

Revisions to Final Department of Transportation FY 2000 Performance Plan

*Note: Changes are presented in a manner that allows the reader to compare the original to the revised version. Where specific baselines or targets have changed, strikeouts and revisions are found in the **Revised Goal**. Where the goal language has been more significantly changed, **Existing Goal** and **New Goal** language are provided for comparison.*

SAFETY GOALS

Revised Goal: Reduce the rate for highway-related injuries from 141 in 1996 to ~~124~~ 116 per 100 million VMT in 2000.

Explanation: The original goal has been revised to be more ambitious, based on the continuing downward trend in this measure.



Existing Goal: Reduce the general aviation fatal accident rate from a 1994-96 average of 1.67 per 100,000 flight hours. (Specific target to be developed by June 1999).

New Goal: Maintain the number of general aviation fatal accidents at 379 in 2000, the 1996-98 average. Reduce the number of general aviation fatal accidents to 350 or fewer in 2007.

Explanation: While it would be preferable to use fatal accident rates rather than fatal accidents as the performance measure, general aviation flight hours are based on an annual survey conducted by the FAA. Response to the survey is voluntary. The accuracy of the flight hours collected is suspect and flight hour data is needed to calculate rates.

The FY 2000 target represents a reduction of 3 percent from the forecast number of accidents (391) if there were no interventions planned.



Revised Goal: Reduce the number of runway incursions to a level 15% below a 1997 baseline of ~~318~~ 292 incursions. The FY2000 target is at or below ~~270~~ 248 incursions.

Explanation: The goal of 270 was based on a 1997 baseline of 318, which was a preliminary number. The revised baseline using final numbers is 292.



Revised Goal: Reduce the rate of rail-related fatalities from 1.71 fatalities per million train miles in 1995 to ~~1.54 (or less)~~ 1.30 in 2000.

Explanation: The original goal has been revised to be more ambitious, based on the continuing downward trend in this measure.



Revised Goal: Reduce the rate of grade-crossing crashes from 2.85 per the product of million train-miles times trillion highway vehicle-miles-traveled in 1995 to ~~2.14~~ 1.57 (or less) in 2000.

Explanation: The original goal has been revised to be more ambitious, based on the continuing downward trend in this measure.



Existing Goal: Reduce the rate of rail-related trespasser fatalities from 2.81 per the product of (million train-miles times billion US population) in 1995 to 2.53 (or less) in 2000.

New Goal: None

Explanation: This goal was originally included in the FY 2000 Performance Plan to address the significant problem of trespassing on railroad property. However, the effect of the Federal Railroad Administration's (FRA) efforts to reduce trespasser fatalities and injuries is already captured in its overarching goals of reducing all rail-related fatalities and injuries. FRA will continue to collect and analyze trespasser data, and to partner with states and railroads to address this issue. The FRA will report trespasser casualties as a component of the overall rail-related fatalities and injuries goals.

MOBILITY GOALS:

Revised Goal: Integrate ITS in 75 of the largest metropolitan areas by 2005. The FY 2000 target is 50 compared to a FY 1997 baseline of 34 areas.

Explanation: The goal for ITS integration is being revised as a result of DOT's success in deploying integrated ITS infrastructure in 1998.



Revised Goal: Increase Amtrak's intercity ridership from 20.2 million passengers per year in 1997 to a record level of 24.7 million or more in 2000.

Explanation: The goal is being revised to tie to Amtrak's most recent business plan. The original FY 2000 ridership target of 24.7 million was lowered as a result of lower than expected ridership performance in FY 1999 and the recently announced delay in Amtrak's new high-speed rail service along the Northeast Corridor between Washington and Boston. The new high-speed trains will be delayed until at least the spring of 2000, mostly as a result of trains experiencing excessive wheel wear during testing. The original target had assumed high-speed service would begin by December 1999.



Revised Goal: Increase the percentage of the bus fleet that is ADA compliant from 63% in CY 1996 to 82% in 2000.

