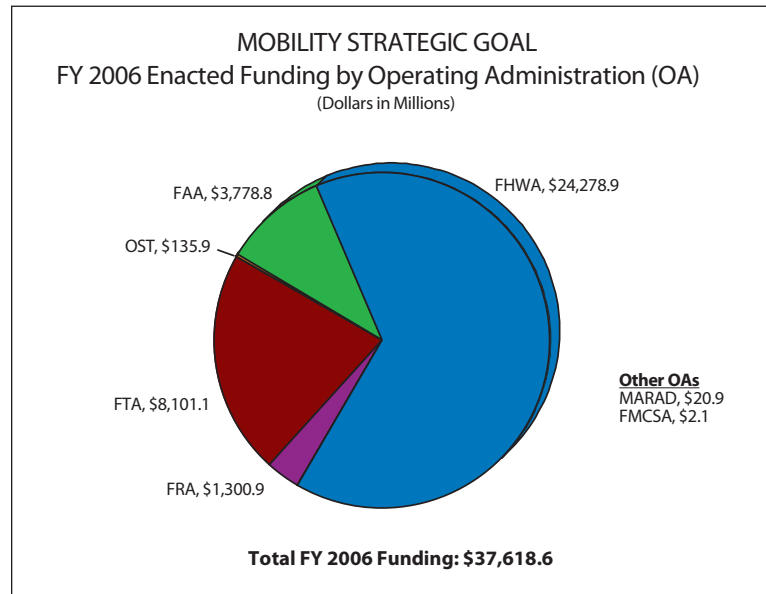




MOBILITY STRATEGIC GOAL

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

FY 2006 ENACTED FUNDS: \$37,618.6 MILLION



STRATEGIC OUTCOMES

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

PERFORMANCE MEASURES

- Percent of travel on the National Highway System (NHS) meeting pavement performance standards for good rated ride. ¹
- 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 Americans with Disabilities Act (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. ²
- Percent of all flights arriving within 15 minutes of schedule at the 35 Operational Evolution Plan airports due to National Airspace System (NAS)-related delays.

¹ Starting in FY 2005, measure was redefined to measure "good" rated pavement versus "acceptable rated pavement. Results for FY 2000 through FY 2004 have been adjusted accordingly.

² Starting in FY 2006, the administration of FTA's JARC program changed from a separate nationally-administered competitive program into a State-administered formula program as enacted in SAFETEA-LU. A feasibility study is being conducted on the proposed replacement measures.



IMPROVED INFRASTRUCTURE

**FY 2006 ENACTED FUNDS
\$12,102.6 MILLION**

Improving the condition and performance of pavement and bridges is critical to the structural integrity and cost effectiveness of the transportation system. The condition of the national highway system (NHS) also impacts traffic congestion, the wear-and-tear on vehicles, the comfort of travelers, and fuel consumption.

2006 Results. Efforts continue to improve the pavement condition on the Nation's highways. The goal is to reach a target of 58.5 percent of vehicle-miles traveled on NHS pavements with good ride quality (International Roughness Index (IRI) of 95 inches/mile or less) by 2008. In 2006, 54.2 percent of travel on the NHS occurred on facilities with a reported IRI of 95 inches per mile or less.

Performance Measure				
Percent of travel on the National Highway System (NHS) meeting pavement performance standards for "good" rated ride				
	2003	2004	2005	2006
Target	N/A	53.0	54.0	55.5
Actual	50.0 (r)	52.0 (r)	51.8 (r)	54.2 *
(r) Revised; * Preliminary estimate				

FY 2007 Performance Forecast. Based on recent trends, it is unlikely that the target will be met in FY 2007. The criteria for the pavement condition measure were revised in FY 2005 to encourage States to focus on increasing the good quality pavements, rather than simply minimizing the poor pavements. However, more improvement is needed in key states that have the most influence on the nationwide results.

