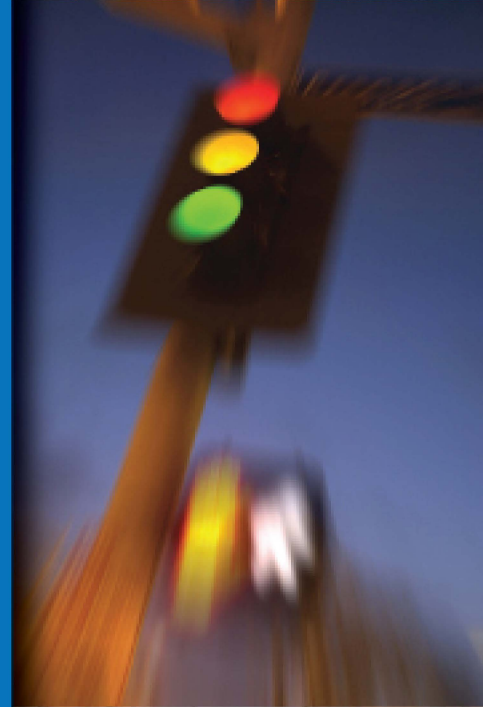


Milepost Report

2011



U.S. Department of Transportation
Federal Highway Administration



NATIONAL CIVIL R
"21st Century Civil R



Milepost 2011 Report

This report is a compilation of all the PDF files posted in the online version of the Milepost 2011 Report. It was prepared in January 2012 using the information currently available at <http://intra.fhwa.dot.gov/strategic/milepost2011/>

The date at the bottom of each page indicates when the results for the measure were last updated. If you would like to download any page in the report, please visit the web site.

Introduction

In FY 2011, the Federal Highway Administration (FHWA) continued to implement the strategic goal framework outlined in the FHWA Strategic Plan:

- National Leadership – Lead in developing and advocating solutions to national transportation needs.
- System Performance – Maintain and improve the performance of the highway system by providing safe, reliable, effective, and sustainable mobility to all users.
- Program Delivery – The Federal Highway programs are effectively and consistently delivered through successful partnerships, value-added stewardship, and risk-based oversight.
- Corporate Capacity – Organizational resources are optimally deployed to meet today's and tomorrow's missions.

The purpose of the *Milepost 2011 Report* is to provide a year-end update for the performance measures associated with the goals and strategic objectives identified in the *Strategic Plan*, the FY 2011 Leadership Team *Dashboard* report, and the PY 2012 *Strategic Implementation Plan*. The targets and actual trend results for each performance measure are provided. Links to additional Web sites containing the source data and related information are also provided.

For more information, please contact J. Woody Stanley of the Strategic Management Team in the Office of Transportation Policy Studies. Telephone 202-366-9070 or E-mail: woody.stanley@dot.gov

Highlights

Year-end results for the key outcome measures in the FHWA Strategic Plan are summarized below. Unless otherwise noted, all results are for Fiscal Year (FY) 2011.

System Performance – Highway fatalities declined by 2.9 percent to 32,885 in 2010; the highway fatality rate in was 1.10 fatalities per hundred million vehicle-miles of travel and well below the nationwide target of 1.30.

Congested travel remained constant at 1.21, as measured by the Travel Time Index in 19 urban areas. However, the year-end target was missed despite best efforts to increase operational efficiencies on the existing network.

Travel time reliability in 25 key freight interstate corridors increased slightly to 13.8 percent, but was still below the target of 15 percent.

The percent of travel on the National Highway System (NHS) with good ride pavement condition remained constant at 58 percent.

Overall bridge conditions improved nationwide; the percent of deck area on deficient bridges on the NHS decreased by 0.4 percent to 28.6 percent, but was still slightly above the year-end target

Program Delivery – The overall median time to complete an Environmental Impact Statement on all Federal-aid projects increased to 79 months. The median time for projects that were initiated after SAFETEA-LU and utilized available process improvements increased from 41 to 44 months, but was still below the target of 48 months.

Corporate Capacity – The Workforce Vitality Index increased to 98.2 percent, the highest level since 2005 when the Index was first reported.

GOAL: National Leadership (NL)

NATIONAL PERFORMANCE OBJECTIVE:

NL1 - Provide national leadership to ensure that alternative financing, procurement, revenue generation, and technology/innovation strategies become integral parts of the project delivery process.

MEASURE: Innovative Project Delivery Assessment for Major Projects

DESCRIPTION: Number of future Major Projects assessed for the applicability of innovative financing, procurement, or revenue generation approaches.

ADDITIONAL INFORMATION:

As Federal-aid projects with an estimated total cost in excess of \$500 million, Major Projects have a significant impact on fiscally constrained transportation plans and programs. Because of their size and importance, however, they also may have unique opportunities to leverage resources from project partners and beneficiaries. An upfront assessment of such opportunities can help accelerate the delivery of Major Projects, while lessening their financial impact on other critical regional and statewide investments.

States and Metropolitan Planning Organizations that can effectively evaluate and implement alternative finance, procurement and revenue generation options are characterized by conducive decision-making environments, cultural orientation, and business processes. The FHWA can support the development of this local capacity through program, educational, and technical assistance that makes innovative options available, understood, and ready for implementation. Beginning in FY 2011, the FHWA will develop and deploy an assessment tool to encourage systematic review of innovative delivery options for Major Projects.

WEB SITE: http://www.fhwa.dot.gov/ipd/project_delivery/index.htm

DATA SOURCE: FHWA survey of Division Offices.

CONTACT: Mark Sullivan **OFFICE:** Office of Innovative Program Delivery (HIN)

RESULTS TO DATE:

<i>Fiscal Year</i>	<i>Actual Value</i>	<i>Target Value</i>
2011	38	20

GOAL: National Leadership (NL)

NATIONAL PERFORMANCE OBJECTIVE:

NL3 - Federal, State, Tribal and local partners have the capacity to address Climate Change in their transportation plans and programs.

MEASURE: Climate Action Plan

DESCRIPTION: Number of States with State Climate Action or Adaptation Plans that reduce greenhouse emissions from transportation. Climate Action Plans detail steps that the states can take to reduce their contribution to climate change or to address the impact of climate change on transportation assets. The process of developing a climate action plan can identify cost-effective opportunities to reduce Greenhouse Gas (GHG) emissions that are relevant to the state. It can also assess the vulnerability of various assets to climate impacts.

ADDITIONAL INFORMATION:

State Climate Action Plans establish targets to reduce greenhouse gas emissions within a state, and identify a set of strategies to meet those targets. Many states already have climate action plans. Most plans include an emissions baseline and an inventory of emission sources within the transportation sector, as well as transportation strategies to reduce greenhouse gas emissions. Data shown in table below as of September 30, 2011.

WEB SITE: http://www.pewclimate.org/what_s_being_done/in_the_states/action_plan

DATA SOURCE: Pew Center for Climate Change and FHWA survey of division offices

CONTACT: Diane Turchetta

OFFICE: Office of Natural and Human Environment (HEPN)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2009	32	-
2010	35	35
2011	37	38

GOAL: National Leadership (NL)

NATIONAL PERFORMANCE OBJECTIVE:

NL4 - Increase capacity at the Federal, State, tribal, and local level to incorporate Livability into plans, programs and projects.

MEASURE: Number of States with policies that improve transportation choices for walking, wheeling, and bicycling.

DESCRIPTION: This measure indicates progress among the States towards providing safer and more convenient multimodal transportation networks that support walking, bicycling, and linkages to transit.

ADDITIONAL INFORMATION:

In March 2010, the U.S. DOT released a Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations. The intent of this policy was to encourage States to strive to improve walking and bicycling networks so that these modes are safer and more convenient. This measure helps FHWA track progress towards improving the consideration of walkers and bicyclists in transportation decision making.

WEB SITE: <http://www.fhwa.dot.gov/environment/bikeped/index.htm>

DATA SOURCE: Review of State policies.

CONTACT: Gloria Shepherd **OFFICE:** Office of Planning, Environment and Realty (HEP)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual Value	Target Value
2010	21	21
2011	24	22

GOAL: National Leadership (NL)

MEASURE: Collaboration for Sustainable Communities

DESCRIPTION: Number of FHWA Division Offices that are collaborating on at least one project with HUD, EPA, and FTA regional counterparts.

ADDITIONAL INFORMATION:

This measure documents FHWA progress toward breaking down stovepipes across these federal agencies in the states and regions. The Interagency Partnership for Sustainable Communities seeks to improve collaboration, leverage funding, and increase the effectiveness of programs to plan for future growth.

WEB SITE: <http://www.fhwa.dot.gov/livability/>

DATA SOURCE: Division Offices.

CONTACT: Gloria Shepherd **OFFICE:** Office of Planning, Environment and Realty (HEP)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2010	21	21
2011	30	22

GOAL: National Leadership (NL)

NATIONAL PERFORMANCE OBJECTIVE:

NL5 - FHWA and its partners are prepared to transition into performance-based management of the FAHP.

