



Agency Priority Goal | Action Plan | FY 2023 – Q1

Maintaining High-Performing Core Assets

Goal Leaders



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Goal Overview

Goal statement

- **Improve the condition/performance of Federally funded portions of the Nation's transportation systems.** By September 30, 2023, the percentage of Interstate Pavement in either good or fair condition will be maintained at 95%; the percentage of deck area on National Highway System (NHS) bridges in either good or fair condition will be maintained at, or above 95%; the percentage of person-miles traveled on the interstate that are reliable will be at or above 82.8%; and the percentage of paved runways in the National Plan of Integrated Airport Systems in excellent, good, or fair condition will be maintained at 93%.

Problem to Be Solved

Transportation is the backbone of the American economy and shapes the daily lives of people across the country. From the earliest days of the Administration, President Biden promised the American people a transformational investment in infrastructure. Congress responded to the President's call with the Bipartisan Infrastructure Law (BIL), or the Infrastructure Investment and Jobs Act, which President Biden signed into law on November 15, 2021. This landmark legislation authorizes \$660 billion for the U.S. Department of Transportation (DOT) for better bridges and roads, electrifying buses, installing electric vehicle chargers, laying track, and so much more. Since the passage of BIL, we are now in the early stages of a generational modernization of our infrastructure that will create jobs, boost our domestic manufacturing, and bolster our economic security and prosperity for decades to come.

DOT is working to help grow an inclusive and sustainable economy and grow the Nation's global competitiveness. Investing in our nation's transportation system provides American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs. DOT is making investments to restore and modernize transportation core assets to improve the state of good repair, enhance resiliency, and expand beneficial new projects. DOT is also working to improve transportation system operations to increase travel time reliability, manage travel demand, and improve connectivity.

FHWA

The Bipartisan Infrastructure Law provides the basis for Federal Highway Administration (FHWA) programs and activities through September 30, 2026. It makes a once-in-a-generation investment of \$350 billion in highway programs. This includes the largest dedicated bridge investment since the construction of the Interstate Highway System.

Interstates and Bridges: FHWA focuses on maintaining Interstate pavement and bridges in at least good or fair condition. Highway pavement and bridges that are classified as being in poor condition directly impact people's lives by increasing the wear and tear on vehicles, driving up repair costs, inflating travel times, and potentially causing safety concerns.¹

Travel Time Reliability: Travel time reliability is a key indicator of transportation system performance and represents consistency or dependability in travel times, as measured from day to day or across different times of day. Drivers want to know that a trip will take a half-hour today, a half-hour tomorrow, and so on. FHWA measures the percentage of person-miles traveled on the Highway Interstate System that are considered reliable. A reliability measure represents the amount of time variability that would need to be added to a trip, for example, a typical commuter to make it on time to work 16 out of 20 workdays a month. For this reliability measure, the number of additional minutes needed for the commute would be more than 50% of the typical time (i.e., for a typical 20-minute commute, 10 minutes or more additional time would need). It also reflects the amount of travel that is unaffected by highly variable travel times. Typically, there is a two-year lag in data availability and of conflation to the National Performance Management Research Data Set (NPMRDS) location referencing network with the Highway Performance Monitoring System (HPMS) data. For example, the CY 2021 travel time data were conflated with CY 2019 HPMS data.

FAA

The Federal Aviation Administration (FAA) ensures that runway pavements are maintained in a state of Fair condition or better, as this is a critical component of a safe National Airspace System. Timely maintenance activities reduce life-cycle costs and extend pavement life, avoiding

¹ For more information on what constitutes poor condition, please see: <https://www.fhwa.dot.gov/tpm/faq.cfm#brid>

unnecessary costs for reconstruction and major rehabilitation, as well as delays due to long-term runway closures.

What Success Looks Like

FHWA

Interstates and Bridges: For FHWA, success in achieving this APG means that at least 95 percent of Interstate pavement are maintained in Good and Fair condition, and at least 95 percent of the deck area on NHS bridges are maintained in Good and Fair condition.

Working with State and local stakeholder agencies, the Department has established a framework of National performance measures for NHS pavement conditions. As part of this approach, States are required to make significant progress towards achieving targets for these performance measures. States not meeting or making significant progress toward the national performance measures are required to document in the next [State Biennial Performance Report](#) the actions they will take to achieve targets for all measures.² The Department will support States in their efforts to maintain or improve the condition of NHS pavements and bridges.