REDUCED CONGESTION

**FY 2006 ENACTED FUNDS
\$13,626.8 MILLION**

Traffic congestion on our Nation's highways now affects more trips, more hours of the day, and more of the transportation system than ever before. Congestion varies significantly day to day because demand and capacity are constantly changing at any given location. However, 67 percent of the peak-period travel nationwide is congested, compared to 32 percent in 1982. Travelers in 85 urban areas spent 3.76 billion hours stuck in traffic in 2002, an increase from 0.72 billion in 1982. Reducing congestion and delay will improve urban travelers' mobility and productivity and curb economic inefficiencies induced by congestion.



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2006 Results. DOT and FHWA have adopted the percent of daily-congested travel nationwide as 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 estimate of percent of congested travel was 32.1 percent in 2006, a figure below the target of

33.7 percent. The actual result in 2005 was 0.2 percent higher than in 2004. The results for the 2002-2005 period suggest that the overall rate of growth in traffic congestion nationwide has slowed somewhat. In addition, the rate of growth in traffic congestion nationwide appears to be slowing based on the analyses of real-time traffic data that the FHWA has collected during 2004-2006 from travel information Web sites and transportation management centers in selected cities.

Performance Measure				
Percent of total annual urban-area travel occurring in congested conditions				
	2003	2004	2005	2006
Target	31.6	32.3	33.0	33.7
Actual	31.0	31.6	31.8 (r)	32.1 #
(r) Revised; # Projection				

FY 2007 Performance Forecast. Congestion levels nationwide should remain below the target of 32.5 percent in FY 2007, so the current target will likely be met. The results for the period between 2002 and 2005 indicate that the overall rate of growth in traffic congestion nationwide is slowing, and is less than projected increases of 0.7 percent annually.

IN-DEPTH ACCOMPLISHMENTS PROMOTING MOBILITY

FHWA continued to promote the use of the Mechanistic Empirical Pavement Design Guide, a pavement analysis and modeling system released by the National Cooperative Highway Research Program (NCHRP) and submitted to the American Association of State Highway and Transportation Officials (AASHTO). Potential users of the design guide increased their familiarity with the system by participating in FHWA sponsored workshops, equipment demos, and site visits. New test procedures and equipment were developed that will be used in writing future performance related specifications, by conducting State visits with the FHWA mobile asphalt and concrete laboratory. Also, FHWA completed a study of ways to use pavement management system information to calibrate the design guide procedures.

FHWA continued efforts to optimize the performance of the highway system by providing performance data, analysis, and product information that engineers and managers can use to design, build, maintain and manage more cost effectively. With the Foundation for Pavement Preservation and other association forums on pavement preservation, the Agency initiated a national effort to examine State DOT pavement preservation practices and processes in order to identify areas of potential improvement in this area. Seventeen on-site reviews of state pavement preservation programs were conducted in FY 2005-2006.



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FHWA made significant progress in implementing high performance materials for wide-spread applications to ensure more durable bridges. Forty-three States are using high-performance steel and all States are using high-performance concrete in their bridges. FHWA assisted the States in implementing the Load Resistance and Factor Design (LRFD) specification, which provides a more reliable and uniform level of safety for bridges. Seventeen States are utilizing the LRFD specifications for all new designs.

A series of pavement smoothness workshops were delivered in five States that can most affect the pavement condition target. A best practices document was prepared based on site reviews of pavement production quality assurance systems in four States. 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, Iowa State University, Auburn University, and a consortium of universities through the Western Research Institute.

FHWA continued to deploy custom workshops and training to States and other partners implementing asset management, and provided focused resources and technical assistance to practitioners utilizing economic analysis and evaluation tools. With AASHTO and the Transportation Research Board (TRB), the FHWA supported the Transportation Asset Management Web site to provide best practices information to transportation owners. FHWA responded to numerous inquiries from the Web site as well as over 50 requests for technical assistance to practitioners.

FHWA continued to promote accelerated construction through a series of workshops and reports, including a How To Guide for State Highway Agencies to assist states in developing their own programs. As of October 2005, Accelerated Construction Technology Transfer (ACTT) is a key step in the project development process and defines Federal-aid funding eligibility. A progress report, ACTT III – Transition to Tomorrow, was released in May. In addition, FHWA has accelerated construction of Bridges by developing resources such as the Decision Making Framework for Prefabricated Bridges, Manual for Bridge Moves using Self-Propelled Mobile Transporters, cost studies, connection details, and specifications.