MEASURE: Targeted Disciplines Program Performance Awareness

DESCRIPTION: Percentage of FHWA staff in targeted disciplines that have received Program Performance Awareness Training

ADDITIONAL INFORMATION:

Program Performance Management Awareness training was presented at all 2011 discipline seminars held, and during numerous webinars conducted throughout the year. In addition, a key communication's activity was developed and made available and includes a SharePoint site for FHWA employees to find the latest information and resources on program performance management. The SharePoint site is currently scheduled for release by the end of April.

WEB SITE: [none](#)

DATA SOURCE: Human Resources seminar attendance tracking

CONTACT: Pete Stephanos **OFFICE:** Office of Infrastructure (HIF)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	50	100

GOAL: National Leadership (NL)

NATIONAL PERFORMANCE OBJECTIVE:

NL5 - FHWA and its partners are prepared to transition into performance-based management of the FAHP.

MEASURE: Remaining Disciplines Program Performance Awareness

DESCRIPTION: Percentage of FHWA staff in remaining disciplines that have received general Program Performance Awareness Training

ADDITIONAL INFORMATION:

Program Performance Management Awareness training was presented at all 2011 discipline seminars held, and during numerous webinars conducted throughout the year. In addition, a key communication's activity was developed and made available and includes a SharePoint site for FHWA employees to find the latest information and resources on program performance management. The SharePoint site is currently scheduled for release by the end of April.

WEB SITE: [None](#)

DATA SOURCE: Human Resources seminar attendance tracking

CONTACT: Pete Stephanos **OFFICE:** Office of Infrastructure (HIF)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011		

No Data Available

GOAL: National Leadership (NL)

NATIONAL PERFORMANCE OBJECTIVE:

NL6 - State and local partners have integrated goods movement in their transportation plans, programs, and activities.

MEASURE: Goods movement in transportation plans

DESCRIPTION: Number of States or MPOs with goods movement specifically integrated into their transportation plans as appropriate for their region and jurisdiction.

ADDITIONAL INFORMATION:

FHWA does state assessments and MPO program assessments in alternating years. MPO assessments were due in 2011 and state assessments are due in May 2012.

WEB SITE: <http://ops.fhwa.dot.gov/freight/index.cfm>

DATA SOURCE: State and MPO Freight Program Assessments.

CONTACT: Kate Quinn

OFFICE: Office of Operations (HOP)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011		

GOAL: System Performance (SP)

NATIONAL PERFORMANCE OBJECTIVE:

SP1 - Develop recommended national performance measures and indicators and a monitoring and reporting methodology for nationally significant highways.

MEASURE: Tier 1 Performance Measures

DESCRIPTION: Tier 1 national performance measures for safety and infrastructure national goal areas are identified in consultation with partners agencies including AASHTO

ADDITIONAL INFORMATION:

Tier 1 measures have been developed for safety (fatalities), bridges (structurally deficient), and pavements (IRI). The approach to measure, calculate, and report performance using these measures is documented in the report for NCHRP 20-24(37)G. AASHTO has not formally endorse these measures.

WEB SITE: [None](#)

DATA SOURCE: NCHRP 20-24(37)G Technical Guidance For Deploying National Performance Measures.

CONTACT: Pete Stephanos ***OFFICE:*** Office of Infrastructure (HIF)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	0	0

GOAL: System Performance (SP)

NATIONAL PERFORMANCE OBJECTIVE:

SP2 - Implement a National Infrastructure Health Index to assess the State of Good Repair on corridors of national significance.

MEASURE: Corridors of national significance assessed.

DESCRIPTION: Number of Corridors of national significance assessed.

ADDITIONAL INFORMATION:

This is a new measure. There is a need to define a consistent and reliable method to document infrastructure health with a focus on pavements and bridges on the Interstate System (that can be expanded to the National Highway System). Pavement and bridge data, including International Roughness Index (IRI), cracking, and rutting, in addition to a web-based geographic information system (GIS) is being collected for corridors. A pilot project was conducted for the I-95 Corridor (Delaware, Maryland, and Virginia). The corridor has been assessed through the I-95 Corridor Coalition and their Integrated Corridor Analysis Tool (ICAT). Work was undertaken in 2011 to assess the I-90 Corridor (Wisconsin, Minnesota, and South Dakota). As part of that study efforts were undertaken to define states of “good”, “fair”, and “poor” condition and how data can be used to represent infrastructure performance and health.

WEB SITE: [None](#)

DATA SOURCE:

CONTACT: Butch Wlaschin

OFFICE: Office of Infrastructure (HIF)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	1	5

GOAL: System Performance (SP)

NATIONAL PERFORMANCE OBJECTIVE:

SP3 - Continue the downward trend in highway fatalities and continue to make progress toward eliminating highway fatalities in the United States.

MEASURE: Highway Related Fatality Rate

DESCRIPTION: Highway related fatalities per 100 million Vehicle Miles Traveled (VMT).

ADDITIONAL INFORMATION:

Highway deaths fell from 33,808 in 2009 to 32,885 in 2010, the lowest level since 1949. The 2010 fatality rate of 1.10 is the lowest ever recorded and below the 2010 target of 1.30. Fatalities declined for occupants of passenger vehicles and light trucks. Crashes involving drunk drivers also declined. Fatalities did increase for pedestrians, motorcycle riders and large truck occupants. The latest FASTFARS estimate for January through September of 2011 projects the fatality rate to be 1.08. FASTFARS estimates are based on models that produce a range of fatality rates consistent with historic fatality rates.

WEB SITE: <http://www-nrd.nhtsa.dot.gov/Pubs/811552.pdf>

DATA SOURCE: National Highway Traffic Safety Administration (NHTSA), Fatal Analysis Reporting System (FARS), and FAST FARS.

CONTACT: Susan Kirinich

OFFICE: NHTSA

RESULTS TO DATE:

Fiscal Year	Actual	Target
1998	1.58	N/T
1999	1.55	N/T
2000	1.53	N/T
2001	1.51	N/T
2002	1.51	N/T
2003	1.48	1.40
2004	1.44	1.38
2005	1.46	1.38
2006	1.42	1.38

2007	1.37	1.38
2008	1.27	1.37
2009	1.13	1.35
2010	1.10	1.30
2011	1.08*	1.10
2012	*FASTFARS estimate for January – March 1.05	

GOAL: System Performance (SP)**MEASURE:** Highway Fatalities**DESCRIPTION:** The number of fatalities is a count of passenger vehicle occupant deaths which occur within 30 days of a crash involving motor vehicle traveling on a traffic-way customarily open to the public within the 50 States and Washington, D.C.**ADDITIONAL INFORMATION:**

In 2010, 32,885 people died in motor vehicle traffic crashes in the U.S., the lowest number of deaths since 1949 and a 2.9 percent decline in the number of people who died in 2009. During the first three months of 2011, an estimated 6,618 people were killed, which is 0.9 percent below the number who died during the same period in 2010.

WEB SITE: <http://www-nrd.nhtsa.dot.gov/Pubs/811255.PDF>**DATA SOURCE:** Nationwide data are reported on a calendar year basis from the NHTSA Fatal Analysis Reporting System (FARS). Due to internal quality reviews, there is a lag in reporting of results following the end of the year.**CONTACT:** Susan Kirinich **OFFICE:** NHTSA**RESULTS TO DATE:**

<i>Fiscal Year</i>	Actual
1992	39,250
1993	40,150
1994	40,716
1995	41,817
1996	42,065
1997	42,013
1998	41,501
1999	41,717
2000	41,945
2001	42,116
2002	43,005
2003	42,884
2004	42,836

2005	43,510
2006	42,642
2007	41,259
2008	37,261
2009	33,808
2010	32,885
2011	N/A

GOAL: System Performance (SP)

MEASURE: Safety Countermeasures Deployment

DESCRIPTION: Degree of systemic implementation of the nine Safety Countermeasures.

ADDITIONAL INFORMATION:

This measure is an index that reflects the degree of systemic implementation of nine specific safety countermeasures (with a maximum possible score of 104 for each countermeasure). Division Offices submitted their assessments of systemic implementation for each of the nine countermeasures, which were then scored from (non-implementation) to 2 (policy on systemic implementation exists). The index is the total average score for each countermeasure across all states. Data shown in table below as of March 30, 2012.

WEB SITE: <http://safety.fhwa.dot.gov/policy/memo071008/>

DATA SOURCE: Index of baseline assessments completed by the Divisions of nine proven safety countermeasures in the 50 States and the District of Columbia. Scores are then submitted quarterly to HQ Safety by the Division Office point of contact.

CONTACT: Rob Ritter

OFFICE: Office of Safety (HSA)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2009	66	67
2010	70	70
2011	73	72
2012	70	72

GOAL: System Performance (SP)

MEASURE: HSIP Obligation Rate

DESCRIPTION: Spending rates, defined as percent of obligations to apportionments nationwide, for the Highway Safety Improvement Program.

