

The original documents are located in Box 39, folder “Transition Reports (1977) - Transportation Department (1)” of the John Marsh Files at the Gerald R. Ford Presidential Library.

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OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

ASSISTANT SECRETARY
FOR ADMINISTRATION

November 19, 1976

Mr. John O. Marsh, Jr.
Counsellor to the President
The White House
Washington, D.C. 20500

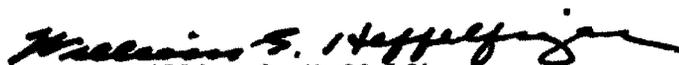
Dear Mr. Marsh:

In response to your memorandum of November 16, 1976, we are preparing a transition report as outlined in our previous discussion. A copy of the transition report will be delivered to you on Monday morning, November 22, 1976. Enclosed is an outline of the material that will be included in the report.

This first version of the report will be as complete as possible at this stage of the process. Our intention is to add to the report as we go, particularly the more important and critical program issues that should be addressed during the initial 90-120 days of the new Administration.

We have not been contacted by the Watson staff with a designation of a Transition Officer or further identification of their requirements. However, we intend that the report we give you on Monday will be more comprehensive when the Carter team members identify their needs.

Sincerely,


William S. Heffelfinger

Enclosure



OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

ASSISTANT SECRETARY
FOR ADMINISTRATION

November 22, 1976

Mr. John O. Marsh, Jr.
Counsellor to the President
The White House
Washington, D.C. 20500

Dear Mr. Marsh:

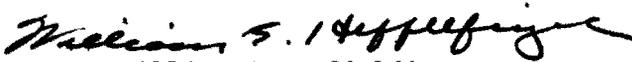
Enclosed is the Department of Transportation's Transition Report as outlined to you in my letter of November 19, 1976. The Report is in two volumes.

° Volume I includes sections on general organization, mission, resources, budgetary data, and a policy overview of DOT programs and a brief summary of those key transportation program issues that the Secretary should expect to address in the initial 90-120 days of the new Administration.

° Volume II contains information concerning DOT non-career positions and lists the present incumbents.

As I indicated to you previously, we will expand the report in accordance with the Carter team members' identification of their needs.

Sincerely,


William S. Heffelfinger

Enclosure



DEPARTMENT OF TRANSPORTATION
TRANSITION PROGRAM AND ORGANIZATION MATERIAL

- Organization, Functions and Resources of the Department
- Departmental Budget Data
- Congressional Relationships
- Statement of National Transportation Policy
- Progress Report, National Transportation Policy
- Transportation Program Issues that are to be Addressed for
Decision During the Initial 90-120 Days of the Incoming
Administration
- Carryover Legislative Proposals to Congress
- Excepted Personnel--Department of Transportation



TRANSITION REPORT

VOLUME I



U.S. Department of Transportation

November 19, 1976

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DOT TRANSITION REPORT

Volume I

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Volume II

- NON-CAREER POSITIONS

INTRODUCTION

ORGANIZATIONAL CONCEPT OF THE DEPARTMENT

From its initial establishment the Department of Transportation has been based on a philosophy of decentralization. The organic legislation encouraged a decentralized management structure and most line authority and program responsibility is exercised by the Administrators of the operating administrations under authority delegated by the Secretary. Decentralization practice is further evidenced by the fact that although the Department of Transportation is one of the larger Executive Departments with over 110,000 people, 85% - 90% of these people are located outside Washington, D.C.

The Assistant Secretaries and other staff officers of the Secretary have broad responsibilities to assist in the development of policies and provide guidance in the context of a total transportation system, rather than exercising line authority over a particular administration or mode of transportation. The concept is very similar to that of a corporate conglomerate. The Administrators are charged directly with line responsibility for executing the programs to fulfill Departmental missions. This structure avoids undesirable layers of line supervision between the Secretary and the heads of the operating administrations, and establishes the Assistant Secretaries as practicable aides to the Secretary instead of advocates for particular transportation modes. The Assistant Secretary/Operating Administrator relationship can best be characterized as constructive conflict--in an environment of checks and balances but with a sound basis for mutual cooperation.

With the exception of the Saint Lawrence Seaway Development Corporation, each operating administration has a field staff comprised of senior officials of that administration who exercise their responsibilities outside of Washington, D.C. These employees are in all 50 States, overseas in foreign countries, and aboard Coast Guard ships at sea. All field elements report to the headquarters of their operating administrations. The institution of a decentralized system of management requires maintaining effective policy and program control at the headquarters level, including planning related to effective management of Departmental and administrative resources, while delegating broad operational responsibilities to the regional offices.

The general modus operandi of the Department is that the Secretary delegates to the various administrations the maximum authority feasible. Authorities vested in the Secretary by legislation, unless restricted, are delegated to the appropriate Administrator. For examples, the authorities of the Secretary under the Great Lakes Pilotage Act of 1960 has been delegated to the Commandant of the Coast Guard, and Secretarial authority under the Emergency Rail Facilities Restoration Act of 1972 have been delegated to the Federal Railroad Administrator. The vehicle for this action is the Department of Transportation Organization Manual, and after Secretarial approval of the delegation, it is published in the Federal Register.

There are, of course, general delegations to all Administrators which emphasize the decentralized organizational concept of the Department. These allow each Administrator to exercise the authority of the Secretary over and with respect to personnel within their respective organizations, exercise the authority of the Secretary as executive head of a department, and carry out functions vested in the Secretary by the DOT Act.

Departmental decentralization has been enhanced by the fact that the three largest entities brought into the Department when it was created (the Federal Aviation Agency, the U.S. Coast Guard, and the Bureau of Public Roads) all had strong field organizations and a tradition of decentralized management.

° The Federal Aviation Administration has a regional structure marked by the extremely broad grants authority lodged in the regional directors. Many powers have in turn been redelegated to a National system of area offices into which the regions are divided.

° The U.S. Coast Guard, from the very nature of its mission, has to rely on the district commanders to act swiftly on the basis of established policy in coping with a wide variety of marine safety and National Security matters. Decentralization has long been a part of the Coast Guard's entire pattern of operation.

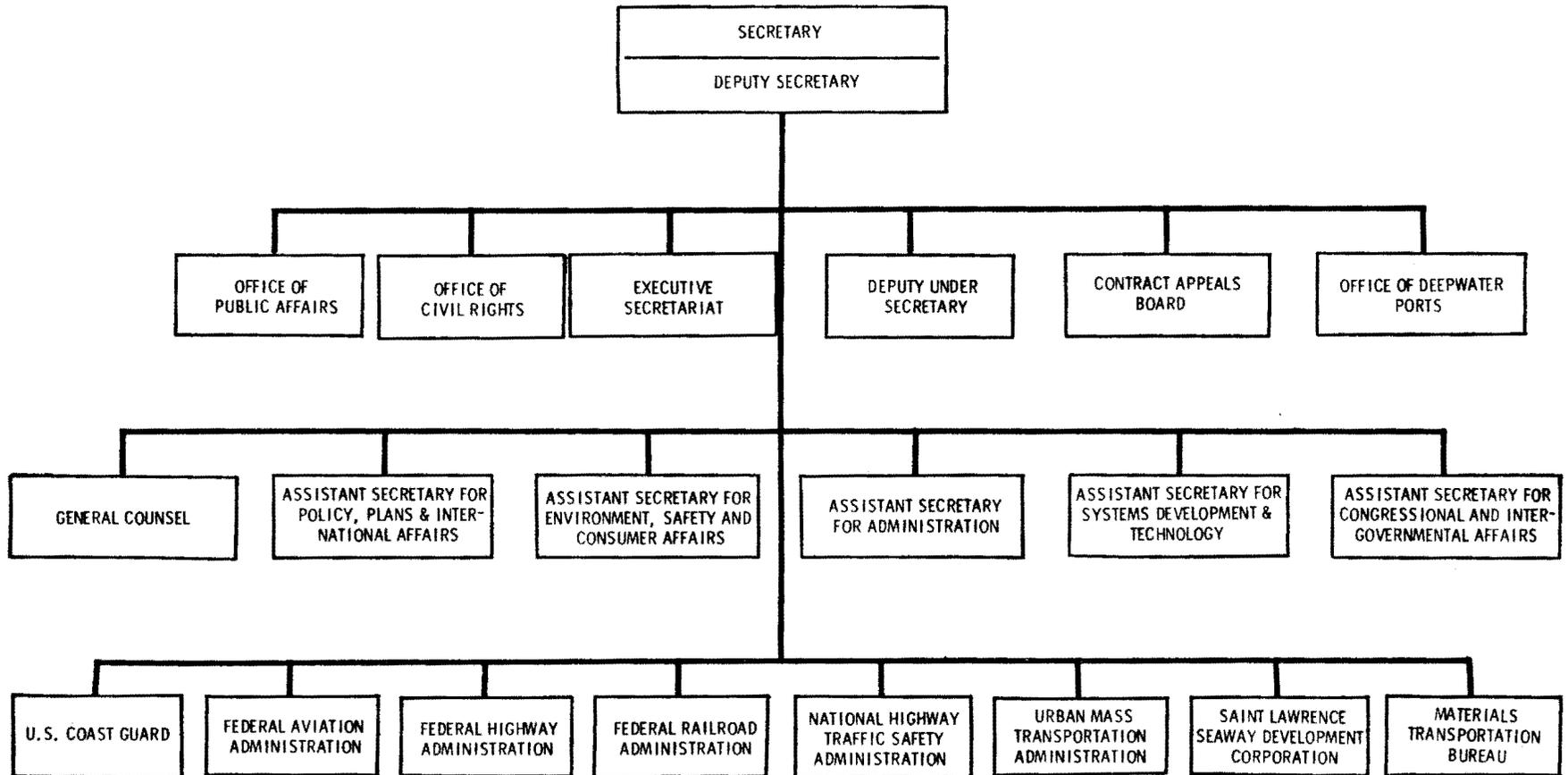
° The Bureau of Public Roads, now the nucleus of the Federal Highway Administration, at the time of incorporation into the Department was administering one of the most highly decentralized of the major Federal grant-in-aid programs. Since that time, the authority to administer the greatly enlarged Federal assistance program for highways has been placed in field divisional offices under the guidance and coordination of a small number of Regional Administrators reporting to the Federal Highway Administrator.

Devolution of program operations to State and local entities has been easy and natural for the Department of Transportation and power, funds and responsibility have flowed from Washington, to the States and local governments.

In summary, only those authorities essential to the Secretary's effective exercise of his leadership role in the Department have been retained at the level of the Office of the Secretary. Each major element has been delegated the authority and responsibilities and provided with sufficient resources to enable it to be essentially self-sufficient in matters of internal administration.

Consistent with this maximum delegation to the major DOT operating program organizations these elements have effective and efficient internal management systems, and require only major policy and program direction from the Office of the Secretary.

