

**HERITAGE ASSETS SUMMARY**  
**ANNUAL STEWARDSHIP INFORMATION, SEPTEMBER 30, 2000**  
**NUMBER OF PHYSICAL UNITS**

	<u>Units as of</u> <u>09/30/99</u>	<u>Additions</u>	<u>Withdrawals</u>	<u>Units as of</u> <u>09/30/00</u>
<b><u>Heritage Assets:</u></b>				
Personal Property:				
Collections				
Artifacts	16,668	261	2	16,927
Display Models	438	0	7	431
Museum	273	156	4	425
Other Collections	<u>97</u>	<u>3</u>	<u>6</u>	<u>94</u>
Total Collections	<u>17,476</u>	<u>420</u>	<u>19</u>	<u>17,877</u>
Other Non-Collection Types				
Sunken Vessels	59	0	0	59
Sunken Aircraft	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total Non-Collection Types	<u>60</u>	<u>0</u>	<u>0</u>	<u>60</u>
Total Personal Property Heritage Assets	<u>17,536</u>	<u>420</u>	<u>19</u>	<u>17,937</u>
Real Property:				
Buildings and Structures	467	5	57	415
Memorials	3	0	0	3
Recreational Areas	3	0	0	3
Other Historical Areas	<u>17</u>	<u>10</u>	<u>1</u>	<u>26</u>
Total Real Property Heritage Assets	<u>490</u>	<u>15</u>	<u>58</u>	<u>447</u>

**Artifacts** are those of the U.S. Coast Guard and Maritime Administration. Maritime Administration artifacts are generally on loan to single purpose memorialization and remembrance groups, such as AMMVets and preservation societies. Coast Guard artifacts can be divided into three general areas: ship's equipment, lighthouse and other aids-to-navigation items, and military uniforms. The addition of artifacts is the result of gifts to the Coast Guard.

Ship's equipment is generally acquired when the ship is decommissioned and includes small items such as sextants, ship's clocks, wall plaques, steering wheels, bells, binnacles, engine order telegraphs, and ship's name boards. Conditions vary, but much is worn out from decades of use.

Aids-to-navigation items include fog and buoy bells, lanterns, lamp changing apparatus, and lighthouse lenses. Buoy equipment tends to be worn out and is usually acquired only when new technology makes it obsolete. Classical lighthouse lenses vary greatly in condition. The condition is normally dependent on how long the item has been out of service and not maintained. Most of the good lenses go to local museums or Coast Guard bases as display items.

Military uniforms are generally donated by retired Coast Guard members, and include clothing as well as insignia and accoutrements. Most clothing is in fair to good condition, particularly full dress items which saw little daily wear.

**Display Models** are mostly of Coast Guard vessels and aircraft. These are often builders' models. In addition to being accurate and valuable, they are generally in very good condition. Builders' models are acquired by the Coast Guard as part of the contracts with the ship or aircraft builders. Withdrawals of display models was due to wear and tear.

**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.

**Non-Collection Type** heritage assets are sunken vessels and aircraft owned by the Coast Guard under the property clause of the U.S. Constitution, Articles 95 and 96 of the International Law of the Sea Convention, and the sovereign immunity provisions of Admiralty law. Despite the passage of time or the physical condition of these assets, they remain Government-owned until the Congress of the United States formally declares them abandoned. The USCG desires to retain custody of these assets to safeguard the remains of crew members who were lost at sea, to prevent the unauthorized handling of explosives or ordnance which may be aboard, and to preserve culturally valuable relics of the USCG's long and rich tradition of service to our nation in harm's way.

**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.

As a matter of public law and policy, Coast Guard does not acquire or retain heritage buildings and structures without an operational use. Most real property, even if designated as historical, is acquired for Coast Guard operational use and is considered multi-use heritage property. When no longer required for operations, heritage assets are transferred as soon as possible to other government agencies or public entities. Heritage real property buildings and structures not considered multi-use are historical lighthouses, which are no longer in use and have not yet been disposed of, and a gravesite.