ADDITIONAL INFORMATION:

The HSIP Obligation Rate measures how well states take advantage of the funds apportioned to them for safety purposes. In FY 2011, states obligated nearly \$1.7 billion in HSIP funds. The target is a 2 percent increase nationwide in the use of these funds for safety purposes by October 1, 2012. The agency has greatly exceeded FY2011 target with an increase in actual spending rates from 68 percent in FY2010 to 76 percent in FY2011. As a result, the target for FY2012 was reset to 78 percent. Data shown in table below as of March 31, 2012.

WEB SITE: http://safety.fhwa.dot.gov/hsip/gen_info/

DATA SOURCE: FMIS

CONTACT: Rob Ritter

OFFICE: Office of Safety (HSA)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2010	68	N/T
2011	76	70
2012	75	78

GOAL: System Performance (SP)

MEASURE: Planning Time Index

DESCRIPTION: The ratio of the total time needed to ensure 95% on-time arrival as compared to a free-flow travel time. This measure is reported for 19 urban areas that are part of the Urban Congestion Report program.

ADDITIONAL INFORMATION:

This measure is computed for the AM peak period (6am-9am) and the PM peak period (4pm-7pm) for non-holiday weekdays. For example, a value of 1.40 means that a traveler should budget an additional 8 minute buffer for a 20-minute average peak trip time to ensure 95 percent on-time arrival. The Planning Time Index is computed as the 95th-percentile travel time of the month divided by the free-flow travel time for each road section and time period. Averages across road sections and time periods are weighted by vehicle miles of travel. Data shown in table below as of Sept. 30, 2011.

WEB SITE: http://www.ops.fhwa.dot.gov/perf_measurement/index.htm

DATA SOURCE: Urban Congestion Report Program

CONTACT: Rich Taylor **OFFICE:** Office of Operations (HOP)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2007	1.54	N/T
2008	1.51	N/T
2009	1.46	1.67
2010	1.49	1.43
2011	1.48	1.50

GOAL: System Performance (SP)

MEASURE: Hours of Congested Travel

DESCRIPTION: The percent of hours during specified time periods in which at least 20 percent of the vehicle-miles of travel on the instrumented road network is congested. This measure is reported for 19 urban areas that are part of the Urban Congestion Report program.

ADDITIONAL INFORMATION:

For this measure, congestion is defined as occurring when link speeds are less than 50 mph. This measure is reported for weekday total (6am-10pm), weekday AM (6am-12pm), weekday PM (12pm-10pm), and weekend (6am-10pm). Data shown in table as of Sept. 30, 2011.

WEB SITE: http://www.ops.fhwa.dot.gov/perf_measurement/index.htm

DATA SOURCE: Urban Congestion Report Program

CONTACT: Rich Taylor **OFFICE:** Office of Operations (HOP)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2007	4:48	N/T
2008	4:49	N/T
2009	4:27	4:15
2010	4:23	4:15
2011	4:30	4:23

GOAL: System Performance (SP)

MEASURE: Travel Time Index

DESCRIPTION: The ratio of the average peak period travel time as compared to a free-flow travel time. This measure is reported for 19 urban areas that are part of the Urban Congestion Report programs.

ADDITIONAL INFORMATION:

The free-flow travel time for each road section is the 15th percentile travel time during traditional off-peak times (i.e., weekdays between 9am-4pm, 7pm-10pm; weekends between 6am-10pm) of the previous three months. For example, a value of 1.20 means that average peak travel times are 20 percent longer than free-flow travel times. In this report, the AM peak period is 6am-9am and the PM peak period is 4pm-7pm on non-holiday weekdays. Averages across road sections and time periods are weighted by vehicles miles of travel. Data shown in table below are through March 30, 2012.

WEB SITE: http://www.ops.fhwa.dot.gov/perf_measurement/index.htm

DATA SOURCE: Urban Congestion Report Program

CONTACT: Rich Taylor **OFFICE:** Office of Operations (HOP)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2007	1.24	N/T
2008	1.21	N/T
2009	1.19	1.25
2010	1.21	1.17
2011	1.21	1.21
2012	1.19	1.20

GOAL: System Performance (SP)

NATIONAL PERFORMANCE OBJECTIVE:

SP4 - Increase adoption of key congestion management strategies in large urban areas and ensure effective implementation of Congestion Management Process (CMP) and Management and Operations (M&O) requirements

MEASURE: Operations Efficiency Index

DESCRIPTION: A composite index that reflects the level at which the 40 largest U.S. metropolitan areas are deploying proactive transportation management and operations strategies. Data shown in table are as of March 31, 2012.

ADDITIONAL INFORMATION:

The score is based on whether or not one of the top 40 metropolitan areas:

- 1.) Have regional traffic signal operations programs.
- 2.) Have one or more active congestion pricing project.
- 3.) Have an established bottleneck relief program.
- 4.) Deploy road weather management strategies.
- 5.) Deploy traffic incident management strategies.
- 6.) Deploy work zone management strategies to improve work zone operations.
- 7.) Display travel times on variable message signs.

WEB SITE: [None](#)

DATA SOURCE: Division Offices in states with Top 40 metro areas.

CONTACT: Rich Taylor **OFFICE:** Office of Operations (HOP)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2010	62	62
2011	65	65
2012	67	66

GOAL: System Performance (SP)

MEASURE: Freight Movement Efficiency Index

DESCRIPTION: An index that reflects how efficiently freight is moving on the transportation system.

ADDITIONAL INFORMATION:

The index is based on performance of key nodes on the transportation system, intermodal connectors, freight bottlenecks, metropolitan or urban areas, and international land border crossings. The index addresses the efficiency dimension of freight movement. Data shown in table below as of March 31, 2012.

WEB SITE: [None](#)

DATA SOURCE: The FHWA has a contractual arrangement with the American Transportation Research Institute (ATRI) to provide data for the Freight Performance Measures program and other agency initiatives. ATRI provides FHWA data for the corridors, intermodal connectors, freight bottlenecks, urban areas, and U.S.- Canada border crossings. FHWA has a contractual arrangement with the Texas Transportation Institute to provide data for the U.S.- Mexico border crossings.

CONTACT: Ed Strocko

OFFICE: Office of Operations (HOP)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2010	0.63	0.70
2011	0.50	0.60
2012	0.70	0.60

GOAL: System Performance (SP)

NATIONAL PERFORMANCE OBJECTIVE:

SP4 - Increase adoption of key congestion management strategies in large urban areas and ensure effective implementation of Congestion Management Process and management and operations requirements.

MEASURE: Real Time Traveler Information Rule Compliance

DESCRIPTION: Number of States deemed in compliance with the requirements for the Real-Time System Management Information Program.

ADDITIONAL INFORMATION:

A new regulation (23 CFR 511) establishing the Real-Time System Management Information Program issued in November 2010 requires compliance in 4 years for the Interstate system. The Program Office & the Division Offices monitor processes for the types of real-time information provided by each State related to the information as required by the regulation and review processes developed by the States, to gauge and ensure the quality of the information within the required quality parameters of the regulation. Program implementation guidance under development related to comments to the docket for roadway coverage in metropolitan (greater than 1,000,000 MSA population) areas and for conducting program reviews with the States. Data shown in table below as of March 31, 2012.

WEB SITE: <http://www.ops.fhwa.dot.gov/1201>

DATA SOURCE: Program Office & Division Offices

CONTACT: Bob Rupert

OFFICE: Office of Operations (HOP)

RESULTS TO DATE:

Fiscal Year	Actual	Target
2011	19	20
2012	25	25

GOAL: System Performance (SP)

NATIONAL PERFORMANCE OBJECTIVE:

SP4 - Increase adoption of key congestion management strategies in large urban areas and ensure effective implementation of Congestion Management Process (CMP) and Management and Operations (M&O) requirements

MEASURE: Congestion Management Strategies

DESCRIPTION: Number of Transportation Management Areas (TMA) that meets Congestion Management Process (CMP) and Management and Operations (M&O) requirements that are consistent with current statutes, regulations, and guidance.

ADDITIONAL INFORMATION:

In FY 2011, the FHWA Office of Operations worked with Division Offices to identify the level of activity and progress of TMAs (as well as all MPOs) in meeting this objective, given the amount of outreach, training, and guidance that was delivered. A total of 20 new TMAs were meeting the requirements consistent with statute, regulations, and guidance.

WEB SITE:

DATA SOURCE: N/A

CONTACT: Jeff Lindley

OFFICE: Office of Operations (HOP)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2010	15	12
2011	20	17

GOAL: System Performance (SP)

MEASURE: Travel Time Reliability in Key Freight Corridors

DESCRIPTION: On a monthly basis, average operating speeds (converted to travel rates) along the interstate highways are used to calculate travel time reliability. The travel time reliability measure derived is a buffer index (BI) that is similar to the measure developed by the Texas Transportation Institute and used in FHWA's urban congestion monitoring program. BI describes how much more time needs to be budgeted to make a trip on time at a given level of certainty. For this measure the BI is calculated using 95th percentile. The formula is shown below. The monthly travel time reliability for 25 corridors is used to derive an average annual reliability index.

$$BI = (95\text{th percentile travel rate} - \text{average travel rate}) / \text{average travel rate} \times 100\%$$

ADDITIONAL INFORMATION:

Using an anonymous randomly generated identification number to maintain the confidentiality of truckers and trucking companies, position (latitude and longitude) and time and date data are received from trucks at predetermined intervals. These data are then matched to latitude and longitude coordinates of the Interstates included in the study to derive travel time reliability. The data shown in the table below as of February 2012.

