



## REQUIRED SUPPLEMENTARY STEWARDSHIP INFORMATION





PERFORMANCE AND ACCOUNTABILITY REPORT - FY 2007

**NON FEDERAL PHYSICAL PROPERTY  
ANNUAL STEWARDSHIP INFORMATION, SEPTEMBER 30, 2007  
TRANSPORTATION INVESTMENTS**  
Dollars in Thousands

<u>Surface Transportation:</u>	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007
<b>Federal Highway Administration</b>					
Federal Aid Highways (HTF)	\$ 29,258,796	\$ 29,207,012	\$ 29,750,120	\$ 32,190,231	\$ 32,800,748
Other Highway Trust Fund Programs	243,874	300,493	445,083	452,022	366,672
General Fund Programs	73,046	962,370	330,790	14,240	51,119
Appalachian Development System	128,480	263,430	425,810	366,816	329,161
Federal Motor Carrier	159,628	299,450	195,740	117,004	196,967
<b>Federal Transit Administration</b>					
Discretionary Grants	\$ 291,889	\$ 160,655	\$ 119,277	\$ 91,961	\$ 11,719
Formula Grants	4,390,965	4,723,674	4,521,288	3,376,068	2,086,876
Capital Investment Grants <sup>1</sup>	2,632,841	2,788,920	3,375,206	3,073,294	2,662,845
Washington Metro	11,252	12,409	1,719	4,255	28,430
Interstate Transfer Grants	9,459	1,479	1,411	206	1,774
Formula and Bus Grants	N/A	N/A	N/A	1,862,772	4,193,989
<b>Surface Transportation Nonfederal Physical Property Investments</b>	<b>\$ 37,200,230</b>	<b>\$ 38,719,892</b>	<b>\$ 39,166,444</b>	<b>\$ 41,548,869</b>	<b>\$ 42,730,300</b>
(1) Outlays are not net of Federal Emergency Management Agency (FEMA) collection of \$2.75 billion.					
<b>Air Transportation</b>					
<b>Federal Aviation Administration</b>					
Airport Improvement Program	\$ 2,786,717	\$ 2,977,300	\$ 3,712,423	\$ 3,852,141	\$ 3,923,719
<b>Air Transportation Nonfederal Physical Property Investments</b>	<b>\$ 2,786,717</b>	<b>\$ 2,977,300</b>	<b>\$ 3,712,423</b>	<b>\$ 3,852,141</b>	<b>\$ 3,923,719</b>
<b>Total Nonfederal Physical Property Investments</b>	<b>\$ 39,986,947</b>	<b>\$ 41,697,192</b>	<b>\$ 42,878,867</b>	<b>\$ 45,401,010</b>	<b>\$ 46,654,019</b>

The **Federal Highway Administration** reimburses States for construction costs on projects related to the Federal Highway System of roads. The main programs in which the States participate are the National Highway System, Interstate Systems, Surface Transportation Program, and Congestion Mitigation/Air Quality Improvement. The States' contribution is ten percent for the Interstate System and twenty percent for most other programs.

The **Federal Transit Administration** provides grants to State and local transit authorities and agencies.

Formula grants provide capital assistance to urban and nonurban areas and may be used for a wide variety of mass transit purposes, including planning, construction of facilities, and purchases of buses and railcars. Funding also includes providing transportation to meet the special needs of elderly individuals and individuals with disabilities.

Capital investment grants, which replaced discretionary grants in 1999, provide capital assistance to finance acquisition, construction, reconstruction, and improvement of facilities and equipment. Capital investment grants fund the categories of new starts, fixed guideway modernization, and bus and bus-related facilities.

Washington Metro provides funding to support the construction of the Washington Metrorail System. Interstate Transfer Grants provided Federal financing from FY 1976 through FY 1995 to allow States and localities to fund transit capital projects substituted for previously withdrawn segments of the Interstate Highway System.

The **Federal Aviation Administration** (FAA) makes project grants for airport planning and development under the Airport Improvement Program (AIP) to maintain a safe and efficient nationwide system of public-use airports that meet both present and future needs of civil aeronautics. FAA works to improve the infrastructure of the nation's airports, in cooperation with airport authorities, local and State governments, and metropolitan planning authorities.

