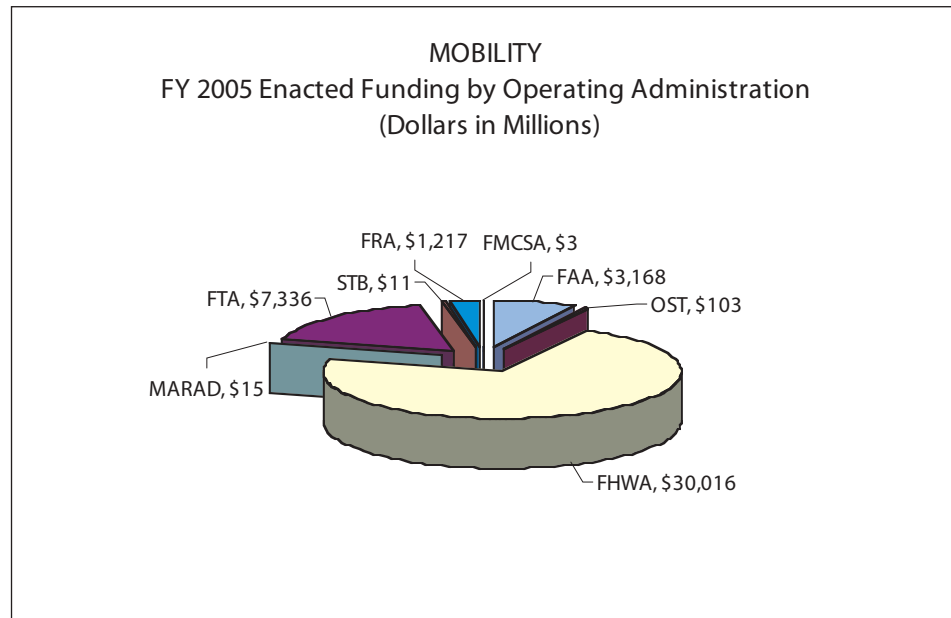




MOBILITY STRATEGIC OBJECTIVE

ADVANCE ACCESSIBLE, EFFICIENT, INTERMODAL TRANSPORTATION FOR THE MOVEMENT OF PEOPLE AND GOODS



STRATEGIC OUTCOMES

- Improved infrastructure in all modes
- Reduced congestion in all modes
- Increased reliability throughout the system
- Increased access for all Americans

PERFORMANCE MEASURES

- Percentage of travel on the National Highway System (NHS) meeting pavement performance standards for good rated ride.⁵
- Percent of total annual urban-area travel occurring in congested conditions.
- Average percent change in transit boardings per transit market (150 largest transit agencies), adjusted for changes in employment levels.
- Percent bus fleets compliant with the ADA.
- Percent of key rail stations compliant with the ADA.
- Number of employment sites (in thousands) that are made accessible by Job Access and Reverse Commute transportation services.
- Percent of all flights arriving within 15 minutes of schedule at the 35 Operational Evolution Plan airports due to NAS-related delays.

⁵ Starting in FY 2005, measure was redefined to measure “good” rated pavement versus “acceptable rated pavement. Results for FY 1999 through FY 2004 have been adjusted accordingly.



HIGHWAY INFRASTRUCTURE CONDITION

FHWA continued to develop and promote innovative technologies that improve pavement durability, extend the service life, reduce costs, and help mitigate congestion and work zone duration.

FHWA initiated a series of pavement smoothness workshops focusing on key States that can most affect the pavement condition target. Research and development on advancing pavement materials testing, performance prediction, analysis, and recycling continued through cooperative agreements with the American Concrete Institute, the Asphalt Institute, the Silica Fume Association, and a consortium of universities.

FHWA made significant progress toward the implementation of high-performance materials to ensure more durable bridges with a longer design life. Forty-two States are using high-performance steel and all States now use high-performance concrete in their bridges. FHWA assisted the States in implementing the Load and Resistance Factor Design (LRFD), which provides a more reliable and uniform level of safety for bridges. The LRFD Specification for bridges was fully implemented in at least 16 States, and partially implemented in 35 additional States.