WEB SITE: http://ops.fhwa.dot.gov/freight/freight_analysis/travel_time.htm

DATA SOURCE: The FHWA has a contractual arrangement with the American Transportation Research Institute to acquire the data for Freight Performance and other agency requirements. FHWA owns secondary data products derived from the primary data acquired by ATRI from vendors.

CONTACT: Ed Strocko **OFFICE:** Office of Operations (HOP)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2007	15.0	N/T
2008	14.4	N/T
2009	13.8	23.5
2010	13.7	15.0
2011	13.8	15.0
2012	13.1	15.0

GOAL: System Performance (SP)

MEASURE: Bridge condition on all public roads

DESCRIPTION: Percent of deck area on deficient bridges (i.e., Structurally deficient and Functionally obsolete) on all highway systems (the National Highway System (NHS) and the non-NHS). The percent is the deck area on deficient bridges divided by the total deck area of all bridges on all highway systems.

ADDITIONAL INFORMATION:

The National Bridge Inspection Standards (NBIS) requires the routine inspection of all highway bridges located on public roads every 24 months. Nationwide data are reported on a calendar year basis to the FHWA and incorporated into the National Bridge Inventory (NBI), which contains data on approximately 600,000 bridges. From the inspection data provided, the FHWA monitors the condition of the Nation’s bridges, apportions Highway Bridge Program funds, develops reports to Congress, produces an Annual Materials Report, as well as various other tables of frequently requested NBI information. Upon incorporation into the NBI, a sufficiency rating is calculated and a status of Not deficient, Structurally deficient or Functionally obsolete is assigned to each bridge. Bridges are considered Structurally deficient if significant load-carrying elements are in poor condition or worse due to deterioration and/or damage, or if the adequacy of the waterway opening provided by the bridge is insufficient to the point of causing intolerable traffic interruptions. Functional obsolescence is a function of the geometrics, waterway adequacy, and load-carrying capacity of the bridge in relation to the requirements of current design standards. While structural deficiencies are generally the result of deterioration of the conditions of the bridge components, Functional obsolescence results from changing traffic and waterway demands on the structure. That a bridge is classified as deficient does not imply that it is likely to collapse or that it is unsafe. NBI data files are archived at the end of each calendar year and reporting measures are based on that archive. 2011 result shown in table below is a preliminary estimate.

WEB SITE: <http://intra.fhwa.dot.gov/bridge/program.htm>

DATA SOURCE: National Bridge Inventory.

CONTACT: Tom Everett **OFFICE:** Office of Infrastructure (HIF)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2002	30.9	
2003	30.9	
2004	30.7	
2005	30.5	
2006	29.9	

2007	30.1	
2008	29.8	
2009	29.4	
2010	29.0	28.9
2011	28.6	28.4

GOAL: System Performance (SP)

NATIONAL PERFORMANCE OBJECTIVE:

SP5 - Reduce the risk of infrastructure failure through the effective use of inspection, maintenance, and management techniques for highway assets.

MEASURE: National Bridge Inspection Program Oversight Process

DESCRIPTION: Number of Divisions implementing the new National Bridge Inspection Program (NBIP).

ADDITIONAL INFORMATION:

The Assessment Reporting Tool (ART) database that was developed as part of the new oversight process is used to monitor implementation progress. This measure will be considered fully achieved in a particular Division when final determinations of metric compliance are made for all 23 of the metrics by the end of 2011. National progress goals for this measure were established on a quarterly basis leading up to an anticipated completion date of December 31. The target for the FY 2011 fourth quarter ending September 30 was that 39 Divisions, or 75 percent, had a review status of all 23 metrics indicated as Underway in the ART; 42 Divisions, or 81 percent, met this target.

WEB SITE: [None](#)

DATA SOURCE: The Assessment Reporting Tool (ART) database.

CONTACT: Tom Everett

OFFICE: Office of Bridge Technology (HIBT-30)

RESULTS TO DATE:

<i>Fiscal Year</i>	<i>Actual</i>	<i>Target</i>
2011	42	39

GOAL: System Performance (SP)

MEASURE: Bridge condition on all public roads

DESCRIPTION: Percent of deck area on deficient bridges (i.e., Structurally deficient and Functionally obsolete) on all highway systems (the National Highway System (NHS) and the non-NHS). The percent is the deck area on deficient bridges divided by the total deck area of all bridges on all highway systems.

ADDITIONAL INFORMATION:

The National Bridge Inspection Standards (NBIS) requires the routine inspection of all highway bridges located on public roads every 24 months. Nationwide data are reported on a calendar year basis to the FHWA and incorporated into the National Bridge Inventory (NBI), which contains data on approximately 600,000 bridges. From the inspection data provided, the FHWA monitors the condition of the Nation's bridges, apportions Highway Bridge Program funds, develops reports to Congress, produces an Annual Materials Report, as well as various other tables of frequently requested NBI information. Upon incorporation into the NBI, a sufficiency rating is calculated and a status of Not deficient, Structurally deficient or Functionally obsolete is assigned to each bridge. Bridges are considered Structurally deficient if significant load-carrying elements are in poor condition or worse due to deterioration and/or damage, or if the adequacy of the waterway opening provided by the bridge is insufficient to the point of causing intolerable traffic interruptions. Functional obsolescence is a function of the geometrics, waterway adequacy, and load-carrying capacity of the bridge in relation to the requirements of current design standards. While structural deficiencies are generally the result of deterioration of the conditions of the bridge components, Functional obsolescence results from changing traffic and waterway demands on the structure. That a bridge is classified as deficient does not imply that it is likely to collapse or that it is unsafe. NBI data files are archived at the end of each calendar year and reporting measures are based on that archive. 2011 result shown in table below is a preliminary estimate.

WEB SITE: <http://intra.fhwa.dot.gov/bridge/program.htm>

DATA SOURCE: National Bridge Inventory.

CONTACT: Tom Everett **OFFICE:** Office of Infrastructure (HIF)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2002	30.9	
2003	30.9	
2004	30.7	
2005	30.5	
2006	29.9	

2007	30.1	
2008	29.8	
2009	29.4	
2010	29.0	28.9
2011	28.6	28.4

GOAL: System Performance (SP)

NATIONAL PERFORMANCE OBJECTIVE:

SP-6 Improve the effectiveness and quality assurance processes of materials nationwide.

MEASURE: Number of States Addressing Deficiencies

DESCRIPTION: Number of States taking action to address deficiencies in assessment factors that limit them from achieving an Advanced rating.

ADDITIONAL INFORMATION:

The materials quality assurance assessment was conducted in 2008 and 2010. The assessment includes 18 factors that are rated by Division offices through conversations with the State DOT. Points are assigned to each factor based on Division responses and then used to develop an overall assessment rating. Ratings of 75 or greater are considered in the Advanced category. Currently, 31 States do not meet the Advanced rating category. These States have been asked (through the Division) to identify which of the 18 factors they intend to address to improve their rating to result in an Advanced rating. This measure is intended to track the number of States that are actually taking action on these identified factors to improve their rating. This is a new measure for FY 2011 and has not been tracked in the past.

WEB SITE: <http://www.fhwa.dot.gov/pavement/quality.cfm>

DATA SOURCE: States via Division Offices (captured in a list within the Pavement and Materials Sharepoint site)

CONTACT: Michael Rafalowski **OFFICE:** Office of Pavement Technology (HIPT)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011		20

No Data Available

GOAL: System Performance (SP)

NATIONAL PERFORMANCE OBJECTIVE:

SP-6 Improve the effectiveness and quality assurance processes of materials nationwide.

MEASURE: Materials Quality Assurance Achievement

DESCRIPTION: Number of States that have achieved the Advanced Quality Assurance.

ADDITIONAL INFORMATION:

The materials quality assurance assessment was conducted in 2008 and 2010. The assessment includes 18 factors that are rated by Division offices through conversations with the State DOT. Points are assigned to each factor based on Division responses and used to develop an overall assessment rating. Ratings of 75 or greater are considered in the Advanced category. Currently, 21 States meet the Advanced rating category. Divisions have been asked to work with their States to take action on the factors that will improve their rating. The next formal assessment will be conducted in 2012. For 2011, Divisions can self report any improvements through a tracking system that has been setup on the Pavement and Materials SharePoint site.