Federal Lands Highway (FLH) partnered with the National Park Service (NPS) to transform the way the NPS manages its constructed assets. For the first time, NPS has comprehensive information about their inventory of roadway assets. Also, it is completing the first round of comprehensive roadway condition assessments. Understanding the actual and total costs for sustaining its assets in an acceptable condition is critical, as it makes future strategic decisions concerning the allocation of financial resources. FLH and the NPS conducted a pilot study and beta-test of the application of an automated Pavement Management System to assist in the



development of a prototype Transportation Improvement Program for the Park Roads and Parkways program of the NPS Northeast Region. This procedure incorporates Asset Management practices including both Pavement Management Systems and Bridge Management Systems into a transportation planning process to influence decision making from both an economical and technical point of view. The pilot study also utilized the Right Fix-Right Time approach, which uses the Roadway Inventory Program data, specific decision trees for various environmental zones, deterioration curves for the Maintenance and Rehabilitation activities in the environmental zones, and an optimization analysis to make recommendations for the pavement activities. The recommendations were considered during the development of a multi-year program of priority projects that balance pavement preservation with other maintenance and rehabilitation activities, as well as bridge and safety needs. In addition to the work that only involves the NPS, FLH completed stewardship and oversight agreements with its three major partners, the U.S. Forest Service, the NPS, and the U.S. Fish & Wildlife Service. Working with the Fish & Wildlife Service, FLH also instituted an assessment and review function to ensure compliance with laws, agreements, and regulations. Finally, FLH began implementation of the Indian Reservation Roads program's tribal agreements between FHWA and individual tribal governments.

Encouraging public private partnerships is a key strategy in the Transportation Secretary's National Strategy to Reduce Congestion, which was announced in June. The FHWA compiled a manual of all the innovative ways to use public-private partnerships on highway projects under current law, including SAFETEA-LU, in order to facilitate private industry entering into partnerships with public agencies to build roads. The Agency posted model public-private partnership contract and legislative language on its Web site. FHWA continued to gather information about enabling legislation and contract documents used at the state-level to share with States that are considering enabling legislation or entering into public-private partnerships under existing authority. Numerous presentations about innovative financing and public private partnerships were made at conferences and meetings.

FHWA initiated efforts to develop and deploy new SAFETEA-LU programs to fund designated projects that will add capacity to the National Highway System. The Agency issued program guidance for the Projects of National and Regional Significance Program, which involves 25 projects and \$1.779 billion in funding over five years, and the National Corridor Infrastructure Improvement Program, which involves 33 projects and \$1.948 billion in funding over five years. Initial funding was provided to two projects. FHWA also began an effort to develop a list of significant traffic bottlenecks in each state in order to identify the areas where the Agency can focus efforts to reduce their effects or eliminate them altogether.

FHWA sponsored an assessment on traffic signal training to identify knowledge, skills and abilities necessary for traffic signal technicians and engineers, as well as categorize and assess existing traffic signal timing courses. We completed the Traffic Signal Timing on a Shoestring



guidance and initiated work on a comprehensive traffic signal operations manual. Adaptive Control Software (ACS)-Lite was introduced to help support changes in traffic signal timing in response to changes in facility use.

To ensure that Intelligent Transportation System (ITS) technologies can work together smoothly and effectively, FHWA continued to ensure the technical and institutional framework needed for deployment of the Nation's ITS infrastructure. FHWA supported the completion of 270 Regional ITS Architectures. Another eight regional architectures are currently under development. FHWA provided a robust program of training and technical assistance to partner agencies in developing Regional ITS Architecture and in understanding how to properly use and maintain them once developed.