Travel Time Reliability: APG achievement also means ensuring that travel time on the Interstate system remains as reliable as possible for drivers and passengers. [Congestion is typically measured by delay, or the amount of extra time a trip could take. Reliability, on the other hand, deals with the consistency of travel times \(delays included\) day to day or time period to time period. The more consistent the travel time, the better the reliability.](#) Segments of the Interstate system are considered unreliable if the [ratio of longer travel times \(85th percentile\) divided by the](#)

² For more information on the consequences of not making significant progress please see www.fhwa.dot.gov/tpm/guidance/hif21030.pdf

normal travel time (50th percentile) is 1.5 or higher (the equivalent of 50% extra travel time) during one or more of four time periods (6am to 10am, 10am to 4pm, 4pm to 8pm weekdays and 6am to 8pm weekends) over the course of a year.

FAA

Ensuring that at least 93 percent of runways in the [National Plan of Integrated Airports \(NPIAS\)](#) remain at Excellent, Good, or Fair condition allows the Department to advance toward its strategic objective of maintaining high-performing core assets. The National Plan of Integrated Airport Systems (NPIAS) identifies nearly 3,300 public-use airports that are included in the national airport system, the roles they currently serve, and the amounts and types of airport development eligible for Federal funding under the [Airport Improvement Program \(AIP\)](#) over the next five years. This is accomplished through properly investing in maintenance and rehabilitation at the appropriate points in the lifecycle of runway pavement.

Goal Targets

Achievement statement		Key indicator(s)	Quantify progress			Frequency
By...	We will...	Name of indicator	Target value	Starting value*	Current value	Update cycle
09/30/23	Ensure the percentage of Interstate Pavement in either good or fair condition will be maintained at 95%; the percentage of deck area on National Highway System (NHS) bridges in either good or fair condition will be maintained at, or above 95%; the percentage of person-miles traveled on the interstate that are reliable will be at or above 82.8%; and the percentage of paved runways in the National Plan of Integrated Airport Systems in excellent, good, or fair condition will be maintained at 93%	Percentage of Interstate Pavement, in Lane Miles, in either Good or Fair Condition (FHWA)	95.0%	99.2%	99.2% ²	Annually, after June 15 for the prior CY
		Percentage of Deck area on NHS Bridges in either Good or Fair Condition (FHWA)	95.0%	95.8%	95.8% ³	Annually, after June 15
		Percentage of person-miles traveled on the interstate that are reliable (FHWA)	82.8%	83.7% (CY 2018 baseline)	89.2% ⁴	Annually, after August 15 for the prior CY
		Percent of Paved Runways in the National Plan of Integrated Airport Systems in Excellent, Good, or Fair Condition (FAA)	93%	97.8% (FY 2022 actual)	97.6% ⁵	Quarterly