Buildings and structures added were due to the Coast Guard Yard's designation as a national historical site. The 15 additional buildings and structures include 10 funded by the Yard Fund and 5 funded by appropriated funds. All are multi-use heritage assets. Buildings and structures withdrawn during this fiscal year were due to transfers to other entities and reclassifications to non-historical property.

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

**NATIONAL DEFENSE PROPERTY, PLANT, AND EQUIPMENT SUMMARY**  
**NUMBER OF PHYSICAL UNITS AND**  
**ACQUISITION COSTS**  
**(Dollars in Thousands)**

<u>National Defense Reserve Fleet Vessels</u>	<u>Units</u>	<u>Acquisition Costs</u>	<u>Capital Improvements</u>	<u>Total Improved Cost</u>
National Defense Vessels	<u>143</u>	<u>\$ 1,075,514</u>	<u>\$ 621,182</u>	<u>\$ 1,696,696</u>

All DOT National Defense Property, Plant, and Equipment (PP&E) is in the Maritime Administration. Additionally, 115 *non-preservation* ships in the National Defense Reserve Fleet (NDRF) do not meet the criteria for National Defense PP&E. The Ready Reserve Fleet (RRF) is a component of the NDRF. A vessel downgraded from RRF is still a NDRF asset and its removal from the RRF does not affect the total of the NDRF. Capital improvements reflect all costs on record, some dating to the late 1970's.

**NONFEDERAL PHYSICAL PROPERTY  
ANNUAL STEWARDSHIP INFORMATION, SEPTEMBER 30, 2000  
TRANSPORTATION INVESTMENTS**  
(Dollars in Thousands)

	<u>FY 1998</u>	<u>FY 1999</u>	<u>FY 2000</u>
<b><u>Surface Transportation:</u></b>			
<b>Federal Highway Administration</b>			
Federal Aid Highways (HTF)	\$19,967,116	\$ 22,741,808	\$ 24,920,221
Other Highway Trust Fund Programs	119,276	124,705	42,269
General Fund Programs	173,230	90,587	151,011
Appalachian Development System	187,173	137,265	157,219
Federal Motor Carrier	0	0	91,822
<b>Federal Transit Administration</b>			
Discretionary Grants	\$ 1,872,945	\$ 1,523,797	\$ 1,199,725
Formula Grants	1,729,350	2,174,323	2,207,184
Capital Investment Grants	0	248,844	1,071,361
Washington Metro	183,626	161,834	108,518
Interstate Transfer Grants	<u>2,693</u>	<u>10,602</u>	<u>836</u>
<b>Surface Transportation Nonfederal Physical Property Investments</b>	<b><u>\$24,235,409</u></b>	<b><u>\$ 27,213,765</u></b>	<b><u>\$ 29,950,166</u></b>
<b><u>Air Transportation:</u></b>			
<b>Federal Aviation Administration</b>			
Airport Improvement Program	<u>\$ 1,436,541</u>	<u>\$ 1,612,867</u>	<u>\$ 1,375,293</u>
<b>Air Transportation Nonfederal Physical Property Investments</b>	<b><u>\$ 1,436,541</u></b>	<b><u>\$ 1,612,867</u></b>	<b><u>\$ 1,375,293</u></b>
<b>Total Nonfederal Physical Property Investments</b>	<b><u>\$25,671,950</u></b>	<b><u>\$ 28,826,632</u></b>	<b><u>\$ 31,325,459</u></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.

Discretionary grants provide capital assistance to finance acquisition, construction, reconstruction, and improvement of facilities and equipment. Discretionary grants fund the categories of new starts, fixed guideway modernization, and bus and bus-related activities.

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 were created in the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) to replace Discretionary grants. They continue to provide capital grants for new fixed guideway systems and extensions to existing fixed guideway systems (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 funding 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 organizations.

