

MOBILITY AND ECONOMIC GROWTH STRATEGIC OBJECTIVES:

1. *Shape an accessible, affordable, reliable transportation system for all people, goods, and regions.*
2. *Support a transportation system that sustains America’s economic growth.*

Strategic Outcomes:

- Improve the physical condition of the transportation system.
- Reduce transportation time from origin to destination for the individual transportation user.
- Increase the reliability of trip times for the individual transportation user.
- Increase access to transportation systems for the individual user.
- Reduce the cost of transportation for the individual user.
- Reduce barriers to trade that are related to transportation.
- Improve the U.S. international competitive position in transportation goods and services.
- Improve the capacity of the transportation workforce.
- Expand opportunities for all businesses, especially small, women-owned, and disadvantaged businesses (discussed in the Organizational Excellence chapter).

Mobility as much as any other factor defines us as a Nation, and is intertwined with the Nation’s economic growth. It connects people with work, school, community services, markets, and other people. The U.S. transportation system carries over 4.6 trillion passenger-miles of travel and 3.9 trillion ton-miles of freight every year – generated by more than 276 million people and 6 million businesses.

DOT’s aim is an affordable, reliable and accessible transportation system. To achieve reliability and accessibility, our transportation system frequently relies on common public infrastructure that is maintained on limited national resources – our land, waterways, and airspace. DOT’s objective is to optimize capital investment in these public systems and manage them to maximize the benefit to all Americans. In FY 2003, DOT mobility and economic growth programs improved condition, performance, and services provided by the Nation’s transportation system.

Performance Summary:

	1997	1998	1999	2000	2001	2002	2003	2003 Target	Met	Not Met
Percentage of travel on the NHS meeting pavement performance standards for acceptable ride.	89.1	89.8	90.5	90.9	90.9	90.6 (r)	90.8#	92.5		ü
Percent of total annual urban-area travel occurring in congested conditions.	27.3	28.3	29.0	29.3	30.4	30.4 (r)	30.8#	31.6	ü	
Average yearly percent change in transit passenger-miles traveled per transit market adjusted for employment levels	2.5	4.7	5.0	5.0	4.3	0.2	1.2*	2.0		ü
Percent of flights arriving on time	N/A	76.8	76.0	74.9	76.2	82.2 (r)	82.3*	78.2	ü	
Percent of days in shipping season that the U.S. sectors of the St.	98.0	98.5	99.2	98.7	98.3	99.1	98.9*	99.0		ü

Lawrence Seaway are available, including the two U.S. locks in Massena, N.Y.										
Percent of key rail stations ADA compliant	26	29	49	52	67	77	82	79	ü	
Percent of bus fleets ADA compliant	68	72	77	80	85	90	93	89	ü	
Number of employment sites (000s) that are made accessible by Job Access and Reverse Commute transportation services.	N/A	N/A	1.7	17.0	28.4 (r)	52.1#	74.5#	23.5	ü	
Passengers (millions) in international markets with open skies aviation agreements	40.7	43.0	49.4	56.8	56.4	53.7 (r)	56.8*	62.1		ü

(r) Revised; # Projection; * Preliminary estimate.

Highway Infrastructure Condition: The National Highway System (NHS) represents just 4 percent of total highway miles, but carries 1 trillion, or approximately 43 percent of, vehicle-miles traveled (VMT) annually. The system serves major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. The condition of this system can affect wear-and-tear on vehicles, fuel consumption, travel time, congestion, and comfort, as well as public safety. Improving pavement and bridge condition is also important to the long-term structural integrity and cost effectiveness of the transportation system. While steady progress has been made over the past decade, pavement condition on the NHS can still be improved. Drivers in the U.S. cross deficient bridges more than one billion times each day. While the 115,000 bridges in the NHS are in better condition than the total U.S. inventory of approximately 590,000 bridges, a significant number are either structurally deficient or functionally obsolete.

Performance measure:

Percentage of travel on the NHS meeting pavement performance standards for acceptable ride.

	2000	2001	2002	2003
Target:	N/A	N/A	92.0	92.5
Actual:	90.9	90.9	90.6(r)	90.8#

(r) Revised; # Projection from trends.

2003 Results: DOT did not meet the performance target.

A few States with significant traffic volume reported a deterioration of pavement condition when compared to prior years. Discussions were held with the States having poorer pavement smoothness condition, as well as the American Association of State Highway and Transportation Officials (AASHTO) Joint Task Force on Pavements, to develop specific strategies to improve performance. While travel on the NHS on facilities with international roughness index (IRI) of 170 inches per mile or less indicates deteriorating conditions, the travel on the NHS on facilities with a reported IRI of 95

inches per mile or less increased from 49.3% to 50.0% from 2001 to 2002. This indicator of travel on pavement in good condition has shown steady improvement from 42.8% in 1998. Additionally, the mileage on the NHS with reported IRI of 170 inches per mile or less has increased from 93.0% to 93.7% during the last three years.