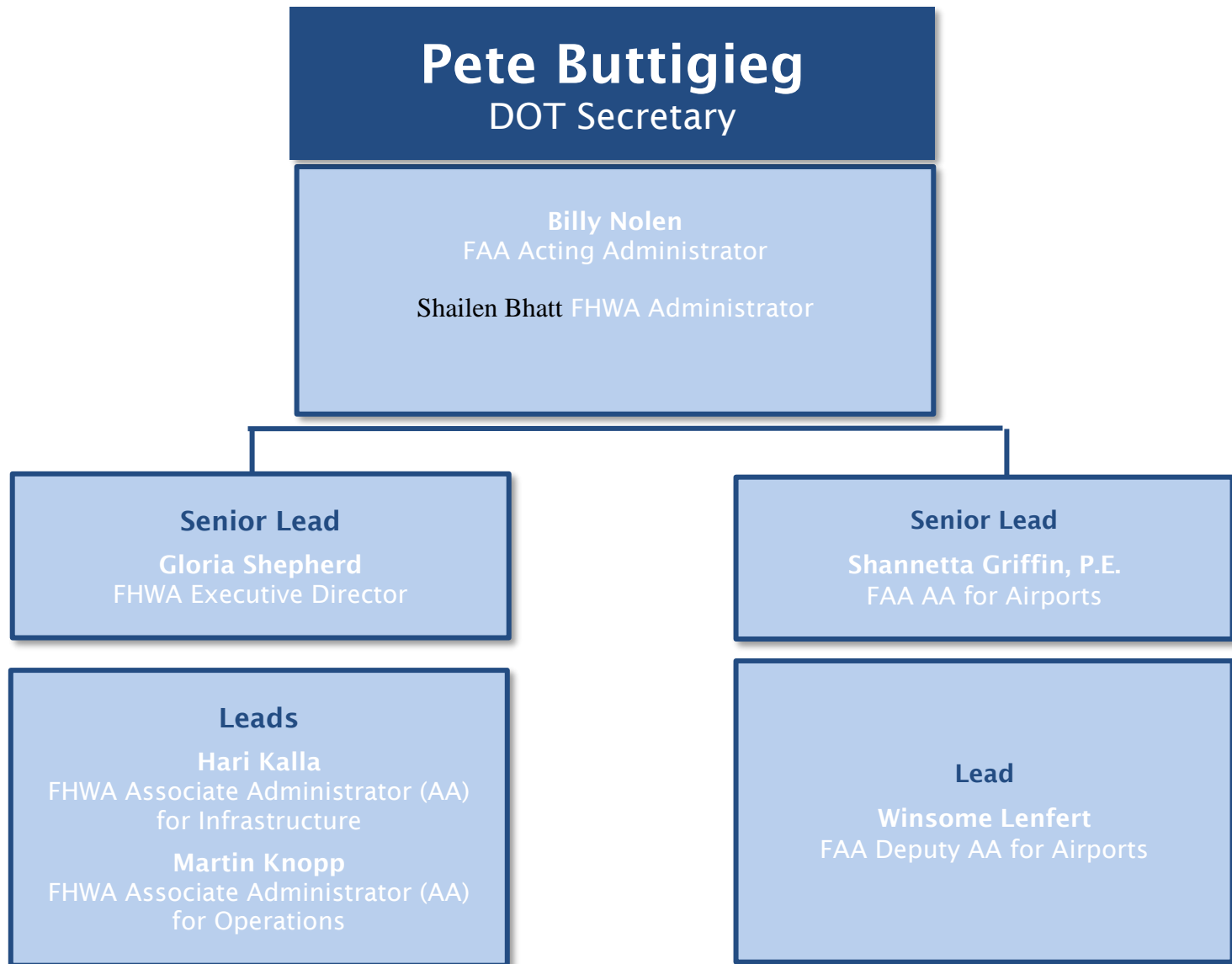
¹Starting value data as of October 1, 2021. Due to data collection and processing requirements, the October 1, 2021 data corresponds to CY 2020, unless otherwise indicated.

² The percentage of interstate pavement lane miles in good or fair condition represents data collected in CY 2021 and submitted by the State Departments of Transportation to FHWA through June 15 of the reporting year (2022).

³ The percentage of deck area on NHS bridges in good or fair condition represents data submitted annually by the State Departments of Transportation to the National Bridge Inventory through June 15 of the reporting year (2022).

⁴The percentage of person-miles traveled on the interstate that are reliable represents CY 2021, which are the most recent available data. ⁵Actual as of December 31, 2022.

Goal Team



Goal Strategies

FHWA

Pavement and Bridge Strategies: FHWA supports asset-management planning to improve or preserve the condition and performance of NHS pavements and bridges. FHWA accomplishes this by encouraging preservation and resilience activities; promoting innovative maintenance strategies; engaging in research, development, and deployment activities related to lifecycle management and infrastructure preservation; and providing education, training, and technical assistance to help State and local stakeholders implement Transportation Performance Management and asset management principles and practices.

Travel Time Reliability Strategies: FHWA has numerous resources to support the State Departments of Transportation and metropolitan planning organizations (MPO) with calculation and target setting, which is the basis for this measure. FHWA also works to ensure the availability of data used to calculate the reliability measure via a new National Performance Management Research Data Set (NPMRDS) agreement awarded in May 2022 and has developed technical assistance papers on “[Approaches to Target Setting](#)” and “Forecasting for Target Setting” (to be published in CY 2023) in response to stakeholder needs regarding implementing Transportation Performance Management requirements.³ Additionally, FHWA plans to aggregate data in a monthly operations dashboard to provide simple-to-understand trends for average travel times and reliability on the Interstate System in Spring 2023.

