



HERITAGE ASSETS SUMMARY
ANNUAL STEWARDSHIP INFORMATION, SEPTEMBER 30, 2005
NUMBER OF PHYSICAL UNITS

<u>Heritage Assets:</u>	Units as of 09/30/04	<u>Additions</u>	<u>Withdrawals</u>	Units as of 09/30/05
Personal Property:				
Collections				
Artifacts	38	-	-	38
Museum	456	-	-	456
Other Collections	98	2	-	100
Total Collections	592	2	-	594
Total Personal Property Heritage Assets	592	2	-	594

<u>Heritage Assets:</u>	Units as of 09/30/04	<u>Additions</u>	<u>Withdrawals</u>	Units as of 09/30/05
Real Property:				
Buildings and Structures	1	-	-	1
Total Real Property Heritage Assets	1	-	-	1

Artifacts are those of the Maritime Administration. Maritime Administration artifacts are generally on loan to single purpose memorialization and remembrance groups, such as AMVets and preservation societies.

Museum and Other Collections are owned by the Maritime Administration. They are merchant marine artifacts, composed of ships' operating equipment, obtained from obsolete ships. They are inoperative and in need of preservation and restoration. Museum items are on loan to organizations whose purpose is historic preservation, education, and remembrance, open to the public during regularly scheduled hours. Other collections are on loan to public and private entities, the display of which is incidental to maritime affairs, such as county and state buildings, port authorities, pilots associations, public and college libraries, and other organizations.

Buildings and Structures include Union Station in Washington, D.C. Union Station is an elegant and unique turn-of-the-century rail station in which one finds a wide variety of elaborate, artistic workmanship characteristic of the period. Union Station is listed on the National Register of Historic Places. The station consists of the renovated original building and a parking garage which was added by the U.S. Park Service. The Federal Railroad Administration received title to Union Station through appropriated funds and assumption of a mortgage. Mortgage payments are made by Union Station Venture Limited which manages the property. Union Station Redevelopment Corporation, a non-profit group instrumental in the renovation of the station, sublets the operation of the station to Union Station Venture Limited.

Financial information for multi-use heritage assets is presented in the principal statements and notes.



**NON FEDERAL PHYSICAL PROPERTY
ANNUAL STEWARDSHIP INFORMATION, SEPTEMBER 30, 2005
TRANSPORTATION INVESTMENTS
(Dollars in thousands)**

<u>Surface Transportation:</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>
Federal Highway Administration					
Federal Aid Highways (HTF)	\$ 25,876,082	\$ 29,377,231	\$ 29,258,796	\$ 29,207,012	\$ 29,750,120
Other Highway Trust Fund Programs	85,807	211,883	243,874	300,493	445,083
General Fund Programs	144,159	31,616	73,046	962,370	330,790
Appalachian Development System	23,801	146,306	128,480	263,430	425,810
Federal Motor Carrier	<u>125,261</u>	<u>149,091</u>	<u>159,628</u>	<u>299,450</u>	<u>195,740</u>
Federal Transit Administration					
Discretionary Grants	\$ 721,774	\$ 495,322	\$ 291,889	\$ 160,655	\$ 119,277
Formula Grants	3,978,247	4,283,634	4,390,965	4,723,674	4,521,288
Capital Investment Grants	1,902,425	2,371,521	2,632,841 ¹	2,788,920	3,375,206
Washington Metro	115,856	89,227	11,252	12,409	1,719
Interstate Transfer Grants	<u>2,716</u>	<u>8,155</u>	<u>9,459</u>	<u>1,479</u>	<u>1,411</u>
Surface Transportation Nonfederal Physical Property Investments	\$ 32,976,128	\$ 37,163,986	\$ 37,200,230	\$ 38,719,892	\$ 39,166,444

⁽¹⁾ Outlays are not net of Federal Emergency Management Administration (FEMA) collection of \$2.75 billion.

<u>Air Transportation:</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>
Federal Aviation Administration					
Airport Improvement Program	\$ 2,178,576	\$ 2,933,542	\$ 2,786,717	\$ 2,977,300	\$ 3,712,423
Air Transportation Nonfederal Physical Property Investments	\$ 2,178,576	\$ 2,933,542	\$ 2,786,717	\$ 2,977,300	\$ 3,712,423
Total Nonfederal Physical Property Investments	\$ 35,154,704	\$ 40,097,528	\$ 39,986,947	\$ 41,697,192	\$ 42,878,867

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, 2005
(Dollars in thousands)