DEPARTMENT OF TRANSPORTATION

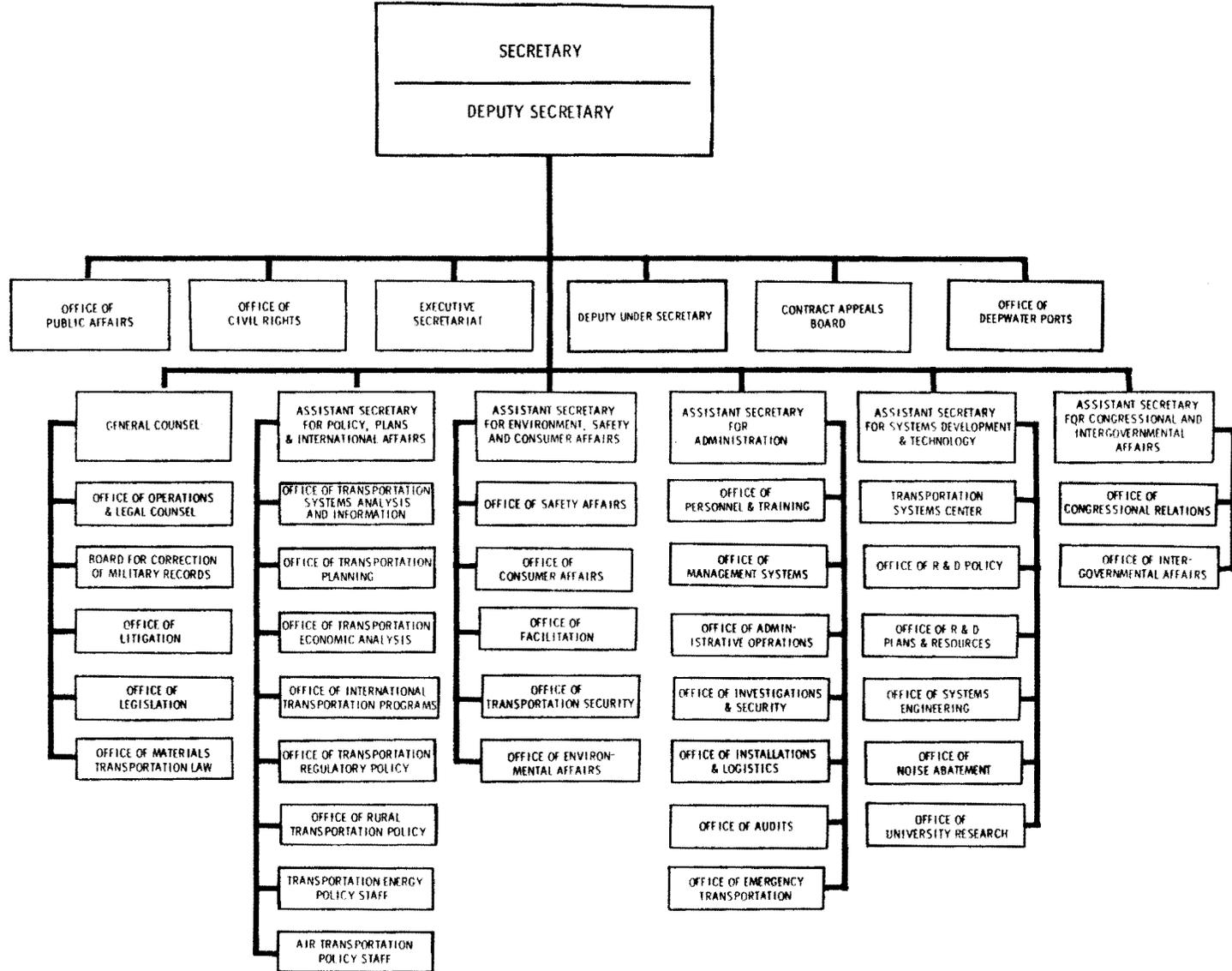


A-3

11-19-76

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY



A-4

11-19-76

OFFICE OF THE SECRETARY/DEPARTMENT-WIDE

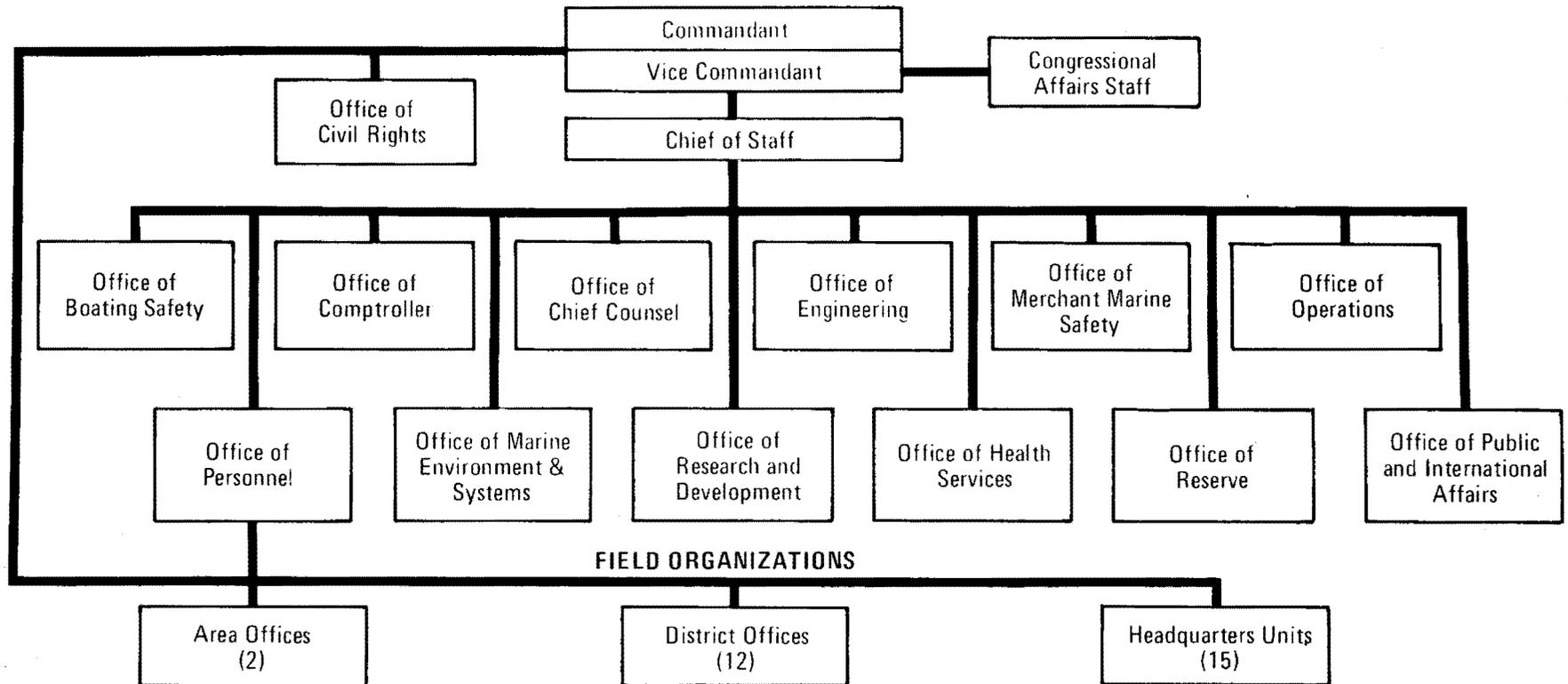
Mission:

Develop National policies and programs to achieve safe, efficient, economical, convenient and integrated transportation, with due regard for the Nation's environment and National defense.

Activities:

- Develop Transportation Policy
- Promote International Cooperation in Transportation
- Foster Overall Transportation Technological Development
- Improve Transportation Safety
- Protect and Improve the Environment
- Develop Improved Transportation Systems
- Protect Consumer Interests
- Assure Sound & Efficient Management of the Department

U.S. COAST GUARD ORGANIZATION



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11-19-76

UNITED STATES COAST GUARD

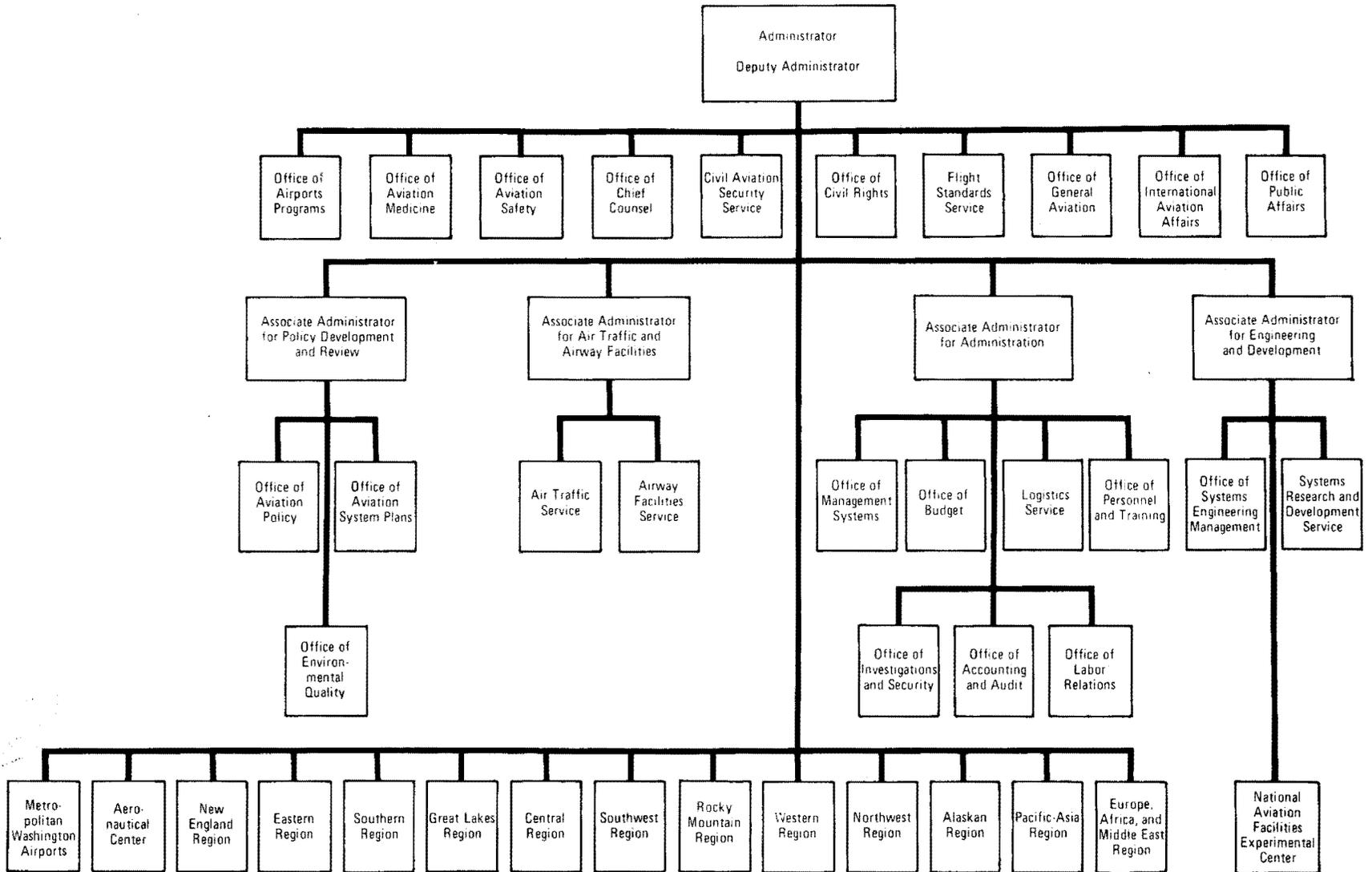
Mission:

Promote waterborne safety and efficiency; enforce Federal laws and international agreements in the marine milieu; maintain military readiness; and promote marine environmental quality.

Activities:

- Search and Rescue
- Commercial Vessel Safety
- Maritime Law Enforcement
- Maritime Environmental Protection
- Marine Science Activities
- Military Preparedness & Operations
- Aids to Navigation
- Recreational Boating Safety
- Port Safety and Security
- Ocean Stations
- Polar Operations
- Reserve Training

FEDERAL AVIATION ADMINISTRATION



A-8

11-19-76

FEDERAL AVIATION ADMINISTRATION

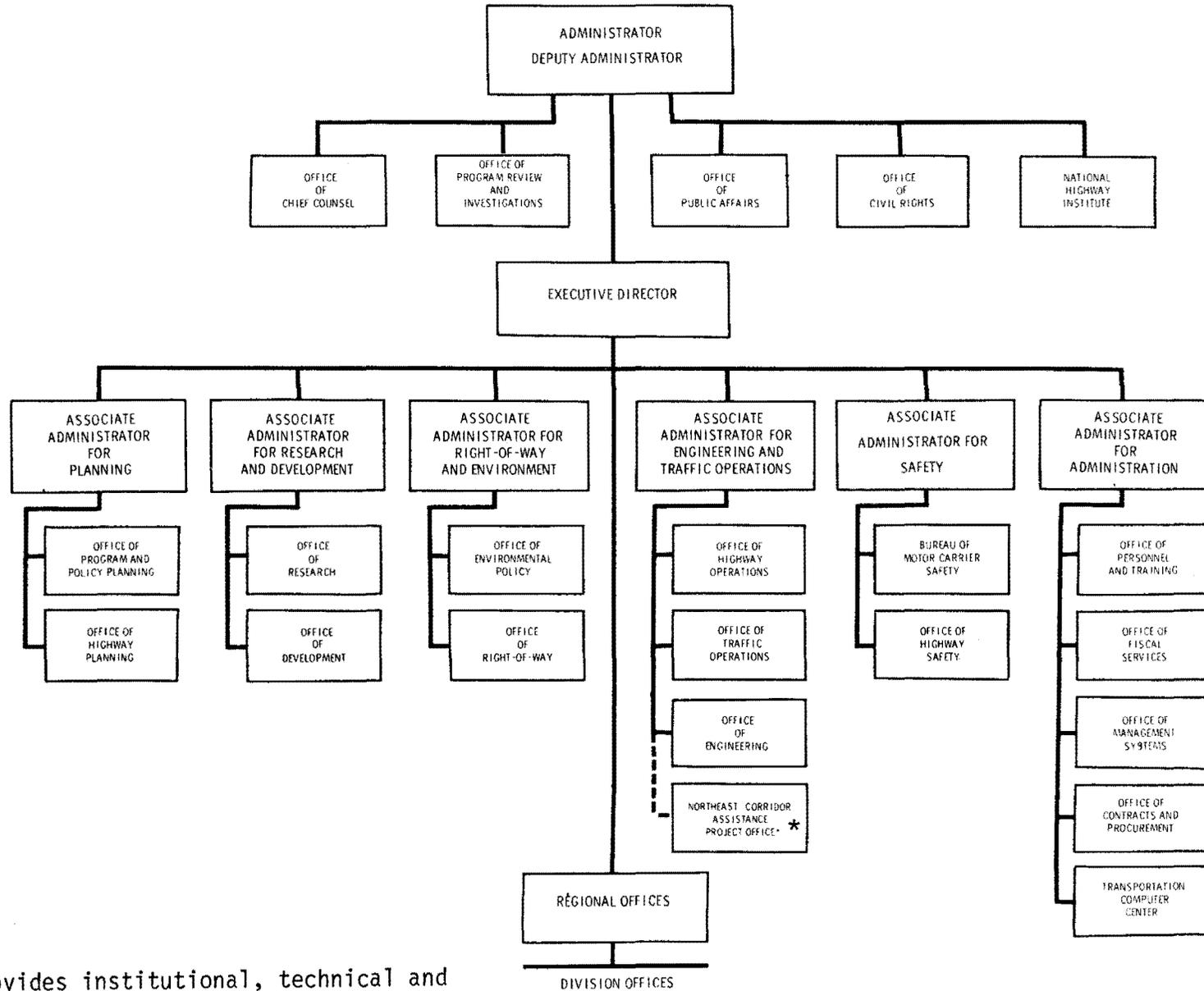
MISSION:

PROMOTE THE SAFE AND EFFICIENT UTILIZATION OF AIRSPACE; PROMOTE AIR COMMERCE AND CIVIL AVIATION AT HOME AND ABROAD; AND FULFILL NATIONAL DEFENSE REQUIREMENTS.

ACTIVITIES:

- **AIRSPACE AND AIR TRAFFIC MANAGEMENT**
- **AIR NAVIGATION FACILITIES**
- **SAFETY REGULATION**
- **AIRCRAFT AND AIRMEN CERTIFICATION**
- **AIRPORT PLANNING, DEVELOPMENT AND CERTIFICATION**
- **NATIONAL AVIATION SYSTEM ENGINEERING AND DEVELOPMENT**

FEDERAL HIGHWAY ADMINISTRATION



A-10

11-19-76

*Provides institutional, technical and professional support to FRA.