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. In this effort, 17 workshops on various pavement and materials related technologies were conducted. A technical advisory was distributed and four more were prepared for distribution next year. FHWA asphalt and concrete mobile laboratory officials visited 14 States to provide guidance and technical assistance. A six-week Highway Materials Engineers Course was delivered to representatives of 21 States. Finally, FHWA hosted in-house workshops for over 50 staff pavement engineers to deliver the latest technical information and tools to perform their duties.

FHWA continued its work with the Foundation for Pavement Preservation and in other association forums on pavement preservation, which promotes a “doing the right thing at the right time” philosophy. FHWA also contributed staff resources to the development of the Center for Pavement Preservation at Michigan State University, which should yield significant benefits to States, industry, and National Highway System users.

FHWA’s performance measures for the percentage of deficient deck area on NHS bridges increased from 29.9% of deck area in 2002 30.2% in 2003 – missing the target of 27.5%; and completed miles of the Appalachian Development Highway System rose to an estimated 2,608 from 2,571 in 2002, meeting the target of 2,594.

FY 2004 Performance Plan Evaluation: DOT will likely not meet the target in FY 2004.

Management Challenge – Intermodal Approach to Transportation Planning and Investment (GAO)

The GAO has stated that enhancing intermodal transportation planning and investment decisions resulting from that planning presents a major challenge to DOT.

DOT concurs with the need for the Department to enhance intermodal planning and investment decisions. The Department conducted several outreach sessions to all segments of the transportation industry and included several items in SAFETEA to address intermodal activities: 1) continue and enhance intermodal capacity building efforts through broad-based training on intermodal freight issues; 2) launch a proposed freight gateway and freight intermodal connector investment program; 3) encourage intermodal Intelligent Transportation System investments; and 4) lower the threshold for TIFIA funds from \$100 million to \$50 million, thereby allowing for smaller intermodal project financing. Additionally, the Department is currently developing a Department-wide Freight Action Plan, which involves all the modal administrations.

Highway Congestion: Traffic congestion on our Nation’s highways has steadily increased over the past twenty years as the population of drivers, number of vehicles, and travel volume continue to increase at a faster rate than system capacity. According to the Texas Transportation Institute, drivers experience 3.6 billion hours of delay and waste 5.7 billion gallons of fuel annually due to traffic congestion. The economic impact of congestion, including wasted fuel and time, was estimated to be about \$69.5 billion in 2001. Over 66.4 percent of the cost was experienced in the 10 metropolitan areas with the most congestion. Slowing the growth of congestion and delay aids urban travelers’ mobility and productivity and curbs economic inefficiencies induced by congestion. Highly integrated Intelligent Transportation

Systems (ITS) use electronic information and communications technology to extend the capacity of our existing infrastructure system, improving traffic flow and reducing bottlenecks.

Performance measure:

Percentage of total annual urban-area travel that occurs in congested conditions.

	2000	2001	2002	2003
Target:	N/A	30.0	30.9	31.6
Actual:	29.3	30.4	30.4(r)	30.8#

(r) Revised; # Projection from trend data.

2003 Results: DOT met the performance target.

FHWA estimates traffic congestion nationwide as the percent of daily traffic in approximately 400 urban areas that is moving at less than free-flow speeds. This estimate of traffic congestion remained the same in FY 2002 as in the previous year, and was below the projected increase; reflecting a slowdown in the rate of growth experienced in previous years. The growth in percent congested travel for 2003 is also projected to be below the target.

An integrated ITS infrastructure in a metropolitan area provides significant advantages in reducing congestion through improved operations. Achieving greater integration serves as a leading indicator of progress in congestion mitigation. To ensure that Intelligent Transportation Systems technologies can work together smoothly and effectively, FHWA continued to focus on establishing the technical and institutional framework needed for deployment of the Nation’s ITS infrastructure. FHWA’s ITS Joint Program Office supported the completion of 120 regional ITS architectures. Another 133 regional architectures are currently under development. Also, FHWA provided training and assistance to partner agencies in developing regional ITS architectures and in understanding how to properly use and maintain them once developed. Thirty-five regional architecture training courses and workshops were held during 2003.

The number of metropolitan areas with a medium or high-level of deployment increased to 61 in FY 2003. FHWA will continue to work aggressively with each of the 18 remaining metropolitan areas to reach the long-term goal of 75 areas with a medium or high level of deployment by January 2006. In addition, 85 projects in the ITS Integration Program (ITIP) were approved during FY 2003, most of which support the goal of deploying integrated ITS infrastructure in metropolitan areas.

FHWA awarded 44 planning grants to regions throughout the U.S. in order to continue the deployment of the 511 Travel Telephone Information number. With the AASHTO-led 511 coalition, the Agency developed guidelines and provided technical assistance and information through various means, including a national 511 Conference. The 511-telephone number is now accessible to about 16.5 percent of the Nation’s population.

