mariners to support national security requirements during times a urgent need.

READY RESERVE FORCE

Program and Financing (in millions of dollars)

Identification code 069-1710-0-1-054	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0801 Ready Reserve Force (Reimbursable)	469	485	485
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	19	44	29
1021 Recoveries of prior year unpaid obligations	16		
1050 Unobligated balance (total)	35	44	29
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	421	470	480
1701 Change in uncollected payments, Federal sources	65		
1750 Spending auth from offsetting collections, disc (total)	486	470	480
1930 Total budgetary resources available	521	514	509
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-8		
1941 Unexpired unobligated balance, end of year	44	29	24
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	205	210	194
3010 New obligations, unexpired accounts	469	485	485
3020 Outlays (gross)	-442	-501	-509
3040 Recoveries of prior year unpaid obligations, unexpired	-16		
3041 Recoveries of prior year unpaid obligations, expired	-6		
3050 Unpaid obligations, end of year	210	194	170
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-93	-116	-116
3070 Change in uncollected pymts, Fed sources, unexpired	-65		
3071 Change in uncollected pymts, Fed sources, expired	42		
3090 Uncollected pymts, Fed sources, end of year	-116	-116	-116
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	112	94	78
3200 Obligated balance, end of year	94	78	54
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	486	470	480
Outlays, gross:			
4010 Outlays from new discretionary authority	278	423	432
4011 Outlays from discretionary balances	164	78	77
4020 Outlays, gross (total)	442	501	509
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-457	-470	-480
4040 Offsets against gross budget authority and outlays (total)	-457	-470	-480
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-65		
4052 Offsetting collections credited to expired accounts	36		
4060 Additional offsets against budget authority only (total)	-29		
4080 Outlays, net (discretionary)	-15	31	29
4180 Budget authority, net (total)			
4190 Outlays, net (total)	-15	31	29

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 Department of Navy.

Object Classification (in millions of dollars)

Identification code 069-1710-0-1-054	2020 actual	2021 est.	2022 est.
Reimbursable obligations:			
Personnel compensation:			
11.1 Full-time permanent	28	29	29

11.5	Other personnel compensation	1	1	2
11.9	Total personnel compensation	29	30	31
12.1	Civilian personnel benefits	10	11	11
21.0	Travel and transportation of persons	1	1	1
23.1	Rental payments to GSA	2	2	2
23.2	Rental payments to others	17	18	18
23.3	Communications, utilities, and miscellaneous charges	8	9	9
25.1	Advisory and assistance services	7	7	7
25.2	Other services from non-Federal sources	2	2	2
25.3	Other goods and services from Federal sources	7	7	7
25.4	Operation and maintenance of facilities	352	365	364
25.7	Operation and maintenance of equipment	2	2	2
26.0	Supplies and materials	29	30	30
31.0	Equipment	1	1	1
99.0	Reimbursable obligations	467	485	485
99.5	Adjustment for rounding	2		
99.9	Total new obligations, unexpired accounts	469	485	485

Employment Summary

Identification code 069-1710-0-1-054	2020 actual	2021 est.	2022 est.
2001 Reimbursable civilian full-time equivalent employment	281	293	293

VESSEL OPERATIONS REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 069-4303-0-3-403	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 National Defense Reserve Fleet	2	2	2
0002 State Maritime Academies	1	1	1
0003 Preservation of Maritime Heritage Assets	2	1	1
0900 Total new obligations, unexpired accounts	5	4	4
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	27	22	21
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected		3	3
1930 Total budgetary resources available	27	25	24
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	22	21	20
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1		1
3010 New obligations, unexpired accounts	5	4	4
3020 Outlays (gross)	-6	-3	-3
3050 Unpaid obligations, end of year		1	2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1		1
3200 Obligated balance, end of year		1	2
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		3	3
Outlays, gross:			
4010 Outlays from new discretionary authority		3	3
4011 Outlays from discretionary balances	6		
4020 Outlays, gross (total)	6	3	3
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources		-3	-3
4040 Offsets against gross budget authority and outlays (total)		-3	-3
4180 Budget authority, net (total)			
4190 Outlays, net (total)	6		
Memorandum (non-add) entries:			
5090 Unexpired unavailable balance, SOY: Offsetting collections	1	1	1
5092 Unexpired unavailable balance, EOY: Offsetting collections	1	1	1

This fund is authorized for the receipt of sales proceeds from the disposition of obsolete Government-owned merchant vessels. Collections from

this account are authorized for allocation and distribution according to prescribed statutory formulas for use under three maritime-related purpose areas: 1) supporting acquisition, maintenance, repair, reconditioning, or improvement of National Defense Reserve Fleet vessels; 2) supporting state maritime academies and the United States Merchant Marine Academy; and 3) supporting the preservation and presentation to the public of maritime property and assets, including funds for the National Park Service National Maritime Heritage Grant Program.

