

## FY 2004 Performance Outlook

Over time, agencies will be expected to identify high quality outcome measures, accurately monitor the performance of programs, and begin integrating this presentation with associated cost. Using this information, high performing programs will be reinforced and non-performing activities reformed or terminated.

President George W. Bush  
*The President's Management Agenda*  
August 2001

The U.S. Department of Transportation (DOT) strongly supports the President's management agenda that encourages agencies to closely integrate budget and performance information. As the President has stated, doing so will improve both program management and investment decision-making processes, and ultimately create a citizen-centered, results-oriented government for the American people.

The FY 2004 budget request builds on DOT's successful implementation of the Government Performance and Results Act by strengthening the linkages between budgetary resources and programmatic outcomes that benefit the nation. The resources we are requesting will help DOT to achieve a transportation system that is safe, efficient, and secure.

Several DOT operating administrations' budget documents reflect the successful application of performance integration that the Federal Aviation Administration accomplished last year in its capital and research accounts. For example, the Federal Motor Carrier Safety Administration's (FMCSA) FY 2004 budget request consolidates its two operating accounts for general motor carrier safety operations and border enforcement operations, ensuring that funding for Federal operations in one budget account affords operational flexibility to FMCSA, while grant funding for state motor carrier safety programs remains separate and distinct. Also, the Federal Transit Administration's budget request consolidates several accounts to better align funding with outcomes sought.

DOT has also improved the linkages between the Department's Performance Plan and budget request, across the board, focusing more closely on the ties between program outputs, performance outcomes, and individual and organizational accountability for performance. The Department's performance goals and measures focus on core transportation missions, and fully reflect the Secretary's transportation priorities of safety, efficiency, and security. DOT's financial performance will be a key element of overall program performance. DOT will focus on its stewardship of taxpayer dollars along with increasing the beneficial effects created by the combined efforts of DOT's safety, security, mobility, environmental, economic growth, and organizational excellence programs.

The following tables summarize the President's FY 2004 budget request for DOT by strategic and organizational goals, key performance targets we will strive to achieve, and the Department's present status and progress in implementing the President's management agenda.

**Budgetary Resources by Strategic and Organizational Goals  
(Dollars in Millions)**

**FY 2004 Request**

<b>Administration</b>	<b>Total</b>	<i>Safety</i>	<i>Mobility &amp; Economic Growth</i>	<i>Human and Natural Environment</i>	<i>Homeland &amp; National Security</i>	<i>Organizational Excellence</i>
<b>Federal Aviation Administration</b>	14,007	8,725	4,353	521	365	42
<b>Federal Highway Administration</b>	30,194	4,305	23,159	2,689	26	14
<b>National Highway Traffic Safety Administration</b>	665	663	0	2	0	0
<b>Federal Motor Carrier Safety Administration</b>	447	406	2	0	10	29
<b>Federal Transit Administration</b>	7,226	12	7,135	4	40	36
<b>Federal Railroad Administration</b>	1,089	177	909	1	1	2
<b>Research and Special Programs Administration</b>	132	100	3	21	2	7
<b>St. Lawrence Seaway Development Corporation</b>	14	0	14	0	0	0
<b>Surface Transportation Board</b>	20	0	10	0	0	10
<b>Maritime Administration</b>	219	0	21	16	175	7
<b>Bureau of Transportation Statistics</b>	36	1	25	0	1	9
<b>Office of the Inspector General</b>	55	0	0	0	0	55
<b>Office of the Secretary</b>	210	1	58	0	12	139
<b>TOTAL, DEPARTMENT OF TRANSPORTATION:</b>	<b>54,314</b>	<b>14,390</b>	<b>35,689</b>	<b>3,253</b>	<b>632</b>	<b>349</b>
<b>Share of Total DOT Budgetary Resources:</b>	100%	26.5%	65.7%	6.0%	1.2%	0.6%

1. Includes appropriations, obligation limitations, exempt obligations, and user fees.
2. Program-related administrative costs and general overhead are distributed proportionately.