FHWA began a major effort to assist State DOT’s in evaluating the state-of-the-practice work zone management in order to raise awareness of and commitment to innovative work zone congestion and crash mitigation strategies. The States, the District of Columbia, and Puerto Rico undertook comprehensive self-assessments, resulting in increased understanding of work zone issues and valuable insights for reducing delay and crashes associated with work zones. The assessment measures progress

towards full integration of six areas of practice – leadership and policy, project planning and programming, project design, project construction and operations, communications and training, and program evaluation.

To continue peer exchanges and promote new work zone impact mitigation strategies and technologies, FHWA reported experiences of four states in incorporating ITS into work zones, and information on the use of full road closures while performing road rehabilitation and reconstruction work. A series of “*Making Work Zones Work Better*” outreach workshops with State DOTs highlighted use of ITS and full road closure strategies, as well as other promising work zone technologies and practices.

FHWA published a proposed rule on work zones to include a requirement for state work zone mobility and safety policies, consideration of work zone impacts, and identification of work zone impact mitigation strategies.

Similar to work zones, FHWA and its partners in 64 of the top 75 congested urban metropolitan areas undertook 71 comprehensive incident management practice self-assessments. FHWA also completed a study of various types of performances measures used to evaluate the progress of traffic incident management programs around the country. This focused on three areas: program and institutional issues, on-scene operational issues, and communications and technology.

To aid in congestion planning efforts, FHWA released the Freight Analysis Framework (FAF) database of commodity flows and highway capacity. The FAF contains commodity flows and county-to-county traffic flows by highway, rail, air, and water for 1998, as well as projections for 2010 and 2020. It also estimates highway usage and capacity for all vehicles and trucks for 1998, 2010 and 2020. In response to input from partners for improved skills and knowledge in addressing freight transportation and planning issues, FHWA initiated a new Freight Professional Development Program consisting of training, technical assistance tools, university-based programs, and a freight resource library.

FY 2004 Performance Plan Evaluation: DOT will likely not meet the target in FY 2004.

Transit Ridership: In 2001, people rode public transportation systems 9.5 billion times, traveling to and from work, medical appointments, school and social events. Public transit offers many benefits. It is one of the safest ways of traveling, relieves road congestion, and reduces air pollution. But achieving these benefits depends upon ridership. Federal transit investment combined with State and private sector funds make public transportation possible for millions of Americans every day.

Performance measures:

Average yearly percent change in transit passenger-miles traveled per transit market adjusted for employment levels.

	2000	2001	2002	2003
Target:	N/A	N/A	3.5	2.0
Actual:	5.0	4.3	0.2	1.2*

* Preliminary estimate based on data from January 2003 to July 2003 compared with January 2002 to July 2002.

Note on data: Through FY 2002 the figures shown are for the average change in passenger miles only

and is not normalized for employment levels. The FY 2002 target and actual performance numbers prior to FY 2003 were based on ridership definition that is no longer used. In FY 2002, DOT changed the transit ridership measure to the average change in passenger miles traveled per market.

The measure utilizes data on unlinked passenger trips from the monthly National Transit Database that was initiated in 2002. This data is available for the largest 150 transit operators, which account for about 94 percent of all transit ridership. The relationship between unlinked passenger trips and passenger-miles has been extremely stable over time. Between 1995 and 2001, the ratio of passenger-miles per unlinked passenger trip averaged 5.11, and varied between 5.04 and 5.17, a range of plus or minus 1.4 percent. Thus, for 2003, the indicator compares passenger miles (using unlinked passenger trips as a surrogate) for the urbanized areas containing the 150 largest transit agencies (normalized for employment levels) for the year ending in September 2003 with the year ending in September 2002.

Data on employment is based on monthly employment levels for metropolitan statistical areas reported by the Bureau of Labor Statistics.

An increase in the average transit ridership per market, adjusted for changes in employment, represents an increase in transit's share of the personal travel market. The goal is a 2.0 percent increase per year, adjusted for changes in employment.

2003 Results: DOT did not meet the performance target.

However, FTA made significant progress in focusing on programs that encourage and support transit ridership. FTA implemented several new activities to promote ridership, and recognize agencies that have developed innovative and successful programs to increase Ridership, including:

- individual Marketing Program Pilots to focus on marketing efforts to increase transit ridership in communities. The results will be made available to communities nationwide;
- a Ridership Tool Kit (a compendium of best practices that have been effective in promoting ridership increases), distributed to transit properties; and
- a new Ridership Performance Incentive program, included in the Administration's Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA) legislation under review by Congress.

Finally, FTA emphasized management's role in facilitating transit ridership by including the ridership goal as one of the FTA Executive's core accountabilities used to measure performance.

Passenger-miles traveled by transit increased from 46.0 billion in 2002 to 46.2 in 2003, missing FTA's target of 48 billion.