WEB SITE: <https://one.dot.gov/fhwa/PavementDSS/default.aspx>

DATA SOURCE: States via Division Offices

CONTACT: Michael Rafalowski **OFFICE:** Office of Pavement Technology (HIPT)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2008	9	16
2010	21	16
2011	24	26

GOAL: System Performance (SP)

MEASURE: Recycled Asphalt Pavement (RAP) in Hot Mix Asphalt

DESCRIPTION: Number of States that use 25 percent or more Recycled Asphalt Pavement (RAP) in hot mix asphalt.

ADDITIONAL INFORMATION:

For 2010 11 States were using 25% or more RAP in HMA surface layers. All States are using some level of reclaimed asphalt pavement (RAP) materials, with 32 States allowing 20% or more to be used in all asphalt mixes. Methods are being evaluated to track the use of other recycled materials. The National Asphalt Pavement Association recently completed a joint FHWA sponsored survey of their members to quantify RAP use. Results indicate that actual recycled RAP increase from 18% in 2009 to 20% of total asphalt hot mix in 2010. A follow-up survey will be performed starting in January 2012 to assess the 2011 increase.

WEB SITE: <http://www.fhwa.dot.gov/pavement/recycling/index.cfm>

DATA SOURCE: NAPA and States via AASHTO Subcommittee on Materials

CONTACT: John Bukowski **OFFICE:** Office of Pavement Technology (HIPT)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2009	8	-
2010	11	10
2011	N/A	15

GOAL: System Performance (SP)

NATIONAL PERFORMANCE OBJECTIVE:

SP5 - Reduce the risk of infrastructure failure through the effective use of inspection, maintenance, and management techniques for highway assets.

MEASURE: Tunnel Inspection Organization

DESCRIPTION: Number of States that have a tunnel inspection organization in place.

ADDITIONAL INFORMATION:

WEB SITE: [none](#)

DATA SOURCE:

CONTACT: Mynt Lwin

OFFICE: Office of Infrastructure (HIF)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011		

No Data Available

GOAL: Program Delivery (PD)

NATIONAL PERFORMANCE OBJECTIVE:

PD1 - Proactively provide risk-based oversight of the Recovery Act program to ensure its successful implementation.

MEASURE: Recovery Act Funds Expended

DESCRIPTION: Percent of Recovery Act funds expended by the States and other FHWA grant recipients.

ADDITIONAL INFORMATION:

The results data show in the table below as of March 30, 2012.

WEB SITE: [None](#)

DATA SOURCE: Financial Management Infrastructure System (FMIS).

CONTACT: Elissa Konove

OFFICE: Office of Chief Financial Officer (HCF)

RESULTS TO DATE:

<i>Fiscal Year</i>	<i>Actual</i>	<i>Target</i>
2009	9	20
2010	53	60
2011	82	75
2012	90	93

GOAL: Program Delivery (PD)

NATIONAL PERFORMANCE OBJECTIVE:

PD1. Proactively provide risk-based oversight of the Recovery Act program to ensure its successful implementation.

MEASURE: Recovery Act projects reviewed

DESCRIPTION: Percent of Recovery Act projects touched by a Division Project Review

ADDITIONAL INFORMATION:

The Division Offices have increased oversight of projects funded by the Recovery Act. This measure provides the percent of Recovery Act projects that have been "touched" by the Division Offices to date with a documented project review.

WEB SITE: [None](#)

DATA SOURCE: PMI Team.

CONTACT: Michael Graf

OFFICE: Program Management Improvement Team (PMIT)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2010	80	30
2011	32	10

GOAL: Program Delivery (PD)

NATIONAL PERFORMANCE OBJECTIVE:

PD1 - Proactively provide risk-based oversight of the Recovery Act program to ensure its successful implementation.

MEASURE: Recovery Act projects closed out

DESCRIPTION: Percent of Recovery Act projects closed out based on final voucher. Data as of January 9, 2011

ADDITIONAL INFORMATION:

WEB SITE: [None](#)

DATA SOURCE: FMIS

CONTACT: David Winter

OFFICE: Office of Highway Policy Information

RESULTS TO DATE:

<i>Fiscal Year</i>	<i>Actual</i>	<i>Target</i>
2011	36%	50%

GOAL: Program Delivery (PD)

NATIONAL PERFORMANCE OBJECTIVE:

PD1 - Program Integrity – Continually improve program integrity and accountability through risk-based oversight.

MEASURE: NRT State Site Visits.

DESCRIPTION: Number of State Visits conducted by the National Review Teams.

ADDITIONAL INFORMATION:

The National Review Teams were established to conduct reviews of programs and projects in key Recovery Act risk areas as part of FHWA’s overall stewardship and oversight of projects funded by the Recovery Act. This measure provides a count of the number of States that have been visited as a part of this review effort.

WEB SITE: [None](#)

DATA SOURCE: PMI Team.

CONTACT: Michael Graf

OFFICE: Program Management Improvement Team (PMIT)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2009	34	N/A
2010	112	80
2011	70	60

2011 Milepost Report

GOAL: Program Delivery (PD)

MEASURE: TIGER Site Visits

DESCRIPTION: Number of National Review Team TIGER Site Visits

ADDITIONAL INFORMATION:

This measure was added to the LT dashboard for FY 2012. Data shown in table below as of March 31, 2012.

WEB SITE: [None](#)

DATA SOURCE: PMI Team.

CONTACT: Michael Graf

OFFICE: Program Management Improvement Team (PMIT)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	13	N/T
2012	27	20

2011 Milepost Report

GOAL: Program Delivery (PD)

MEASURE: "Closed" National Review Team Action Items

DESCRIPTION: Percent of action items resulting from National Reviews that remain open.

ADDITIONAL INFORMATION:

The National Review Teams (NRT) were established to conduct reviews of programs and projects in key risk areas as part of FHWA's overall stewardship and oversight of projects funded by the Recovery Act. The NRT provides recommendations to the Division Offices as a result of these reviews and the Divisions develop action items in response to these recommendations. Data shown in table below as of March 31, 2012.

WEB SITE: [None](#)

DATA SOURCE: PMI Team via the Division Offices

CONTACT: Michael Graf **OFFICE:** Program Management Improvement Team (PMIT)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2010	66	50
2011	81	75
2012	93	90

GOAL: Program Delivery (PD)

NATIONAL PERFORMANCE OBJECTIVE:

PD2 - Improve the consistency of policy and guidance interpretation in program delivery.

MEASURE: Core Standard Operating Procedures Implemented in each Division

DESCRIPTION: Number of Division core standard operating procedures implemented in each Division.

ADDITIONAL INFORMATION:

As of the close of FY 2011 all divisions have developed and documented the 19 Core Standard Operation Procedures and are implementing these as required.

WEB SITE: [None](#)

DATA SOURCE:

CONTACT: Miguel Torres

OFFICE: Director of Field Services (DFS)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	19	19

2011 Milepost Report

GOAL: Program Delivery (PD)

MEASURE: Federal Aid Essentials for LPAs/Virtual Educational Videos

DESCRIPTION: Number of Federal Aid / LPA web based training modules developed.

ADDITIONAL INFORMATION:

Target was revised to reflect change in delivery method that will be used. The new target is 7 phases and 87 modules.

WEB SITE: [None](#)

DATA SOURCE: Office of Technical Services - Resource Center

CONTACT: Rob Elliott **OFFICE:** Office of Technical Services -Resource Center

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	7/2	7/87

GOAL: Program Delivery (PD)

NATIONAL PERFORMANCE OBJECTIVE:

PD3 - Continue an aggressive financial oversight program through the Financial Integrity Review and Evaluation (FIRE) program.

MEASURE: Inactive Obligations

DESCRIPTION: Percent of inactive obligations for Federal-aid and Recovery Act projects. Continually reduced obligations in inactive projects, as a percent of total Federal-aid apportionments. [Note: For all large projects greater than \$500,000 and inactive for 1 year or more.]

ADDITIONAL INFORMATION:

Data shown in table below as of March 31, 2012.

WEB SITE: <http://www.fhwa.dot.gov/legsregs/directives/orders/45601b.htm>

DATA SOURCE: FMIS (as presented in monthly inactive obligations report)
Apportionments found in official annual apportionment tables issued at the beginning of the year.

CONTACT: Elissa Konove **OFFICE:** Office of Chief Financial Officer (HCF)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2006	7.7	5.0
2007	7.1	5.0
2008	4.1	5.0
2009	4.1	5.0
2010	4.2	4.0
2011	4.7	4.0
2012	3.4	4.0

GOAL: Program Delivery (PD)

NATIONAL PERFORMANCE OBJECTIVE:

PD3 - Continue an aggressive financial oversight program through the Financial Integrity Review and Evaluation (FIRE) program.

MEASURE: Minimize improper payments

DESCRIPTION: Percent of known improper payments for Federal-aid program that do not meet the OMB definition of significant improper payments.