Object Classification (in millions of dollars)

Identification code 069-4303-0-3-403	2020 actual	2021 est.	2022 est.
Direct obligations:			
25.1 Advisory and assistance services	1		
25.2 Other services from non-Federal sources	1	1	1
25.7 Operation and maintenance of equipment	2	2	2
41.0 Grants, subsidies, and contributions	1	1	1
99.9 Total new obligations, unexpired accounts	5	4	4

WAR RISK INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 069-4302-0-3-403	2020 actual	2021 est.	2022 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	49	50	50
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	1		
1930 Total budgetary resources available	50	50	50
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	50	50	50
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1		
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4031 Interest on Federal securities	-1		
4180 Budget authority, net (total)			
4190 Outlays, net (total)	-1		
Memorandum (non-add) entries:			
5000 Total investments, SOY: Federal securities: Par value	50	50	50
5001 Total investments, EOY: Federal securities: Par value	50	50	50

The Maritime Administration is authorized to insure against war risk loss or damage to maritime operators until commercial insurance can be obtained on reasonable terms and conditions. This insurance includes war risk hull and disbursements interim insurance, war risk protection and indemnity interim insurance, second seamen's war risk interim insurance, and the war risk cargo insurance standby program.

PORT OF GUAM IMPROVEMENT ENTERPRISE FUND

Program and Financing (in millions of dollars)

Identification code 069-5560-0-2-403	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Port of Guam Improvement Enterprise Program		2	
0900 Total new obligations, unexpired accounts (object class 41.0)		2	
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2	2	
1930 Total budgetary resources available	2	2	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	2		

PORT OF GUAM IMPROVEMENT ENTERPRISE FUND—Continued
Program and Financing—Continued

Identification code 069-5560-0-2-403	2020 actual	2021 est.	2022 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	3	1	1
3010 New obligations, unexpired accounts		2	
3020 Outlays (gross)	-2	-2	
3050 Unpaid obligations, end of year	1	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3	1	1
3200 Obligated balance, end of year	1	1	1
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	2	2	
4180 Budget authority, net (total)			
4190 Outlays, net (total)	2	2	

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

For administrative expenses to carry out the guaranteed loan program, \$3,000,000, which shall be transferred to and merged with the appropriations for "Maritime Administration—Operations and Training". (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-1752-0-1-403	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
Credit program obligations:			
0706 Interest on reestimates of direct loan subsidy		4	
0707 Reestimates of loan guarantee subsidy	4	38	
0708 Interest on reestimates of loan guarantee subsidy	5	20	
0709 Administrative expenses	3	3	3
0900 Total new obligations, unexpired accounts	12	65	3
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	35	34	34
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	3	3	3
Appropriations, mandatory:			
1200 Appropriation (LG)	8	58	
1200 Appropriation (DL)		4	
1260 Appropriations, mandatory (total)	8	62	
1900 Budget authority (total)	11	65	3
1930 Total budgetary resources available	46	99	37
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	34	34	34
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1		1	1
3010 New obligations, unexpired accounts	12	65	3
3020 Outlays (gross)	-11	-65	-3
3050 Unpaid obligations, end of year	1	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year		1	1
3200 Obligated balance, end of year	1	1	1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	3	3	3
Outlays, gross:			
4010 Outlays from new discretionary authority	3	3	3
Mandatory:			
4090 Budget authority, gross	8	62	
Outlays, gross:			
4100 Outlays from new mandatory authority	8	62	
4180 Budget authority, net (total)	11	65	3

4190 Outlays, net (total)	11	65	3
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Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 069-1752-0-1-403	2020 actual	2021 est.	2022 est.
Direct loan levels supportable by subsidy budget authority:			
115001 Federal Ship Financing FFB Loan Guarantees	325		
Direct loan subsidy (in percent):			
132001 Federal Ship Financing FFB Loan Guarantees	-58		
132999 Weighted average subsidy rate	-58	0.00	0.00
Direct loan subsidy budget authority:			
133001 Federal Ship Financing FFB Loan Guarantees	-2		
Direct loan reestimates:			
135001 Federal Ship Financing FFB Loan Guarantees		3	
Guaranteed loan reestimates:			
235014 Federal Ship Financing Loan Guarantees	-75	38	
235999 Total guaranteed loan reestimates	-75	38	
Administrative expense data:			
3510 Budget authority		3	
3590 Outlays from new authority		3	

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 reconditioning of U.S.-flag vessels or eligible export vessels in U.S. shipyards; or for a full faith and credit guarantee of debt obligations issued by U.S. shipyard owners to finance the modernization of shipbuilding technology at shipyards located in the United States.

As required by the Federal Credit Reform Act of 1990, this account also includes the subsidy costs associated with loan guarantee commitments made in 1992 and subsequent years which are estimated on a present value basis.

Funding for the Maritime Guaranteed Loan (Title XI) program will be used for administrative expenses of the program which are paid to the Maritime Administration's Operations and Training account.