FEDERAL HIGHWAY ADMINISTRATION

Mission:

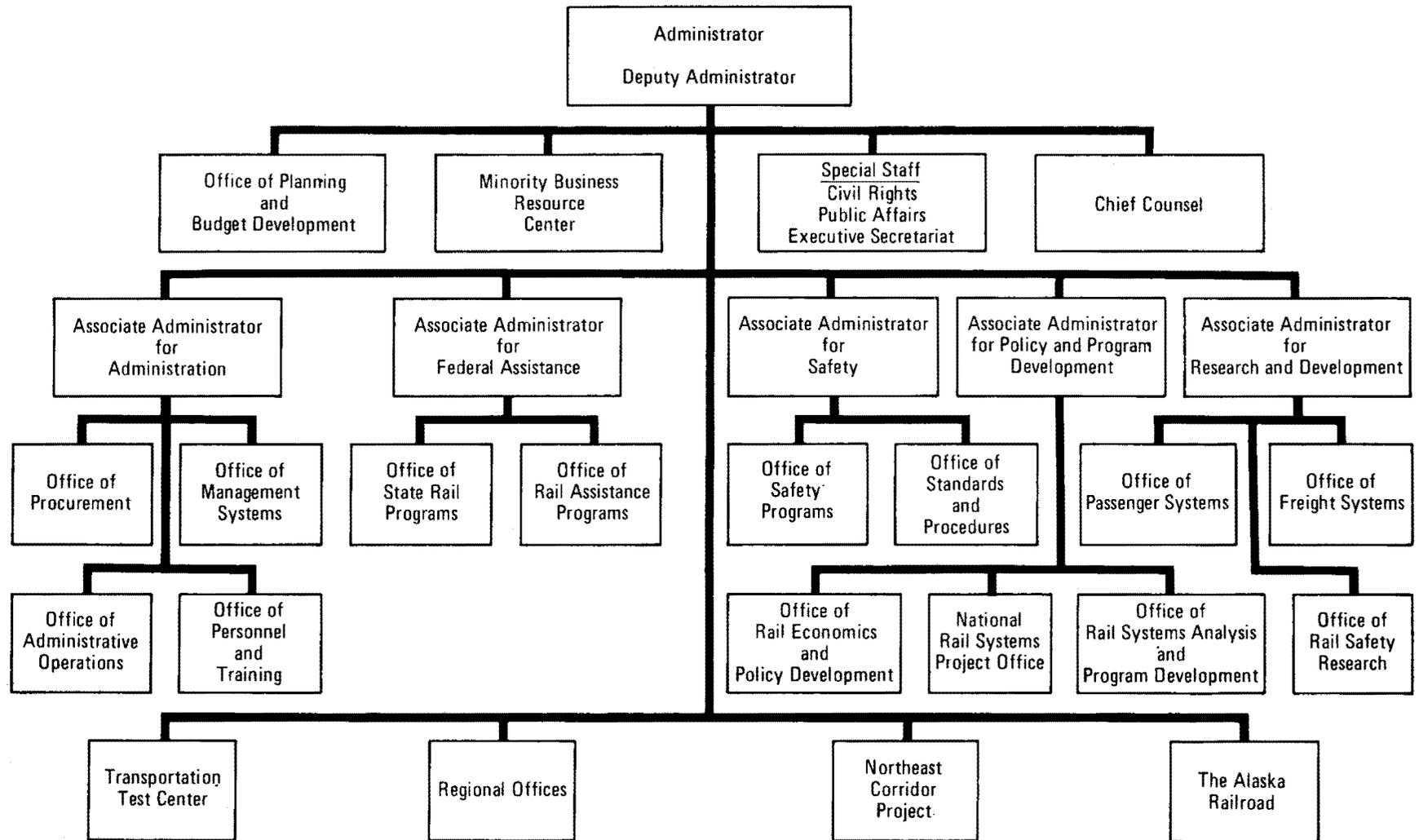
In cooperation with the States, administer the Federal-aid highway program and the highway-oriented aspects of the State and community highway safety program.

Administer the motor carrier safety, direct Federal construction, and the inter-American and foreign assistance programs.

Activities:

- Federal-Aid Highway Programs, Including:
 - Relocation assistance; topics and fringe parking; bridge replacement; highway planning and research and development; and highway beautification.
- Special Highway Programs, Including:
 - Forest and public lands highways; and economic development highways.
- State and Community Highway Safety and Motor Carrier Safety Programs.
- National Highway Institute.

FEDERAL RAILROAD ADMINISTRATION



A-12

11-19-76

FEDERAL RAILROAD ADMINISTRATION

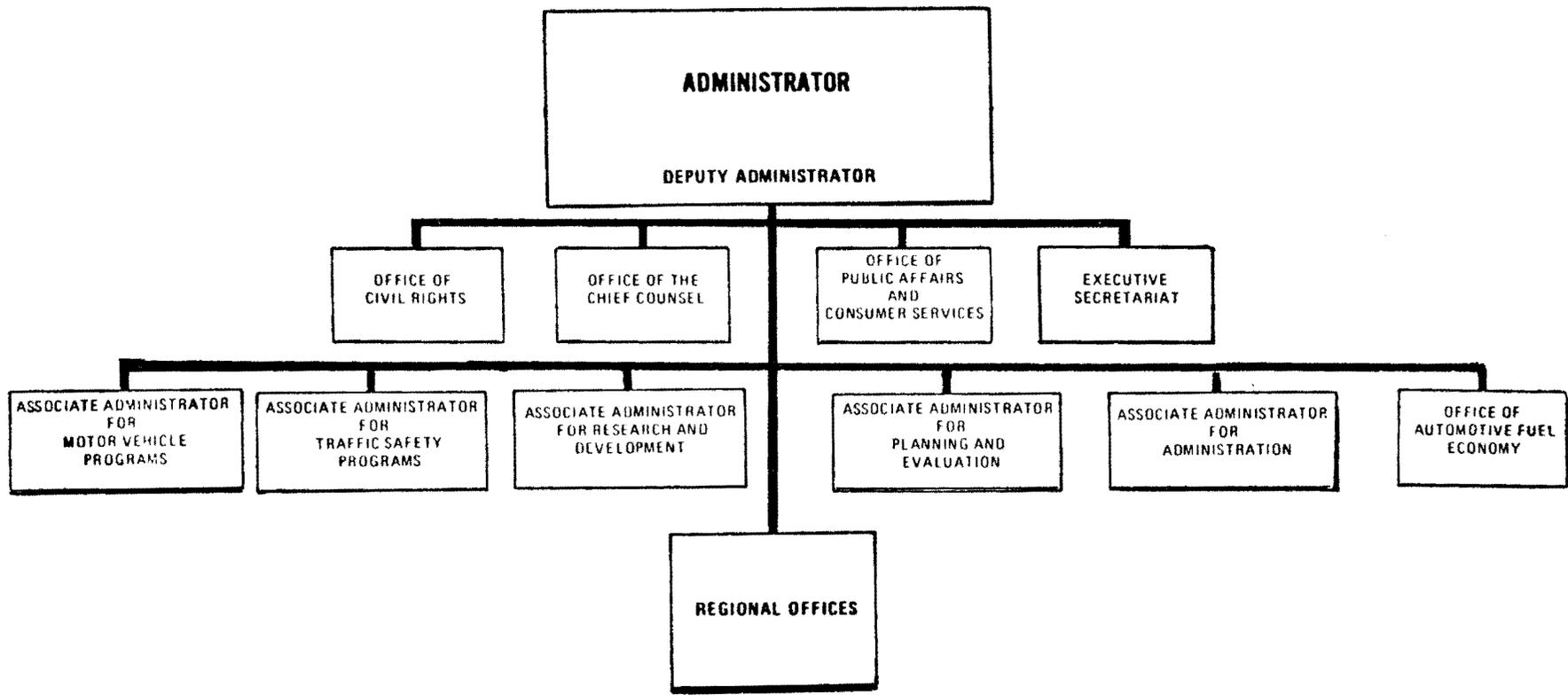
Mission:

Develop a unified, safe, and improved railroad transportation system in the United States.

Activities:

- Consolidate Government Support of Rail Transportation
- Unify National Policy on Rail Transportation
- Conduct R&D Activities
- Administer Rail Safety Regulations
- Operate Alaska Railroad

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION



A-14

11-19-76

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

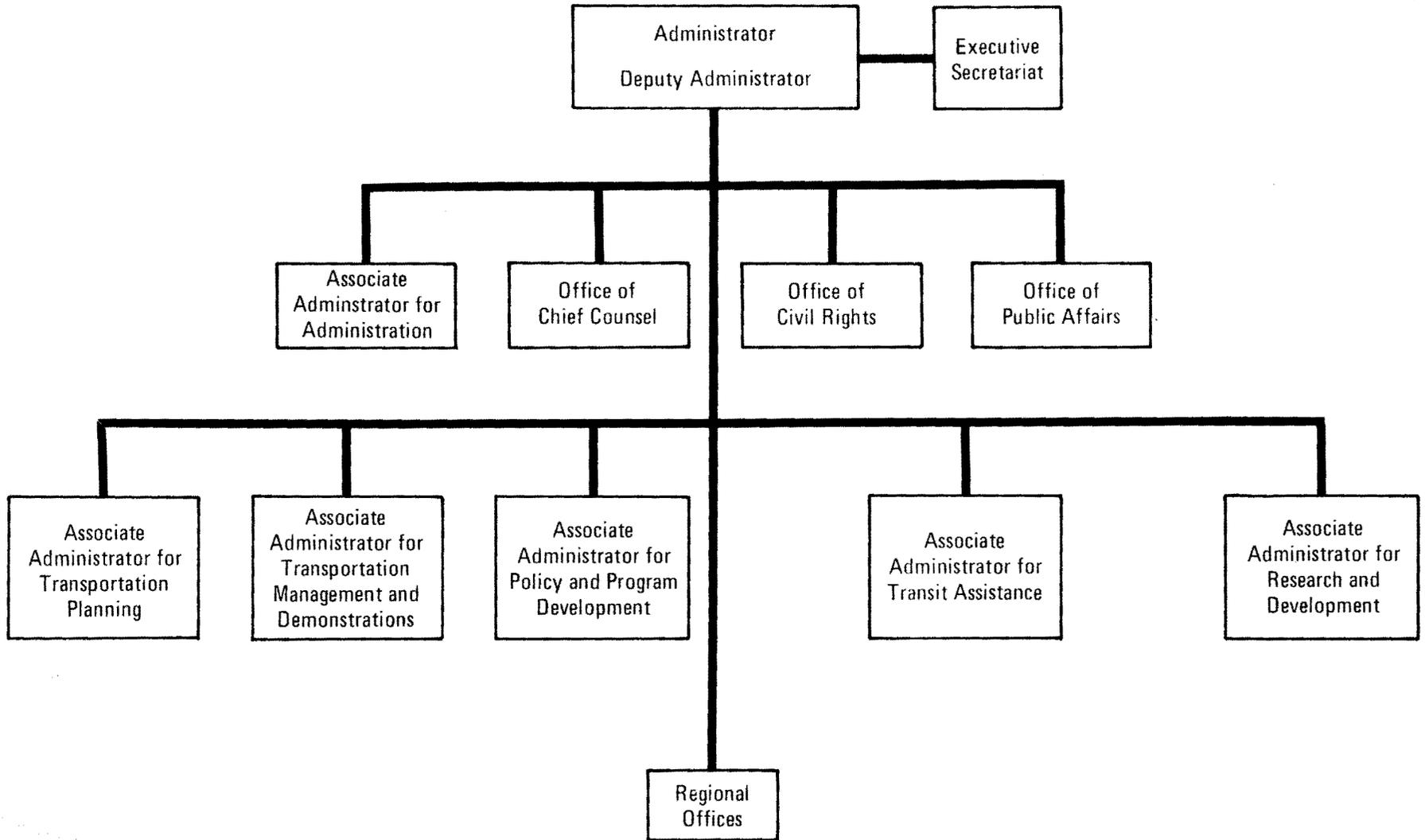
Mission:

Reduce fatalities, injuries, and accidents on the Nation's highways.

Activities:

- Technical and Financial Assistance for State Highway and Driver Safety Programs
- Federal Motor Vehicle Safety Standards
- Standards Enforcement; Defects Analysis
- Research and Development
- Compliance Testing
- Consumer Information

URBAN MASS TRANSPORTATION ADMINISTRATION



A-16

11-19-76

URBAN MASS TRANSPORTATION ADMINISTRATION

Mission:

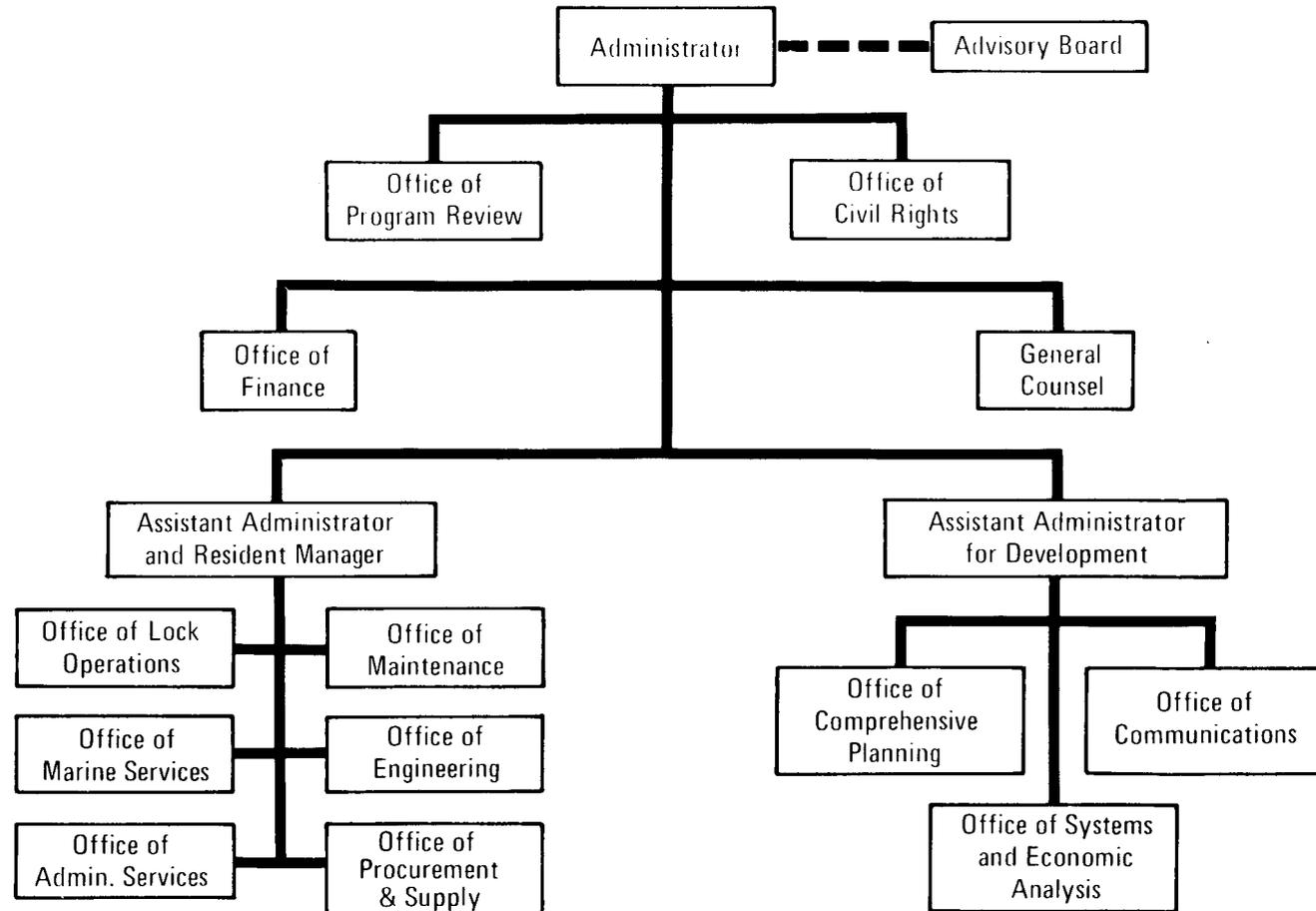
Provide a financial assistance program to improve public transportation systems in urban areas.