FAA

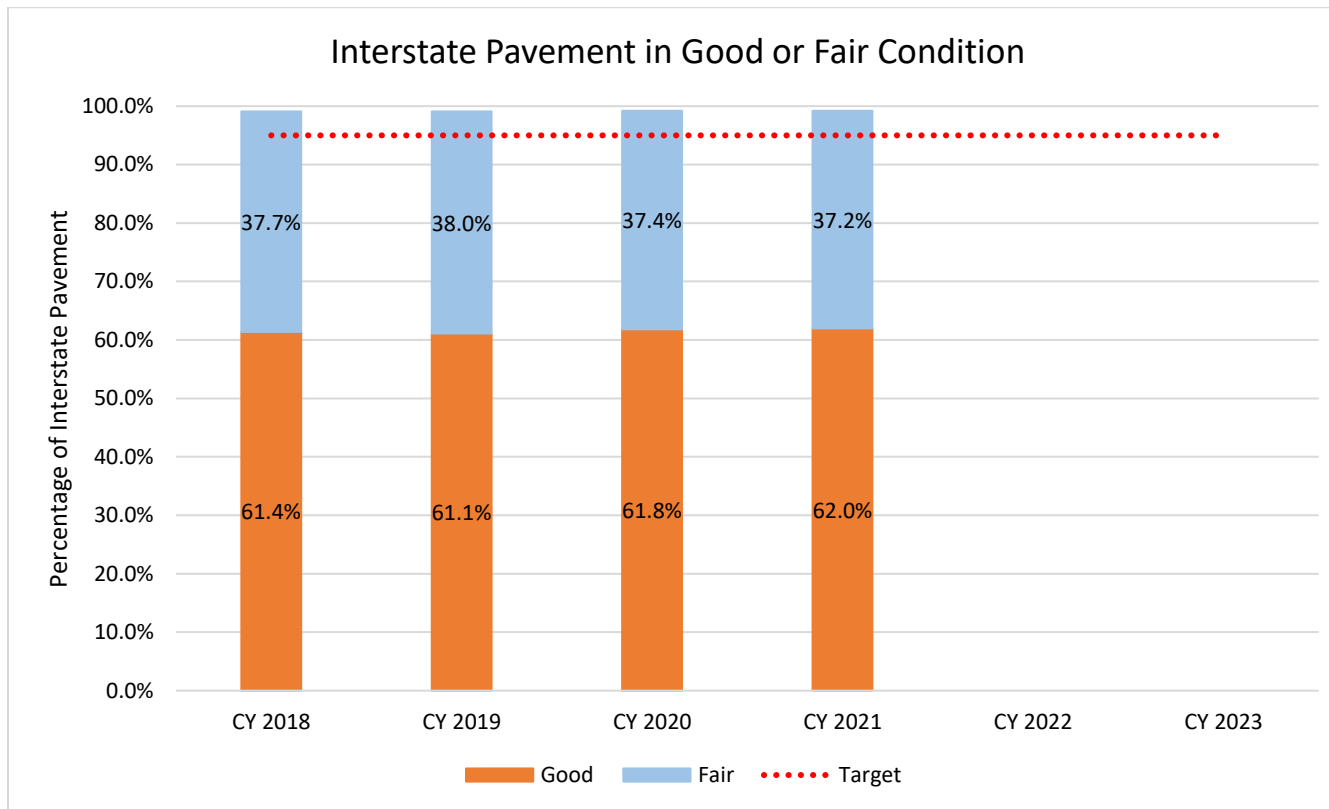
³ For more information on Transportation Performance Management requirements: <https://www.fhwa.dot.gov/tpm/policy/index.cfm>

FAA implements a variety of data collection and analysis strategies to maintain the percentage of paved runways in the NPIAS in excellent, good, or fair condition at 93 percent. It uses both scheduled and unscheduled surveillance safety inspections at Part 139 certificated airports to assess pavement conditions. It also collects safety and pavement condition data under a contract program with State DOTs to inspect non-certificated public use airports every three years.

FAA also maintains a five-year, forward-looking analysis of airport capital improvement needs that includes runway pavement rehabilitation. This information is published in the biennial [NPIAS report](#). Federal Grant Assurances require airports to implement an effective pavement maintenance management program at Federally obligated airports.