The revised National Bridge Inspection Standards (NBIS) regulation, last updated in 1988, was published and implemented by the States. The revision incorporates advances in inspection practices, and makes the regulations easier to read and understand for field inspectors and administrators of highway bridge inspection programs.

The FHWA completed a manual for using public-private partnerships on highway projects, compiling all of the innovative techniques that make it easier for the private sector to enter into a partnership with the public sector to build roads. This information is targeted towards State decision-makers that are: 1) considering enacting new or modifying existing enabling legislation; or 2) entering into public-private partnerships under existing authority.

FHWA is cooperating with its partners to advance asset management techniques, as States and local entities face increasing demands on their aging infrastructure with limited resources available. Decision-makers use the principles of asset management, applied to economic analysis, to identify the best alternatives for capital improvement programs, system preservation projects, and operations. To date, FHWA has deployed over 15 custom workshops to States and other partners who are implementing asset management, and provided focused resources and technical assistance to practitioners utilizing economic analysis and evaluation tools.

2005 Results. FHWA has redefined the pavement condition performance measure from “adequate” ride to a higher standard of “good” ride. An International Roughness Index (IRI) of less than 95 inches per mile is representative of the level of roughness that is widely perceived by the driving public as of good or very good quality, whereas an IRI of 170 inches per mile used previously is generally considered the breakpoint between fair and poor quality.

Performance Measure				
Percentage of travel on the National Highway System (NHS) meeting pavement performance standards for “good” rated ride.				
	2002	2003	2004	2005
Target	N/A	N/A	53.0 (r)	54.0
Actual	50.0 (r)	52.0 (r)	53.2 #	54.6 #
(r) Revised; # Projection from trends				



The goal is to reach a target of 58.5% of vehicle-miles traveled on National Highway System (NHS) pavements with good ride quality by FY 2008. The actual value for good ride in FY 2003 was 52.0% and the projected results are 53.2 and 54.6% for FY 2004 and FY 2005, respectively. If these projections hold, the targets will be met.

FY 2006 Performance Forecast. DOT expects to meet the target in FY 2006.

HIGHWAY CONGESTION

Intelligent Transportation Systems (ITS) encompass a broad range of wireless and wire line communications-based information and electronics technologies. To ensure that ITS technologies can work together smoothly and effectively to relieve congestion and improve safety, FHWA continued to focus on establishing the technical and institutional framework needed for deployment of the Nation's ITS infrastructure. FHWA supported the completion of 238 regional ITS architectures, as well as provided training and technical assistance to partner agencies to help them develop regional ITS architectures and understand how to properly use and maintain them once developed.

FHWA continued to support the deployment of 511 Traveler Telephone Information Service. The 511 service is a National travel information telephone number that, when fully deployed, will provide easy access to information on local travel conditions anytime, anywhere, across America. As of August 2005, the 511 Service was accessible to about 28% of the Nation's population. To provide travelers with information to make better decisions, FHWA continued to promote improved motorist information messages conveyed by electronic dynamic message signs (DMS). An interactive workshop allowed practitioners to exchange information on techniques for providing travel time messages on DMS. The number of locations providing travel time messages increased from 12 to 20 in 2005.

The FHWA also focused on poor or out-of-date traffic signal timing, which is one of the key causes of recurring traffic congestion. FHWA sponsored the development of a traffic signal operations self-assessment tool and the National Traffic Signal Report Card, in partnership with the National Transportation Operations Coalition. This effort, which received a very positive media response, called for increased investment in traffic signal operations by State and local transportation agencies.

To focus on mitigating non-recurring congestion, FHWA continued to assist State DOTs in evaluating their work zone management practices. The States conducted a work zone self-assessment and the results allowed States to compare their current State work zone management practices and implementation to other States. The results provided key information to States for improving their methods, as well as to FHWA for refining its work zone program.