Activities:

Grants for:

- Research, Development and Demonstration
- Technical Studies
- Capital Assistance
- Managerial Training
- University Research and Training

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION



A-18

11-19-76

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

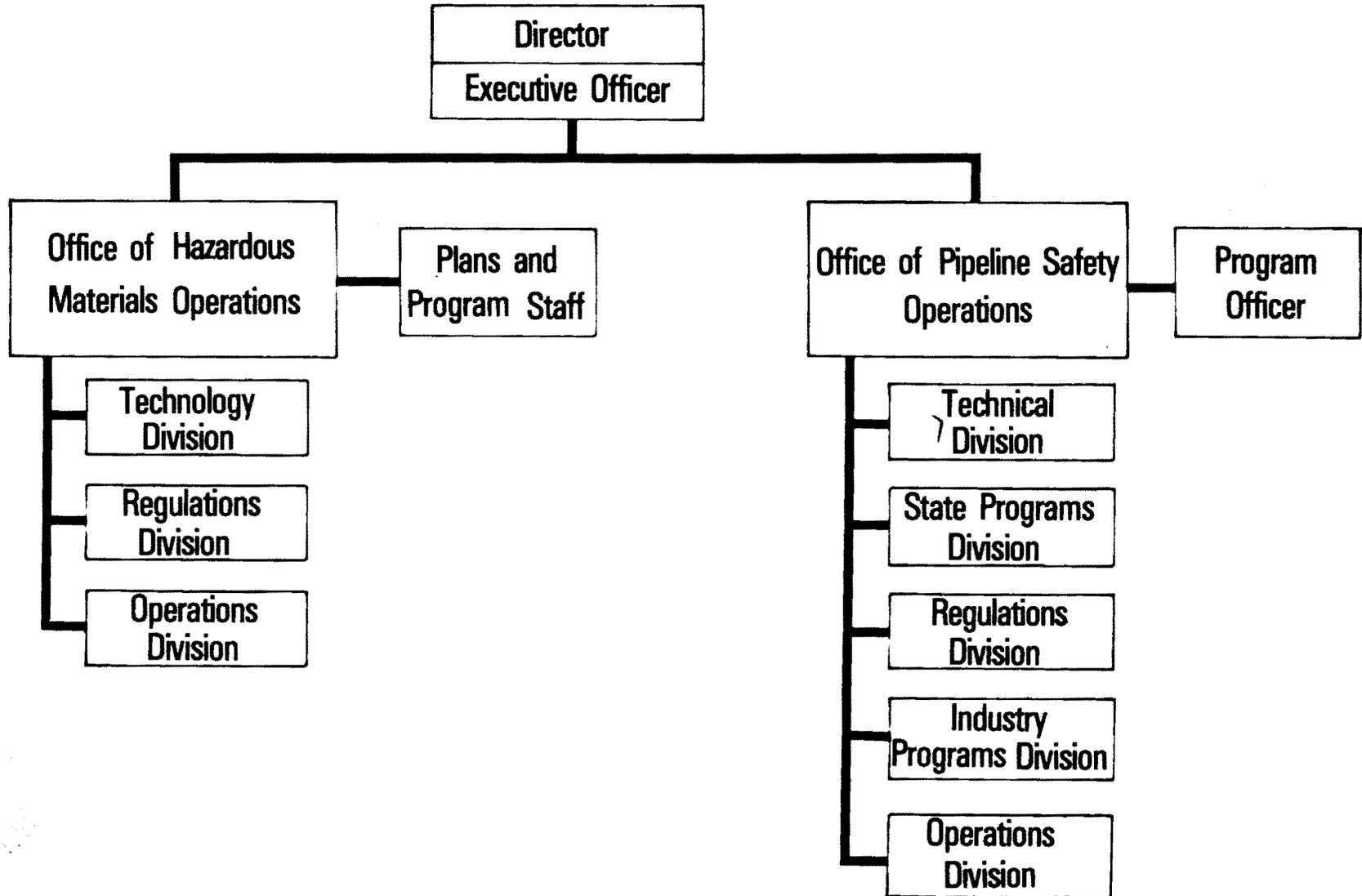
Mission:

Operate and maintain facilities for deep water navigation in the St. Lawrence River and to develop the maximum system-wide utilization of such facilities.

Activities:

- Operate and maintain the American locks and channels in international section of St. Lawrence River.
- Maintain liaison with Canadian St. Lawrence seaway authority for assessment and collection of seaway tolls and other operational procedures.
- Encourage expansion and development of waterborne commerce throughout Great Lakes-St. Lawrence system.

MATERIALS TRANSPORTATION BUREAU



A-20

11-19-76

MATERIALS TRANSPORTATION BUREAU

Mission:

Ensure the safe transportation of gases or hazardous liquids by pipeline and the transportation of other hazardous materials by water, air, highway and railroad.

Activities:

- Pipeline Safety and Hazardous Materials Regulations
- Compliance and Enforcement of Regulations
- Federal Pipeline Safety Grants to States
- Research and Development
- Training and Education
- Departmental Liaison

DEPARTMENT OF TRANSPORTATION

SECRETARY OF TRANSPORTATION	
1. PRINCIPAL ADVISER TO THE PRESIDENT ON TRANSPORTATION	
2. ADMINISTRATION REPRESENTATIVE ON TRANSPORTATION	
3. EXECUTIVE DIRECTION OF THE DEPARTMENT	
ON BOARD PERSONNEL STRENGTH*, 9/30/76	
OFFICE OF SEC Y	DOT TOTAL
WASH. D.C. 1,152	CIV 71,220
FIELD 752	MILT. 37,754
TOTAL 1,904	TOTAL 108,974
FY 77 PROGRAM LEVEL**	
OFFICE OF SEC Y	DOT TOTAL
\$60.8	\$13.978

U.S. COAST GUARD	FEDERAL AVIATION ADMINISTRATION	FEDERAL HIGHWAY ADMINISTRATION	FEDERAL RAILROAD ADMINISTRATION	URBAN MASS TRANSPORTATION ADMINISTRATION	ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION	NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	MATERIALS TRANSPORTATION BUREAU																																																				
1. ENFORCE FEDERAL LAWS IN U.S. WATERS 2. ENFORCE SAFETY REGULATIONS AND PROMOTE SAFETY. 3. PROVIDE NAVIGATION AIDS, ICEBREAKING SERVICE, RESCUE SERVICE, OCEANOGRAPHIC RESEARCH. 4. MILITARY READINESS	1. REGULATE AIR COMMERCE TO PROMOTE AVIATION AND AIR SAFETY. 2. REGULATE USE OF AIRSPACE. 3. DEVELOP AND OPERATE AIR NAVIGATION, AND AIR TRAFFIC CONTROL SYSTEM. 4. ADMINISTER FEDERAL AID AIRPORTS PROGRAM	1. ADMINISTER FEDERAL AID HIGHWAY CONSTRUCTION PROGRAM WITH STATES 2. ADMINISTER HIGHWAY SAFETY PROGRAMS. 3. REGULATE AND ENFORCE MOTOR CARRIER SAFETY	1. CONSOLIDATE GOVERNMENT SUPPORT OF RAIL TRANSPORTATION 2. UNIFY NATIONAL POLICY ON RAIL TRANSPORTATION 3. CONDUCT R&D ACTIVITY 4. ADMINISTER RAIL SAFETY REGULATIONS 5. OPERATE ALASKA RAILROAD	1. ADMINISTER FEDERAL ASSISTANCE FOR PLANNING & ACQUISITION OF CAPITAL EQUIPMENT FOR MASS TRANSPORTATION 2. UNDERTAKE RESEARCH, DEVELOPMENT AND DEMONSTRATIONS RELATED TO MASS TRANSPORTATION	1. CONSTRUCT, OPERATE AND MAINTAIN U.S. PORTION OF THE SEAWAY IN COORDINATION WITH CANADIAN GOVERNMENT	1. ADMINISTER MOTOR VEHICLE AND DRIVER SAFETY PROGRAMS	1. HAZARDOUS MATERIALS 2. NATURAL GAS PIPELINE SAFETY																																																				
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\$1,212	\$2,372	\$6,898	\$768	\$2,484	\$7.6	\$177	\$7.2																																																				

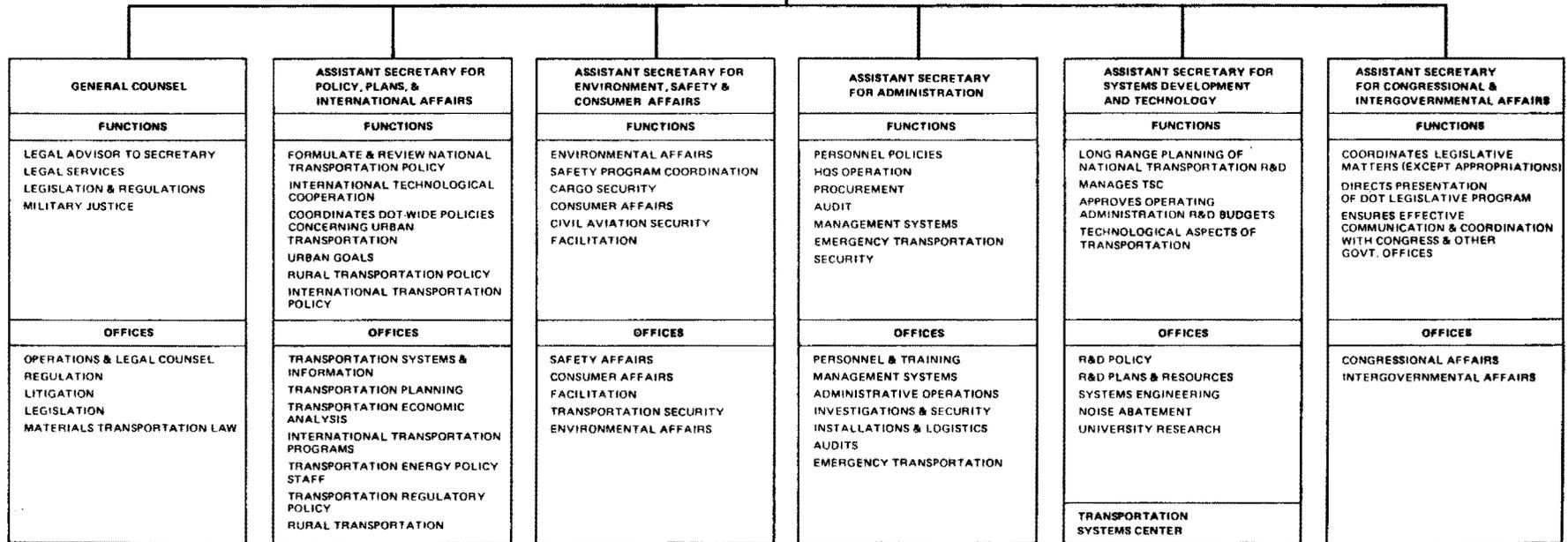
A-22

11-19-76

*PERSONNEL STRENGTHS ARE FULL TIME PERMANENT, ON BOARD 9/30/76
 **A COMBINATION OF BUDGET AUTHORITY, OBLIGATIONS AND ADMINISTRATIVE RESERVATIONS WHICH IS THE BEST BUDGETARY INDICATOR OF THE DEPARTMENT'S ACTIVITIES
 ***ALLOCATED BILLETS, 9/30/76

OFFICE OF THE SECRETARY

SECRETARY	
OFFICE OF PUBLIC AFFAIRS OFFICE OF CIVIL RIGHTS EXECUTIVE SECRETARIAT CONTRACT APPEALS BOARD DEEPWATER PORTS	DEPUTY UNDER SECRETARY OFFICE OF PLANNING & PROGRAM REVIEW OFFICE OF BUDGET REGIONAL REPRESENTATIVES OF THE SECRETARY
ON BOARD PERSONNEL STRENGTH 9/30/76	
OST HEADQUARTERS	1,152
FIELD OFFICES (INCL. TSC)	752
TOTAL OST	1,902
FY 77 PROGRAM LEVEL	
\$60.8 (in millions)	



FIELD OFFICES - 10 REGIONAL REPRESENTATIVES OF THE SECRETARY, 1 OFFICE OF PIPELINE SAFETY, 9 AUDIT OFFICES, TRANSPORTATION SYSTEMS CENTER

A-23

11-19-76

CONGRESSIONAL COMMITTEES AND SUBCOMMITTEES WITH MAJOR
DEPARTMENT OF TRANSPORTATION INVOLVEMENT

94th Congress, 2nd Session, Membership of Senate Committees (as of 11-1-76)

<u>Senate Committees</u>	<u>Chairman</u>	<u>Key Members</u>	<u>Ranking Minority</u>
Appropriations Subcommittee on Transportation	John McClellan (Ark.) Birch Bayh (Ind.)		Milton Young (N.D.) Clifford Case (N.J.)
Armed Services	John Stennis (Miss.)		Strom Thurmond (S.C.)
Budget	Edmund Muskie (Ma.)		Henry Bellmon (Okla.)
Commerce	Warren Magnuson (Wash.)		James Pearson (Kan.)
Subcommittee on Aviation	Howard Cannon (Nev.)		James Pearson (Kan.)
Subcommittee on Consumer	*Frank Moss (Utah)		*James L. Buckley (N.Y.)
Subcommittee on Environment	*Philip A. Hart, (Mich.)		Lowell Weicker (Conn.)
Subcommittee on Merchant Marine	Russell Long (La.)		*J. Glenn Beall (Md.)
Subcommittee on Oceans and Atmosphere	Ernest Hollings (S.C.)		Ted Stevens (Alaska)
Subcommittee on Surface Transportation	*Vance Hartke (Ind.)		Lowell Weicker (Conn.)
District of Columbia	Thomas Eagleton (Mo.)		Charles McC. Mathias (Md.)
Finance	Russell Long (La.)		Carl Curtis (Neb.)
Government Operations	Abraham A. Ribicoff (Conn.)		Charles Percy (Ill.)
Subcommittee on Intergovernmental Relations	Edmund Muskie (Ma.)		William Roth, Jr. (Del.)
Subcommittee on Federal Spending Practices, Efficiency and Open Government	Lawton Chiles (Fla.)		Lowell Weicker (Conn.)
Public Works	Jennings Randolph (W.Va.)		Howard Baker (Tenn.)
Subcommittee on Transportation	Lloyd Bentsen (Tex.)		Robert T. Stafford (Vt.)

*Indicates Member retired from office or was defeated in the General Election, November 2, 1976. Appointments will be made at the beginning of the 95th Congress. All Committee leadership positions are subject to the approval of the Democratic Caucus.