The average condition of both the bus and rail fleets (on a scale of 1 (poor) to 5 (excellent)) continues to improve. This reflects continued FTA funding for transit capital investment, including new vehicles. Between 2000 and 2002, the average age of each type of bus vehicle, except trolley buses, has declined. In the case of rail, the average age of heavy rail vehicles has declined from 23 to 20 years, outweighing slightly smaller increases in the average ages of other rail vehicles. Average bus and rail vehicle conditions normally range between 3.0 and 4.0. Anything lower than 3.0 would be less than adequate, while a level higher than 4 would require an overly ambitious replacement program where vehicles are replaced prior to their FTA mandated minimum replacement ages. Some fluctuations will occur in transit vehicle conditions as a normal part of the deterioration and replacement process. For these reasons, it is not realistic to set a target that assumes conditions will continue to improve beyond a

certain level. Ideally, conditions will fluctuate around 3.5

FY 2004 Performance Plan Evaluation: DOT will meet the target in FY 2004.

Aviation Delay: Commercial aviation delays cost airlines an estimated \$3 billion per year. Passengers are directly affected by missed flight connections, missed meetings, and loss of personal time. Since FY 2000 the number of aviation delays has fallen about 30 percent, while the total minutes of delay have fallen about 33 percent. The 10 airports with the highest number of delays in FY 2003 account for nearly 70 percent of all delays, up slightly from 66 percent in FY2000. Delays throughout the system are projected to increase as passenger travel demand continues to recover and rise.

Performance measures:

Percent of on-time flights.

	2000	2001	2002	2003
Target:	N/A	N/A	77.2	78.2
Actual:	74.9	76.2	82.2(r)	82.3*

(r) Revised; * Preliminary estimate.

2003 Results: DOT met the performance target.

Over the long term, increased airport capacity, building more runways, and all-weather runway access provide the best means of matching capacity to demand and reducing the possibility of delayed flights.

The demand for air travel has fallen since FY 2000, particularly after the events of September 11, 2001. Reduced demand has lessened congestion and, with other improvements in NAS infrastructure and procedures, has improved on-time performance. Total air traffic operations fell over five percent from FY 2001 to FY 2003, while on-time performance increased nearly six percentage points. Success is not just a result of the FAA’s new programs and technology described above, but also a result of the continued cooperation and coordination at the National Command Center with airline industry representatives. The National Command Center and airline industry representatives meet daily to coordinate traffic around known weather conditions and other factors that could potentially cause delays. By planning and agreeing to alternate routing before the day begins, the FAA and industry work together to ensure that aircraft land on time.

Control tower technology is a key method for improving on-time arrival rates. The joint FAA and Department of Defense Standard Terminal Automation Replacement System (STARS) will modernize 20-year old computers and displays at more than 300 civilian and military air traffic control facilities nationwide. STARS and the En Route Automation Modernization (ERAM) program are centerpieces of FAA’s national air traffic system modernization efforts. ERAM replaces flight data processing and radar/ surveillance data processing components of air traffic control software at all air route traffic control centers. Together, ERAM and STARS will help improve on-time arrival rates and increase airport capacity and efficiency. Finally, new navigational technologies, such as advanced area navigation (RNAV) and required navigation performance (RNP), will allow suitably equipped aircraft to fly point-to-point, as the pilots desire, instead of following the current system of rigid routes from one position to another based on ground-based navigational aids.

Capacity Growth: New runways opened in Denver and Miami as part of FAA's efforts to increase capacity. In addition to grant funding for additional runways, taxiways, and aprons at airports, FAA continues to work with airports around the country to boost capacity by analyzing chokepoints in the system. In FY 2003, FAA studied chokepoints around Chicago, Boston, and New York and helped redesign airspace and made small improvements that smoothed out bottlenecks.

On a national scale, FAA is improving the criteria for assessing the capacity of larger airports and their ability to meet projected demand. This information, in turn, will be used to target efforts to use pavement, procedures, and technology to add capacity at airports with the greatest need and with the most potential to reduce delays nationwide. In addition, FAA plans to redesign airspace to reduce congestion in busy high altitude airspace as well as in congested airspace in major metropolitan areas.

FAA's airport arrival efficiency rate fell slightly from 96.2% in FY 2002 to 95.5% in FY 2003, but still met the target of 95.49%. The average daily airport arrival capacity (in thousands of landings) increased from 47.0 in FY 2002 to 49.5 in FY 2003, exceeding the target of 49.12.

FY 2004 Performance Plan Evaluation: DOT will meet the target in FY 2004.

Management Challenge – Air Traffic Control Modernization and Increasing Aviation System Capacity (IG/GAO)

The IG and GAO stated that the FAA is facing critical issues involving increasing capacity in the National Airspace System, carrying out cost-effective and timely acquisitions, and improving business operations by controlling costs. The FAA is engaged in a comprehensive program to modernize the air traffic control system. This includes: replacement of the controller workstations and automation software; replacement of radar surveillance systems; modernization of voice communication systems; and the introduction of enhanced automation aids, data links, and improved weather systems. Modernization is necessary to accommodate air traffic growth. Given the complex nature of the equipment and the need for the highest level of reliability, there are significant management challenges associated with maintaining schedule and cost discipline, and in ensuring efficient and timely use of airport grant funds.