ADDITIONAL INFORMATION:

WEB SITE: <http://www.fhwa.dot.gov/legsregs/directives/orders/45601b.htm>

DATA SOURCE: FMS

CONTACT: Dale Gray

OFFICE: Office of Chief Financial Officer (HCF)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2009	3.5	2.0
2010	1.4	2.0
2011	0.9	4.0

GOAL: Program Delivery (PD)

NATIONAL PERFORMANCE OBJECTIVE:

PD3 - Continue an aggressive financial oversight program through the Financial Integrity Review and Evaluation (FIRE) program.

MEASURE: Inactive Projects

DESCRIPTION: Number of Inactive Projects

ADDITIONAL INFORMATION:

The target is a 10 percent reduction annually after establishing a baseline in 2011.

WEB SITE: [None](#)

DATA SOURCE:

CONTACT: Dale Gray

OFFICE: Office of Chief Financial Officer (HCF)

RESULTS TO DATE:

<i>Fiscal Year</i>	<i>Actual</i>	<i>Target</i>
2011	13,085 (Baseline)	N/T

GOAL: Program Delivery (PD)

MEASURE: Timeliness Targets for All EIS Median Processing Times

DESCRIPTION: The median number of months for processing an Environmental Impact Statement (EIS) from the Notice of Intent (NOI) to approval of the Record of Decision (ROD)

ADDITIONAL INFORMATION:

The targets were revised in 2008. The phase-in for the new targets provided for 60 months in 2008, 54 months in 2009, and 48 months in 2010 and beyond. In 2011, targets were revised to 60 months for projects; 48 months for Post SAFETEA-LU projects.

WEB SITE: <http://www.environment.fhwa.dot.gov/strmlng/nepatime.asp>

DATA SOURCE: FHWA Division Offices and Environmental Document Tracking System (EDTS).

CONTACT: Kreig Larson **OFFICE:** Office of Planning, Environment and Realty (HEP)

RESULTS TO DATE:

Median for All Projects

<i>Fiscal Year</i>	Actual	Target
1998	68	N/T
1999	79	N/T
2000	60	N/T
2001	54	N/T
2002	72	54
2003	66	51
2004	55	48
2005	60	45
2006	60	40
2007	71	36
2008	60	60
2009	84	54
2010	71	48

2011	79	60
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Median for Post SAFETEA-LU Projects

<i>Fiscal Year</i>	Actual	Target
2010	41	48
2011	44	48

GOAL: Program Delivery (PD)

NATIONAL PERFORMANCE OBJECTIVE:

PD4 - Provide forward leaning leadership and risk-based oversight and management of the Federal-aid program.

MEASURE: Program Of Oversight Initiatives

DESCRIPTION: Number of Division Office Program of Oversight Initiatives (POI) successfully implemented.

ADDITIONAL INFORMATION:

All FHWA Divisions have documented their Program Oversight Initiatives (POI) for the upcoming performance year. The POI report developed by each Division illustrates the focus, volume, and the alignment to risk of the performance year projected oversight efforts.

WEB SITE: [None](#)

DATA SOURCE:

CONTACT: Miguel Torres

OFFICE: Director of Field Services (DFS)

RESULTS TO DATE:

<i>Fiscal Year</i>	<i>Actual</i>	<i>Target</i>
2011	52	52

2011 Milepost Report

GOAL: Program Delivery (PD)

MEASURE: Percent of Non-full Oversight Federal-Aid Projects Reviewed

DESCRIPTION: Percent of non-full oversight Federal-aid projects reviewed (i.e., spot checks).

ADDITIONAL INFORMATION:

Data shown in table below as of March 31, 2012.

WEB SITE: [N/A](#)

DATA SOURCE: N/A

CONTACT: Michael Graf

OFFICE: Program Management Improvement Team (PMIT)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	11	10
2012	7	10

GOAL: Program Delivery (PD)

NATIONAL PERFORMANCE OBJECTIVE:

PD4 - Provide forward leaning leadership and risk-based oversight and management of the Federal-aid program.

MEASURE: TIGER II Projects

DESCRIPTION: Percent of TIGER II Projects underway.

ADDITIONAL INFORMATION:

Projects underway is defined as some level of funding obligation. The result is based on TIGER II Capital and Planning projects.

WEB SITE: [None](#)

DATA SOURCE:

CONTACT: Ed Strocko

OFFICE: Office of Freight Management and Operations (HOFM)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	93	N/T

2011 Milepost Report

GOAL: Program Delivery (PD)

MEASURE: Number of Divisions Using Stewardship Indicators

DESCRIPTION: Number of Divisions using risk, performance measures, and compliance indicators to carry out stewardship responsibilities.

ADDITIONAL INFORMATION:

All the FHWA Divisions assess and consider prioritized risk as they develop their stewardship and oversight programs. The count is based on information received on the status of Divisions' S&OA revisions that are due by May 31, 2012..

WEB SITE: [None](#)

DATA SOURCE: Division offices.

CONTACT: Miguel Torres **OFFICE:** Director of Field Services (DFS)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2009	8	5
2010	19	20
2011	28	25
2012	31	35

GOAL: Program Delivery (PD)

MEASURE: Number of States that have developed an Americans with Disabilities Act (ADA) transition plan that is current and includes the public rights-of-way.

DESCRIPTION: Each State Transportation Agency is required to develop and implement an ADA transition plan that outlines which structural modifications must be made to those programs and services that are not accessible.

ADDITIONAL INFORMATION:

The minimum requirements of an ADA Transition Plan include: i) Identification of physical obstacles and their location (e.g., lack of curb ramp at NE corner of 3rd and Vine); ii) Method used to make facility accessible (e.g., construct two parallel curb ramps); iii) Schedule for making the respective modifications (i.e., by June 12, 2012); and iv) Official responsible for implementing this item of the plan (e.g., the Public Works Director).

WEB SITE: [None](#)

DATA SOURCE: FHWA Division Offices responses that are based, in part, on the triennial Civil Rights Program Assessment (CRPA); 29 states and D.C. were required to complete their CRPA in FY 2010; the remaining 20 States and Puerto Rico were required to complete their CRPA in FY 2011.

CONTACT: Warren Whitlock **OFFICE:** Office of Civil Rights (HCR)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2009	8	N/T
2010	9	9
2011	13	11

GOAL: Program Delivery (PD)

NATIONAL PERFORMANCE OBJECTIVE:

PD5 - Implement a successful Civil Rights program through proactive leadership, technical assistance, training, development and issuance of guidance and policy, monitoring, voluntary compliance, and enforcement.

MEASURE: Civil Rights Self-Assessment

DESCRIPTION: Percent of States completing the civil rights self-assessment.

ADDITIONAL INFORMATION:

WEB SITE: [None](#)

DATA SOURCE: FY2010 and FY2011 Civil Rights Program Assessments

CONTACT: Warren Whitlock **OFFICE:** Office of Civil Rights (HCR)

RESULTS TO DATE:

<i>Fiscal Year</i>	<i>Actual</i>	<i>Target</i>
2011	58	50

2011 Milepost Report

GOAL: Program Delivery (PD)

MEASURE: Improvements on Low-Scoring Areas

DESCRIPTION: Percent of States implementing improvements on low-scoring areas within 6 months of the completed report

ADDITIONAL INFORMATION:

Only 30 States were required to conduct their CRPA in FY 2010; of these 30 States, 22 were required to provide an update on their “red” indicators in July 2011; the remaining 8 States had no “red” indicators.

WEB SITE: [None](#)

DATA SOURCE: The FY 2010 Civil Rights Program Assessments (CRPAs) and the July 2011 Progress Reports.

CONTACT: Warren Whitlock **OFFICE:** Office of Civil Rights (HCR)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	100%	100%

GOAL: Program Delivery (PD)

NATIONAL PERFORMANCE OBJECTIVE:

PD5 - Implement a successful civil rights program through proactive leadership, technical assistance, training, development and issuance of guidance and policy, monitoring, voluntary compliance, and enforcement.

MEASURE: Approved DBE Goal Submissions

DESCRIPTION: Average time (in days) to complete review of Disadvantaged Business Enterprise (DBE) goal submissions. FHWA must make a final legal sufficiency determination of a recipient's overall DBE goal methodology. The Agency target is to complete a review within 90 days of Chief Counsel's receipt of a Division Office's final decision document.

ADDITIONAL INFORMATION:

At three year intervals, each state transportation agency is required to document its methodology and process used to establish its overall annual DBE participation rate. Roughly one-third of the states (17 or 18) make a good submission each year. Data shown in table as of September 30, 2011.

WEB SITE: [None](#)

DATA SOURCE: HCR/HCC

CONTACT: Martha Kenley

OFFICE: Office of Civil Rights (HCR)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	116	90

GOAL: Program Delivery (PD)

MEASURE: Percent DBE Participation

DESCRIPTION: The national aspirational goal for Disadvantaged Business Enterprise (DBE) participation on Federal-aid projects is 10 percent of contracting opportunities.

ADDITIONAL INFORMATION:

Fiscal Year DBE Award/Commitment/Payments data reports are due twice a year from the States' Transportation Agencies (6/1 and 12/1). HCR receives the reports from the Divisions and compiles the data into national tables. Data shown in table below as of March 31, 2012.