FHWA continued its efforts to assist States in improving their Traffic Incident Management (TIM) programs. Similar to the Work Zone Self Assessment, selected metropolitan areas assessed their programs with respect to program and institutional issues (i.e., multi-agency strategic program planning, mutual agreements, program performance measurement), on-scene operational issues (i.e., incident clearance, responder safety, traffic control, incident command), and communications and technology (i.e., integrated communications systems to provide two-way voice, video and data information exchange, ITS solutions for traffic management and incident-specific traveler information). FHWA initiated demonstration projects in Detroit, Tucson, and Portland (Oregon) to focus on regional transportation operations



collaboration and coordination. Similar to work zones and traffic incident management, FHWA supported government officials in the 75 largest metropolitan areas in conducting self-assessments as a way to gauge regional progress in addressing traffic congestion.

2005 Results. The percent of daily-congested travel nationwide is an indicator of overall system performance. The measure is an estimate of the percent of daily traffic in approximately 400 urbanized areas moving at less than free-flow speeds. The early estimate of the percent of congested travel is 31.6% in 2004, a figure below the anticipated increase to 32.3 percent. The result was 0.6% higher than in FY 2003, but below the anticipated increase for the third straight year. The projected result for FY 2005 is 32.1 percent.

Performance Measure				
Percentage of total annual urban-area travel occurring in congested conditions.				
	2002	2003	2004	2005
Target	30.9	31.6	32.3	33.0
Actual	30.7 (r)	31.0 (r)	31.6 (r)	32.1 #
(r) Revised; # Projection from trends				

FY 2006 Performance Forecast. The target of 33.7% in 2006 will likely be met. The results for the period from 2002–2005 suggest that the overall rate of growth in traffic congestion nationwide is slowing, and is much less than recently projected increases of 0.7% annually.

TRANSIT RIDERSHIP

Transit is one of the safest ways of traveling, it relieves road congestion, and it reduces air pollution. The Federal investments in transit, combined with State and private sector funds, make public transportation possible for millions of Americans every day.

Traffic congestion now costs motorists in our Nation's top urban areas about \$68 billion a year in wasted time and fuel. Without transit, the additional congestion would cost another \$19 billion.

Many of the 37 million Americans who live below the poverty line rely on transit as their only means of transportation. As former welfare recipients move from welfare to jobs, transit offers the critical link that makes employment possible and the American workforce stronger.

Accessible public transportation is also important to 24 million Americans with disabilities who can use public transportation, and the increasing elderly population who can no longer drive.

2005 Results. DOT met the performance target. FTA adopted a new ridership target in 2005 of 1.0%, that was based on monthly transit boarding data that FTA began collecting in January 2002 from the largest 150 transit operators. Collectively, the top 150 operators represent about 95% of transit ridership nationwide. The new database provided the opportunity to report data that is consistent across transit systems and time

Performance Measure				
Average percent change in transit boardings per transit market (150 largest transit agencies), adjusted for changes in employment levels.				
	2002	2003	2004	2005
Target	3.5	2.0	2.0	1.0 (r)
Actual	0.2	0.7	0.7	1.4
(r) Revised				



periods. The methodology was changed to capture the average change per market (instead of the total average change) to reflect FTA's goal of increasing ridership in every transit market, not in just a handful of large transit markets. In addition, based on a number of research studies that documented the effect of employment changes on transit ridership, FTA began to account for changes in employment by market, utilizing the Department of Labor's quarterly employment reports. The revised FY 2005 goal of 1.0% is based on the results of two years of data (FY 2003 and FY 2004).

FY 2006 Performance Forecast. DOT expects to meet the transit ridership target for FY 2006.