<u>Surface Transportation:</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>
Federal Highway Administration					
National Highway Institute Training	\$ 3,202	\$ 9,146	\$ 8,539	\$ 4,069	\$ 11,844
Federal Motor Carrier Safety Administration					
California Highway Patrol			926	192	41
Idaho Video	243	199	593	344	208
Massachusetts Training Academy	-	25	175	9	53
Minnesota Crash Investigation	-	18	57	21	-
Federal Transit Administration					
National Transit Institute Training	\$ 3,550	\$ 3,946	\$ 4,292	\$ 4,667	\$ 3,318
National Highway Safety Administration					
Section 403 Highway Safety Programs	\$ 56,722	\$ 83,389	\$ 49,013	\$ 53,964	\$ 110,981
Highway Traffic Safety Grants	<u>207,255</u>	<u>229,145</u>	<u>210,469</u>	<u>205,509</u>	<u>216,702</u>
Pipeline and Hazardous Materials Safety Administration					
Hazardous Materials (Hazmat) Training	\$ 7,771	\$ 7,763	\$ 7,782	\$ 7,780	\$ 8,065
Surface Transportation Human Capital Investments					
	<u>\$ 278,743</u>	<u>\$ 333,631</u>	<u>\$ 281,846</u>	<u>\$ 276,555</u>	<u>\$ 351,212</u>
<u>Maritime Transportation:</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>
Maritime Administration					
State Maritime Academies Training ⁽³⁾	\$ 8,257	\$ 8,257	\$ 8,363	\$ 9,208	\$ 9,215
Additional Maritime Training	<u>463</u>	<u>463</u>	<u>463</u>	<u>388</u>	<u>328</u>
Maritime Transportation Human Capital Investments					
	<u>\$ 8,720</u>	<u>\$ 8,720</u>	<u>\$ 8,826</u>	<u>\$ 9,596</u>	<u>\$ 9,543</u>
Total Human Capital Investments	<u>\$ 287,463</u>	<u>\$ 342,351</u>	<u>\$ 290,672</u>	<u>\$ 286,151</u>	<u>\$ 360,755</u>

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. 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 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.



**RESEARCH AND DEVELOPMENT INVESTMENTS
ANNUAL STEWARDSHIP INFORMATION, SEPTEMBER 30, 2005**

(Dollars in thousands)

<u>Surface Transportation:</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>
Federal Highway Administration					
Intelligent Transportation Systems	\$ 103,980	\$ 124,950	\$ 126,256	\$ 146,852	\$ 183,634
Other Applied Research and Development	118,425	183,142	115,368	142,557	114,315
Federal Railroad Administration					
Railroad Research and Development Program	\$ 6,717	\$ 9,600	\$ 2,402	\$ 9,342	\$ 6,032
Federal Transit Administration					
Applied Research and Development					
Transit Planning and Research	1,931	1,931 ⁴	3,895	3,483	2,546
Transit University Transportation Centers	3,492	8,168 ⁵	-	-	-
Discretionary/Capital Investment Grants	-	-	-	-	-
Office of the Secretary					
Applied Research and Development					
Emergency Transportation	244	137	650	8	-
Pipeline and Hazardous Materials Safety Administration					
Applied Research and Development					
Pipeline Safety	\$ 1,404	\$ 4,000	\$ 5,523	\$ 6,375	\$ 10,810
Hazardous Materials	1,366	233	1,755	1,489	1,638
Research and Innovative Technology Administration					
Applied Research and Development					
Research and Technology	\$ 3,318	\$ 1,608	\$ 1,454	\$ 1,134	\$ 1,564
Surface Transportation Research and Development Investments					
	<u>\$ 240,877</u>	<u>\$ 333,769</u>	<u>\$ 257,303</u>	<u>\$ 311,240</u>	<u>\$ 320,539</u>
⁽⁴⁾ FY 2002 updated with Transit Cooperative Research Program estimate based on actual outlays.					
⁽⁵⁾ Updated based on actual research and development related outlays.					
Air Transportation:					
	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>
Federal Aviation Administration					
Research and Development Plant	\$ 10,130	\$ 3,020	\$ 2,903	\$ 4,230	\$ 5,287
Applied Research	120,395	59,150	29,406	91,743	103,659
Development	3,419	603	251	478	547
Administration	46,988	44,480	31,669	28,643	29,163
Air Transportation Research and Development Investments					
	<u>\$ 180,932</u>	<u>\$ 107,253</u>	<u>\$ 64,229</u>	<u>\$ 125,094</u>	<u>\$ 138,656</u>
Total Research and Development Investments					
	<u>\$ 421,809</u>	<u>\$ 441,022</u>	<u>\$ 321,532</u>	<u>\$ 436,334</u>	<u>\$ 459,195</u>



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 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 in-flight icing and ground de-icing operations; better tools to predict and warn of weather hazards, turbulence and wake vortices; aviation medicine, and human factors.