A-24

11-19-76

94th Congress, 2nd Session, Membership of House Committees (as of 11-1-76)

<u>House Committees</u>	<u>Chairman</u>	<u>Key Members</u>	<u>Ranking Minority</u>
Appropriations Subcommittee on Transportation	George Mahon (Tex.) John McFall (Calif.)		Elford A. Cederberg (Mich.) Silvio Conte (Mass.)
Armed Services	Melvin Price (Ill.)		Bob Wilson (Calif.)
Budget	Brock Adams (Wash.)		Delbert Latta (Ohio)
District of Columbia	Charles Diggs (Mich.)		*Gilbert Gude (Md.)
Government Operations Subcommittee on Government Activities and Transportation	Jack Brooks (Tex.) *William Randall (Mo.)		Frank Horton (N.Y.) Charles Thone (Neb.)
Subcommittee on Intergovernmental Relations and Human Resources	L.H. Fountain (N.C.)		John Wydler (N.Y.)
Interstate and Foreign Commerce Subcommittee on Consumer Protection and Finance	Harley Staggers (W. Va.) John M. Murphy (N.Y.)		Samuel L. Devine (Ohio) *John McCollister (Neb.)
Subcommittee on Transportation and Commerce	Fred Rooney (Pa.)		Joe Skubitz (Kan.)
Merchant Marine and Fisheries Subcommittee on Coast Guard and Navigation	*Leonor Sullivan (Mrs.) (Mo.) Mario Biaggi (N.Y.)		Philip Ruppe (Mich.) *Pierre DuPont (Del.)
Subcommittee on Oceanography	John Breaux (La.)		*Charles A. Mosher (Ohio)
Subcommittee on Fisheries and Wildlife Conservation and the Environment	Robert Leggett (Calif.)		Edwin Forsythe (N.J.)
Public Works and Transportation Subcommittee on Aviation	*Robert E. Jones (Ala.) Glenn Anderson (Calif.)		William H. Harsha (Ohio) Gene Snyder (Ky.)
Subcommittee on Investigations and Review	Jim Wright (Tex.)		James Cleveland (N.H.)
Subcommittee on Surface Transportation	James J. Howard (N.J.)		Bud Shuster (Pa.)

*Indicates Member retired from office or was defeated in the General Election, November 2, 1976. Appointments will be made at the beginning of the 95th Congress. All Committee leadership positions are subject to the approval of the Democratic Caucus.

A-25

11-19-76

94th Congress, 2nd Session, Membership of House Committees (as of 11-1-76)

<u>House Committees</u>	<u>Chairman</u>	<u>Key Members</u>	<u>Ranking Minority</u>
Science and Technology Subcommittee on Aviation and Transportation Research and Development	Olin Teague (Tex.) Dale Milford (Tex.)		*Charles A. Mosher (Ohio) John Wydler (N.Y.)
Ways and Means	Al Ullman (Ore.)		*Herman Schneebeli (Pa.)

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11-19-76

*Indicates Member retired from office or was defeated in the General Election, November 2, 1976. Appointments will be made at the beginning of the 95th Congress. All Committee leadership positions are subject to the approval of the Democratic Caucus.

RELATIONSHIPS BETWEEN DOT AND CONGRESSIONAL COMMITTEES

The following describes Senate and House committee jurisdiction over various Department of Transportation programs and activities during the 94th Congress. As for the 95th Congress, a Senate Select Committee has proposed a total reorganization of the Senate's committee jurisdictions. If accepted, transportation responsibilities assigned to Senate Public Works and Senate Banking, Housing and Urban Affairs would be transferred to the Senate Commerce Committee. House Committee jurisdictions are not expected to change.

SENATE

SPECIAL COMMITTEE ON AGING

Transportation for the Aging (OST)

COMMITTEE ON APPROPRIATIONS

Subcommittee on Transportation

DOT appropriations

COMMITTEE ON ARMED SERVICES

Reserve authorization (CG)

COMMITTEE ON BANKING, HOUSING AND URBAN AFFAIRS

Presidential appointments (UMTA)

Subcommittee on Housing and Urban Affairs

UMTA authorizations

COMMITTEE ON BUDGET

DOT budget authority and outlays

COMMITTEE ON COMMERCE

Presidential appointments (OST, FRA, FAA, NHTSA, SLS, and CG flag officers)

Subcommittee on Aviation (FAA)

Air cabin safety
Regulatory reform (OST)
Aviation economics (OST)
Airport and Airway Development Act
Aviation research and development
Noise control
Concorde

Subcommittee on Consumer (NHTSA)

No-fault insurance
Auto repair
Auto theft

Subcommittee on Merchant Marine (CG)

Authorizations (CG)
Boating safety
Saint Lawrence Seaway Development Corporation

Subcommittee on Surface Transportation

Motor carrier reform (OST)
Bureau of Motor Carrier Safety - truck vehicles (FHWA)
Motor vehicle safety authorizations (NHTSA)
Pipeline safety (FRA)
Hazardous materials (MTB)
Railroad safety (FRA)
Motor vehicle safety standards
Daylight savings time

Subcommittee on Science, Technology and Commerce (NHTSA)

Transportation and energy (NHTSA)
Research and development (NHTSA and OST)
Fuel economy standards (NHTSA)
Electric vehicles; automobile research and development (NHTSA and OST)

Subcommittee on Foreign Commerce and Tourism

Travel and tourism (OST)

COMMITTEE ON THE DISTRICT OF COLUMBIA

Washington Metropolitan Area Transit Authority (WMATA) (UMTA)

COMMITTEE ON FINANCE

ADAP trust fund (FAA)
Highway trust fund (FHWA)

COMMITTEE ON FOREIGN RELATIONS

International affairs (OST)

Subcommittee on Oceans and International Environment

International Maritime Consultative Organization (IMCO) (CG)

COMMITTEE ON GOVERNMENT OPERATIONS

Permanent Subcommittee on Investigations

Regulatory reform
Administrative rules and regulations (OST)
Installations and logistics (OST)

Subcommittee on Oversight Procedures

Procurement (OST)

COMMITTEE ON INTERIOR AND INSULAR AFFAIRS

Subcommittee on Environment and Land Resources

Outer Continental Shelf (OST)

Subcommittee on Energy Research and Water Resources

Outer Continental Shelf (OST)
Alaska pipeline (MTB)

COMMITTEE ON THE JUDICIARY

Subcommittee on Internal Security

Transportation security (OST)

Subcommittee on Administrative Practice and Procedure

Regulatory reform (OST)

SELECT COMMITTEE ON SMALL BUSINESS

Subcommittee on Monopoly

Regulatory reform (OST; FHWA; FAA)

COMMITTEE ON PUBLIC WORKS

Presidential appointments (FHWA)

COMMITTEE ON PUBLIC WORKS - continued

Subcommittee on Environmental Pollution

Federal Water Pollution Control Act (CG)
Auto emissions (NHTSA; OST)

Subcommittee on Transportation (FHWA)

Federal-aid Highway Beautification Program
Truck size and weights
Research and development
Highway safety authorizations (NHTSA; FHWA)
Highway authorizations

Subcommittee on Buildings and Grounds

National Aviation Facilities Experimental Center (NAFEC) (FAA)

Subcommittee on Water Resources

Locks and Dam No. 26 (OST)

HOUSE OF REPRESENTATIVES

SELECT COMMITTEE ON AGING

Subcommittee on Federal, State and Community Services

Transportation for the Aging (OST)

COMMITTEE ON APPROPRIATIONS

Subcommittee on Transportation

DOT appropriations

COMMITTEE ON ARMED SERVICES

Reserve authorizations (CG)

COMMITTEE ON THE BUDGET

DOT budget authority and outlays

COMMITTEE ON THE DISTRICT OF COLUMBIA

Washington Metropolitan Area Transit Authority (WMATA) (UMTA)

COMMITTEE ON GOVERNMENT OPERATIONS

Procurement (OST)
Administrative rules and regulations (OST)
Installation and logistics (OST)

Subcommittee on Government Activities and Transportation

Noise (FAA)
Air traffic control (FAA)
Auto theft (NHTSA)

Subcommittee on Commerce, Consumer and Monetary Affairs

DOT consumer issues (OST)

COMMITTEE ON INTERIOR AND INSULAR AFFAIRS

Coal slurry pipeline (OST)

COMMITTEE ON INTERIOR AND INSULAR AFFAIRS - continued

Subcommittee on Public Lands

Alaska pipeline (OST)

COMMITTEE ON INTERNATIONAL RELATIONS

Special Subcommittee on Future Foreign Policy Research and Development

Concorde

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE

Subcommittee on Transportation and Commerce

Daylight savings time (OST)

Hazardous materials (MTB)

Rail safety (FRA)

Subcommittee on Consumer Protection and Finance

Motor vehicle authorization (NHTSA)

No-fault insurance (NHTSA)

Auto repair (NHTSA)

Pipeline safety (MTB)

Travel and tourism (OST)

Subcommittee on Oversight and Investigations

Motor vehicle safety standards (NHTSA)

Subcommittee on Energy and Power

Alaska pipeline (OST)

Deepwater ports (OST)

Subcommittee on Health and the Environment

Auto emissions (OST; NHTSA)

COMMITTEE ON MERCHANT MARINE AND FISHERIES

Deepwater Ports (OST)

Subcommittee on Coast Guard and Navigation

Authorizations (CG)

Boating safety (CG)

SELECT COMMITTEE ON OUTER CONTINENTAL SHELF

Outer Continental Shelf (CG)
Pipeline safety (OST)

COMMITTEE ON POST OFFICE AND CIVIL SERVICE

Subcommittee on Manpower and Civil Service

Air traffic control (FAA)

COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

Subcommittee on Investigations and Review

Research and development: FAA, FRA, NHTSA, and DOT
Aviation economics (FAA, OST)
Investigations and review activities (NHTSA)

Subcommittee on Surface Transportation

Federal-aid Highway Beautification Program (FHWA)
Authorizations (FHWA)
Motor carrier reform (OST)
Truck size and weights (FHWA)
UMTA authorizations
Highway safety authorizations (NHTSA, FHWA)
Hazardous materials (MTB)

Subcommittee on Aviation (FAA)

Regulatory reform
Airport and Airways Development Program (ADAP)
Authorizations
Concorde

Subcommittee on Public Buildings and Grounds

National Aviation Facilities Experimental Center (NAFEC) (FAA)

Subcommittee on Water Resources

Federal Water Pollution Control Act (CG)
Locks and Dam No. 26 (OST, FRA)
Saint Lawrence Seaway Development Corporation

COMMITTEE ON SCIENCE AND TECHNOLOGY

Subcommittee on Energy Research, Development and Demonstration

Fuel economy standards, etc. (NHTSA)
Electric vehicles; automotive research and development (OST)

COMMITTEE ON SCIENCE AND TECHNOLOGY - continued

Subcommittee on Aviation and Transportation Research and Development

Research and development: FAA, FRA, FHWA, UMTA, NHTSA

Subcommittee on Environment and Atmosphere

Research and development (CG)
Ocean dumping (CG)

COMMITTEE ON SMALL BUSINESS

Procurement (OST)
Administrative rules and regulations (OST)
Installation and logistics (OST)

COMMITTEE ON WAYS AND MEANS

ADAP trust fund (FAA)
Highway trust fund (FHWA)

B. BUDGET DATA

DEPARTMENT OF TRANSPORTATION

GENERAL HIGHLIGHTS OF THE DEPARTMENT'S FY 1977 BUDGET

The Department of Transportation's budget for FY 1977 proposes a program level of approximately \$14 billion. Except as noted below, all of the programs of the Department will be conducted essentially at their 1976 level, with small selected funding increases consistent with the President's goal stated in his Budget Message of achieving "responsible fiscal policy" and "a balanced Federal budget within three years." The Department's urgent FY 1977 requirements and challenges will be met fully through these selected increases and through internal reassignment of priorities.

In keeping with the President's desire to achieve a sense of fairness and balance between the taxpayer and those who benefit by Federal spending, the budget proposes waterway user charge legislation, fees to cover administrative costs for certain Federal Aviation Administration licenses and certificates and payment by the aviation user from current revenues accruing to the Airport and Airway Trust Fund of the costs of servicing air traffic control and air navigation systems facilities now financed by the general taxpayer.

Total outlays for 1977 are estimated at \$12.87 billion. This is a net increase of \$.6 billion over 1976, of which \$.4 billion is attributable to State grants for construction and improvement of highways and \$.2 billion to the urban mass transit grants. Much of this increase is due to progress payments for projects started prior to 1977. Nevertheless, highway payments for 1977 will be the highest in history.

The Department's budget also provides for a staffing level of 113,414 positions, of which 75,373 are civilian and 38,041 are Coast Guard military personnel. This will provide for a net overall increase of only 184 new civilian positions for the Department, the smallest staffing growth since the establishment of the Department in 1967. Similarly, only 143 new military positions are proposed--mainly the result of the transfer to the Coast Guard of the medical support program which heretofore has been provided to the Coast Guard by the Public Health Service. The small staffing change is in line with the President's objective of keeping Federal employment under control. Staff for new needs and uncontrollable workload growth are met through realignment of present Department positions from lower priority programs. For example, in the Federal Aviation Administration, 582 additional controllers are provided for even though only 184 new positions are requested Departmentwide.

There are two areas of programs in the Department whose funding in 1977 differs significantly from 1976. These are the Federal Railroad Administration and the Federal Highway Administration. For the Federal Railroad Administration, funding for programs which do not expire in 1976 will increase by \$209 million mainly for Northeast Corridor improvements, grants for AMTRAK and State assistance for branch lines under the 1973 Regional Rail Reorganization Act. for the Federal Highway Administration, the 1975 and 1976 levels were

established at above normal levels to stimulate employment. For 1977, the budget proposes a level of \$6.9 billion, approximately \$1 billion below 1976, but with the exception of 1975 and 1976, the 1977 level is still higher than any previous year.

Among the noteworthy items in the budget are proposals to:

- ° Implement the highway legislation proposed by the Administration to provide responsible funding levels, consolidate non-Interstate assistance programs, and give priority to completion of key links in the Interstate System.
- ° Increase mass transit formula grant funding by 30 percent while limiting the percentage available for operating expenses in order to encourage capital investment.
- ° Implement airport and airways development legislation proposed by the Administration to provide responsible funding levels, enhance the role of states in airport grant program in addition to requiring users to pay a part of the operating costs currently financed by general taxpayers.
- ° Restrain growth of subsidies of intercity rail passenger service by eliminating least efficient service.
- ° Implement the major air, motor carrier, and rail regulatory reform legislation proposed by the Administration.
- ° Restructure bankrupt northeast-midwest rail freight system with \$2.1 billion of new capital over the next five years, and provide financial assistance for upgrading rail freight facilities in the rest of the country.