FAA's Operational Evolution Plan (OEP) outlines how National Airspace System capacity will be increased over time. The OEP builds upon successful Free Flight program techniques and integrates well-defined operational concepts, early deployment, spiral development, and objective, measurable results. Through the RTCA Advisory Committee, FAA is working to synchronize efforts with the aviation industry so that FAA investments yield timely benefits. Responsibility for delivery of each new capability is assigned to a single senior executive who coordinates both acquisition and operational integration performance. The FAA is working to map OEP metrics directly to organizational measures. This linkage ensures that resources are properly aligned with the FAA's commitment to increasing capacity.

It is generally accepted that new runways are the most effective way to increase capacity. In the 10 years prior to the FAA's OEP, six new runways had been completed, including runways at Dallas and Phoenix. When the OEP was first published in June 2001, it included provisions to add 15 new runways, but that was before 9/11, and before the effects of the economic slowdown became more pronounced.

Maritime Navigation: More than 2 billion tons of freight worth \$1 trillion moves annually through U.S. ports and waterways. The St. Lawrence Seaway is the international shipping gateway to the Great

Lakes, offering access and competitive costs with other routes and modes to the interior of the country. Commercial trade on the Great Lakes Seaway System annually generates more than 150,000 U.S. jobs, \$4.3 billion in personal income, \$3.4 billion in transportation-related business revenue, and \$1.3 billion in federal, state, and local taxes.

Performance measures:

Percentage of days in the shipping season that the U.S. portion of the St. Lawrence Seaway system is available.

	2000	2001	2002	2003
Target:	99	99	99	99
Actual	98.7	98.3	99.1	98.9*

* 2003 navigation season, through September 30.

2003 Results: For the March-September period, DOT did not meet the performance target. Although DOT’s Saint Lawrence Seaway Development Corporation (SLSDC) has historically reported this performance metric for its entire navigation season (late March to late December), due to reporting timelines, system availability data is only reported through September.

St. Lawrence Seaway operations: An analysis of system non-availability during the Seaway’s 2003 navigation season, from its opening date on March 31 through September 30, indicates that the most common cause was weather (48 hours, 33 minutes of the total 59 hours, 08 minutes of delays or 82 percent). These weather delays usually occur at the beginning and end of each navigation season, and are caused by poor visibility, high winds, ice, blizzards, and dense fog. The only other factor that reduced lock availability in 2003 through September 30 was vessel incidents (10 hours, 35 minutes, or 18 percent). Vessel incidents involve ship operations, and are usually caused by human error on the part of a vessel’s crew. Also included as incidents are vessel breakdowns, which are caused by mechanical problems with a vessel.

While none of these factors is directly under the control of the SLSDC, the agency is taking steps to address these factors. For example, since 1997 the SLSDC has joined with its Canadian counterpart, the St. Lawrence Seaway Management Corporation, as well as the U.S. and Canadian Coast Guards, to institute a joint boarding program for the foreign vessels that use the Seaway. SLSDC continued this program by inspecting 100 percent of all ocean vessels in Montreal (177 foreign vessels through September 30). This improved inspection regime has saved vessels, on average, four hours per transit and ensured that any safety, security, or environmental issues are addressed prior to entering U.S. waters. As a result, delays were reduced and ocean carriers using the Seaway saved more than \$500,000 in operating costs during 2003.

In addition, with the start of the 2003 navigation season, the U.S. and Canadian Seaway agencies began enforcing mandatory Automatic Identification System (AIS) use on commercial vessels entering the waterway in North America to employ this technology as a requirement for transit. The AIS project represents a major step forward in marine navigation technology and the Seaway is currently the world leader in developing shore-side applications for AIS.

AIS technology uses data from ship-to-ship, ship-to-shore, and shore-to-ship, thereby enabling a constant two-way communication between mariners and the three Seaway vessel traffic control centers.

Originally developed primarily for safety reasons, AIS has become increasingly of interest to maritime security officials in the post 9/11 environment as it offers the ability for them to track with precision any vessel carrying the transponder.

The Department’s Volpe National Transportation Systems Center served as technical contractor for development of the Seaway’s AIS project, which began almost a decade ago. AIS will soon be required internationally on commercial vessels.

Of the remaining factors that cause system non-availability, the Corporation has the most control over the proper functioning of lock equipment. During the 2003 season, through September 30, there were no instances of any downtime due to malfunctioning lock equipment.

FY 2004 Performance Plan Evaluation: DOT will meet the target in FY 2004.

Transportation Accessibility: Transportation is vital in maintaining independence and mobility for people with disabilities, linking them to employment, health care, and participation in the community. The President’s New Freedom initiative seeks to create a more accessible public transportation system for individuals with disabilities. The Personal Responsibility and Work Opportunity Reconciliation Act limits the time a person can receive welfare benefits, and generally requires recipients to participate in job and training activities. For many of these people, access to transportation is the key to making a transition from welfare to work.