Explanation: The FY 2000 goal was set based on expected new bus deliveries of 3,000 to 3,500 per year and a standard life of 12 years for 40 foot buses. That expectation no longer seems reasonable, even with a 14 percent increase in funding authorization by TEA-21.

The annual production of large buses is down because of major changes in the bus manufacturing industry. A major manufacturer supplying over 20% of the vehicles to transit went out of business and several mergers and consolidations within the bus manufacturing industry have caused a two-year backlog of orders. Also, many transit systems do not have sufficient state and local matching funds, or have other pressing infrastructure needs. At present, almost five thousand of the 43 thousand 40-foot transit buses are over 16 years of age. More than 300 of these buses are more than 25 years of age.

ECONOMIC GROWTH AND TRADE GOALS:

Existing Goal: Reduce the delay at NHS border crossings per 100 vehicles processed in FY 2000. (Target to be developed in FY 1999.)

New Goal: None

Explanation: This goal was originally included in the FY 2000 Performance Plan to monitor the implementation of the National Corridor Planning and Development Program and the Coordinated Border Infrastructure program created by TEA-21. However, the impact of these programs is already captured in the highway congestion goal. Further, the Federal Highway Administration has experienced some difficulty in developing an approach to measuring delay at NHS border crossings. The FHWA is currently working with the other Federal agencies, i.e., U.S. Customs, and U.S. Immigration and Naturalization Service to clarify the issues associated with reducing delay at borders and to reach agreement on a goal. FHWA will retain this goal in its modal Performance Plan



Revised Goal: ~~Increase the number of Make 4050 employment sites that are made accessible by Job Access and Reverse Commute transportation services. Target for FY 2000 to be developed by March 1999.~~

Explanation: The Access and Reverse Commute program was created in TEA-21. The original wording of the goal implied that some sites had already been made accessible by the program. As noted in the Final Plan, a target for the program has now been established for FY 2000.



Revised Goal: As a long-term investment, by the end of CY 2000, reach ~~one~~ three million students of all ages through the Garrett A. Morgan Technology and Transportation Futures Program.

Explanation: The Garrett Morgan Program surpassed the original goal of one million students in 1998.

HUMAN AND NATURAL ENVIRONMENT GOALS:

Existing Goal: Conduct enforcement operations to support the National Marine Fisheries Service goal of improving the status of endangered or threatened fish species. The 2000 target is to improve the status of 15 species, from a 1997 baseline of 12 species that were improving.

New Goal: Reduce the percentage of species that are designated as overfished (Includes all areas where Coast Guard has enforcement responsibility in fisheries management plans) to x % in FY 2000.

Explanation: The data needed to monitor accomplishment of the original goal for endangered or threatened species will not be available. However, the Sustainable Fisheries Act mandates National Marine Fisheries Service (NMFS) measurement of overfished species and development of plans to improve their status and this new goal more broadly reflects the scope of the program. The Coast Guard is currently working to develop a baseline for this measure.



Revised Goal: Reduce the rate of hazardous liquid materials released by pipelines to the environment in tons (per million ton-miles shipped), from a 1994 baseline of ~~0.98~~ .0233 to ~~0.68~~ .0161 or less in 2000.

Explanation: The measure for pipeline spills was overhauled by RSPA in early 1999, correcting an error in converting barrel loss to tons. Improved data for ton-miles of shipment has also been used. The result is a one time "correction" and "crosswalk" of both the historical trends and the future targets for this measure. The percentage reduction is equivalent to the original goal.

NATIONAL SECURITY GOALS:

Existing Goal: Achieve and maintain C2 readiness status for all high and medium endurance cutters, patrol boats, and port security units, as measured under DOD’s Status of Readiness and Training System (SORTS). The FY 2000 target is an annualized, weighted readiness index of 72. The baseline is an index of 57 in 1997.

New Goal: Maintain a Combat Readiness rating of 2 for the designated number of critical defense assets (high and medium endurance cutters, patrol boats, and port security units needed to support Defense Department operational plans) 100 percent of the time.