FHWA continued to support the deployment of 511, a national travel information telephone service that provides drivers with easier access to local travel conditions information. Through the AASHTO-led 511 coalition, FHWA developed guidelines and provided technical assistance and information through various means including Web meetings and a national conference. The 511 telephone service is now accessible to about 38 percent of the Nation's population. In addition, we assisted State and local transportation agencies with providing high-quality traveler information through other means such as dynamic message signs and Web sites.

FHWA intensified its efforts to manage facility capacity through the implementation of pricing strategies. In response to new options provided in SAFETEA-LU, a Federal Register Notice was issued to assist public authorities in identifying the most appropriate program to meet their requirements. A Web-based information clearinghouse was created to describe all of the eligible programs, as well as to solicit and collect expressions of interest from states and other candidate authorities. Finally, a Tolling and Pricing Primer that provides a comprehensive perspective of the Agency's tolling and pricing initiatives, including Public-Private Partnerships and Innovative Financing programs, was developed for States and other public entities.

Numerous States conducted a self-assessment, with support from FHWA, in order to examine their current state-of-the-practice in work zone management and implementation with other states. In addition, we produced and promoted a suite of implementation guidance documents, regional technical assistance workshops, web-based questions and answers to assist States in meeting the October 2007 implementation deadline for the 2004 Work Zone rule. The rule requires State work zone mobility and safety policies, consideration of work zone impacts, and identification of work zone impact mitigation strategies. In partnership with the Highways for Life Program, the Agency launched a major initiative to provide focused technical assistance to support State efforts in making work zones work better.

FHWA continued its efforts to assist States and metropolitan areas in improving their Traffic Incident Management (TIM) programs. Select metropolitan areas assessed TIM programs for program and institutional issues, on-scene operational issues, and communications and



technology. In addition, significant institutional and technical advancements were made with the establishment of the National TIM Coalition, supported by FHWA and comprised of representatives from a number of transportation, public safety and private sector organizations. In addition to establishing a National TIM Unified Goal, the Coalition continued its outreach and educational efforts. Also, FHWA encouraged the establishment of new or enhancement of existing service patrols as a way to better manage traffic incidents.

Weather events can cause traffic congestion and contribute to accidents. Efforts continued with the National Oceanic Atmospheric Administration to jointly develop several improved weather products and services, including an observation system that assimilates road weather conditions and feeds them into better road weather information products, and training materials that highlight the ways in which state and local Departments of Transportation can make the most use of National Weather Service advisories, watches and warnings.

TRANSIT RIDERSHIP

**FY 2006 ENACTED FUNDS
\$7,711.0 MILLION**

Transit is one of the safest ways of traveling, relieves road congestion, and 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.



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

Many of the 37 million Americans who live below the poverty line rely on transit as their only means of transportation for work and non-work trips. 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 physical disabilities who can use public transportation, and the increasing elderly population who can no longer drive.



2006 Results. DOT met the performance target. Collectively, the top 150 operators represent about 96 percent of transit ridership nationwide. The analysis provides the opportunity to report data that is consistent across transit systems and time periods. FTA's methodology captures the average change per market to reflect FTA's goal of increasing ridership in every transit market. In addition, based on a number of studies that document the effect of employment changes on transit ridership, FTA accounts for changes in employment by market utilizing Department of Labor monthly employment reports. FTA issues a quarterly report to agency staff regarding ridership boardings (unlinked trips) nationally.

Performance Measure				
Average percent change in transit boardings per transit market (150 largest transit agencies), adjusted for changes in employment levels				
	2003	2004	2005	2006
Target	2.0	2.0	1.0	1.0
Actual	0.7	0.7	1.9 (r)	2.1 *
(r) Revised; * Preliminary estimate				

A combination of factors contributed to the increase in ridership in 2006 including programs such as the Commuter Choice/Commuter Check, the guaranteed ride home program, partnerships between transit agencies and employers, and universities to provide transit passes, simplified fare structures, and greater marketing of transit. The purchase of new vehicles by many transit properties increased the amenities and rider comfort which also attracts riders. In addition to these system initiated efforts to increase transit ridership, economic factors such as the increase in the price of gasoline and higher levels of employment contributed to the growth in ridership during 2006.

