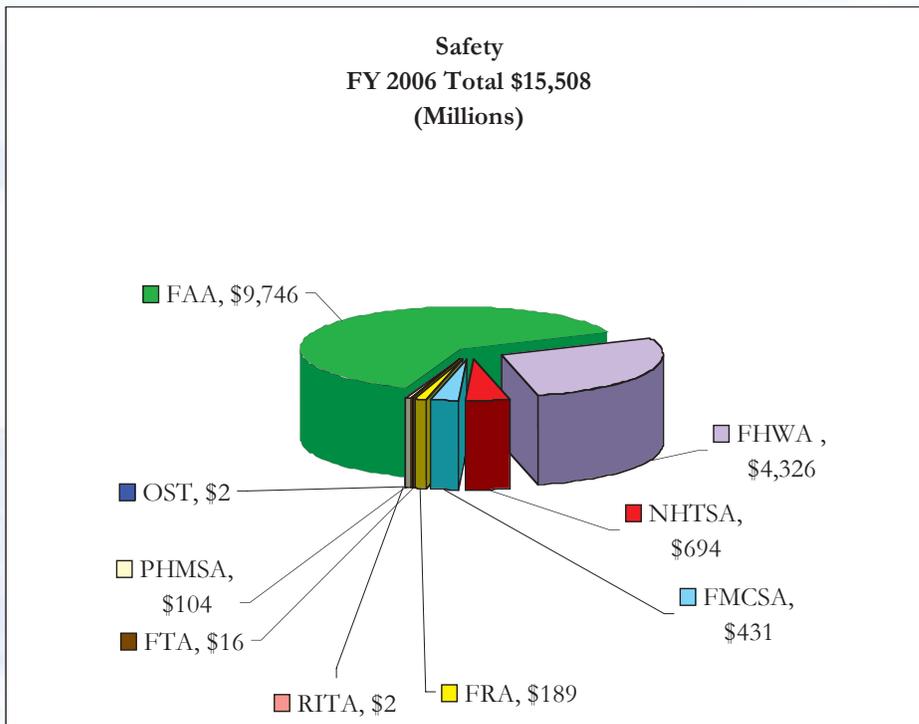


DOT's Safety Performance Budget is distributed as follows:



## Mobility

The President's budget request includes \$38.3 billion in FY 2006 to continue improvements in transportation mobility. Mobility is essential to America's economic prosperity and quality of life. In today's global economy, it is more important than ever to have seamless transitions among the modes of transportation so that people and cargo can move effectively and efficiently. Over the past 20 years, congestion has increased for all modes of transportation. To address this problem and to enhance infrastructure conditions, the Department is concentrating on smart technology and system improvements. Initiatives supported by the FY 2006 budget request include expanding "intelligent highway system technology" and modernization of the airspace control system. The search for new innovative solutions to our mobility challenges is strongly supported in the FY 2006 budget request with overall investment in research, development, and technology proposed at \$1.1 billion.

### Surface Mobility

- ❖ Improve Highway Infrastructure Condition and Relieve Congestion. OMB's FY 2004 and FY 2005 PART reviews for the Federal-aid Highway infrastructure program and the Federal Lands Highway program, respectively, affirm that these programs effectively support States in maintaining the good condition of highway infrastructure and ensuring that there is sufficient capacity and access to transportation to move people and goods.

Consistent with the Administration's SAFETEA proposal, the FY 2006 budget requests \$26.4 billion for FHWA to improve highway infrastructure conditions and relieve congestion. Of this amount, \$19.9 billion is requested to improve pavement conditions on the National Highway System (NHS) and thus increase to 94 percent in FY 2006 the share of travel on the NHS that meets pavement performance standards for acceptable ride. Another \$6.5 billion will be used to limit the growth in total annual urban-area road travel that occurs in congested conditions to no more than 33.7 percent in FY 2006. The goal in FY 2006 is to slow the annual

rate of increase to less than the 0.7 percent projection. Within the mobility budget request are funds for an infrastructure performance and maintenance initiative, which targets "ready-to-go" highway projects that address traffic bottlenecks and improve infrastructure conditions. The NHS is comprised of the most important national routes for trade and commerce, including all Interstates and over 68 percent of other principal arterials. While the NHS accounts for only 4.1 percent of total road mileage in the United States, it handles 44.3 percent of total vehicle-miles traveled. Improving the condition of highways and bridges is critical to transportation mobility and key indicators of system performance. Consequently, the condition of the NHS significantly impacts congestion, wear-and-tear on vehicles and fuel consumption.