Explanation: The original goal relied on a “weighted index” readiness rating which was only a broad measure of the readiness of all units, and did not differentiate between the time units are required to be ready and the time units intentionally lower their readiness to conduct needed maintenance and training. The new measure is more tightly defined to gauge only the readiness of designated critical defense assets, and it establishes a clear threshold to be met year-round. It thus provides a much clearer picture of Coast Guard readiness to meet its specific defense requirements.

CORPORATE MANAGEMENT STRATEGIES:

Revised Introduction:

DOT employs six overarching corporate management strategies in pursuing its strategic and performance goals. These corporate management strategies are a vital part of managing for results within DOT. Our strategic and performance goals set out *what* we aim to accomplish. Our corporate management strategies set out *how* we work to achieve those goals. These strategies cut across all organizational boundaries within DOT and are key to performing our missions efficiently and to providing our customers with consistent and seamless transportation policy and services. Most importantly, these strategies help us work *better* together, providing higher performance with the same organizational capacity and resources.

A detailed discussion of these management strategies appears in Chapter XI of the DOT 1997-2000 Strategic Plan. DOT updated these in the revised final FY 1999 Performance Plan. ~~The following are our corporate management strategies, and specific measures and milestones we will use to judge our managerial success in FY 2000.~~ Our managerial success in FY 2000 will be measured by how well we implement our six management strategies.

Explanation: The statement on how we will measure our performance in the Corporate Management Strategies area has been revised to be consistent with our reporting of performance goals where the focus is on the results. In this section, the strategies for managing the Department replace performance goals; the performance report will provide a narrative discussion of how well we did in implementing these strategies.

Revised Strategy:

Research and Development Management: Advance transportation research and technology to shape a fast, safe, efficient, accessible and convenient transportation system for the 21st Century through strategic planning, world class research, better exchange of information on useful technological innovations, partnerships, and research education & training.

~~Research and development management supports our strategic goals by aligning areas of common research, harnessing government-wide and private research for application to transportation problems, and building intellectual capital necessary for solving future transportation problems. Success in this corporate management strategy will be measured by:~~

Innovation is essential in achieving the nation’s near- and long-term transportation goals. The capacity to transform new technologies, concepts, and ideas rapidly into new products, processes and services is a top priority in both the private and public sectors. The public and private sectors recognize that sustaining an innovation climate into the 21st century will require:

- **an educated and motivated workforce;**
- **investments in long-term enabling research;**
- **government-university-industry partnerships;**
- **a supportive legal and regulatory framework;**
- **a flexible manufacturing capacity;**
- **access to investment and venture capital;**
- **an entrepreneurial culture; and**
- **vital markets.**

More specific description of these elements are documented in the National Science and Technology Council (NSTC) Transportation Science and Technology Strategy and related implementation plans, the NSTC report Public/Private Partnerships: Implications for Innovation in Transportation and the DOT Transportation R&D Plan.

The Department and the NSTC are applying these elements to transportation R&D through a peer-reviewed, government-wide strategic planning and management process. The process steers and guides government, industry and academic science and technology investments to address the nation’s transportation goals and create an innovation environment that accelerates new technologies, concepts and ideas into the transportation system. The preliminary elements of the process are in place and are codified into law in the Transportation Equity Act for the 21st Century.

Explanation: We have refined our approach to implementing the Research and Development Management strategy to include a greater emphasis on innovation.

Revised Strategy:

Information Technology Management: Improve mission performance, data sharing, system integrity, communications, and productivity through deployment of information systems which are secure, reliable, compatible, and cost effective now and beyond the year 2000.

~~Information Technology (IT) management supports our strategic goals by ensuring that IT investments are optimized to increase program productivity, and that IT system are secure and stable now and into the 21st Century.~~

Information Technology (IT) management supports our strategic goals by ensuring that communications are accessible to all, that IT investments are optimized to increase program productivity, and that IT systems are integrated, secure, and stable now and into the 21st Century.

Explanation: We have revised our Information Technology strategy to put a greater emphasis on improving communications through ensuring information is easily accessible to all (including people with disabilities) and through better integration of our many IT systems.