**HUMAN CAPITAL INVESTMENT EXPENSES**  
**ANNUAL STEWARDSHIP INFORMATION, SEPTEMBER 30, 2000**  
(Dollars in Thousands)

	<u>FY 1998</u>	<u>FY 1999</u>	<u>FY 2000</u>
<b><u>Surface Transportation:</u></b>			
<b>Federal Highway Administration</b>			
National Highway Institute Training	\$ 2,716	\$ 2,540	\$ 7,304
<b>Federal Transit Administration</b>			
National Transit Institute Training	3,116	3,600	3,790
<b>Research and Special Programs Administration</b>			
Hazardous Materials (Hazmat) Training	<u>3,849</u>	<u>5,014</u>	<u>7,778</u>
<b>Surface Transportation Human Capital Investments</b>			
	<u>\$ 9,681</u>	<u>\$ 11,154</u>	<u>\$ 18,872</u>
<b><u>Maritime Transportation:</u></b>			
<b>Maritime Administration</b>			
State Maritime Academies Training <sup>1</sup>	\$ 7,900	\$ 7,550	\$ 7,773
Additional Maritime Training	<u>453</u>	<u>463</u>	<u>463</u>
<b>Maritime Transportation Human Capital Investments</b>			
	<u>\$ 8,353</u>	<u>\$ 8,013</u>	<u>\$ 8,236</u>
<b>Total Human Capital Investments</b>	<u>\$ 18,034</u>	<u>\$ 19,167</u>	<u>\$ 27,108</u>

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<sup>1</sup> 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.

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. There have been 875 courses given throughout the country in FY 2000.

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 **Research and Special Programs 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.

The **Maritime Administration** (MARAD) provided direct payments of \$200,000 each to the six State Maritime Academies which MARAD recognizes as regional maritime academies. MARAD also provides funding to the State Maritime Academies through maintenance and repair of a training vessel owned by MARAD and loaned to each of the five sea coast maritime academies for use in at-sea training and as shore-side laboratories. Additional maritime training funding provides firefighting training to over 1,900 maritime personnel each year at three locations throughout the country. In addition, MARAD's National Sealift Training Program provides instruction in defense communications, maritime security and sealift readiness to approximately 50 senior deck officers each year.

**RESEARCH AND DEVELOPMENT INVESTMENTS**  
**ANNUAL STEWARDSHIP INFORMATION, SEPTEMBER 30, 2000**  
(Dollars in Thousands)

	<u>FY 1998</u>	<u>FY 1999</u>	<u>FY 2000</u>
<b><u>Surface Transportation:</u></b>			
<b>Federal Highway Administration</b>			
Intelligent Transportation Systems	\$ 189,612	\$ 286,105	\$ 144,734
Other Applied Research and Development	123,739	137,588	132,634
<b>Federal Transit Administration</b>			
Applied Research and Development			
Transit Planning and Research	5,966	5,912	5,476
Transit University Transportation Centers	2,556	2,280	8,971
Research Training and Human Resources	24	0	0
Discretionary Grants	48	48	24
<b>Research and Special Programs Administration</b>			
Applied Research and Development			
Research and Technology	1,738	2,540	1,963
Pipeline Safety	792	1,780	1,980
Hazardous Materials	313	758	1,326
Emergency Transportation	<u>35</u>	<u>204</u>	<u>198</u>
<b>Surface Transportation Research and Development Investments</b>	<u>\$ 324,823</u>	<u>\$ 437,215</u>	<u>\$ 297,306</u>