FY 2007 Performance Forecast. DOT expects to meet the transit ridership target for FY 2007.

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, and maintaining existing 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:

In FY 2006, the United We Ride (UWR) human service coordination initiative moved to improve transportation services for transportation disadvantaged populations (older adults, persons with disabilities and individuals with low incomes) by improving the coordination of various Federal program resources. As a result of UWR, 32 States have developed state coordination action plans



and state transportation coordination councils to promote coordinated human transportation strategies within their states. FTA developed guidance to implement the coordinated planning requirements of SAFETEA-LU to implement coordinated public transit/human service.

- In FY 2006, FTA established two additional ridership teams to work with transit systems in California and Michigan that have had declines in ridership during the past two years. During FY 2007, these two transit systems will implement the actions recommended by FTA to increase ridership.
- FTA is working with the Transit Cooperative Research Program on a study entitled, “Determining the Elements Needed to Create High Ridership Transit Systems,” which is expected to be completed by December 31, 2006.
- The FTA Ridership Web site, launched in FY 2005, contains best practices on approaches used by transit agencies to increase ridership, reports on four Ridership Team Reviews completed by FTA, National Transit Institute training opportunities, and a link to the American Public Transit Association (APTA) Web site for additional information.
- FTA completed a national study of guaranteed ride home (GRH) programs to demonstrate their cost effectiveness and posted it on FTA’s Ridership Web page. It is expected to be published in 2 national journals by the end of CY 2006.
- FTA hosted a ridership forum at the APTA Annual Conference in San Jose in October 2006 which examined what transit agencies can do to maintain and increase ridership.

INCREASED ACCESSIBILITY

**FY 2006 ENACTED FUNDS
\$399.3 MILLION**

Accessible public transportation is vital to maintaining the independence and mobility for people with disabilities and linking them to employment, health care and the community. Access to transportation is essential for people who are making the transition from welfare to work.



2006 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 percent compliance because many transit operators retain buses that are not lift-equipped for more than twenty years.

Performance Measure				
Percent of bus fleets compliant with the ADA				
	2003	2004	2005	2006
Target	89	92	95	97
Actual	93	95	97	97 *
* Preliminary estimate				

FY 2007 Performance Forecast. DOT expects to meet the bus fleet accessibility target for FY 2007.



2006 Results. DOT met the key rail station target for compliance with the Americans with Disabilities Act (ADA). There are 687 key rail stations nationwide designated as such by the commuter authority or light/rapid rail operator, in cooperation with the local disability community. 549 of these key rail stations make up our goal. The remaining 138 stations are under FTA approved time extensions for meeting ADA compliance requirements because they require extraordinarily expensive structural modifications to bring them into compliance. Transit operators have made significant progress in meeting the goal; the remaining stations tend to be those that require a significant amount of work and are very expensive. Many of these operators are discovering that the scope of work needed to comply with the ADA exceeds their original projections. As a result, more time will be required to complete the necessary modifications. The flat level of growth in the percentage of key stations made accessible between 2003 and 2004 reflect these realities and led FTA to lower its previous projection for achieving full key station accessibility beyond FY 2004.

Performance Measure				
Percent of key rail stations compliant with the ADA				
	2003	2004	2005	2006
Target	79	89	84	91
Actual	82	82	91	92 *
* Preliminary estimate				

FY 2007 Performance Forecast. DOT expects to meet the accessibility target for FY 2007.



IN-DEPTH ACCOMPLISHMENTS TO INCREASE TRANSIT ACCESSIBILITY

For FY 2006, preliminary estimates indicate that 92 percent of key rail stations are ADA compliant, which is higher than anticipated. A key factor in exceeding the 91 percent target is attributed to aggressive monitoring, follow-up, and continuation of the ADA key rail station compliance assessment process. Since 1995, FTA has conducted more than 700 assessments or follow-up assessments to track progress toward 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 transit operators as both parties work together to achieve the goals. FTA will continue efforts to encourage and support transit agencies to meet the accessibility goal for key rail stations.