The following are brief highlights of the budget for fiscal year 1977 by major operating units.

U. S. COAST GUARD

A total of \$1.2 billion in budget authority is being requested for the Coast Guard in fiscal year 1977, an increase of approximately \$117 million over 1976. Approximately two-thirds of the increase is related to the higher costs of continuing ongoing programs. Nearly all of the remainder of the increase is for further emphasis on capital improvements to replace old obsolete vessels, aircraft, navigation devices and shore facilities. This investment will permit the Coast Guard to meet its marine safety, law enforcement and environmental protection responsibilities with greater efficiency in future years.

Highlights of the United States Coast Guard budget include:

- Replacement of two overaged and obsolete high and medium endurance cutters (\$49 million).
- Procurement of six new surveillance aircraft to continue replacement of old obsolete aircraft (\$32.9 million).
- Continuation of the program to provide Loran C radionavigation facilities for coverage of the coastal confluence zone (\$8.8 million).
- A continuing program of rehabilitation of other old vessels, boats, stations and support facilities and for altering or replacing bridges obstructing navigable waters.
- Construction of a replacement harbor tug boat (\$6.9 million).
- Maintenance of the Coast Guard Selected Reserve program at the 11,700 force.
- Transfer of funding responsibility for the Coast Guard in-house operational medical support program from the Department of Health, Education and Welfare to the Coast Guard (\$10.5 million).

FEDERAL AVIATION ADMINISTRATION

The 1977 budget proposes \$2.4 billion in budget authority for the Federal Aviation Administration, a net increase of \$98 million over 1976. The principal element of increase is \$106 million for Operations, offset by a net decrease of \$8 million in other accounts. Also included is \$350 million in contract authority for airport grants. The funding for the acquisition and improvement of airway facilities and airport grants assumes passage of the Administration's proposed legislation extending the Airport and Airway Development Act of 1970, as amended.

Highlights of the Federal Aviation Administration budget include:

- \$1,675 million in budget authority to operate and maintain the nation's air traffic control and navigation systems, establish and enforce civil air regulations, and administrative costs associated with airport development grant programs.
- \$227 million in budget authority, to be financed under the Airport and Airway Trust Fund, for facilities and equipment procurement, including funds to improve automated air traffic control systems, radar systems, improvements to air navigation facilities and landing aids, flight service station automation and other airway system equipment needs.
- \$77 million in budget authority, to be financed under the Trust Fund, for research, engineering, and development, primarily to complete the development of advanced landing systems and to continue work on collision avoidance and related safety systems.

- \$350 million in obligations for airport development and planning grants to be financed from the Trust Fund. This amount is consistent with the Administration's proposed legislation which provides for planning and development grants to be obligated from multi-year contract authority to become available annually. The proposed program itself will place greater emphasis on state discretion in administration of the funds.
- The financing of \$476 million of costs for servicing the air traffic control and air navigation systems facilities from the Trust Fund as proposed in the Administration's legislation.

FEDERAL HIGHWAY ADMINISTRATION

Nearly all of this program is made up of grants to states and is funded by taxes paid to the Highway Trust Fund. The obligation level for 1977 totals \$6.9 billion. Of this total, \$6.7 billion is for the Federal-Aid Highway account. This is an increase of over \$1 billion from the Administration's earlier legislative proposal which would have permitted state takeover of \$1 billion of Federal motor fuel taxes. This proposed takeover has been withdrawn.

Highlights of the Federal Highway Administration budget include:

- Proposed legislation to:
 - Consolidate non-Interstate grants to give states greater flexibility.
 - Give priority to completion of key links in the Interstate System.
- Obligations of \$3.24 billion for the Interstate System.
- An increase of approximately 40 percent in Highway Safety Construction programs reflecting the strong emphasis being given to this area.
- Obligations of \$2.6 billion for non-Interstate projects in the Federal-Aid Highway program.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Total 1977 obligations for the National Highway Traffic Safety Administration are projected at \$177 million. While this is slightly less than 1976 (-4%) several demonstration projects will be completed in 1976. Costs of these projects, therefore, will not occur in 1977. Consequently, the National Highway Traffic Safety Administration will be able to improve ongoing programs within the budgeted amount.

Highlights of the National Highway Traffic Safety Administration budget are:

- A \$3 million increase in contracts to improve the volume of motor vehicle compliance testing and to intensify the evaluation of Federal Motor Vehicle Safety Standards, looking toward the cost-beneficial improvement of the regulatory area.
- A \$4.5 million increase in the program to improve the accident investigation data base, and to finalize design and fabrication of two alternative versions of the research safety vehicle which promises to contribute to safe design in the growing shift to lighter, energy-efficient cars.
- And \$1.5 million for activity to cope with the over involvement of youth in highway accidents and to improve traffic records systems in the field, providing the states with more efficiency in defining and solving their individualized safety problems:

FEDERAL RAILROAD ADMINISTRATION

The 1977 budget proposes \$283.8 million in budget authority for the Federal Railroad Administration, excluding AMTRAK. This is an increase of \$165 million over 1976 setting aside three non-recurring programs funded in 1976 consisting of (a) a "one-time" \$90 million appropriation added by the Congress in 1976 for Rail Transportation Employment and Improvement (contingent upon enactment of authorizing legislation), (b) a proposed \$236 million 1976 supplemental budget request for redemption of United States Railway Association loans guaranteed by the Department, as provided for in the Final Systems Plan for bankrupt railroads in the north-east and midwest under the Regional Rail Reorganization Act of 1973, and (c) \$60 million of Interim Operating Assistance for the bankrupt railroads while awaiting implementation of the Final Systems Plan.

Highlights of the Federal Railroad Administration 1977 budget include:

- \$18.5 million in budget authority for the Railroad Safety appropriation for improving the effectiveness of investigating and enforcing Federal railroad safety rules and regulations. This is an increase of \$2 million which is primarily for the automated track inspection car program testing and operation.
- \$53.0 million in budget authority for Railroad Research and Development, including:

- (a) railroad research and development directed at solving critical safety problems, improving rail freight service, assisting industry in solving problems, and continued studies on the railroad intermodal freight system demonstration program;
- (b) continued facility and test work at the Transportation Test Center including a new facility for accelerated service testing; and
- (c) propulsion research and a new energy/electrification program.

-- \$198.5 million in budget authority for Rail Service Assistance programs including \$70 million for rail service continuation subsidies under the Regional Rail Reorganization Act of 1973 and \$125 million for improvement of the Northeast Corridor right-of-way and associated facilities.

Grants to AMTRAK total \$483.7 million for 1977, of which \$378 million will fund operating expenses in excess of revenues, and \$105.7 million for new capital improvement initiatives. This is an increase of \$43.7 million over 1976.

URBAN MASS TRANSPORTATION ADMINISTRATION

The total program level for the Urban Mass Transportation Administration is projected at \$2,484 million. Budget authority for the regular programs is derived from two sources. Title III of the Federal-Aid Highway Act of 1973 (Public Law 93-87) and the National Mass Transportation Assistance Act of 1974 (Public Law 93-503) provided \$3.0 billion and \$8.8 billion of contract authority respectively. Under these authorizations a program level of \$1,909 million is budgeted for 1977, an increase of \$53 million over 1976.

Under section 137 of P.L. 93-87, states and local governments may elect to undertake mass transit projects in lieu of certain Interstate Highway projects. In such instances, some, but not necessarily all, of the transit projects costs are underwritten by a decrease in Interstate Highway fund availability to the states involved. In 1977, it is estimated that \$575 million of transit projects will be undertaken under this provision. Progress payments are made from the General Fund of the Treasury, rather than the Highway Trust Fund.

Highlights of the Urban Mass Transportation Administration 1977 budget include:

- Capital facilities grants at a \$1,125.0 million level, an increase of \$25.0 million over fiscal year 1976. These grants will assist localities in the acquisition, construction, rehabilitation, and improvement of mass transportation facilities in urban areas. These grants are made on the basis of individual requests.

- Formula grants authorized by the National Mass Transportation Assistance Act of 1974 are included in the overall FY 1977 program level at \$650.0 million. In 1976, a program level of \$500 million is authorized for this purpose. The grants are distributed to state and metropolitan areas on the basis of statutory formula. A provision in the National Mass Transportation Assistance Act of 1974 allows for the use of these formula grants for the payment of operating expenses. In FY 1977, the President's Budget proposes that not more than 50 percent of the amount apportioned to each urbanized area may be used for operating expenses. Additionally, \$148 million of these section 5 funds which were uncommitted in 1975 are budgeted for use in 1976.
- The program level for research, development and demonstration (RD&D) is \$67.5 million, an increase of \$14.1 million over fiscal year 1976. The purpose of RD&D projects is to develop and demonstrate new facilities, equipment, techniques, and methods to meet urban transportation needs and improve mass transportation services.
- Technical studies grants are proposed at a \$45.0 million level, an increase of \$6.3 million over fiscal year 1976. These grants assist state and local public bodies in carrying out studies preparatory to construction, acquisition, or improved operation of mass transportation systems, facilities, and equipment.
- Continuation of University Research and Training, Managerial Training activities, and Administrative Expenses at a \$21.1 million level, an increase of \$6.0 million over fiscal year 1976.
- Under section 137 of P.L. 93-87, which permits states and local governments to use certain of their Interstate Highway funds for mass transit purposes, it is expected that \$575 million of mass transit projects will be undertaken, the largest portion of which is expected to be for the METRO system in the Metropolitan D. C. area.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Corporation revenue for 1977 is estimated at \$7.6 million to be applied as follows:

- \$5.1 million for operations.
- \$1.5 million for capital outlay.
- \$1.0 million to redeem Corporation bonds.

OFFICE OF THE SECRETARY

For accounts included under the heading of the Office of the Secretary, the request is \$67.8 million in budget authority--an increase of \$4.8 million over 1976. The increase is mainly for (a) the Materials Transportation Bureau, a recently created operating organization responsible for hazardous materials and pipeline safety activities, (b) policy and technology research, and (c) higher costs of continuing ongoing programs. A net reduction of 27 positions is proposed for the Office of the Secretary. These will be transferred to the Urban Mass Transportation Administration and the Federal Railroad Administration to accommodate high priority work.

Highlights of the Office of the Secretary 1977 budget include:

- \$35.3 million for salaries and administrative expenses, including \$3 million for the Materials Transportation Bureau.
- \$29.8 million for the Transportation Planning, Research, and Development appropriation to continue research programs, with emphasis on transportation energy conservation, the economic aspects of transportation, general transportation technology and safety, and improvements in the data information base for this research.
- \$2.5 million in state grants for the Material Transportation Bureau's natural gas pipeline safety program. Several new states are expected to participate in the program.

DEPARTMENT OF TRANSPORTATION
PROGRAM LEVEL - FISCAL YEARS 1975, 1976, 1976TQ AND 1977^{1/}
(In Millions of Dollars)

<u>Organization</u>	<u>FY 1975 Actual</u>	<u>FY 1976 Estimate</u>	<u>TQ Estimate</u>	<u>FY 1977 Estimate</u>
Office of the Secretary	\$ 65	\$ 63	\$ 16	\$ 68
Coast Guard	939	1,086	282	1,212
Federal Aviation Administration	2,088	2,274	524	2,372
Federal Highway Administration	7,896	7,987	1,903	6,898
National Highway Traffic Safety Administration	157	173	45	177
Federal Railroad Administration	482	855	168	768
FRA (Without Amtrak)	(205)	(415)	(43)	(284)
Amtrak	(277)	(440)	(125)	(484)
Urban Mass Transportation Administration	1,525	2,488	396	2,484
UMTA (Regular)	(1,444)	(1,856) ^{2/}	(396)	(1,909)
Interstate Substitution	(81)	(632)	(---)	(575)
TOTAL	\$13,152	\$14,927	\$ 3,333	\$13,978

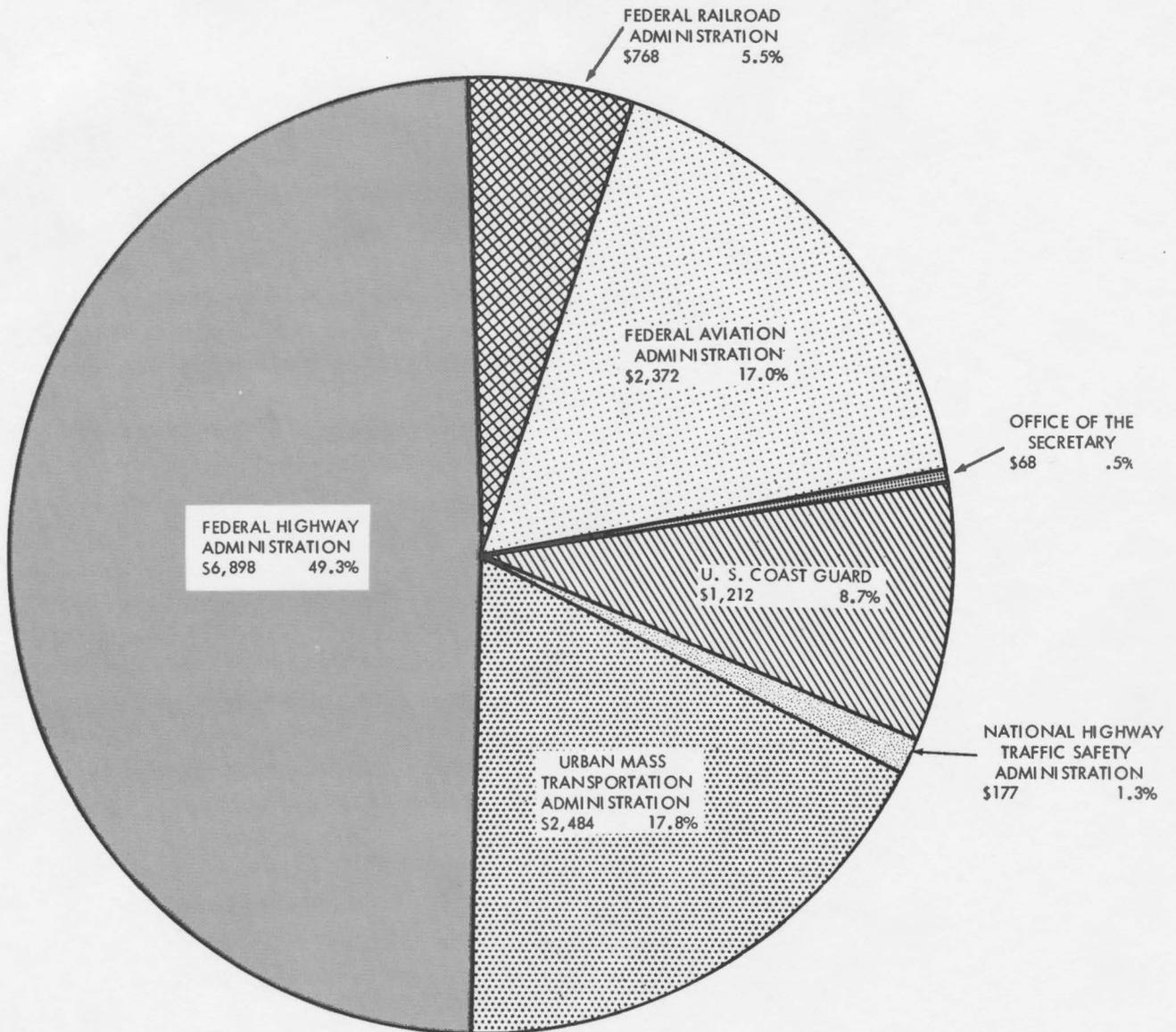
^{1/} A combination of budget authority, obligations and administrative reservations which is the best budgetary indicator of the Department's activities.