## PERFORMANCE PROGRESS REPORT

	...IN 2000	...IN 2002 <sup>1/</sup>	...2004 TARGET
<b>SAFETY</b>			
• Highway fatalities per 100 million vehicle miles	1.53	<i>1.50</i>	1.38
• Large truck-related fatality rate per 100 million truck miles	2.6	<i>2.4</i>	2.07
• Fatal accident rate for U.S. commercial air carriers per 100,000 flight hours	0.037	<i>0.026</i>	0.028
• Train accidents and highway-rail incidents per million train-miles	8.97	<i>7.93</i>	7.62
• Number of incidents for natural gas and hazardous liquid pipelines	381	<i>293</i>	310
• Number of serious hazmat incidents in transportation	565	<i>189</i>	509
<b>MOBILITY AND ECONOMIC GROWTH</b>			
• Percent of travel on the National Highway System (NHS) meeting pavement performance standards for acceptable ride	90.9	<i>91.6</i>	93.1
• Percent of total annual urban-area travel time occurring in congested conditions	29.3	<i>31.1</i>	32.3
• Percent of flights arriving on time	74.9	<i>82.3</i>	79.2
• Percent of key rail stations compliant with the Americans with Disabilities Act (ADA)	52	<i>77</i>	89
• Passengers (in millions) in international markets with open skies aviation agreements	56.8	<i>57</i>	62.7
<b>HUMAN AND NATURAL ENVIRONMENT</b>			
• Tons of hazardous liquids spilled from pipelines per millions of tons shipped	0.0131	<i>0.0109</i>	0.0126
• Number of people (in thousands) in the U.S. exposed to significant aircraft noise levels	440	<i>379</i>	436
• Ratio of wetlands taken to wetlands replaced per acre affected by highway infrastructure projects	3.8	<i>2.7</i>	1.5
<b>HOMELAND AND NATIONAL SECURITY</b>			
• Percent of DOD-required shipping capacity, complete with crews, available for mobilization requirements	92	<i>94</i>	94

<sup>1/</sup> Italicized numbers represent preliminary estimates.

## Government Management Priorities

Initiative	2002 Status	2002 Progress
<b>Human Capital</b> -DOT has not yet achieved the majority of its measurable results-driven outcomes. DOT's progress score reflects completion of a detailed Department-wide human capital strategy with timelines and specific deliverables, such as the establishment of a Departmental Human Capital Planning Council.	<b>Red</b>	<b>Green</b>
<b>Competitive Sourcing</b> -DOT did not meet the President's annual competitive sourcing goal for 2002 but did develop a comprehensive plan that identifies the positions to be evaluated for outsourcing. DOT will begin subjecting positions to competition with the private sector by late 2003.	<b>Red</b>	<b>Green</b>
<b>Improved Financial Management</b> -DOT's current financial management systems do not meet Federal financial system requirements. DOT is in the process of implementing a new accounting system - Delphi - which will be set up by the Spring of 2003. DOT received a clean audit opinion in February 2002. In addition, DOT is implementing a recovery auditing program to collect and reduce erroneous contract payments.	<b>Red</b>	<b>Green</b>
<b>E-Government</b> -DOT developed an IT security program to decrease cyber vulnerabilities by 75%. However, DOT remains red in status because major DOT IT projects remain over-budget and behind schedule, and it has yet to complete a department-wide IT enterprise architecture.	<b>Red</b>	<b>Green</b>
<b>Budget/Performance Integration</b> -DOT issued performance-based 2004 budget justifications for a number of agencies, and senior management has started using performance data in allocating resources. DOT is continuing to refine its measures to better connect spending to outcomes. Its mission will change significantly with the migration of components to the Department of Homeland Security.	<b>Yellow</b>	<b>Green</b>

Red=Unsatisfactory  
 Yellow=Good Progress  
 Green=Satisfactory