JOB ACCESS AND REVERSE COMMUTE SERVICES (JARC)

In areas of the country that receive JARC funds, the program successfully meets the transportation needs of low-income individuals seeking reliable transportation to employment and related support services. Transit agencies have used JARC funds for a wide variety of services, ranging from expansion of fixed route bus systems, and demand responsive services, to providing 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 supported by JARC funds have also increased access to critical employment support sites, particularly childcare and job training facilities.

2006 Results. DOT met the JARC target for the number of employment sites that are made accessible by Job Access and Reverse Commute (JARC) transportation services. The administration of FTA's JARC program was changed from a separate nationally administered competitive program into a state-administered formula program as enacted in SAFETEA-LU. This change provided each state with the opportunity to consider and prioritize their mobility needs when planning transit. In response to this change, FTA evaluated the performance measure and found that the measure could be improved. FTA is in the process of defining a new measure and undertaking a feasibility study. Upon the conclusion of the feasibility study, FTA hopes to have baseline information available by FY 2007.

Performance Measure				
Number of employment sites (000s) that are made accessible by Job Access and Reverse Commute (JARC) transportation services				
	2003	2004	2005	2006
Target	23.5	50.0	50.0	50.0
Actual	73.7	82.8	95.4 (r) *	71.5 *
(r) Revised; * Preliminary estimate				



Riders have reported that JARC services played an important role in their lives by making jobs accessible. An overwhelming majority (93 percent) of passengers surveyed in 2002 indicated that JARC services were either “very important” (81 percent) or “important” (12 percent) to them. Two-thirds (66 percent) 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 percent of all trips. Nearly one out of every three JARC respondents did not work prior to making use of the services.

FY 2007 Performance Forecast. It is anticipated that DOT will meet the FY 2007 target, once it is established.

INCREASED RELIABILITY

**FY 2006 ENACTED FUNDS
\$3,778.8 MILLION**

Major factors affecting National Air Space (NAS) on time arrivals include seasonal weather patterns, airport conditions, airport construction projects, and increases in traffic volume, which have surpassed pre-September 11, 2001 levels.

Our strategic programs and initiatives, such as airspace redesign, revised air traffic control procedures, and the introduction of new technology, are expected to further improve on-time arrivals. To address these issues, FAA employees at the Air Traffic Control System Command Center (ATCSCC) have daily meetings with airline industry representatives to coordinate traffic around factors that could potentially cause delays. Careful collaborative planning with our industry partners on the previous day ensures that aircraft land on time.

2006 Results. We exceeded our FY 2006 target of 87.40 percent, achieving an on-time arrival rate of 88.36 percent. NAS On-Time Arrival is the percentage of all flights arriving at the 35 Operational Evolution Plan (OEP) airports equal to or less than 15 minutes late. It excludes minutes of delay attributed by air carriers to weather, carrier action, security delay, and prorated minutes for late arriving flights at the departure airport.

Performance Measure				
Percent of all flights arriving within 15 minutes of schedule at the 35 Operational Evolution Plan airports due to NAS-related delays				
	2003	2004	2005	2006
Target	78.2	82.1	87.4	87.40
Actual	82.3	79.07	88.4 (r)	88.36
(r) Revised				

Further improvements to on-time arrivals are expected as we accomplish programs and initiatives such as airspace redesign, revised air traffic control procedures, and the introduction of new technology, as outlined in our on-going 10-year OEP.

FY 2007 Performance Forecast. FAA expects to meet the target for FY 2007.



IN-DEPTH ACCOMPLISHMENTS REDUCING AVIATION DELAYS

Growth in air travel has generally been accomplished by increasing the number of flights. Measuring the growth of airport capacity indicates the limit at which increased service can be accommodated without affecting delay. The ability of the system to respond to demand is a function of airport runway capacity, airspace capacity, the status of air traffic control equipment, and weather conditions. Major factors affecting performance include weather, volume and runway construction. Delays occur when the demand for air transport services exceeds the capacity of the system.