IN-DEPTH ACCOMPLISHMENTS PROMOTING TRANSIT RIDERSHIP

To support this goal, FTA continued to invest in the Nation's transit infrastructure to ensure transit is as safe, efficient and cost-effective as possible, thus attracting new riders. FTA also implemented several new initiatives to promote ridership, and recognized transit agencies that developed innovative and successful programs to increase ridership. Some of the FTA ridership accomplishments include the following:

- Individualized Marketing Demonstration Program—FTA partnered with four communities (Bellingham, Washington; Sacramento, California; Columbus, Ohio; and Durham, North Carolina) to test an innovative travel behavior modification program through personalized marketing. The program encouraged individuals to choose alternatives to single occupancy vehicle travel, such as transit, cycling, carpooling or walking. Each demonstration includes a “before and after” survey, with a control group, to determine the impact of the program on travel behavior.
- Market-Based Ridership Strategies—FTA developed a two-day National Transit Institute course to assist transit operators in learning about and implementing market-based strategies to increase transit ridership.
- United We Ride—FTA launched the United We Ride initiative to improve accessibility to transportation for individuals with disabilities, older adults, and people with lower incomes.
- A Ridership Tool Kit (a compendium of best practices that have been effective in promoting ridership) was distributed to the general managers of all U.S. transit systems.
- FTA assembled two ridership teams to work with transit systems that have had declines in ridership during the past two years. By FY 2006, FTA assembled two ridership teams to make recommendations to increase ridership.
- FTA is working with the Transit Cooperative Research Program on a study, Determining the Elements Needed to Create High Ridership Transit Systems, which is expected to be completed by the end of calendar year 2005.



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- FTA launched a new Web site dedicated to ridership best practices from the transit industry. The site is updated regularly to include successful approaches used by transit agencies to increase ridership.

TRANSPORTATION ACCESSIBILITY

Transportation is vital to maintaining independence and mobility for people with disabilities, and to linking them to employment, health care, and the community. Access to transportation is the key to making the transition from welfare to work.

2005 Results. DOT met the bus target for compliance with the Americans with Disabilities Act (ADA). The bus fleet continues to become more accessible as older vehicles are replaced with those that are lift-equipped or have low floors to accommodate wheel chairs. The overall rate of increase in bus accessibility has slowed somewhat since many of the buses replaced were already lift-equipped. While all new buses are lift-equipped or have low floors, it will be difficult to reach 100% compliance because many transit operators retain buses for more than twenty years.

Performance Measure				
Percent of bus fleets compliant with the ADA.				
	2002	2003	2004	2005
Target	86	89	92	95
Actual	90	93	95	97 *
* Preliminary estimate				

FY 2006 Performance Forecast. DOT expects to meet the accessibility target for FY 2006.

2005 Results. DOT met the key rail station target for compliance with the Americans with Disabilities Act (ADA). Currently, there are 138 stations under FTA approved time extensions, and these stations are not included in the goal. Although transit operators have made significant progress in meeting the goal, the remaining stations tend to be those that require the most significant amount of work. Many of these operators are discovering that the scope of work that is needed to comply with the ADA exceeds their original projections. As a result, more time will be required to complete the necessary modifications. The virtually flat level of growth in the percentage of key stations made accessible between 2003 and 2004 reflected these realities and led FTA to lower its previous target for achieving full key station accessibility beyond FY 2004.

Performance Measure				
Percent of key rail stations compliant with the ADA.				
	2002	2003	2004	2005
Target	68	79	89	84 (r)
Actual	77	82	82	91 *
(r) Revised; * Preliminary estimate				

For FY 2005, preliminary data indicates that 91% of key rail stations are ADA compliant, which is higher than anticipated. Aggressive monitoring, follow-up, and a continuation of the ADA key rail station compliance assessment process have all been vital to the success. Since 1995, FTA has conducted more than 700 assessments or follow-up assessments to track progress towards ADA compliance. Quarterly rail station status reports and key rail station assessments have helped to significantly increase the number of



key rail stations that have come into compliance. FTA is providing the necessary technical assistance to its grantees as the parties work together to achieve the goals. FTA will continue efforts to encourage transit agencies to meet the accessibility goal for key rail stations.

FY 2006 Performance Forecast. DOT expects to meet the accessibility target for FY 2006.