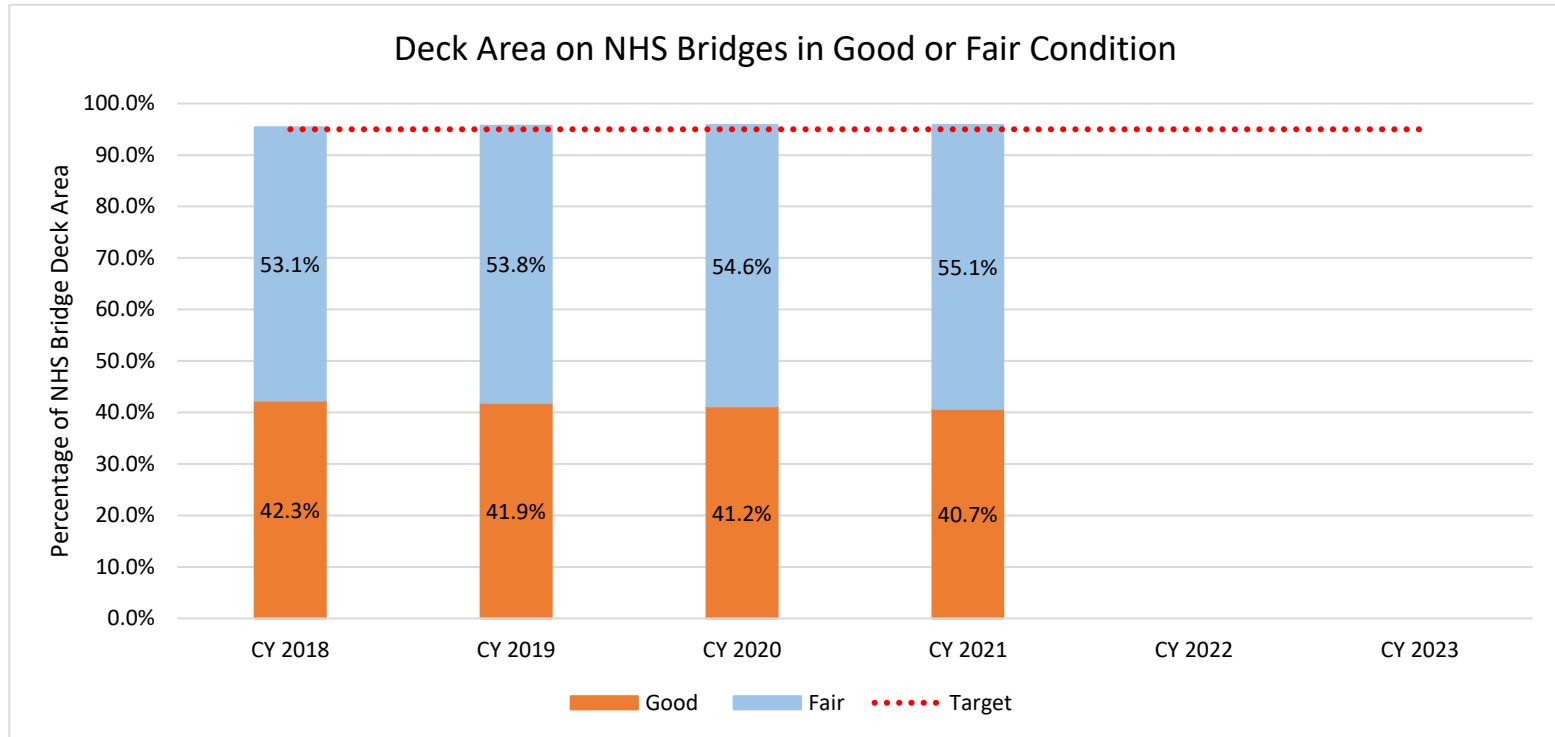
Key Indicators (Interstate Pavement Condition)

Percentage of Interstate Pavement, in Lane Miles, in either Good or Fair Condition