In the last nine years, thirteen new runways have opened at the 35 OEP airports, providing the airports with the potential to allow almost 1.7 million more operations. In FY 2006, we opened four new runways, one each in Minneapolis-St. Paul, Cincinnati, St. Louis, and most recently in Atlanta, the world's busiest airport. The recent commissioning of a new runway at Atlanta-Hartsfield Airport, allows for 33 percent more operations a year.



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For years, FAA has targeted efforts at eight major metropolitan areas (New York, Philadelphia, South Central Florida, Chicago, Baltimore/Washington, Atlanta, Los Angeles Basin, and San Francisco Bay area) that most affect total system delays. Every year after thorough data analysis, FAA updates this list of metropolitan areas. With FY 2006 improvements, we have achieved our capacity goals for Atlanta. Therefore, our FY 2007 efforts will focus on the remaining 7 major metropolitan areas that affect system delay. By redefining the metro areas our FY 2007 target has been refined to 63,650 average daily arrival and departure rates.

Two tools that accommodate air growth and improve efficiency, Area Navigation (RNAV) standard instrument departures (SID), and Standard Terminal Arrivals (STARs), are producing the most immediate impact towards near-term capacity gains and operator cost savings. RNAV uses a computerized flight management system (FMS) to combine navigation sensors and a database of procedures for a very accurate navigation capability. RNAV procedures simplify the issuance of clearances by allowing air traffic control to specify procedures by name without having to describe the route in detail. RNAV SID are published air traffic control departure procedures that provide obstacle clearance and a transition from the terminal area to the enroute structure. RNAV STAR provide standardized routing from the enroute structure into the terminal area. Since FY 2005, FAA has published 128 RNAV – SID and STAR procedures, resulting in over \$40 million in reduced delay and capacity benefits.



In FY 2006, FAA RNAV implementations occurred at Washington Reagan National Airport (3 STAR), Miami (4 STAR, 7 SID), Fort Lauderdale (3 STAR, 6 SID), Atlanta (4 STAR, 16 SID), Seattle-Tacoma Airport (2 SID), Palm Beach (3 STAR), Phoenix (2 STAR) and Boca Raton (2 STAR).

Additionally in FY 2006, FAA:

- Implemented daily use of a software tool, Traffic Management Advisor, at several locations. With the use of this tool in Oakland Oceanic Airspace, FAA reduced the separation standard from 100 nautical miles lateral to 30 nautical miles lateral. This first application allowed one of the aircraft to ascend 6 minutes sooner than with the previous standard. This reduction in spacing will result in fuel savings for the airlines and greater capacity for the National Airspace System.
- Announced approval for the initial deployment of the Automatic Dependent Surveillance Broadcast (ADS-B), throughout the United States. Switching from our reliance on ground-based radar equipment to satellite-based operations enhances safety while providing increased capacity and efficiency. ADS-B will keep aircraft safely separated, provide better use of available airspace, and enable more direct aircraft routing, thus saving fuel.

HOUSE HOLD GOODS (HHG) ENFORCEMENT

FMCSA's regulation of the HHG moving industry and enforcement of the commercial requirements included in the Federal Motor Carrier Commercial Regulations (FMCCRs) contribute to efficient and reliable transportation operations and DOT's mobility strategic goal. An estimated 40 million Americans relocate each year, approximately 1.6 million of which are interstate moves. Fortunately, the majority of household moves are completed without incident. Following FMCSA's launch of a consumer education program to raise FMCSA's public profile regarding the Agency's role in collecting complaints about shippers, HHG complaints are continuing to rise. FMCSA receives nearly 3,000 legitimate HHG complaints annually. Calls and internet complaints from consumers are rising every year. There are over 4,000 registered motor carriers actively transporting HHG across State lines and, as investigations have uncovered, many more that operate without proper authority. In FY 2006, FMCSA initiated four strike force operations targeting HHG carriers and conducted its first-ever roadside inspections of HHG CMVs that resulted in enforcement cases. FMCSA completed 562 commercial investigations (124 percent of goal) and continues to focus on, and increase enforcement actions against, unscrupulous HHG movers.