Object Classification (in millions of dollars)

Identification code 069-1752-0-1-403	2020 actual	2021 est.	2022 est.
Direct obligations:			
41.0 Grants, subsidies, and contributions	9	62	
94.0 Financial transfers	3	3	3
99.9 Total new obligations, unexpired accounts	12	65	3

MARITIME GUARANTEED LOAN (TITLE XI) FFB FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 069-4494-0-3-403	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations	325		
0715 Payment of Interest to FFB	12	4	6
0740 Negative subsidy obligations	2		
0742 Downward reestimates paid to receipt accounts		1	
0900 Total new obligations, unexpired accounts	339	5	6
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1		8	11
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	327		
Spending authority from offsetting collections, mandatory:			
1800 Collected	22	22	20
1825 Spending authority from offsetting collections applied to repay debt	-2	-14	-14
1850 Spending auth from offsetting collections, mand (total)	20	8	6
1900 Budget authority (total)	347	8	6
1930 Total budgetary resources available	347	16	17

Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	8	11
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1		5
3010	New obligations, unexpired accounts	339	5
3020	Outlays (gross)	-339	
3050	Unpaid obligations, end of year		5
Memorandum (non-add) entries:			
3100	Obligated balance, start of year		5
3200	Obligated balance, end of year		5
Financing authority and disbursements, net:			
Mandatory:			
4090	Budget authority, gross	347	8
Financing disbursements:			
4110	Outlays, gross (total)	339	
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120	Payments from Program Account - Upward Reestimate		-4
4122	Interest on uninvested funds	-6	
4123	Non-Federal sources	-16	-18
4130	Offsets against gross budget authority and outlays (total) ...	-22	-22
4160	Budget authority, net (mandatory)	325	-14
4170	Outlays, net (mandatory)	317	-22
4180	Budget authority, net (total)	325	-14
4190	Outlays, net (total)	317	-22

Status of Direct Loans (in millions of dollars)

Identification code 069-4494-0-3-403	2020 actual	2021 est.	2022 est.
Position with respect to appropriations act limitation on obligations:			
1111	Direct loan obligations from current-year authority	325	
1150	Total direct loan obligations	325	

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 financed by the Federal Financing Bank (FFB), beginning in 2020 for all new loan guarantees. The amounts in this account are a means of financing and are not included in the budget totals.

PORT INFRASTRUCTURE DEVELOPMENT PROGRAM

To make grants to improve port facilities as authorized under section 50302(c) of title 46, United States Code, \$230,000,000, to remain available until expended: *Provided*, That projects eligible for amounts made available under this heading shall be projects for coastal seaports, inland river ports, or Great Lakes ports: *Provided further*, That of the amounts made available under this heading, not less than \$205,000,000 shall be for coastal seaports or Great Lakes ports: *Provided further*, That the Maritime Administration shall distribute amounts made available under this heading as discretionary grants to port authorities or commissions or their subdivisions and agents under existing authority, as well as to a State or political subdivision of a State or local government, a Tribal Government, a public agency or publicly chartered authority established by one or more States, a special purpose district with a transportation function, a multistate or multijurisdictional group of entities, or a lead entity described above jointly with a private entity or group of private entities: *Provided further*, That projects eligible for amounts made available under this heading shall be designed to improve the safety, efficiency, or reliability of, the movement of goods into, out of, around, or within a port [and]: *Provided further*, That for grants awarded under this heading, the Secretary shall prioritize projects that address climate change, environmental justice and racial equity considerations related to the movement of goods: *Provided further*, That projects eligible for amounts made available under this heading shall be located—

- (1) within the boundary of a port; or
- (2) outside the boundary of a port, and directly related to port operations, or to an intermodal connection to a port:

Provided further, That project awards eligible under this heading shall be only for—

- (1) port gate improvements;
- (2) road improvements both within and connecting to the port;
- (3) rail improvements both within and connecting to the port;

(4) berth improvements (including docks, wharves, piers and dredging incidental to the improvement project);

(5) fixed landside improvements in support of cargo operations (such as silos, elevators, conveyors, container terminals, Ro/Ro structures including parking garages necessary for intermodal freight transfer, warehouses including refrigerated facilities, lay-down areas, transit sheds, and other such facilities);

(6) improvements that reduce environmental impacts of port operations (such as shorepower, electrification of port facilities, electric vehicle charging, hydrogen and other clean energy fuels, and other such facilities that lower emissions);

[(6)] (7) utilities necessary for safe operations (including lighting, stormwater, and other such improvements that are incidental to a larger infrastructure project);

(8) climate change mitigation and adaptation planning; or

[(7)] (9) a combination of activities described above:

Provided further, That the Federal share of the costs for which an amount is provided under this heading shall be up to 80 percent: *Provided further*, That for grants awarded under this heading, the minimum grant size shall be \$1,000,000: *Provided further*, That for grant awards less than \$10,000,000, the Secretary shall prioritize ports that handled less than [10,000,000] 8,000,000 short tons [in 2017, as identified by the Corps of Engineers: *Provided further*, That for grant awards less than \$10,000,000, the Secretary may increase the Federal share of costs above 80 percent], as reflected in the *Waterborne Commerce of the United States Annual Report issued immediately preceding the effective date of this Act: Provided further*, That not to exceed 2 percent of the amounts made available under this heading shall be available for necessary costs of grant administration. (*Department of Transportation Appropriations Act, 2021.*)

Program and Financing (in millions of dollars)

Identification code 069-1713-0-1-403	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001	Discretionary Grants	507	225
0003	Grant Administration	2	2
0900	Total new obligations, unexpired accounts	509	227
Budgetary resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	293	518
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	225	230
1930	Total budgetary resources available	518	748
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	518	239
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1		455
3010	New obligations, unexpired accounts	509	227
3020	Outlays (gross)	-54	-113
3050	Unpaid obligations, end of year	455	569
Memorandum (non-add) entries:			
3100	Obligated balance, start of year		455
3200	Obligated balance, end of year	455	569
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	225	230
Outlays, gross:			
4011	Outlays from discretionary balances	54	113
4180	Budget authority, net (total)	225	230
4190	Outlays, net (total)	54	113

The Port Infrastructure Development Program provides grants for coastal seaports, inland river ports, and Great Lakes ports infrastructure to improve the safety, efficiency, or reliability of the movement of goods and to reduce environmental impacts in and around ports.

Object Classification (in millions of dollars)

Identification code 069-1713-0-1-403	2020 actual	2021 est.	2022 est.
Direct obligations:			
11.1	Personnel compensation: Full-time permanent	1	1
12.1	Civilian personnel benefits	1	1
41.0	Grants, subsidies, and contributions	507	225
99.9	Total new obligations, unexpired accounts	509	227

PORT INFRASTRUCTURE DEVELOPMENT PROGRAM—Continued
Employment Summary

Identification code 069-1713-0-1-403	2020 actual	2021 est.	2022 est.
1001 Direct civilian full-time equivalent employment	3	8	8

MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT
Program and Financing (in millions of dollars)

Identification code 069-4304-0-3-999	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
Credit program obligations:			
0712 Default claim payments on interest	3	3	
0713 Payment of interest to Treasury	2	1	1
0715 Default related activity	10	10	10
0742 Downward reestimates paid to receipt accounts	65	9	
0743 Interest on downward reestimates	18	11	
0900 Total new obligations, unexpired accounts	85	34	14

Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	172	114	138
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	173	114	138
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	13		
Spending authority from offsetting collections, mandatory:			
1800 Collected	26	58	
1825 Spending authority from offsetting collections applied to repay debt	-13		
1850 Spending auth from offsetting collections, mand (total)	13	58	
1900 Budget authority (total)	26	58	
1930 Total budgetary resources available	199	172	138
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	114	138	124

Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	3		20
3010 New obligations, unexpired accounts	85	34	14
3020 Outlays (gross)	-87	-14	-14
3040 Recoveries of prior year unpaid obligations, unexpired	-1		
3050 Unpaid obligations, end of year		20	20
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3		20
3200 Obligated balance, end of year		20	20

Financing authority and disbursements, net:			
Mandatory:			
4090 Budget authority, gross	26	58	
Financing disbursements:			
4110 Outlays, gross (total)	87	14	14
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Payments from program account - Upward Reestimate	-8	-58	
4122 Interest on uninvested funds	-5		
4123 Loan Repayment	-13		
4130 Offsets against gross budget authority and outlays (total)	-26	-58	
4170 Outlays, net (mandatory)	61	-44	14
4180 Budget authority, net (total)			
4190 Outlays, net (total)	61	-44	14

Status of Guaranteed Loans (in millions of dollars)

Identification code 069-4304-0-3-999	2020 actual	2021 est.	2022 est.
Position with respect to appropriations act limitation on commitments:			
2111 Guaranteed loan commitments from current-year authority			
2150 Total guaranteed loan commitments			
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	1,418	1,324	1,324
2231 Disbursements of new guaranteed loans			

2251 Repayments and prepayments	-94		
2262 Adjustments: Terminations for default that result in acquisition of property			
2290 Outstanding, end of year	1,324	1,324	1,324

Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	1,324	1,324	1,324

Addendum:			
Cumulative balance of defaulted guaranteed loans that result in loans receivable:			
2310 Outstanding, start of year	217	204	204
2331 Disbursements for guaranteed loan claims			
2351 Repayments of loans receivable	-13		
2361 Write-offs of loans receivable			
2364 Other adjustments, net			
2390 Outstanding, end of year	204	204	204