- ❖ Improve Mobility through the Maritime Transportation System. The budget request includes \$2.9 million for MARAD's efforts to improve mobility through the maritime transportation system. Greater use of marine transportation, specifically the Nation's waterways, offers the potential to reduce passenger and freight congestion for surface transportation and make the best use of highways, railways, airways, and waterways.
- ❖ Restructure Intercity Passenger Rail Service. In July 2003, Secretary Mineta transmitted to Congress the Passenger Rail Investment Reform Act (PRIRA). The purpose of PRIRA is to undertake a restructuring of intercity passenger rail transportation in the United States that will increase management accountability and encourage responses to market forces. Consistent with the PRIRA, the Department of Transportation continues to support passenger rail service and Federal-State partnerships to improve Amtrak's future viability, while facilitating vitally needed changes in Amtrak's operating model and capital infrastructure program. Until these reform actions are undertaken, however, intercity passenger rail remains in a state of flux. The budget does not provide any additional funding for Amtrak, but instead makes available \$360 million for the Surface Transportation Board to maintain existing commuter services along the Northeast Corridor and elsewhere while the future of intercity passenger rail is determined.
- ❖ Increase Transit Ridership and Improve Access to Transportation Services. OMB's FY 2005 and FY 2006 PART reviews for the Major Capital Investment (New Starts) and formula transit grant programs affirm that these programs are well managed and effective in meeting the demand for transit in communities nationwide. FTA requires all New Starts projects to conduct a rigorous "Before and After Study" to document the impact of the project on ridership and other performance indicators. In communities that have completed New Starts projects, significant regional transit ridership growth has been demonstrated after the beginning of revenue operations.

Consistent with the Administration's SAFETEA proposal, the Department of Transportation is requesting more than \$7.9 billion for FTA to increase by 1 percent the average yearly number of transit boardings per transit market adjusted for changes in employment; maintain at 50,000 in FY 2006 the number of employment sites made accessible by Job Access and Reverse Commute (JARC) transportation services; increase to 97 percent in FY 2006 the proportion of bus fleets that are compliant with the Americans with Disabilities Act (ADA); and increase to 86 percent in FY 2006 the proportion of key rail stations that are ADA-compliant. Transit formula programs are essential to maintaining and upgrading the condition and performance of the Nation's transit infrastructure so that America's transit systems continue to move millions of people safely and efficiently every day, thereby reducing congestion, facilitating economic development, and connecting people to their jobs and communities. Passenger miles traveled on transit have increased every year since 1995, taking riders off city streets, commuting thor-

oughfares, and freight routes, and curbing the rise in road congestion.

Consistent with the national commitment to improve coordination and access to specialized transportation, the President signed Executive Order 13330 on Human Service Transportation Coordination in February 2004, to improve human service transportation coordination for individuals with disabilities, older adults, and people with lower incomes. The Executive Order established the Interagency Transportation Coordinating Council on Access and Mobility (CCAM) representing 11 Federal departments, with Secretary Mineta as the Chairman. With DOT leadership, the CCAM has launched “United We Ride,” a nationwide initiative to implement the Executive Order, which requires Federal agencies to simplify access, reduce duplication of Federal rules and regulations, and increase cost efficiencies using existing resources.

### *Aviation Mobility*

The aviation industry is responsible for moving people and products, and it contributes approximately \$900 billion to our economy. Nearly two million people a day travel on our Nation's airlines and more than one-third of the value of all goods is moved by air. As the economy rebounds and travel demand for air service meets or exceeds pre-9/11 levels, we cannot afford to reduce our commitment to investing in the Nation's air traffic control system and our airports.

- ❖ Improve Access to Transportation Service. To allow Americans living in rural areas to have reasonable access to air travel, the Department of Transportation's FY 2006 budget request assumes \$50 million of overflight fees collected by the FAA will fund a program managed by the Office of the Secretary to make payments to air carriers serving rural airports.
  
- ❖ Improve NAS On-Time Arrival Performance. To achieve an on-time arrival rate of 88.4 percent of flights in FY 2006, the President's budget requests \$2.7 billion primarily for FAA Facilities and Equipment and Airport Improvement Grants. This includes funds to replace obsolescent radars and to continue automating terminal control facilities, and \$109 million for the User Request Evaluation Tool and oceanic automation to improve flight route flexibility. OMB's FY 2004 PART review for the Airport Improvement Grants program affirmed that this program is well managed and effective in providing support to airport authorities for moving people and goods.