WEB SITE: [None](#)

DATA SOURCE: State Transportation Agencies and Division Offices

CONTACT: Vickie Anderson **OFFICE:** Office of Civil Rights (HCR)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2009	8.9	10.0
2010	10.6	10.0
2011	10.1	10.0
2012	9.9	10.0

GOAL: Program Delivery (PD)

NATIONAL PERFORMANCE OBJECTIVE:

PD6 - Accelerate the delivery of innovation to reduce project delivery time by 50 percent and improve system performance.

MEASURE: Number of Strategic Highway Research Program (SHRP2) products integrated into the Research & Technology roadmap process (Target: 6 products).

DESCRIPTION: Complete and begin to execute the agency-wide SHRP2 implementation plan.

ADDITIONAL INFORMATION:

Legislation was enacted in December 2010 authorizing the Secretary to use funds for SHRP 2 implementation. Since then, FHWA assessed all SHRP 2 products for readiness and relevance to R&T programs and identified many high-priority SHRP 2 products that will be incorporated into future program plans: In FY2011, the following four SHRP 2 products/technologies were included in existing plans.

1. Renewal #R04 (Accelerated Bridge Construction) was included in the Every Day Counts Accelerating Technology plan under Prefab Bridge Elements and Systems (PBES).
2. Renewal #R05 (Modular Pavement Technology) was incorporated into the Highways For Life program plan.
3. Reliability #L06 (Capability Maturity Model) is in the Office of Transportation Management program plan.
4. Reliability #L12 (Traffic Incident Management) is in the Office of Transportation Operations plan.

(Additional products will be integrated as the SHRP 2 research projects are completed.)

WEB SITE: <http://staffnet.fhwa.dot.gov/turnerfairbank/shrp2/index.cfm>

DATA SOURCE: Review of Agency R&T roadmaps and Program Office SHRP 2 Product Assessments and Implementation Plans.

CONTACT: Michael Trentacoste **OFFICE:** Office of Research and Development (HRT)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	4	6

GOAL: Corporate Capacity (CC)

MEASURE: Workforce Vitality Index

DESCRIPTION: A weighted index based on the employee response in the All-Employee survey (to item statements related to job satisfaction and availability of training) and the employee retention rate.

ADDITIONAL INFORMATION:

Actual values for index components are compared against targets to calculate a score (maximum 100). The scores are weighted to calculate an overall index:

1. All Employee survey responses (60% weighting): a) I am satisfied with my job (Target 75%) and b) Employees received the training they need to perform their jobs effectively (Target 68%)
2. FHWA Retention rate (40% weighting, Target 90%).

WEB SITE: [None](#)

DATA SOURCE: Data are available annually from the responses to the All Employee Survey item statements compiled by the Human Resources Management Committee, and the retention rate records from the Office of Human Resources.

CONTACT: Anne Audet

OFFICE: Office of Human Resources (HAHR)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2005	95.1	N/T
2006	95.4	N/T
2007	94.4	N/T
2008	94.0	N/T
2009	94.5	95.0
2010	98.0	95.0
2011	98.2	95.0

GOAL: Corporate Capacity (CC)

NATIONAL PERFORMANCE OBJECTIVE:

CC-1 Implement DOT Hiring Reform Initiative.

MEASURE: Hiring Reform

DESCRIPTION: Average time required for agency managers to fill a job vacancy.

ADDITIONAL INFORMATION:

Hiring timeframes are reflected for open competitive announcements only. For the fourth quarter, it took 141 calendar days without relocation and 157 days with relocation. There were only 10 closed hiring cases in the fourth quarter, six not requiring relocation. Hiring managers took an average of 34 days to make a selection, an increase most likely due to travel and vacation schedules during the summer. On average, it is taking new employees 25 days to enter on duty without relocation while the OMB hiring model provides for 14 days. The Hiring Reform webpage was launched and includes standard recruitment packages for Financial Specialist and Community Planners in the Federal-aid Division Offices.

WEB SITE: http://staffnet.fhwa.dot.gov/opt/manager/hiring_reform/home.htm

DATA SOURCE: Office files

CONTACT: Pat Toole

OFFICE: Office of Human Resources (HAHR)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2010	149	133
2011	139	120

GOAL: Corporate Capacity (CC)

NATIONAL PERFORMANCE OBJECTIVE:

CC2 - Ensure the Agency is prepared for transition into performance-based management of the Federal Highway program.

MEASURE: Performance Management Business Plan

DESCRIPTION: Percent of Performance Management Business Plan action items initiated

ADDITIONAL INFORMATION:

WEB SITE: [None](#)

DATA SOURCE: Business Plan for Advancing Corporate Capacity for Program Performance Management

CONTACT: Pete Stephanos

OFFICE: Office of Infrastructure (HIF)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	75	100

GOAL: Corporate Capacity (CC)

NATIONAL PERFORMANCE OBJECTIVE:

CC3. Enhance diversity within FHWA.

MEASURE: Underrepresented Groups

DESCRIPTION: Black and Hispanic men and women, and white women are underrepresented in the FHWA workforce at the GS-13 through GS-15 grade levels, as determined by the MD-715 analysis.

ADDITIONAL INFORMATION:

As of the end of FY 2010, 51 percent of FHWA's total permanent population was in grades 13 thru 15. Therefore, the benchmark goal is 51 percent of each group (Black men are at 49.69 percent, Black women at 38.25 percent, Hispanic Men at 42.37 percent, Hispanic women at 27.85 percent, and White women at 45.85 percent) will be in grades GS-13 thru GS-15. We will measure the progress of each group toward that goal. Rational: The percentage of each group in the grade structure should be proportionate to the total population in the grade structure. Data shown in table below as of September 30, 2011.

WEB SITE: [None](#)

DATA SOURCE: MD-715 annual analysis

CONTACT: Olivia Alexander **OFFICE:** Office of Administrator (HOA)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	3 Groups incr	51%

GOAL: Corporate Capacity (CC)

NATIONAL PERFORMANCE OBJECTIVE:

CC3. Enhance diversity within FHWA.

MEASURE: Targeted Disabilities Hires

DESCRIPTION: The percentage of employees with target disabilities. The goal is 2 percent of the workforce.

ADDITIONAL INFORMATION:

In FY 2011, 25 employees with disabilities were hired equaling 9.7% of total hires. Of those, 2 were persons with targeted disabilities, equaling less than 1% of hires. Overall 8.3% of the workforce are persons with disabilities and 1.45% are employees with targeted disabilities.

WEB SITE: [N/A](#)

DATA SOURCE: Office files

CONTACT: Anne Audet

OFFICE: Office of Human Resources (HAHR)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2010	13	N/T
2011	2	20

GOAL: Corporate Capacity (CC)

MEASURE: Rotational Assignments

DESCRIPTION: Percent of FHWA offices that provide career development opportunities, facilitate succession planning, and enhance supervisory skill development by announcing at least one developmental assignment per office and by allowing at least one employee per office to participate in a developmental assignment.

ADDITIONAL INFORMATION:

This measure will monitor the announcements of rotational assignments through the Developmental Clearinghouse. Data shown in table below as of March 31, 2012.

WEB SITE: <http://staffnet/opt/training/development/Clearinghouse/devlopactivities.htm>

DATA SOURCE: Clearinghouse Database

CONTACT: Anne Audet **OFFICE:** Office of Human Resources (HAHR)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	44	95
2012	16	50

GOAL: Corporate Capacity (CC)

NATIONAL PERFORMANCE OBJECTIVE:

CC4 - Create an environment where the Discipline Support System is readily accessible and widely used as a guide for everyday business processes throughout FHWA.

MEASURE: Percent of FHWA discipline members that are actively participating in an organized discipline.

DESCRIPTION: Total number of discipline members engaged in their discipline divided by the total number of employees in an organized discipline.

ADDITIONAL INFORMATION:

Each discipline will report quarterly on their participation rates as the number of discipline members engaged per total number of discipline members. The numbers will be rolled up into an overall participation rate as the total number of employees engaged per total number of employees in an organized discipline. Data shown in table below as of Sept. 30, 2011.

WEB SITE: [None](#)

DATA SOURCE: All Employee Survey; Discipline Council

CONTACT: Amy Lucero ***OFFICE:*** Office of Technical Services (OTS)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	69	70

GOAL: Corporate Capacity (CC)

NATIONAL PERFORMANCE OBJECTIVE:

CC4 - Create an environment where the Discipline Support System is readily accessible and widely used as a guide for everyday business processes throughout FHWA.

MEASURE: FHWA Offices Supporting the DSS

DESCRIPTION: Percent of FHWA employees covered by a discipline with a performance standard that relates to the DSS in their PY12 performance appraisal plan.