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	2019 actual	2020 actual
ASSETS:		
Federal assets:		
1101 Fund balances with Treasury	176	114
Investments in U.S. securities:		
1106 Receivables, net	8	58
Net value of assets related to post-1991 acquired defaulted guaranteed loans receivable:		
1501 Defaulted guaranteed loans receivable, gross	217	204
1504 Foreclosed property	5	1
1599 Net present value of assets related to defaulted guaranteed loans	222	205
1999 Total assets	406	377
LIABILITIES:		
Federal liabilities:		
2103 Debt	126	126
2105 Other	84	20
2204 Non-Federal liabilities: Liabilities for loan guarantees	158	193
2999 Total liabilities	368	339
NET POSITION:		
3300 Cumulative results of operations	38	38
4999 Total liabilities and net position	406	377

Trust Funds

MISCELLANEOUS TRUST FUNDS, MARITIME ADMINISTRATION

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069-8547-0-7-403	2020 actual	2021 est.	2022 est.
0100 Balance, start of year			
Receipts:			
Current law:			
1130 Gifts and Bequests, Maritime Administration, Transportation	1	2	2
2000 Total: Balances and receipts	1	2	2
Appropriations:			
Current law:			
2101 Miscellaneous Trust Funds, Maritime Administration	-1	-2	-2
5099 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 069-8547-0-7-403	2020 actual	2021 est.	2022 est.
Obligations by program activity:			
0001 Gifts and Bequests		2	2

0100	Total direct program - Subtotal (running)	2	2	
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	4	5	5
Budget authority:				
Appropriations, mandatory:				
1201	Appropriation (special or trust fund) - Gifts and Bequests	1	2	2
1930	Total budgetary resources available	5	7	7
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	5	5	5
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	4	1	
3010	New obligations, unexpired accounts		2	2
3020	Outlays (gross)	-3	-3	-2
3050	Unpaid obligations, end of year	1		
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	4	1	
3200	Obligated balance, end of year	1		
Budget authority and outlays, net:				
Mandatory:				
4090	Budget authority, gross	1	2	2
Outlays, gross:				
4100	Outlays from new mandatory authority		2	2
4101	Outlays from mandatory balances	3	1	
4110	Outlays, gross (total)	3	3	2
4180	Budget authority, net (total)	1	2	2
4190	Outlays, net (total)	3	3	2

Object Classification (in millions of dollars)

Identification code 069-8547-0-7-403	2020 actual	2021 est.	2022 est.
Direct obligations:			
21.0	Travel and transportation of persons	1	1
26.0	Supplies and materials	1	1
99.0	Direct obligations	2	2
99.9	Total new obligations, unexpired accounts	2	2

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

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 deposited into the Treasury as miscellaneous receipts. (*Department of Transportation Appropriations Act, 2021.*)

GENERAL FUND RECEIPT ACCOUNTS

(in millions of dollars)

	2020 actual	2021 est.	2022 est.	
Offsetting receipts from the public:				
069-085500	Hazardous Materials Transportation Registration, Filing, and Permit Fees, Administrative Costs	1	1	1
069-269600	Maritime (Title XI) Loan Program, Negative Subsidy Receipt Account	2		
069-272830	Maritime (title XI) Loan Program, Downward Reestimates of Subsidies	83	21	
069-276010	Railroad Rehabilitation and Improvement Financing, Negative Subsidies	5		
069-276030	Downward Reestimates, Railroad Rehabilitation and Improvement Program	20	12	
069-276830	Transportation Infrastructure Finance and Innovation Program, Interest on Downward Reestimates	982	390	
069-322000	All Other General Fund Proprietary Receipts Including Budget Clearing Accounts	34		

General Fund Offsetting receipts from the public	1,127	424	1
Intragovernmental payments:			
069-388500	Undistributed Intragovernmental Payments and Receivables from Cancelled Accounts	2	
General Fund Intragovernmental payments	2		

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

SEC. 190. (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 sections 5901 and 5902 of title 5, United States Code.

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

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

SEC. 191. Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by section 3109 of title 5, United States Code, but at rates for individuals not to exceed the per diem rate equivalent to the rate for an Executive Level IV.

SEC. 192. (a) No recipient of amounts made available by this Act shall disseminate personal information (as defined in section 2725(3) of title 18, United States Code) obtained by a State department of motor vehicles in connection with a motor vehicle record as defined in section 2725(1) of title 18, United States Code, except as provided in section 2721 of title 18, United States Code, for a use permitted under section 2721 of title 18, United States Code.

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

SEC. 193. None of the funds made available by this Act shall be available for salaries and expenses of more than 125 political and Presidential appointees in the Department of Transportation: *Provided*, That none of the personnel covered by this provision may be assigned on temporary detail outside the Department of Transportation.

SEC. 194. 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 section 20105 of title 49, United States Code.