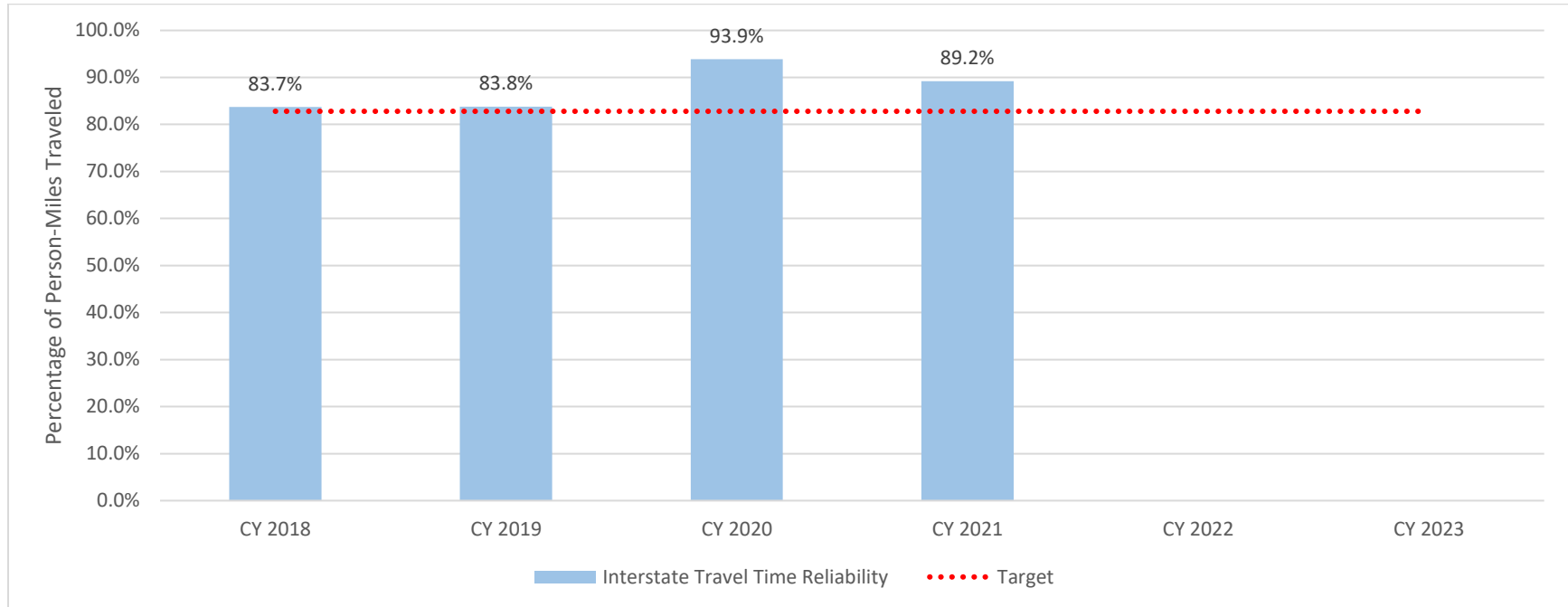
Key Indicators (Deck Area Condition)

Percentage of Deck Area on NHS Bridges in either Good or Fair Condition



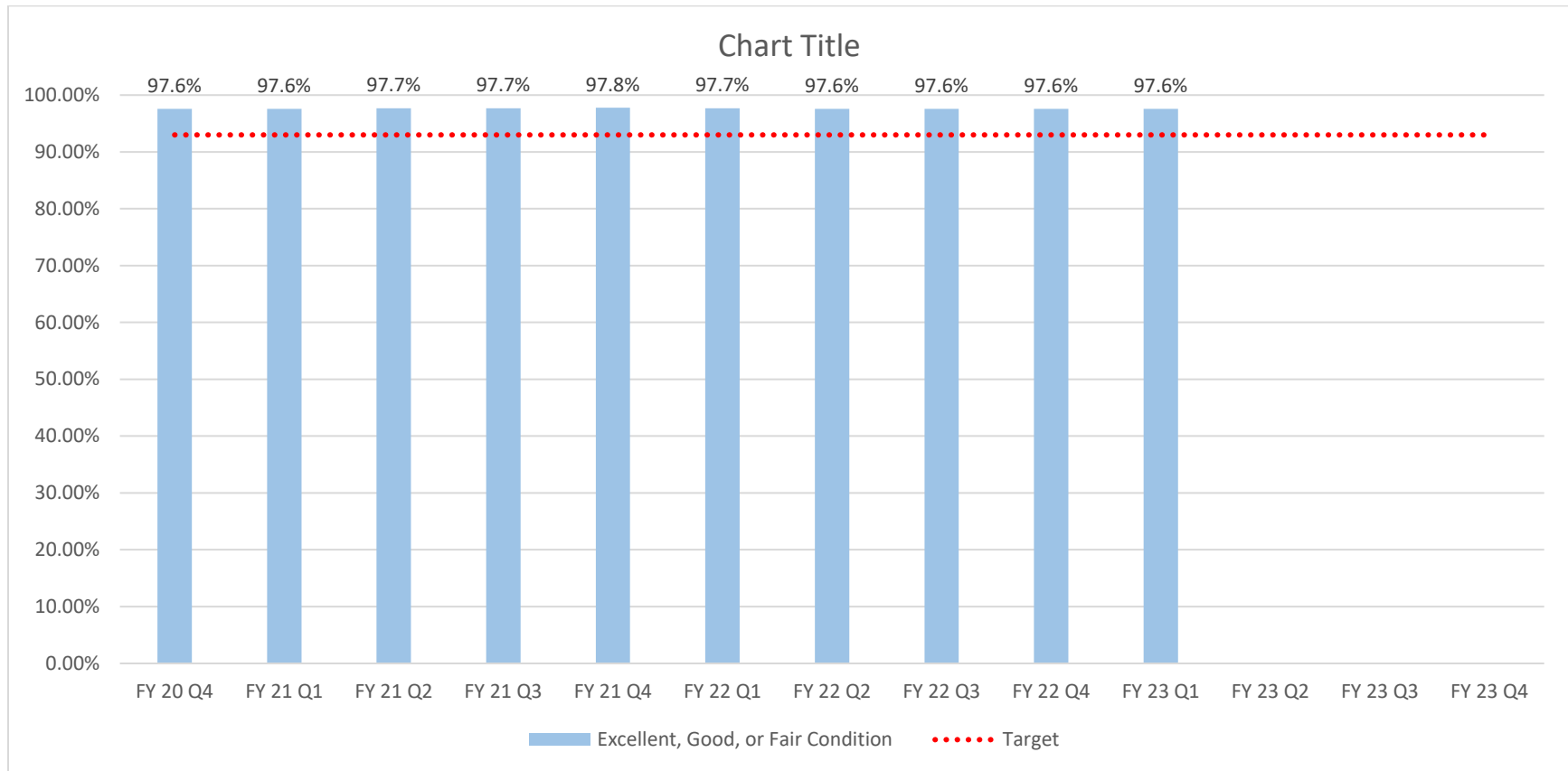
Key Indicators (Travel Time Reliability)