Performance measures:

Percentage of bus fleets that are ADA-compliant.

	2000	2001	2002	2003
Target:	80	83	86	89
Actual:	80	85	90	93

Percentage of key rail stations that are ADA-compliant.

	2000	2001	2002	2003
Target:	47	58	68	79
Actual:	52	67	77	82

Number of employment sites (000s) that are made accessible by Job Access and Reverse Commute (JARC) transportation services.

	2000	2001	2002	2003
Target:	4.1	15.7	20.4	23.5
Actual:	17.0	28.4(r)	52.1#	74.5#

* Preliminary estimate; # Projection; (r) Revised; Rail station measure does not reflect stations under a time extension, as discussed below.

Note on data: FY 2002 and 2003 estimates are more accurate than previous estimates because they account for the size of the JARC grants for which data were reported. A new easier-to-use JARC reporting system was implemented in 2003. Grantees used this system to report FY 2002 actual performance data and are in the process of reporting FY 2003 data. This data will be reviewed, and an independent statistical sampling will verify the accuracy and precision of the newly reported data, and its suitability for measuring JARC program performance. The JARC performance measure and target for FY 2004 will be adjusted accordingly.

2003 Results: DOT met both bus and rail key station ADA compliance targets.

Bus fleets continue to become more accessible as older vehicles are replaced with those that are lift-equipped or have low floors. Overall rates of increase in bus accessibility have slowed somewhat since many of the buses replaced were already lift-equipped.

There are a total of 685 key rail stations nationwide designated by the commuter authority or light/rapid rail operator in cooperation with the local disability community. To date, of the 685 key stations, 547 were covered by a Voluntary Compliance Agreement. Although ADA legislation required all key stations to be accessible by July 26, 1993, the DOT ADA regulation at 49 CFR 37.47 (c)(2), permitted the FTA Administrator to grant an extension up to July 26, 2020 for stations requiring extraordinarily expensive structural modifications to bring them into compliance. Currently, there are 138 stations under FTA-approved time extensions. FTA’s goal is to have 97 percent of the key stations in compliance by 2005. Since 1995, FTA has assessed more than 692 stations, taking on-site measurements, recording specific accessibility features at stations, and simultaneously providing technical assistance. Quarterly rail station status reports and key rail station assessments have significantly increased the number of key rail stations that have come into compliance over the last several years.

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 to the provision of customer information. In each community that has 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.

FY 2004 Performance Plan Evaluation: DOT will meet the targets in FY 2004.

International Air Service: Since the 1940’s, international air transportation has been subject to restrictive bilateral agreements that raise prices and artificially suppresses aviation growth. DOT’s policy is to negotiate bilateral agreements to open international air travel to market forces, thereby removing limitations on the freedom of U.S. and foreign airlines to increase service, lower fares, and promote economic growth. These agreements have made it possible for the airline industry to provide better quality, lower priced, more competitive service for millions of passengers in thousands of international city-pair markets.

Performance measure:

Number of passengers (in millions) in international markets with open skies aviation agreements.

	2000	2001	2002	2003
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Target:	44.7	51.6	59.7	62.1
Actual:	56.8	56.4	53.7(r)	56.8*

(r) Revised; * Preliminary estimate

2003 Results: DOT did not meet the performance target due to the negative effects on passenger travel of the outbreak of Severe Acute Respiratory Syndrome (SARS) in late February of 2003 and the global travel advisory issued by the World Health Organization (WHO) in mid-March of 2003. At the same time, the war against Iraq also had a major negative impact on passenger travel further extending the lingering effects of the terrorist attacks of September 11, 2001 and the following war against terrorism.

DOT increased the number of countries with which the U.S. has "open-skies" agreements to 60 with the addition of Jamaica and Albania.

FY 2004 Performance Plan Evaluation: DOT will likely not meet the target in FY 2004.

HUMAN AND NATURAL ENVIRONMENT STRATEGIC OBJECTIVE:

Protect and enhance communities and the natural environment affected by transportation.

Strategic Outcomes:

- Improve the sustainability and livability of communities.
- Reduce the adverse effects of transportation on ecosystems and the natural environment.
- Improve the viability of ecosystems.
- Reduce the adverse effects of transportation facilities on the natural environment.
- Improve equity for low income and minority communities concerning the benefits and burdens of transportation facilities and services.
- Reduce the amount of pollution from transportation sources.

Transportation makes our communities more livable, enhancing the quality of our lives and our society. However, transportation generates undesired consequences too, such as pollution, noise, and the use of valuable land and degradation of fishery habitat. No matter how much is done to improve the capacity and efficiency of our transportation system, we cannot consider our programs to be successful unless we also manage the effects on our environment, and ultimately our quality of life. DOT's objective is to advance the benefits of transportation while minimizing its negative environmental impacts. In FY 2003, DOT environmental programs prevented as much harm as possible from being done to the environment by transportation projects and operations.