SEC. 195. None of the funds made available by this Act to the Department of Transportation may be used to make a loan, loan guarantee, line of credit, letter of intent, federally funded cooperative agreement, full funding grant agreement, or discretionary 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 any discretionary grant award, letter of intent, loan commitment, loan guarantee commitment, line of credit commitment, federally funded cooperative agreement, or full funding grant agreement is announced by the Department or its operating administrations: *Provided*, That the Secretary of Transportation shall provide the House and Senate Committees on Appropriations with a comprehensive list of all such loans, loan guarantees, lines of credit, letters of intent, federally funded cooperative agreements, full funding grant agreements, and discretionary grants prior to the notification required under the previous proviso: *Provided further*, That the Secretary gives concurrent notification 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. 196. 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. 197. Amounts made available by this Act or any prior 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 amounts made available by this Act 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 (Public Law 107–300), as amended by the Improper Payments Elimination and Recovery Act of 2010 (Public Law 111–204) and Improper Payments Elimination and Recovery Improvement Act of 2012 (Public Law 112–248), and Fraud Reduction and Data Analytics Act of 2015 (Public Law 114–186)] *Payment Integrity Information Act of 2019 (Public Law 116–117): 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 *the amounts to an appropriate account* [, which] *as offsetting collections and such amounts shall be available for the purposes and period associated with the account so credited* [;]: *Provided further*, *that amounts credited to programs under this subparagraph shall not be subject to any limitation on obligations in this or any other Act*; or

(B) if no such appropriation remains available, shall be deposited in the Treasury as miscellaneous receipts: *Provided further*, That prior to depositing such recovery in the Treasury, 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] *payment*" has the same meaning as that provided in section [2(e)(2)] 3351(4) of [the Improper Payments Elimination and Recovery Act of 2010 (Public Law 111–204)] *title 31, United States Code*.

SEC. 198. Notwithstanding any other provision of law, if any funds provided by 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 such reprogramming notice shall be provided solely to the House and Senate Committees on Appropriations [, and such reprogramming action shall be approved or denied solely by 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 after the date on which the reprogramming action has been approved or denied by the House and Senate Committees on Appropriations] .

SEC. 199. Funds appropriated by this Act to the operating 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 operating administration or administrations.

SEC. [199A] 200. 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.

SEC. [199B] 201. The Department of Transportation may use funds provided by this Act, or any other Act, to assist a contract under title 49 U.S.C. or title 23 U.S.C. utilizing geographic, economic, or any other hiring preference not otherwise authorized by law, or to amend a rule, regulation, policy or other measure that forbids a recipient of a Federal Highway Administration or Federal Transit Administration grant from imposing such hiring preference on a contract or construction project with which the Department of Transportation is assisting, only if the grant recipient certifies the following:

(1) that except with respect to apprentices or trainees, a pool of readily available but unemployed individuals possessing the knowledge, skill, and ability to perform the work that the contract requires resides in the jurisdiction;

(2) that the grant recipient will include appropriate provisions in its bid document ensuring that the contractor does not displace any of its existing employees in order to satisfy such hiring preference; and

(3) that any increase in the cost of labor, training, or delays resulting from the use of such hiring preference does not delay or displace any transportation project

in the applicable Statewide Transportation Improvement Program or Transportation Improvement Program.

SEC. [199C] 202. The Secretary of Transportation shall coordinate with the Secretary of Homeland Security to ensure that best practices for Industrial Control Systems Procurement are up-to-date and shall ensure that systems procured with funds provided under this title were procured using such practices.

[SEC. 199D. None of the funds made available by this Act to the Department of Transportation may be used in contravention of section 306108 of title 54, United States Code.]

Sec. 203. Section 7202(a) of Public Law 117–2 is amended by striking "for which 1 percent of the funds may be used for implementation costs and administrative expenses" and inserting "for which 3 percent of the funds may be used for implementation costs and administrative expenses". (Department of Transportation Appropriations Act, 2021.)

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. (a) None of the funds made available in this Act may be obligated or expended for any employee training that—

(1) does not meet identified needs for knowledge, skills, and abilities bearing directly upon the performance of official duties;

(2) contains elements likely to induce high levels of emotional response or psychological stress in some participants;

(3) does not require prior employee notification of the content and methods to be used in the training and written end of course evaluation;

(4) contains any methods or content associated with religious or quasi-religious belief systems or "new age" belief systems as defined in Equal Employment Opportunity Commission Notice N-915.022, dated September 2, 1988; or

(5) is offensive to, or designed to change, participants' personal values or lifestyle outside the workplace.

(b) Nothing in this section shall prohibit, restrict, or otherwise preclude an agency from conducting training bearing directly upon the performance of official duties.]