^{2/} Includes \$148 million of unused formula grants carried over from 1975.

Department of Transportation FY 1977 Budget

Program Level (in millions)

DOT Total - \$ 13,978



NOTES: Federal Railroad Administration includes \$484 million associated with the National Railroad Passenger Corporation (AMTRAK) Program.



DEPARTMENT OF TRANSPORTATION
 COMPARISON OF BUDGET AUTHORITY, OBLIGATIONS AND OUTLAYS, FY 1976 and 1977
 (In Millions of Dollars)

	Budget Authority		Obligations		Outlays	
	FY 1976	FY 1977	FY 1976	FY 1977	FY 1976	FY 1977
Office of the Secretary	\$ 63	\$ 68	\$ 69	\$ 70	\$ 65	\$ 59
U.S. Coast Guard	1,095	1,212	1,131	1,208	1,075	1,164
Federal Aviation Administration	2,274	2,372	2,310	2,401	2,273	2,347
Federal Highway Administration	3,194	6,583	7,998	6,914	6,639	7,030
National Highway Traffic Safety Administration .	125	177	185	177	165	170
Federal Railroad Administration	945	768	897	774	760	613
FRA - Without Amtrak	(505)	(284)	(457)	(290)	(420)	(151)
Amtrak	(440)	(484)	(440)	(484)	(340)	(462)
Urban Mass Transportation Administration	680	655	2,488	2,484	1,340	1,585
UMTA - Regular	(---)	(---)	(1,856)	(1,909)	(1,233)	(1,200)
Interstate Substitutions	(680)	(655)	(632)	(575)	(107)	(385)
St. Lawrence Seaway Development Corporation	---	---	6	7	-1	-1
Subtotal	8,377	11,834	15,083	14,035	12,316	12,967
Less Receipts	-63	-100	xxx	xxx	-63	-100
TOTAL, DOT	\$8,314	\$11,734	\$15,083	\$14,035	\$12,253	\$12,867

Department of Transportation
Budget Authority - FY 1975, 1976, 1976TQ, and 1977
(In Millions of Dollars)

<u>Organization</u>	<u>FY 1975 Actual</u>	<u>FY 1976 Estimate</u>	<u>TQ Estimate</u>	<u>FY 1977 Estimate</u>
Office of the Secretary.....	\$ 64.9	\$ 63.0	\$ 15.9	\$ 67.8
Coast Guard.....	933.4	1,095.3 ^{1/}	281.7 ^{1/}	1,211.8
Federal Aviation Administration.....	1,738.3	2,274.4 ^{2/}	524.3 ^{2/}	2,371.9
Federal Highway Administration.....	6,839.0	3,193.8	12.2	6,582.8
National Highway Traffic Safety Administration.....	268.9	125.0	18.4	177.0
Federal Railroad Administration.....	486.8	945.3	186.0	767.5
Federal Railroad Adm.(w/o Amtrak)	(210.3)	(505.3) ^{3/}	(61.3) ^{3/}	(283.8)
National Railroad Passenger Corporation (Amtrak).....	(276.5)	(440.0)	(124.7)	(483.7)
Urban Mass Transportation Administration.....	8,817.2	680.0	--	655.0
UMTA (Regular).....	(8,801.5) ^{4/}	(--)	(--)	(--)
Interstate Substitution.....	(15.7)	(680.0)	(--)	(655.0)
St. Lawrence Seaway Development Corporation.....	--	--	--	--
Subtotal.....	19,148.6	8,376.8	1,038.6	11,833.8
Deduct: Proprietary Receipts from the Public.....	-29.3	-62.6	-23.1	-100.1
DOT TOTALS.....	\$19,119.3	\$8,314.2	\$1,015.5	\$11,733.7

- 1/ Includes proposed supplemental request of \$8.3 for FY 1976 and \$3.3 for TQ.
2/ Includes proposed supplemental request of \$.7 for FY 1976 and \$.2 for TQ.
3/ Includes proposed supplemental request of \$236.0 for FY 1976 and \$15.0 for TQ.
4/ Authority for use in year enacted and subsequent years.

NOTE: Columns may not add due to rounding.

Department of Transportation
Obligations - FY 1975, 1976, 1976TQ and 1977
(In Millions of Dollars)

<u>Organization</u>	<u>FY 1975</u> <u>Actual</u>	<u>FY 1976</u> <u>Estimate</u>	<u>TQ</u> <u>Estimate</u>	<u>FY 1977</u> <u>Estimate</u>
Office of the Secretary	\$ 67.4	\$ 68.6	\$ 15.9	\$ 69.8
Coast Guard	920.5	1,131.3 ^{1/}	285.8 ^{1/}	1,208.0
Federal Aviation Administration ...	2,093.0	2,310.1 ^{2/}	542.3 ^{2/}	2,401.3
Federal Highway Administration	7,882.3	7,997.8	1,910.8	6,914.2
National Highway Traffic Safety Administration	157.8	184.7	44.6	177.0
Federal Railroad Administration ...	527.5	896.7	168.2	774.2
FRA (Without Amtrak)	(228.5)	(456.7) ^{3/}	(43.5) ^{3/}	(290.5)
Amtrak	(299.0)	(440.0)	(124.7)	(483.7)
Urban Mass Transportation Administration	1,548.7	2,487.6	395.7	2,483.6
UMTA (Regular)	(1,467.3)	(1,855.6) ^{4/}	(395.7)	(1,908.6)
Interstate Substitutions	(81.4)	(632.0)	(---)	(575.0)
St. Lawrence Seaway Development Corporation	<u>4.8</u>	<u>6.1</u>	<u>1.5</u>	<u>6.6</u>
NET OBLIGATIONS	\$13,202.0	\$15,083.0	\$3,364.9	\$14,034.8

^{1/} Includes \$8.3 in FY 1976 and \$3.3 in TQ related to proposed supplementals.

^{2/} Includes \$.7 in FY 1976 and \$.2 in TQ related to proposed supplementals.

^{3/} Includes \$236.0 in FY 1976 and \$15.0 in TQ related to proposed supplementals.

^{4/} Includes \$148.4 of unused formula grants carried over from 1975.

NOTE: Columns may not add due to rounding.

Department of Transportation
Obligations - FY 1975, 1976, 1976TQ and 1977
(In Millions of Dollars)

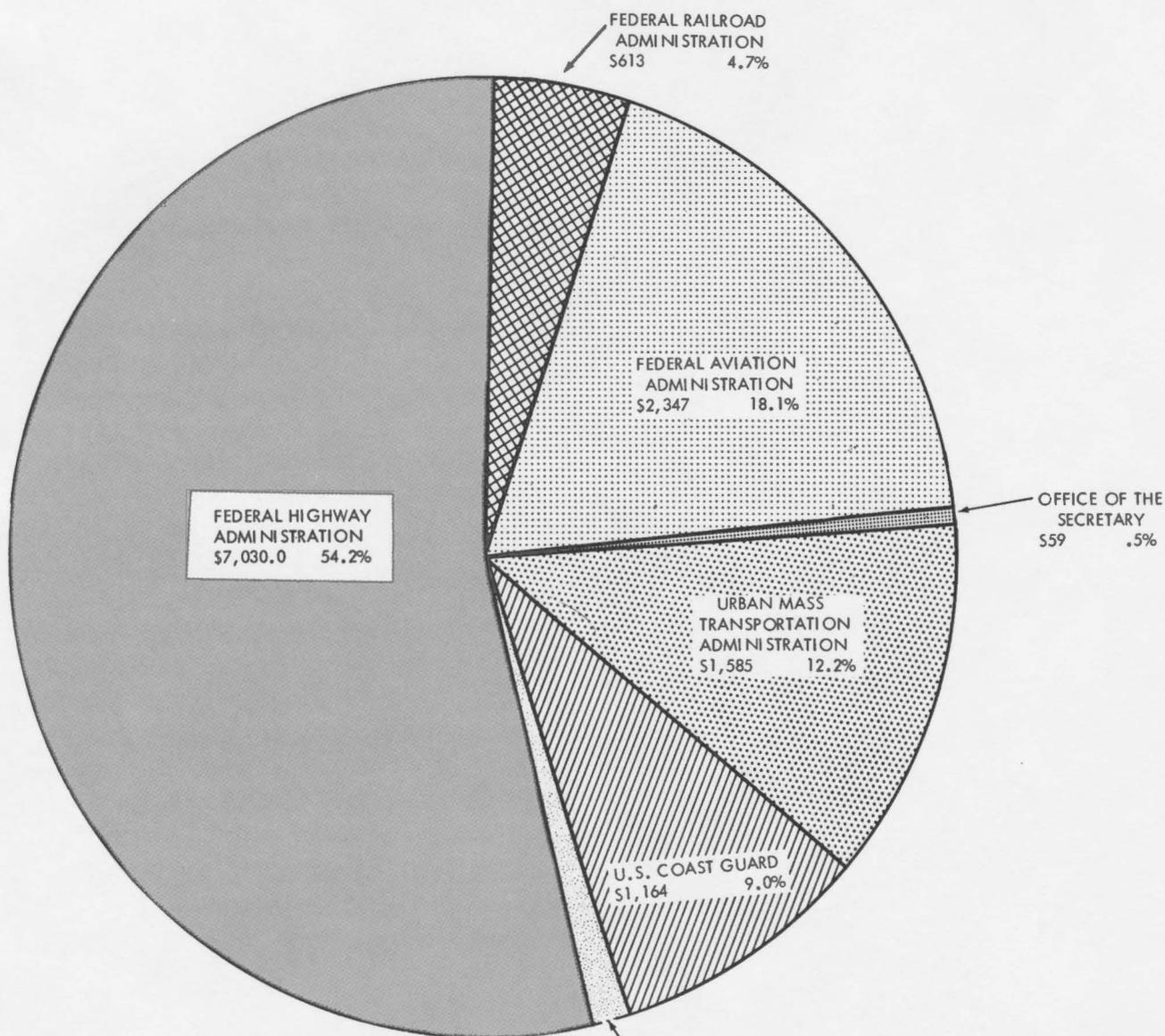
<u>Organization</u>	<u>FY 1975</u> <u>Actual</u>	<u>FY 1976</u> <u>Estimate</u>	<u>TQ</u> <u>Estimate</u>	<u>FY 1977</u> <u>Estimate</u>
Office of the Secretary	\$ 65.3	\$ 64.6	\$ 16.0	\$ 59.0
Coast Guard	928.8	1,074.6	287.2	1,163.9
Federal Aviation Administration ..	2,011.6	2,273.3	590.0	2,346.8
Federal Highway Administration ...	4,836.4	6,639.3	1,926.7	7,030.0
National Highway Traffic Safety Administration	149.6	165.0	42.0	170.3
Federal Railroad Administration ..	532.3	759.8	154.9	612.7
FRA (Without Amtrak)	(233.3)	(419.8)	(36.9)	(150.7)
Amtrak	(299.0)	(340.0)	(118.0)	(462.0)
Urban Mass Transportation Administration	753.2	1,340.0	370.0	1,585.0
UMTA (Regular)	(753.2)	(1,233.0)	(305.0)	(1,200.0)
Interstate Substitution	(---)	(107.0)	(65.0)	(385.0)
St. Lawrence Seaway Development Corporation	<u>-1.5</u>	<u>-1.0</u>	<u>-.8</u>	<u>-1.0</u>
Subtotal	9,275.8	12,315.7	3,386.1	12,966.7
Deduct: Proprietary Receipts from the Public	<u>-29.3</u>	<u>-62.6</u>	<u>-23.1</u>	<u>-100.1</u>
DOT TOTALS	\$ 9,246.2	\$12,253.1	\$ 3,363.0	\$12,866.6

NOTE: Columns may not add due to rounding.

Department of Transportation FY 1977 Budget

Budget Outlays (in millions)

DOT Total - \$ 12,967



NOTES: The amounts shown above do not reflect reduction for proprietary receipts from the public of \$100. Saint Lawrence Seaway (-\$1.0) is less than the 0.1% and is not shown.