Performance Summary:

	1997	1998	1999	2000	2001	2002	2003	2003 Target	Met	Not Met
Acres of wetlands replaced for every acre affected by Federal-aid highway projects	2.6	2.2	2.3	3.8	2.1	2.7	2.7	1.5	P	
Percent DOT facilities	74	78	90	90	91	91	94	92	P	

needing no further remedial action under Superfund Amendments and Reauthorization Act										
12 month moving average number of area transportation emissions conformity lapses	N/A	N/A	N/A	6.0	6.0	6.0	6.0	6.0	P	
Tons of hazardous liquid materials spilled per pipeline million ton-miles shipped	0.0257	0.0119	0.0229	0.0137 (r)	0.0201	.0202 (r)	.0141*	0.0134		P
Number of people in U.S. (in thousands) exposed to significant aircraft noise levels	N/A	722	585	440	411	294 (r)	289*	437	P	

(r) revised; * preliminary estimate

Wetland Protection and Recovery: Wetlands are an important natural resource. They provide natural filtration of pollutants, and they store and slow down the release of floodwaters, thereby reducing damage to downstream farms and communities. Wetlands also provide an essential habitat for biodiversity. But many of the Nation’s wetlands have been lost to development over the years, before their value was fully recognized. Highways and transportation facilities (location, construction, and operation) can be a significant factor affecting these ecosystems.

Performance measure:

On a program-wide basis, acres of wetlands replaced for every acre affected by Federal-aid Highway projects (where impacts are unavoidable).

	2000	2001	2002	2003
Target:	1.5	1.5	1.5	1.5
Actual:	3.8	2.1	2.7	2.7

2003 Results: DOT met the performance target.

Federal-aid projects nationwide impacted 1,278 acres of wetland, and provided 3,431 acres of compensatory mitigation. FHWA continues to coordinate wetlands programs and research initiatives with Federal agencies including the Environmental Protection Agency (EPA), the Department of the Interior, the Department of Commerce, the Department of Agriculture, and the Army Corps of Engineers.

FHWA, EPA, and the Army Corps of Engineers released guidance on how the preference on the use of mitigation banks can be exercised under the Section 404, National Environmental Policy Act (NEPA) permitting process, which is one of the first actions completed under the National Wetlands Mitigation Action Plan.

FY 2004 Performance Plan Evaluation: DOT will meet the target in FY 2004.

Dot Facility Cleanup: DOT has a special responsibility to ensure that its own facilities are compliant with environmental laws and regulations. Restoration activities involve identifying, investigating, and cleaning up contaminated sites. Compliance activities include the operation of facilities, equipment, and vessels in accordance with environmental requirements. Pollution prevention activities involve preventing future cleanup activities by avoiding the generation of pollutants in our operations or facilities. MARAD is the U.S. Government’s disposal agent for merchant type vessels weighing 1,500 gross tons or more, and is required by law to dispose of obsolete ships in the National Defense Reserve Fleet (NDRF) by the end of FY 2006. Due to the presence of hazardous substances such as asbestos and solid and liquid polychlorinated biphenyls (PCBs) and concerns raised by the EPA about the export of PCBs, sales for overseas disposal were halted in 1995. EPA, however, allowed a pilot overseas disposal program to begin in 2003. Additional ships will be added to the inventory as other merchant type Federal Government vessels become obsolete.

Performance measure:

Percentage of DOT facilities needing no further remedial action under the Superfund Amendments and Reauthorization Act (SARA).

	2000	2001	2002	2003
Target:	82	91	91	92
Actual:	90	91	91	94

2003 Results: DOT met meet the performance target.

Facility cleanup complies with the SARA process and with the National Oil and Hazardous Substances Pollution Contingency Plan. Working with States, local governments, and the EPA, DOT used a “worst first” prioritization system to attack the overall problem presented by DOT facilities where significant pollution problems present themselves.

FAA has 64 facilities classified as no further remedial action planned. Work continues at four facilities including: the FAA Technical Center in New Jersey; the Mike Monroney Aeronautical Center in Oklahoma; the Kirksville Air Force Station in Missouri and the Ronald Reagan Washington National Airport in Virginia.

FHWA has completed the work required by the EPA at the FHWA Materials Laboratory in Denver, Colorado; however, work continues under state requirements at that site.

MARAD removed two vessels for disposal from the National Defense Reserve Fleet sites.

FY 2004 Performance Plan Evaluation: DOT will meet the target in FY 2004.

Mobile Source Emissions: The National Ambient Air Quality Standards target six major pollutants as among the most serious airborne threats to human health. Transportation is a major contributor to some of the pollutants, particularly ozone, carbon monoxide and particulate matter. About two-thirds of transportation-related emissions come from on-road motor vehicles. Areas throughout the U.S. with a non-attainment or maintenance designation are required to meet transportation conformity requirements in the Clean Air Act. Transportation conformity ensures that emissions from planned transportation

activities are consistent with clean air goals of the area, and will not create new violations of the NAAQS, increase the frequency or severity of existing violations, or delay the attainment of the NAAQS in designated non-attainment or maintenance areas.