SEC. [405] 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 [2021] 2022, 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—

(1) creates a new program;

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

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

(4) proposes to use funds directed for a specific activity [by either the House or Senate Committees on Appropriations] *in an appropriations Act* for a different purpose;

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

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

(7) 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 described in section 4 (in the matter preceding division A of this consolidated Act), whichever is more detailed, unless prior [approval is received from] *notice 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 this Act, the table accompanying the explanatory statement described in section 4 (in the matter preceding division A of this consolidated Act), accompanying reports of the House and Senate Committee on Appropriations, or in the budget appendix for the respective appropriations, whichever is more detailed, and shall apply to all items for which a dollar amount is specified and to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations; and

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

SEC. [406]405. Except as otherwise specifically provided by law, not to exceed 50 percent of unobligated balances remaining available at the end of fiscal year [2021]2022 from appropriations made available for salaries and expenses for fiscal year [2021]2022 in this Act, shall remain available through September 30, [2022]2023, for each such account for the purposes authorized: *Provided*, That a [request]notification shall be submitted to the House and Senate Committees on Appropriations [for approval] prior to the expenditure of such funds: *Provided further*, That these requests shall be made in compliance with reprogramming guidelines under section 405 of this Act.

SEC. [407]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. 408. 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. 409. No part of any appropriation contained in this Act shall be available to pay the salary for any person filling a position, other than a temporary position, formerly held by an employee who has left to enter the Armed Forces of the United States and has satisfactorily completed his or her period of active military or naval service, and has within 90 days after his or her release from such service or from hospitalization continuing after discharge for a period of not more than 1 year, made application for restoration to his or her former position and has been certified by the Office of Personnel Management as still qualified to perform the duties of his or her former position and has not been restored thereto.]

SEC. [410]407. 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. 8301–8305, popularly known as the "Buy American Act").

SEC. [411]408. No funds appropriated or otherwise made 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. 8301–8305).

SEC. [412]409. 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. 413.

(a) None of the funds made available by this Act may be used to approve a new foreign air carrier permit under sections 41301 through 41305 of title 49, United States Code, or exemption application under section 40109 of that title of an air carrier already holding an air operators certificate issued by a country that is party to the U.S.-E.U.-Iceland-Norway Air Transport Agreement where such approval would contravene United States law or Article 17 bis of the U.S.-E.U.-Iceland-Norway Air Transport Agreement.

(b) Nothing in this section shall prohibit, restrict or otherwise preclude the Secretary of Transportation from granting a foreign air carrier permit or an exemption

to such an air carrier where such authorization is consistent with the U.S.-E.U.-Iceland-Norway Air Transport Agreement and United States law.]

[SEC. 414. 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. 415. None of the funds appropriated or otherwise made available under this Act may be used by the Surface Transportation Board to charge or collect any filing fee for rate or practice complaints filed with the Board in an amount in excess of the amount authorized for district court civil suit filing fees under section 1914 of title 28, United States Code.]

SEC. [416]410.

(a) None of the funds made available in this Act may be used to maintain or establish a computer network unless such network blocks the viewing, downloading, and exchanging of pornography.

(b) Nothing in subsection (a) shall limit the use of funds necessary for any Federal, State, tribal, or local law enforcement agency or any other entity carrying out criminal investigations, prosecution, or adjudication activities.

SEC. [417]411. (a) None of the funds made available in this Act may be used to deny an Inspector General funded under this Act timely access to any records, documents, or other materials available to the department or agency over which that Inspector General has responsibilities under the Inspector General Act of 1978 (5 U.S.C. App.), or to prevent or impede that Inspector General's access to such records, documents, or other materials, under any provision of law, except a provision of law that expressly refers to the Inspector General and expressly limits the Inspector General's right of access.

(b) A department or agency covered by this section shall provide its Inspector General with access to all such records, documents, and other materials in a timely manner.

(c) Each Inspector General shall ensure compliance with statutory limitations on disclosure relevant to the information provided by the establishment over which that Inspector General has responsibilities under the Inspector General Act of 1978 (5 U.S.C. App.).

(d) Each Inspector General covered by this section shall report to the Committees on Appropriations of the House of Representatives and the Senate within 5 calendar days any failures to comply with this requirement.

SEC. [418]412. None of the funds appropriated or otherwise made available by this Act may be used to pay award or incentive fees for contractors whose performance has been judged to be below satisfactory, behind schedule, over budget, or has failed to meet the basic requirements of a contract, unless the Agency determines that any such deviations are due to unforeseeable events, government-driven scope changes, or are not significant within the overall scope of the project and/or program unless such awards or incentive fees are consistent with 16.401(e)(2) of the Federal Acquisition Regulations.