Interstate Travel Time Reliability, as the Percent of Person-Miles Traveled that are Reliable



Key Indicators (Runway Pavement Condition)

Percent of Paved Runways in the National Plan of Integrated Airport Systems in Excellent, Good, or Fair Condition



Key Milestones (FHWA)

Milestone Summary					
Key Milestone	Milestone Due Date	Milestone Status	Change from last quarter	Owner	Comments
States, Federal agencies, and tribal governments submit their bridges' Structure Inventory and Appraisal data to FHWA for inclusion into the National Bridge Inventory	Q2, FY 2023	On Track	No change	FHWA AA for Infrastructure	<p>All States, Federal agencies, and tribal governments must submit by March 15 deadline their bridges' Structure Inventory and Appraisal data to FHWA for inclusion into the National Bridge Inventory for determining the Condition of NHS Bridges penalty (23 U.S.C.119(f)(2)).</p> <p>To support highway bridge condition improvements, FHWA holds bridge preservation and bridge management workshops and peer exchanges, provides technical assistance to bridge owners, and promotes effective technologies and innovations that may be underutilized.</p>
State DOTs must submit their pavement condition data to FHWA	Q3, FY 2023	On Track	No change	FHWA AA for Infrastructure	<p>All States DOTs must submit by the April 15th deadline pavement condition data for determining the Condition of Interstate Pavement penalty (23 U.S.C.119(f)(1)).</p> <p>To improve pavement condition, FHWA administers a pooled fund study, which leverages FHWA and State DOT contributions to implement innovative pavement technologies; provides education and technical support via the mobile technology pavement centers; and</p>

					hosts webinars and peer exchanges to address pavement data collection, analysis, and management. FHWA is also finalizing a Notice of Proposed Rulemaking that will outline proposed changes to the requirements for pavement design.
Bridge Formula Program	Q2, FY 2023	On Track	Apportioned \$5.3B of FY 2023 funds to States via statutory formula.	FHWA AA for Infrastructure	Funding from advanced appropriations included in the BIL
Bridge Replacement and Rehabilitation Program	Q3, FY 2023	On Track	Apportioned \$1.145B of FY 2023 funds to States via statutory formula.	FHWA AA for Infrastructure	Funding from the FY 2023 Consolidated Appropriations Act.
Bridge Investment Program	Q1, FY 2023	Completed	Award \$20M of FY 2023 funds for Planning Grants	FHWA AA for Infrastructure	Funding from the Bipartisan Infrastructure Law's Bridge Investment Program
Bridge Investment Program	Q2, FY 2023	Completed	Award \$2.1B of FY 2023 funds for Large Bridge Project Grants	FHWA AA for Infrastructure	Funding from the Bipartisan Infrastructure Law's Bridge Investment Program
Bridge Investment Program	Q3, FY 2023	On-Track	Award FY 2023 funds for Bridge Project Grants	FHWA AA for Infrastructure	Funding from the Bipartisan Infrastructure Law's Bridge Investment Program
Publish National Bridge Inspection Standards (NBIS) Final Rule	Q3, FY 2022	Complete	Published Final Rule in Federal Register (5/6/2022)	FHWA AA for Infrastructure	This rule and its incorporated references represent the most sweeping changes to the regulation since it was first enacted in 1971. Full implementation of the revised NBIS and updated National Bridge Inventory (NBI) is expected to take four to six years.