Performance measure:

Monthly average number of area transportation emissions conformity lapses.

	2000	2001	2002	2003
Target:	N/A	N/A	6	6
Actual:	6	6	6	6

2003 Results: DOT met the performance target.

During FY 2003, the average number of areas in a conformity lapse at any given time was 6 out of a total of approximately 130 designated areas. FHWA worked closely with the EPA and Federal Transit Administration on revising the conformity rule to reflect a significant court ruling and to clarify and improve the transportation conformity process. Some non-attainment and maintenance areas may face challenges attaining new air quality standards for ozone and fine particulate matter (PM 2.5) when EPA publishes a final new standards rule as early as FY 2004. As a result, further reductions in pollutant emissions from transportation sources may be required. In anticipation of the implementation of new ozone and PM 2.5 standards, FHWA is working with EPA and FTA on a separate conformity rule revision for the implementation of the new air quality standards.

FHWA completed a transportation conformity scan at 6 non-attainment and maintenance areas to document and share experience and practices in meeting conformity requirements. In cooperation with Association of Metropolitan Planning Organizations (AMPO), FHWA formed an Air Quality Subcommittee to address specific conformity issues faced by MPOs, specifically on emissions modeling issues and emerging issues related to the implementation of the new air quality standards.

FY 2004 Performance Plan Evaluation: DOT will meet the target in FY 2004.

Pipeline Hazmat Spills: Each year, almost 620 billion ton-miles of petroleum and other hazardous liquids move across the country through 176,280 miles of pipelines. While this is usually the least costly and safest way to transport these bulk cargoes, it also entails risk. Spills into the environment always have the potential to be significant, especially when they occur in unusually environmentally sensitive areas.

Performance measures:

Tons of hazardous liquid materials spilled per million ton-miles shipped by pipelines.

	2000	2001	2002	2003
Target:	.0161	.0151	.0142	.0134
Actual:	.0137(r)	.0201	.0202(r)	.0141*

(r) Revised: * Preliminary estimate.

2003 Results: DOT did not meet the performance target.

Although DOT missed the target for FY 2003, the volume of spills per miles shipped has generally declined since 1994, representing an improvement in safety performance and environmental protection.

RSPA’s pipeline safety program has the ancillary effect of preventing environmental harm from occurring when environmentally harmful products are released from leaking pipelines. Two large spills (18,000 barrels combined) occurred with no recovery of the spilled product. One spill resulted in fire and the second resulted in an unrecoverable vapor cloud. However, had DOT excluded all Highly Volatile Liquid (HVL) spills, it would come very close to meeting the target. HVL spills vaporize without polluting land or water and are primarily a safety concern.

FY 2004 Performance Plan Evaluation: DOT will be challenged to meet the target in FY 2004.

Aircraft Noise Exposure: Public concern and sensitivity to aircraft noise around airports is high. In recent years, noise complaints have increased even while quieter aircraft technology has been introduced. Aircraft noise is an undesired by-product of our mobility, and DOT acts to reduce the public’s exposure to unreasonable noise levels.

Performance measure:

Number of people in the U.S. (in thousands) who are exposed to significant aircraft noise levels (65 decibels or more).

	2000	2001	2002	1999
Target:	N/A	440	440	437
Actual:	440	411	294(r)	289*

(r) Revised; * Preliminary estimate.

2003 Results: DOT met the performance target.

DOT pursued a program of aircraft noise control in cooperation with the aviation community through noise reduction at the source (development and adoption of quieter aircraft), soundproofing and buyouts of buildings near airports, operational flight control measures, and land use planning strategies. After the events of September 11 and the economic downturn that followed, air carriers accelerated their plans to retire Stage Three aircraft, which are not only less fuel efficient but also noisier. The result has been a steep decline in the number of people exposed to significant aircraft noise levels.

FAA is committed to manage aviation's growth in an environmentally responsible manner and has an aggressive plan to do this through mitigation, measurement and standards, and research.

FAA established a Center of Excellence for Aircraft Noise and Aviation Emissions Mitigation to allow partnerships with universities, research institutions, and industry. FAA will continue to work with NASA to identify noise and emissions reduction technologies that may enter the marketplace within 10-15 years and work with NASA, airports, and airlines to develop operational procedures to provide near-term reductions in noise and emissions. In addition, FAA continues to invest almost \$500 million annually to alleviate the environmental impacts of airport projects, primarily aircraft noise.

FAA increased the cumulative annual number of people in residential communities benefiting from federally funded noise compatibility projects to 13,800, exceeding the target of 12,500.

FY 2004 Performance Plan Evaluation: DOT will meet the target in FY 2004.