JOB ACCESS AND REVERSE COMMUTE SERVICES (JARC)

In areas that receive JARC funds, the program successfully meets the transportation needs of low-income individuals seeking reliable transportation to employment and related support services. Grantees have used JARC funds for a wide variety of services, ranging from expansion of fixed route bus systems, and demand responsive services, to the provision of customer information. In each community that received a grant, JARC transportation services have reached new employment sites, making thousands of entry-level jobs and employers accessible for the program’s target populations. New stops have also increased access to critical employment support sites, particularly childcare and job training facilities.

2005 Results. FTA conducted an evaluation of the data collection and verification process for JARC data collected in FY 2003 and 2004. The accessible number of employment sites in FY 2003 has been revised to 73,700 and the FY 2004 revised estimate is 82,800. The FY 2004 verified data and percentage change in JARC funds for FY 2005 were used to project FY 2005 performance.

Performance Measure				
Number of employment sites (in thousands) that are made accessible by Job Access and Reverse Commute (JARC) transportation services.				
	2002	2003	2004	2005
Target	20.4	23.5	50.0	50.0
Actual	52.1	73.7 (r)	82.8 (r) *	82.1 #
(r) Revised; * Preliminary estimate; # Projection				

Riders have reported that JARC services have played an important role in their lives by making jobs accessible. An overwhelming majority (93%) of passengers surveyed in 2002 indicated that JARC services were either “very important” (81%) or “important” (12%) to them. Two-thirds (66%) of the respondents indicated that they would not have been able to access their destination without the JARC service. JARC services are used most frequently to travel to and from a work site, approximately 62.5% of all trips. Nearly one out of every three JARC respondents did not work prior to using the services.

FY 2006 Performance Forecast. DOT will meet the accessibility targets for FY 2006.

AVIATION DELAY

Recent forecasts indicate that commercial aviation is rebounding. By 2007, air carrier, commuter, and air taxi operations are anticipated to increase approximately 12% from 2004. In order to accommodate this growth, the capacity of the National Airspace System (NAS) must be used more efficiently without compromising the safety of flight. To respond to an increase in delays, FAA continued to focus on easing congestion in eight metropolitan areas; improving overall capacity at the Nation's top 35 airports; building new runways; enhancing access to reliever airports for general aviation operations; and increasing traffic coordination and communication by using new technologies.



2005 Results. The FY 2005 NAS On-Time Arrivals Target of 87.4% was met; preliminary data shows that we will achieve 88.1%.

FAA employees at the Air Traffic Control System Command Center confer daily with airline industry representatives to coordinate traffic nationwide around factors that could potentially cause delays. By planning before the day begins, FAA and industry work together to ensure that aircraft land on time. This daily collaboration to manage aviation congestion is complemented by FAA programs and initiatives such as new runway construction, airspace redesign, revised air traffic control procedures, and the introduction of new technology, all of which address short-term and long-term capacity needs.

Note. This measure was redefined in FY 2005 to adjust for delays beyond FAA's control, such as those caused by severe weather, decisions made by the air carrier, and security delays. Targets and results through FY 2004 are for the unadjusted measure.

FY 2006 Performance Forecast. FAA expects to meet the target for FY 2006.

Performance Measure				
Percent of all flights arriving within 15 minutes of schedule at the 35 Operational Evolution Plan airports due to NAS-related delays.				
	2002	2003	2004	2005
Target	77.2	78.2	82.1	87.4
Actual	82.2	82.3	79.07 (r)	88.1 *
(r) Revised; * Preliminary estimate				

IN-DEPTH ACCOMPLISHMENTS REDUCING AVIATION DELAYS

Since FY 2000, eight new runways have been commissioned in metropolitan areas providing these airports with the potential to accommodate almost 1 million more annual operations. In order to maximize the capacity of the new runways, FAA redesigned the surrounding airspace. These changes include new fixes to routes and sector structure to allow aircraft to use the new runways. Airspace redesign effort included the Las Vegas Redesign, Great Lakes Integrated Design Plan Short-term Initiatives, and National Choke Points Initiative. The airspace changes reduced delays and flight distances. Departure delays for several Great Lakes corridor airports, including Cleveland and Detroit, were significantly reduced, contributing to overall improvements in on-time performance. In Southern California, revised departure routes and climb procedures, coupled with airspace changes, provided more fuel-efficient departures and increased the number of aircraft allowed to climb without restrictions by 70%.