**HUMAN CAPITAL INVESTMENT EXPENSES**  
**ANNUAL STEWARDSHIP INFORMATION, SEPTEMBER 30, 2007**  
 Dollars in Thousands

<u>Surface Transportation</u>	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007
<b>Federal Highway Administration</b>					
National Highway Institute Training	\$ 8,539	\$ 4,069	\$ 11,844	\$ 14,123	\$ 4,083
<b>Federal Motor Carrier Safety Administration</b>					
California Highway Patrol	926	192	41	-	127
Commercial Motor Vehicle Operator					
Safety Grants					748
Idaho Video	593	344	208	-	-
Kentucky IT Conference				175	-
Massachusetts Training Academy	175	9	53	-	172
Minnesota Crash Investigation	57	21	-	1	-
New York Crash Reconstruction					36
Tennessee Crash Investigation					165
<b>Federal Transit Administration (2)</b>					
National Transit Institute Training	\$ 4,292	\$ 4,667	\$ 3,318	\$ 3,961	\$ 3,879
<b>National Highway Safety Administration</b>					
Section 403 Highway Safety Programs	\$ 49,013	\$ 53,964	\$ 110,981	\$ 221,523	\$ 235,382
Highway Traffic Safety Grants	210,469	205,509	216,702	279,244	416,241
<b>Pipeline and Hazardous Materials Safety Administration</b>					
Hazardous Materials (Hazmat) Training	\$ 7,782	\$ 7,780	\$ 8,065	\$ 7,800	\$ 7,798
Surface Transportation Human					
Capital Investments	\$ 281,846	\$ 276,555	\$ 351,212	\$ 526,827	\$ 668,631
<b>Maritime Transportation</b>					
<b>Maritime Administration</b>					
State Maritime Academies Training (3)	\$ 8,363	\$ 9,208	\$ 9,215	\$ 7,528	\$ 8,978
Additional Maritime Training	463	388	328	134	555
<b>Maritime Transportation Human Capital Investments</b>	\$ 8,826	\$ 9,596	\$ 9,543	\$ 7,662	\$ 9,533
<b>Total Human Capital Investments</b>	\$ 290,672	\$ 286,151	\$ 360,755	\$ 534,489	\$ 678,164

The National Highway Institute develops and conducts various training courses for all aspects of **Federal Highway Administration**. Students are typically from the State and local police, State highway departments, public safety and motor vehicle employees, and U.S. citizens and foreign nationals engaged in highway work of interest to the U.S. Types of courses given and developed are modern developments, technique, management, planning, environmental factors, engineering, safety, construction, and maintenance.

The California Highway Patrol educates the trucking industry for the **Federal Motor Carrier Safety Administration** about Federal and State commercial motor vehicle/carrier inspection procedures, and increase CMV driver awareness.



## PERFORMANCE AND ACCOUNTABILITY REPORT - FY 2007

The Idaho Video Program develops video training material utilized by FMCSA National Training Center for the purpose of training State and Local law enforcement personnel. The Massachusetts Training Academy provides training to State law enforcement personnel located in the northeast region of Massachusetts. The Minnesota Crash Investigation program provides training and develops processes and protocols for commercial motor vehicle crash investigations.

The National Transit Institute of the **Federal Transit Administration** develops and offers training courses to improve transit planning and operations. Technology courses cover such topics as alternative fuels, turnkey project delivery systems, communications-based train controls, and integration of advanced technologies.

The **National Highway Traffic Safety Administration's** programs authorized under the Highway Trust Fund provide resources to State and Local governments, private partners, and the public, to effect changes in driving behavior on the nation's highways to increase safety belt usage and reduce impaired driving. NHTSA provides technical assistance to all states on the full range of components of the impaired driving system as well as conducting demonstrations, training and public information/education on safety belt usage.

The **Pipeline and Hazardous Materials Safety Administration** administers Hazardous Material Training (Hazmat). The purpose of Hazmat Training is to train State and local emergency personnel on the handling of hazardous materials in the event of a hazardous material spill or storage problem.

(2) FY 2001 and FY 2002 outlay amounts are based on the enacted budget authority for FY 1999, FY 2000, and FY 2001 and on the approved outlay rates for the National Transit Institute (5%, 50%, 40%, and 5%).

(3) Does not include funding for the Student Incentive Payment (SIP) Program which produces graduates who are obligated to serve in a reserve component of the United States armed forces. Does not include funding for maintenance and repair (M&R).