ADDITIONAL INFORMATION:

WEB SITE: [None](#)

DATA SOURCE:

CONTACT: Amy Lucero

OFFICE: Director of Technical Services (DTS)

RESULTS TO DATE:

<i>Fiscal Year</i>	<i>Actual</i>	<i>Target</i>
2011		

No Data Available

GOAL: Corporate Capacity (CC)

MEASURE: Federal-aid non-grant (and contract) funds involved in inactive projects

DESCRIPTION: Dollar amount of unliquidated obligations/undelivered orders of Federal-aid non-grant funds over 360 days old.

ADDITIONAL INFORMATION:

Data in table below as of March 31, 2012 (in million dollars).

WEB SITE: [N/A](#)

DATA SOURCE: Delphi accounting system

CONTACT: Aquilla Carter **OFFICE:** Office of Chief Financial Officer (HCF)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2010	10.30	10.90
2011	1.40	5.00
2012	0.67	0.75

GOAL: Corporate Capacity (CC)

MEASURE: Secretarial correspondence

DESCRIPTION: Average number of days it takes to provide a 1st draft to S-10 for secretarial correspondence for signature.

ADDITIONAL INFORMATION:

This measure tracks an important step in the process of handling correspondence requests from S-10. This step is the time it takes the agency to prepare a response, i.e., write a first draft and subsequent rewrites. The target for this step is 5 working days. Since FY 2010, FHWA has significantly reduced the number of days from an average of 20 days to 7 days.

WEB SITE: [None](#)

DATA SOURCE: Correspondence Control Management System

CONTACT: Mary Peterson **OFFICE:** Office of Administrator (HOA)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2010	20	5
2011	7	5

GOAL: Corporate Capacity (CC)

NATIONAL PERFORMANCE OBJECTIVE:

CC-5 FHWA fully incorporates a Going Greener philosophy into resource management decision-making.

MEASURE: Going Greener

DESCRIPTION: Office-level targets for 2011 achieved in five Going Greener categories: Power/Energy; Recycling/Waste; Paper; Transportation; Marketing.

ADDITIONAL INFORMATION:

All FHWA units continued to implement initiatives and activities identified in Going Green Unit Plans. Several meetings were held with unit coordinators to discuss plan process, share best practices and successes stories, and identify strategies to achieve office-level targets. FHWA also actively participated in the Department’s Green initiatives, including Earth Day events and “Lights-Out Power-Down” weekends. As a result of these efforts, FHWA has fostered a culture of being a greener organization in its daily work activities.

WEB SITE: [None](#)

DATA SOURCE: Administration Files

CONTACT: Pat Prosperi

OFFICE: Office of Administration (HAD)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	100%	100%

GOAL: Corporate Capacity (CC)

NATIONAL PERFORMANCE OBJECTIVE:

CC6 - Ensure information is readily available to support efficient and effective decision-making.

MEASURE: Linking Major Data Collection Systems

DESCRIPTION: Phase 1 of the platform for linking major data collection systems such as RADS, FMIS, NBI and HPMS will be in test

ADDITIONAL INFORMATION:

The final draft version of the Strategic Plan (Task 2) documentation is available for stakeholder review. We anticipate moving into the design and development (Task 3) of Phase 1 in early February 2012.

WEB SITE: [None](#)

DATA SOURCE: Project Files.

CONTACT: David Winter

OFFICE: Office of Policy and Governmental Affairs (HPL)

RESULTS TO DATE:

See Additional Information

GOAL: Corporate Capacity (CC)

NATIONAL PERFORMANCE OBJECTIVE:

CC-7 Maintain capability to work effectively when operating facilities are inaccessible.

MEASURE: Capability to Operate from Dispersed Locations.

DESCRIPTION: All FHWA offices demonstrate capability to operate continuously regardless of conditions or workforce location.

ADDITIONAL INFORMATION:

Measure from FY 2011 SIP.

WEB SITE: [None](#)

DATA SOURCE: Office files.

CONTACT: Dan Ferezan

OFFICE: Office of Administrator (HOA)

RESULTS TO DATE:

<i>Fiscal Year</i>	Actual	Target
2011	47	52

GLOSSARY

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ATRI	American Transportation Research Institute
BI	Buffer Index
CMP	Congestion Management Process
DBE	Disadvantaged Business Enterprises
DOT	U. S. Department of Transportation
EDC	Every Day Counts Initiative
EDTS	Environmental Document Tracking System
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FAHP	Federal-Aid Highway Program
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FIRE	Financial Integrity Review and Evaluation
FLHP	Federal Lands Highway Program
FLMA	Federal Land Management Agencies
FMIS	Fiscal Management Information System
FONSI	Finding Of No Significant Impact
FY	Fiscal Year
GARVEE	Grant Anticipation Revenue Vehicle
GES	General Estimates System
GHG	Greenhouse Gas Emissions
GRS	Geosynthetic Reinforced Soil
HIRE	Hiring Incentives to Restore Employment
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IRI	International Roughness Index
IT	Information Technology
Livability	Livable Communities
LPA	Local Public Agency
M&O	Management and Operations
MPO	Metropolitan Planning Organization
NBI	National Bridge Inventory
NBIS	National Bridge Inspection Standards
NEPA	National Environment Policy Act
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NOI	Notice of Intent
NPM	National Performance Measure
NPO	National Performance Objective
NRT	National Review Teams
POA	Plans of Action

R&T	Research and Technology
RADS	Recovery Act Database System
RAP	Recycled Asphalt Pavement
Recovery Act	<i>American Recovery and Reinvestment Act</i>
ROD	Record of Decision
SAFETEA-LU	<i>Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users</i>
SHRP2	Strategic Highway Research Program
SHSP	Strategic Highway Safety Plan
SIP	Strategic Implementation Plan
STA	State Transportation Agencies
STIP	Statewide Transportation Improvement Plan
STRAHNET	Strategic Highway Network
SUPPS	Shared Unit Performance Planning System
TIGER	Transportation Investment Generating Economic Recovery
TMA	Transportation Management Agency
TMAS	Traffic Monitoring and Analysis System
TTI	Texas Transportation Institute
TVT	Traffic Volume Trends
UMS	Urban Mobility Study
VMT	Vehicle of Miles Travel

NOTES

The source documents for the performance measures in this report are: the *FHWA and DOT Strategic Plans*; the *PY 2012 Strategic Implementation Plan (SIP)* released in September; the *FY 2011 Leadership Team (LT) Dashboard*, and the *DOT Scorecard* report. All of the measures in these documents are included, even though the results for some are not yet available.

National Leadership

Two measures of Livability in the *DOT Strategic Plan* are included under this goal: Improve Transportation Choices for Walking and Bicycling, and Collaboration for Sustainable Communities. The Climate Action Plan measure, introduced in the *FY 2011 SIP*, is also included. Additionally, two measures introduced in the *PY 2012 SIP* are included: Targeted Program Performance Awareness and Goods Movement in Transportation Plans.

System Performance

The following outcome measures in the *DOT and/or FHWA Strategic Plan* and *DOT Scorecard and/or LT Dashboard* are included under this goal: Highway fatalities and Highway fatality rate; Travel time reliability in metropolitan areas, expressed as Travel Time Index; Reliability in Freight Corridors; Pavement Condition, Good Ride Quality; and Bridge Condition on all Public Roads. The HSIP Obligation Rate measure was added. Additional measures were drawn from the *LT Dashboard* and the *PY 2012 SIP* (e.g., Tunnel Inspection Organization). Two of the bridge program measures, Compliance with NBIS and Review of Bridge Load Rating and Posting Practices, were discontinued as the targets were met.

Program Delivery

Two measures from the *DOT Strategic Plan* and/or *DOT Scorecard* are included under this goal: Environmental Impact Statement (EIS) streamlining and States in Compliance with ADA. Several current and new measures associated with Recovery Act implementation (e.g., Recovery Act Projects closed out, TIGER Site Visits) in the *PY 2012 SIP* and *LT Dashboard* are also included. Two civil rights program measures, Civil Rights Self Assessment and Improvements in Low-Scoring Areas, are introduced for the first time. Additional measures were drawn from the *LT Dashboard* measures (e.g., Number of Inactive Projects, Number of Divisions using Stewardship Indicators) and the *PY 2012 SIP* (e.g., Federal Aid/LPA Web Based Training Modules, Program of Oversight Initiatives, Federal-aid Non Recovery Act Projects Reviewed, and TIGER II Projects). EDC Implementation measures were removed since they are reported elsewhere.

Corporate Capacity

The Workforce Vitality Index, Hiring Reform, and Secretarial Correspondence measures, which are drawn from the *DOT and/or FHWA Strategic Plan* and *DOT Scorecard and/or LT Dashboard*, are included under this goal. Additional measures from the *LT Dashboard* measures (e.g., Underrepresented Groups) and the *PY 2012 SIP* (e.g., Discipline Members with a Performance Standard, Going Greener) were included.

Quality Assurance Statement

The Federal Highway Administration provides high-quality information to serve Government, industry, and the public in a manner that promotes public understanding. Standards and policies are used to ensure and maximize the quality, objectivity, utility, and integrity of its information. FHWA periodically reviews quality issues and adjusts its programs and processes to ensure continuous quality improvement.

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