[SEC. 419. In allocating and awarding available amounts provided under the heading "Homeless Assistance Grants" in the Department of Housing and Urban Development Appropriations Act, 2020 (Public Law 116–94), the same heading for fiscal year 2019 (Public Law 116–6), and section 231 of Public Law 116–94 for the Continuum of Care program, the Secretary of Housing and Urban Development shall renew for one 12-month period, without additional competition, all projects with existing grants expiring during calendar year 2021, including youth homeless demonstration projects and shelter plus care projects expiring during calendar year 2021, notwithstanding any inconsistent provisions in such Acts or in subtitle C of title IV of the McKinney-Vento Homeless Assistance Act, as amended: *Provided*, That Continuum of Care planning and Unified Funding Agency awards expiring in calendar year 2021 may also be renewed and that the Continuum of Care may designate a new collaborative applicant to receive the award in accordance with the existing process established by the Secretary: *Provided further*, That the Secretary shall publish a Notice that identifies and lists all projects and awards eligible for such noncompetitive renewal, prescribes the format and process by which the projects and awards from the list will be renewed, makes adjustments to the renewal amount based on changes to the Fair Market Rent, and establishes a maximum amount for the renewal of planning and Unified Funding Agency awards notwithstanding the requirement that such maximum amount be established in a Notice of Funding Availability.]

【SEC. 420. Of the amounts made available by this Act for fiscal year 2021 under the heading "Department of Housing and Urban Development—Public and Indian Housing—Tenant-Based Rental Assistance" and specified in the first paragraph of such heading, \$695,000,000 is designated by the Congress as being for an emergency requirement pursuant to section 251(b)(2)(A)(i) of the Balanced Budget and Emergency Deficit Control Act of 1985.】

【SEC. 421. In addition to funds provided to the "Payments to Air Carriers" program in Public Law 116–94, Public Law 116–136, and this Act to carry out the essential air service program under section 41731 through 41742 of title 49, United States Code, \$23,332,000 to be derived from the Treasury, and to be made available to the Essential Air Service and Rural Improvement Fund, to prevent, prepare for, and respond to coronavirus, including to offset the loss resulting from the coronavirus pandemic of the mandatory overflight fees collected pursuant to section 45301 of title 49, United States Code: *Provided*, That, notwithstanding section 41733 of title 49, United States Code, for each of fiscal years 2020 and 2021, the requirements established under subparagraphs (B) and (C) of section 41731(a)(1) of title 49, United States Code, and the subsidy cap established by section 332 of the Department of Transportation and Related Agencies Appropriations Act, 2000, shall not apply to maintain eligibility under section 417831 of title 49, United States Code: *Provided further*, That such amount is designated by the Congress as being for an emergency requirement pursuant to section 251(b)(2)(A)(i) of the Balanced Budget and Emergency Deficit Control Act of 1985.】

【SEC. 422. Section 47114(c)(1) of title 49, United States Code, is amended by adding at the end the following:

"(J) SPECIAL RULE FOR FISCAL YEARS 2022 AND 2023.—Notwithstanding subparagraph (A) and the absence of scheduled passenger aircraft service at an airport, the Secretary shall apportion in fiscal years 2022 and 2023 to the sponsor of the airport an amount based on the number of passenger boardings at the airport during whichever of the following years that would result in the highest apportioned amount:

"(i) Calendar year 2018.

"(ii) Calendar year 2019.

"(iii) The prior full calendar year prior to the current fiscal year."】

【SEC. 423. Notwithstanding section 47124(d)(1)(B) of title 49, United States Code, the Secretary of Transportation shall not calculate a benefit-to-cost ratio with respect to an air traffic control tower participating in the Contract Tower Program on the basis of an annual aircraft traffic decrease in fiscal years 2020 and 2021.】 (*Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2021.*)

GENERAL PROVISION—THIS TITLE

【SEC. 401. Amounts made available in this Act under the headings "Northeast Corridor Grants to the National Railroad Passenger Corporation" and "National Network Grants to the National Railroad Passenger Corporation" shall be used under the same conditions as section 22002 of title XII of division B of the Coronavirus Aid, Relief, and Economic Security Act (Public Law 116–136), except as otherwise noted in this Act: *Provided*, That the amounts made available in this Act under such headings shall be used by the National Railroad Passenger Corporation, to: (1) prevent further employee furloughs that are a result of efforts to prevent, prepare for, and respond to coronavirus; and (2) prevent further reductions to the frequency of rail service on any long-distance route (as defined in section 24102 of title 49, United States Code) except in an emergency or during maintenance or construction outages impacting such routes: *Provided further*, That the coronavirus shall not qualify as an emergency in the preceding proviso: *Provided further*, That in the event of any National Railroad Passenger Corporation employee furloughs as a result of efforts to prevent, prepare for, and respond to coronavirus, the National Railroad Passenger Corporation shall provide such employees the opportunity to be recalled to work in accordance with their seniority and classification of work, regardless of their time in the National Railroad Passenger Corporation's service, as intercity passenger rail service is restored: *Provided further*, That the National Railroad Passenger Corporation shall be prohibited from contracting out any scope-covered work conducted by an employee who was furloughed through reductions in the workforce as a result of efforts to prevent, prepare for, and respond to coronavirus, unless such contracting was in place prior to March 1, 2020 or is done by agreement with the Labor Organization representing such employee.】 (*Coronavirus Response and Relief Supplemental Appropriations Act, 2021.*)