FAA continues to develop criteria and guidance materials that will be used for new Area Navigation (RNAV) and required navigation performance (RNP) routes and procedures. Use of RNP permits greater flexibility and standardizes airspace performance requirements. By adopting RNAV and RNP and leveraging existing and emerging cockpit capabilities, the FAA in collaboration with the aviation community will be able to improve airspace and procedures design, leading to increased capacity and improved efficiency. FAA published the first public RNP procedure in the world at Washington Reagan National Airport in September 2005. FAA implemented 58 RNAV arrival and departure procedures, including major implementations at



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Atlanta Hartsfield Airport and Dallas-Fort Worth. FAA also implemented 24 RNAV routes during FY 2005, including 20 high altitude and four low-altitude routes which provided flexibility and efficiency in the National Airspace System.

DAILY AIRPORT CAPACITY

In FY 2005, the Agency's airport capacity measure was modified to include both arrival and departure capacity, replacing the daily arrival capacity measure and arrival efficiency rate used previously. Using the new metric, FAA's FY 2005 target was 99,892 flights. Preliminary data shows that the average for the year was 101,200 flights, exceeding the target.

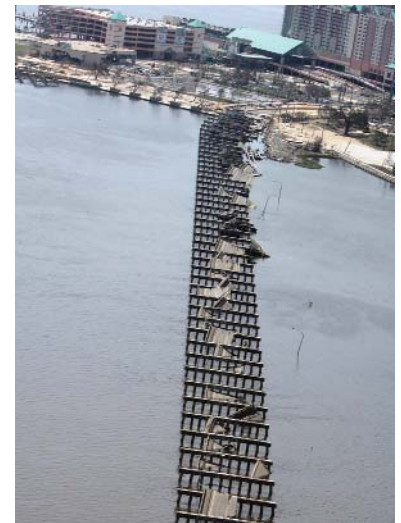
FHWA'S EMERGENCY RELIEF PROGRAM — GULF COAST HIGHWAY RECONSTRUCTION

The Emergency Relief Program provides funds for the repair or reconstruction of Federal-aid highways and roads on Federal lands which have suffered serious damage as a result of (1) natural disasters or (2) catastrophic failures from an external cause. This program, commonly referred to as the emergency relief or ER program, supplements the commitment of resources by States, their political subdivisions, or other Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions.

In mid-September, Secretary Mineta presented \$10 million to Mississippi and Louisiana to begin repairing roads and bridges that were ravaged by Hurricane Katrina. This is the first installment of emergency relief funds to be used to reconstruct US-90 across the Gulf Coast in Mississippi and reestablish the I-10 corridor across Mississippi into New Orleans including the Twin Span Bridge across Lake Pontchartrain at Slidell, LA. As the flood waters on portions of I-10 and US-90 in the New Orleans area recede, additional funds will be provided to Alabama, Mississippi, and Louisiana to assess, repair, or possibly replace, roads and bridges that were heavily damaged by the hurricane and subsequent flooding.

In the Fall of 2004, the FHWA worked closely with its State transportation partners and law enforcement agencies, particularly the Florida Department of Transportation, to provide immediate emergency relief funds for necessary repairs, most importantly, to restore two-way traffic on I-10 across the Escambia Bay east of Pensacola, FL following damage from Hurricane Ivan. After four hurricanes struck Florida and the southeastern States, Congress passed a supplemental hurricane relief bill in October 2004 that provided \$1.202 billion to repair and reconstruct highways damaged by hurricanes in Florida and other eastern States.

Through the FHWA's emergency relief program, more than \$740 million was provided additionally to 34 States and U.S. territories in FY 2005. The monies were used to repair highway and bridge damage from flooding, earthquakes, mudslides, and natural disasters such as hurricanes Ivan and Katrina.



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