**RESEARCH AND DEVELOPMENT INVESTMENTS**  
**ANNUAL STEWARDSHIP INFORMATION, SEPTEMBER 30, 2007**  
 Dollars in Thousands

<b>Surface Transportation:</b>	<b>FY 2003</b>	<b>FY 2004</b>	<b>FY 2005</b>	<b>FY 2006</b>	<b>FY 2007</b>
<b>Federal Highway Administration</b>					
Intelligent Transportation Systems	\$ 126,256	\$ 146,852	\$ 183,634	\$ 129,219	\$ 152,799
Other Applied Research and Development	115,368	142,557	114,315	105,336	74,942
<b>Federal Railroad Administration</b>					
Railroad Research and Development Program	\$ 2,402	\$ 9,342	\$ 6,032	\$ 11,681	\$ 5,551
<b>Federal Transit Administration</b>					
Applied Research and Development - Transit Planning and Research (4)	3,895	3,483	2,546	6,543	3,144
<b>Office of the Secretary</b>					
Applied Research and Development - Emergency Transportation	650	8	-	-	-
<b>Pipeline and Hazardous Materials Safety Administration</b>					
Applied Research and Development					
Pipeline Safety	\$ 5,523	\$ 6,375	\$ 10,810	\$ 12,953	\$ 5,494
Hazardous Materials	1,755	1,489	1,638	2,225	1,072
Research and Innovative Technology Administration					
Applied Research and Development					
Research and Technology	\$ 1,454	\$ 1,134	\$ 1,564	\$ 1,110	\$ 1,036
<b>Surface Transportation Research and Development Investments</b>	<b>\$ 257,303</b>	<b>\$ 311,240</b>	<b>\$ 320,539</b>	<b>\$ 269,067</b>	<b>\$ 244,038</b>

(4) FY 2002 updated with Transit Cooperative Research Program estimate based on actual outlays.

**Air Transportation**

**Federal Aviation Administration**

Research and Development Plant	\$ 2,903	\$ 4,230	\$ 5,287	\$ 3,821	\$ 4,217
Applied Research	29,406	91,743	103,659	106,390	104,782
Development	251	478	547	587	844
Administration	31,669	28,643	29,163	30,566	32,050
<b>Air Transportation Research and Development Investments</b>	<b>\$ 64,229</b>	<b>\$ 125,094</b>	<b>\$ 138,656</b>	<b>\$ 141,364</b>	<b>\$ 141,893</b>
<b>Total Research and Development Investments</b>	<b>\$ 321,532</b>	<b>\$ 436,334</b>	<b>\$ 459,195</b>	<b>\$ 410,431</b>	<b>\$ 385,931</b>

The **Federal Highway Administration's** research and development programs are earmarks in the appropriations bills for the fiscal year. Typically these programs are related to safety, pavements, structures, and environment. Intelligent Transportation Systems were created to promote automated highways and vehicles to enhance the national highway system. The output is in accordance with the specifications within the appropriations act.

The **Federal Transit Administration** supports research and development in the following program areas:

Research and development in Transit Planning and Research supports two major areas: the National Research Program and the Transit Cooperative Research Program. The National Research Program funds the research and development of



## PERFORMANCE AND ACCOUNTABILITY REPORT - FY 2007

innovative transit technologies such as safety-enhancing commuter rail control systems, hybrid electric buses, and fuel cell and battery-powered propulsion systems. The Transit Cooperative Research Program focuses on issues significant to the transit industry with emphasis on local problem-solving research.

Transit University Transportation Centers, combined with funds from the Highway Trust Fund, provide continued support for research, education, and technology transfer.

Capital investment grants, which replaced discretionary grants in FY 1999, provide capital assistance to finance acquisition, construction, reconstruction, and improvement of facilities and equipment. Capital investment grants fund the categories of new starts, fixed guideway modernization, and bus and bus-related activities.

The **Office of the Secretary's** Office of Emergency Transportation is involved in research and development in mapping software for the Crisis Management Center, transportation policy, and outreach efforts.

The **Pipeline and Hazardous Materials Safety Administration** funds research and development activities for the following organizations and activities:

The Office of Pipeline Safety is involved in research and development in information systems, risk assessment, mapping, and non-destructive evaluation.

The Office of Hazardous Materials is involved in research, development, and analysis in regulation compliance, safety, and information systems.

The **Research and Innovative Technology Administration's** Office of Research and Technology is involved in research and development for the University of Technology and Education.

The **Federal Aviation Administration** (FAA) conducts research and provides the essential air traffic control infrastructure to meet increasing demands for higher levels of system safety, security, capacity, and efficiency. Research priorities include aircraft structures and materials; fire and cabin safety; crash injury-protection; explosive detection systems; improved ground and in-flight de-icing operations; better tools to predict and warn of weather hazards, turbulence and wake vortices; aviation medicine, and human factors.