	<u>FY 1998</u>	<u>FY 1999</u>	<u>FY 2000</u>
<b><u>Air Transportation:</u></b>			
<b>Federal Aviation Administration</b>			
Research and Development Plant	\$ 11,254	\$ 14,290	\$ 12,800
Applied Research	103,274	118,834	99,777
Development	48,237	18,358	7,175
Administration	<u>54,179</u>	<u>36,466</u>	<u>46,219</u>
<b>Air Transportation Research and Development Investments</b>	<u>\$ 216,944</u>	<u>\$ 187,948</u>	<u>\$ 165,971</u>
<b><u>Maritime Transportation:</u></b>			
<b>U.S. Coast Guard</b>			
Applied Research, Development, Test and Evaluation:			
Marine Safety	\$ 9,416	\$ 10,069	\$ 8,936
Comprehensive Law Enforcement	4,228	4,521	4,013
Marine Environmental Protection	3,230	3,454	3,065
Waterways Management	<u>2,701</u>	<u>2,889</u>	<u>2,563</u>
<b>Maritime Transportation Research and Development Investments</b>	<u>\$ 19,575</u>	<u>\$ 20,933</u>	<u>\$ 18,577</u>
<b>Total Research and Development Investments</b>	<u>\$ 561,342</u>	<u>\$ 646,096</u>	<u>\$ 481,854</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 was 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.

Research and development activities were funded under the Research Training and Human Resources program until FY 1993. Since FY 1993, these activities have been funded under the Transit Planning and Research Program.

Discretionary Grants funded the National Research Program in FY 1992.

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

The 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 in FY 2000 included 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.

The **U.S. Coast Guard** funds research, development, testing, and evaluation in the following program areas:

Marine Safety research supports the Coast Guard and Departmental goal of safety. The Nation's waterways system must be safe for those who rely on it for transportation and recreation, and must pose the least possible harm to sensitive marine environments. Marine Safety Research and Development (R&D) projects will evaluate potential safety improvements in both the commercial and recreational maritime communities as well as within the Coast Guard itself, without hindering the operational performance or the economic competitiveness of the U.S. maritime industry.

Search and Rescue (SAR) R&D projects seek ways to minimize the time expended on searching for survivors of a mishap. The Computer Assisted Search Planning (CASP) system correlates data on search area prediction, search effectiveness, available resources (rescue platforms and crew) and search tactics. The Coast Guard R&D Program is working to: (1) improve the CASP system for tactical search planning by more accurately applying all information available on wind, currents, survivor characteristics (i.e., life raft or personal flotation device); and (2) develop SAR equipment, systems, and other aids (items such as night vision goggles, search lights, location-marking buoys, improved navigation systems) that will make Coast Guard assets more effective when searching for survivors and objects (boats, cargo, wreckage) in the water.

The Interagency Ship Structure Committee sponsors, manages and coordinates ship structure research activities of the Coast Guard and six other agencies to: eliminate deaths, injuries and property damage by improving the safety and integrity of marine structures; reducing marine environmental risks; and facilitate marine commerce and eliminate interruptions to the economical movement of goods and people by improving the reliability of marine structures.

Comprehensive Law Enforcement research supports the Coast Guard maritime security goal and the Departmental national security goal. These research projects evaluate detection capability improvements, including identifying new technology to counter threats to Coast Guard detection and search devices, resulting in increased probability of detecting illegal smuggling.

Marine Environmental Protection research supports the Coast Guard protection of national resources goal and the Departmental human and natural environment goal. Marine Environmental Protection R&D projects will evaluate pollution response improvements, including developing predictive models for response equipment, evaluating in-situ burning as a spill response tool, and developing automated tools to improve spill response. The Coast Guard R&D program supports these pollution response strategies by improving the Coast Guard's ability to mobilize and respond to major oil and hazardous substance discharges, mitigating the effects on the environment from these pollutants, and improving cleanup capabilities. The Federal Oil Pollution Research and Technology Plan coordinates activities among responsible federal agencies and industry to upgrade oil spill response technology by developing, testing, and evaluating state-of-the-art training and command and control systems, equipment, and procedures.

Waterways management research supports the Coast Guard and Departmental mobility goal and the Departmental goal of economic growth and trade. Both of these goals rely on establishing an accessible, seamless, efficient, and flexible maritime transportation system. The R&D program is working to develop computerized tools to more effectively and efficiently manage their Aids-to-Navigation system.