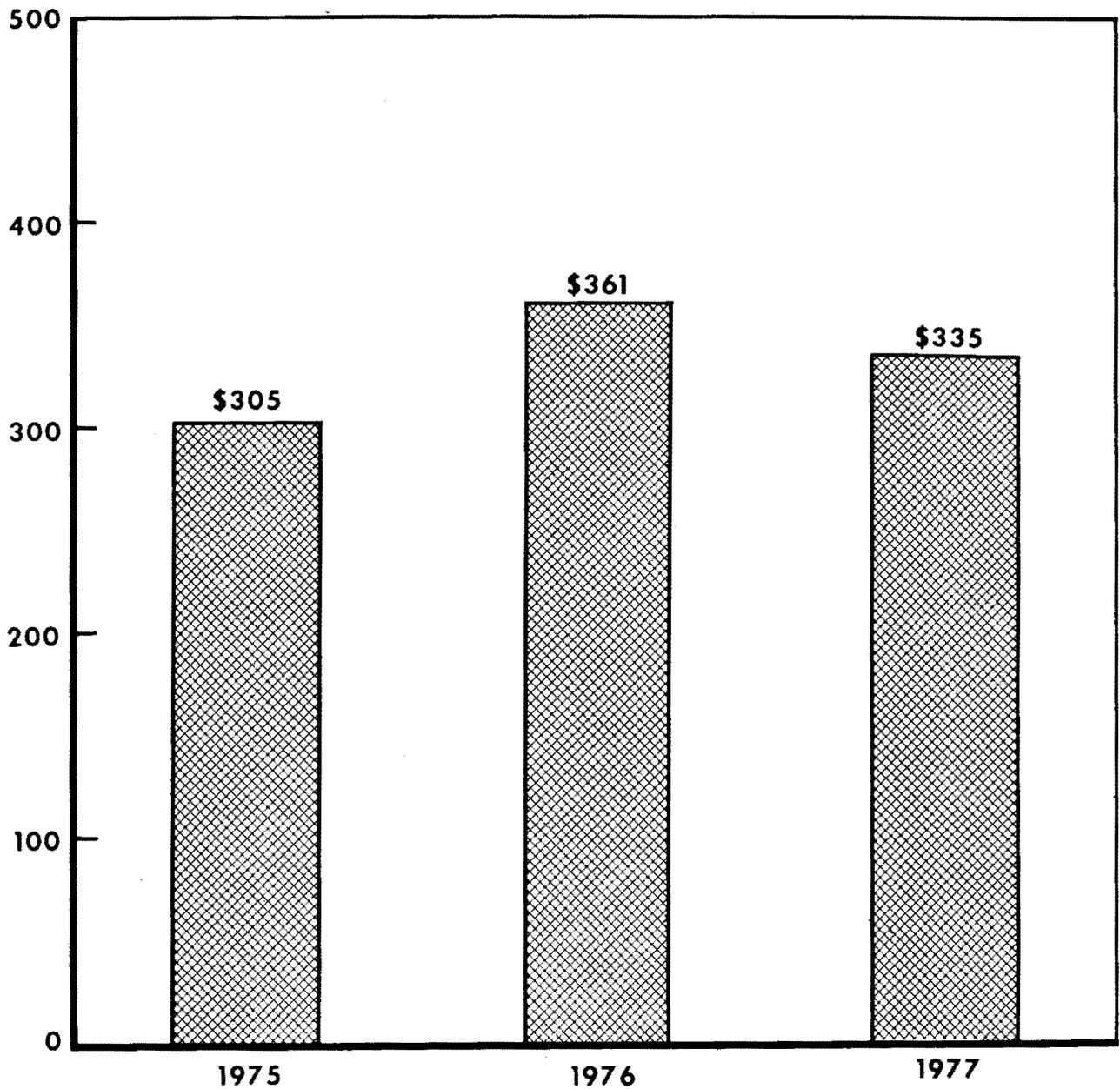
Federal Railroad Administration includes \$462 million associated with the National Railroad Passenger Corporation (AMTRAK) Program.



Department of Transportation
Authorized Full-Time Permanent Positions
FY 1975, 1976, and 1977

<u>Organization</u>	<u>FY 1975</u> <u>Actual</u>	<u>FY 1976</u> <u>Estimate</u>	<u>FY 1977</u> <u>Estimate</u>
Office of the Secretary	2,137	2,172	2,145
Coast Guard ^{1/}	6,384	6,788	6,885
Federal Aviation Administration	57,059	58,004	58,281
Federal Highway Administration	5,074	5,044	4,954
National Highway Traffic Safety Administration	881	881	878
Federal Railroad Administration	1,447	1,627	1,532
Urban Mass Transportation Administration	405	480	505
St. Lawrence Seaway Development Corporation	<u>193</u>	<u>193</u>	<u>193</u>
DOT TOTALS	73,580	75,189	75,373
^{1/} Excludes following military:	37,486	37,898	38,041

**Department of Transportation
Research and Development Activities
Obligations (in millions of dollars)**



DEPARTMENT OF TRANSPORTATION
RESEARCH AND DEVELOPMENT OBLIGATIONS
(Millions of Dollars)

	<u>1975</u>	<u>1976</u>	<u>TQ</u>	<u>1977</u>
Office of the Secretary	\$ 31	\$ 34	\$ 7	\$ 30
Coast Guard	16	19	5	19
Federal Aviation Administration ...	109	106	26	112
Federal Highway Administration	43	45	11	39
National Highway Traffic Safety Administration	29	45	9	39
Federal Railroad Administration ...	39	76 ^{1/}	12	47
Urban Mass Transportation Administration (Reservations) .	<u>37</u>	<u>36</u>	<u>9</u>	<u>50</u>
TOTAL, DEPARTMENT OF TRANSPORTATION	\$305	\$361	\$79	\$335

NOTE: Columns may not add due to rounding.

^{1/} Includes \$20 million unobligated carryover from 1975.

UPDATE
OF
POSITIONS
AND
OBLIGATIONS
AS OF
11-19-76

Department of Transportation
Authorized Full-Time Permanent Positions
FY 1975, 1976, and 1977

<u>Organization</u>	<u>FY 1975 Actual</u>	<u>FY 1976 Actual</u>	<u>FY 1977 Estimate</u>
Office of the Secretary	2,137	2,172	2,145
Coast Guard ^{1/}	6,384	6,811	6,853
Federal Aviation Administration ..	57,059	58,003	58,286
Federal Highway Administration	5,074	5,054	4,987
National Highway Traffic Safety Administration	881	881	918
Federal Railroad Administration ...	1,447	1,654	1,602
Urban Mass Transportation Administration	405	480	505
St. Lawrence Seaway Development Corporation	<u>193</u>	<u>193</u>	<u>193</u>
DOT TOTALS	73,580	75,248	75,489
^{1/} Excludes following military:	37,486	37,898	38,604

Department of Transportation
Obligations - FY 1975, 1976, 1976TQ and 1977
(In Millions of Dollars)

<u>Organization</u>	FY 1975 <u>Actual</u>	FY 1976 ^{1/} <u>Estimate</u>	TQ ^{1/} <u>Estimate</u>	FY 1977 ^{2/} <u>Estimate</u>
Office of the Secretary	\$ 67.4	\$ 51.3	\$ 25.8	\$ 67.7
Coast Guard	920.5	1,040.5	306.6	1,321.7
Federal Aviation Administration..	2,093.0	1,815.0	992.0	2,511.6
Federal Highway Administration ..	7,882.3	4,693.4	1,709.7	8,051.4
National Highway Traffic Safety Administration	157.8	159.5	49.3	214.7
Federal Railroad Administration..	527.5	831.3	201.1	1,162.0
FRA (Without Amtrak).....	(228.5)	(471.4)	(86.7)	(459.4)
Amtrak	(299.0)	(359.9)	(114.4)	(702.6)
Urban Mass Transportation Administration	1,548.7	1,945.7	561.9	2,999.0
UMTA (Regular).....	(1,467.3)	(1,608.2)	(346.3)	(2,424.0)
Interstate Substitutions.....	(81.4)	(337.5)	(215.6)	(575.0)
St. Lawrence Seaway Development Corporation.....	<u>4.8</u>	<u>5.0</u>	<u>1.5</u>	<u>6.7</u>
NET OBLIGATIONS.....	\$13,202.0	\$10,541.7	\$3,848.1	\$16,334.8

1/ FY 76 and TQ subject to minor adjustments until all accounting records are finalized.

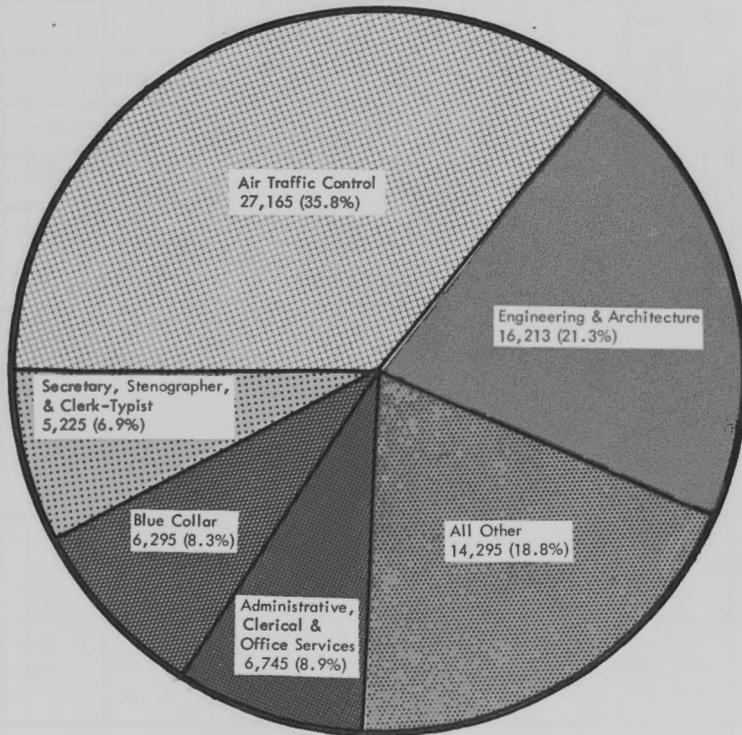
2/ Excludes all FY 77 supplementals that will be proposed in FY 78 Budget.

NOTE: Columns may not add due to rounding.

DEPARTMENT OF TRANSPORTATION

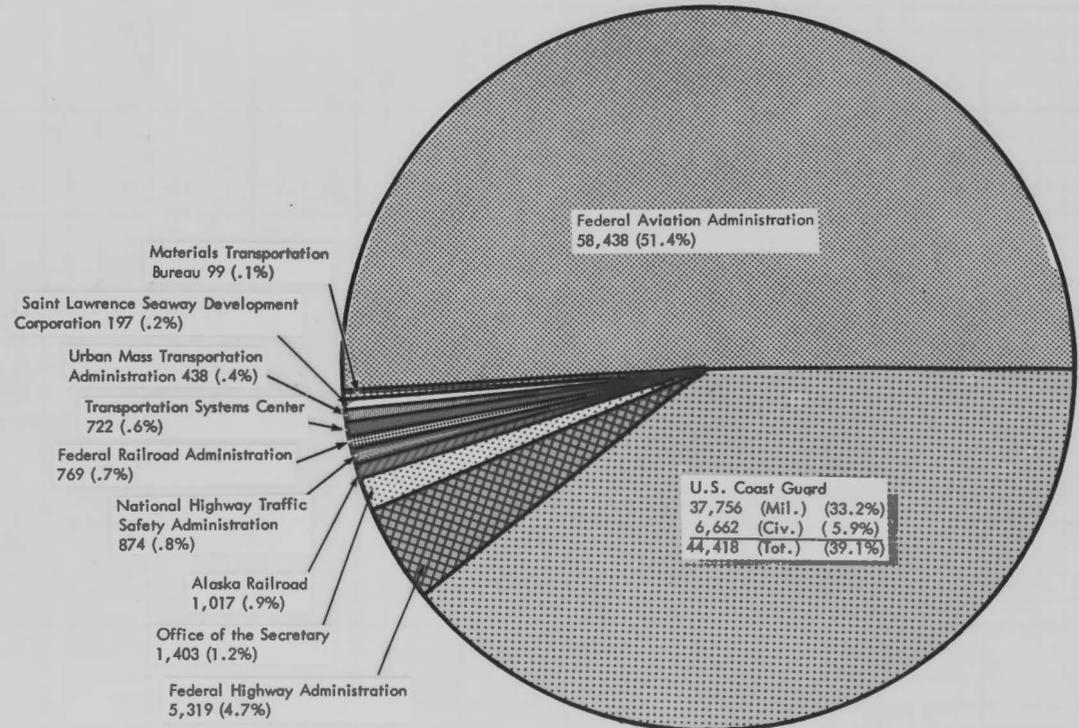
TOTAL CIVILIAN AND MILITARY WORK FORCE 113,694

BY OCCUPATIONAL GROUP (Excludes Military) 75,938



AS OF	SOURCE
Sept. 1976	TAD-10: DOTPMIS

BY MAJOR ORGANIZATIONAL ELEMENT

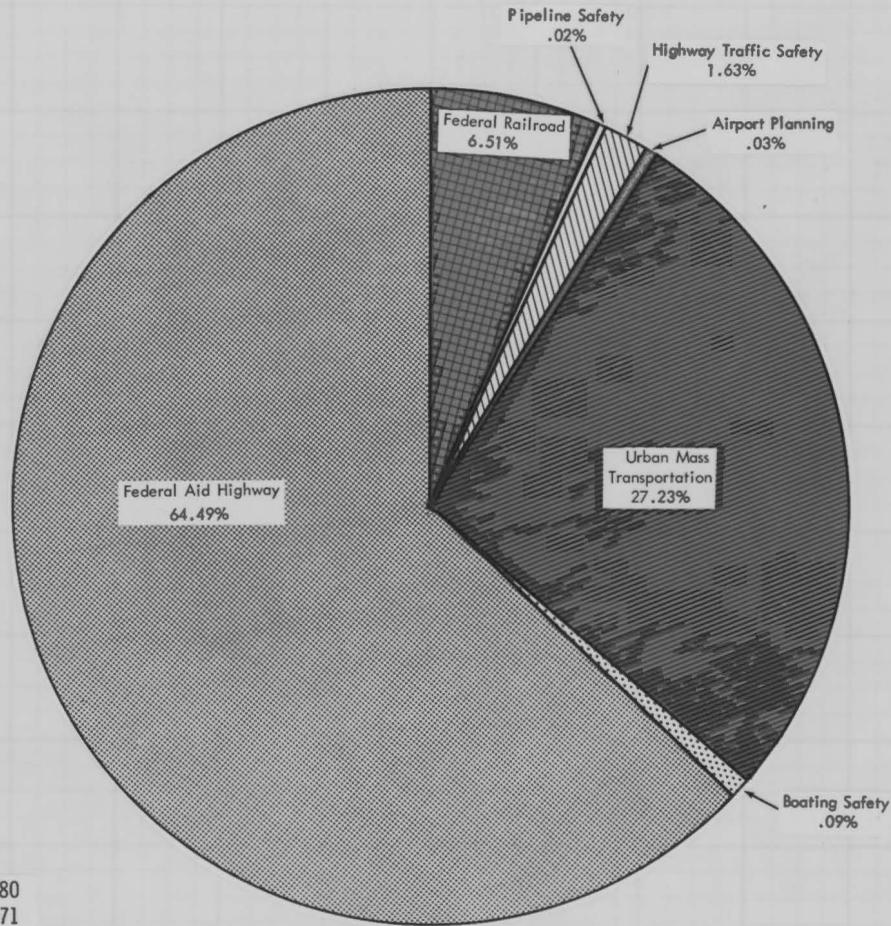


AS OF	SOURCE
Sept. 1976	TAD-10: DOTPMIS

1/ Includes Part-time and Intermittent, Personnel Management and Industrial Relations, Accounting and Budget, Business and Industry, Investigations, Supply, Transportation, and other occupational groups.

GRANT PROGRAMS FISCAL YEAR 1976

(Dollars in Thousands)



B-4

Airport Planning	\$	2,480
Boating Safety		6,071
Federal Aid Highway		4,600,000
Pipeline Safety		1,650
Highway Traffic Safety		116,151
Urban Mass Transportation		1,942,522
Federal Railroad		464,050
DOT Total Grant Awards	\$	7,132,924

TAD-60
11/1/76