FHWA is funding two projects to better link operational strategy evaluations with the Performance Measures 3 (PM3) for use by State DOTs and MPOs in their investment decision making	September 20, 2023	On-Track	Planned publication dates of technical assistance papers updated	FHWA AA for Operations	<p>State DOTs have a June 15 due date to submit their annual travel time metrics for the reliability and other third performance management rule travel-time based measures.</p> <p>Two technical assistance papers; “Approaches to Target Setting” has been published, and “Forecasting for Target Setting” is expected to be published in early CY 2023.</p>
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Key Milestones (FAA)

Milestone Summary					
Key Milestone	Milestone Due Date	Milestone Status	Change from last quarter	Owner	Comments
Maintain the target of at least 93% of runway pavement in excellent, good, or fair condition for the paved runways in the NPIAS	Q4, FY 2023	On-Track	No Change	Shannetta Griffin, Associate Administrator for Airports	Evaluation of the network level of inspection of over 4,300 runways is reviewed and reported monthly. For Q1 FY 2023, the status condition of runways in excellent, good, or fair condition was 97.6%, which has not changed from the previous quarter.

Narrative—FY 2023 Q1

FHWA

Pavement Condition: State DOTs are required to submit pavement condition data for determining the Condition of Interstate Pavement penalty (23 U.S.C. 119(f)(1)) by April 15 of each year. FHWA then uses this data to calculate the pavement performance based on a classification system of good, fair, and poor. In 2022, 99.2% of Interstate pavements were in Good or Fair condition.

To improve pavement condition, FHWA will implement the FY 2023 Interstate Pavement Condition Penalty by ensuring that State DOT's obligate penalty funds in a timely manner and finalize significant progress determinations to analyze progress toward meeting State-established pavement condition targets. FHWA also administers a pooled fund study, which leverages FHWA and State DOTs contributions to implement innovative pavement technologies; provides education and technical support via the mobile technology pavement centers; and hosts webinars and peer exchanges to address pavement data collection, analysis, and management. FHWA is also finalizing a Notice of Proposed Rulemaking to receive public comment on proposed changes to the regulation that outlines requirements for pavement design.

Deck Area Condition: States, Federal agencies, and Tribal governments submit their bridges' Structure Inventory and Appraisal data to FHWA for inclusion into the National Bridge Inventory by March 15 each year. From these submissions, FHWA uses the data to classify highway bridges as in Good or Fair condition. All States, Federal agencies, and Tribal governments met the annual March 15 due date to submit their Structure Inventory and Appraisal data to FHWA.

FHWA has processed, finalized, archived the submitted data, and published the new data on June 15, 2022. From these data, FHWA has calculated the 2022 data point measuring the percentages of deck area on National Highway System (NHS) Bridges in Good and Fair condition and implemented the condition of NHS bridges penalty (23 U.S.C.119(f)(2)). To support highway bridge condition improvements, FHWA holds bridge preservation and bridge management workshops and peer exchanges, provides technical assistance to bridge owners, and promotes effective technologies and innovations that may be underutilized.

FHWA conducted two Bridge Management Systems Workshops for stakeholders in the State DOTs; delivered a national webinar to promote Service Life Design concepts and methods; conducted two regional peer exchanges on FHWA's bridge preservation program; and completed the statutorily-required assessments of compliance for each State DOT under the National Bridge Inspection Standards regulation.

Travel Time Reliability

The National Performance Management Research Data Set (NPMRDS) data for CY 2021 were delivered on-time for State DOTs to send in their annual travel time metrics for the reliability and other third Performance Measures Rule, or PM3, travel-time based measures. The metrics were due June 15, 2022. A new NPMRDS agreement was awarded in May. The new NPMRDS team is finalizing the 2022 data and will have it ready for the next annual metric reporting deadline, June 15, 2023. FHWA is close to releasing a monthly operations dashboard to provide simple-to-understand trends for average travel times and reliability on the Interstate System.

FAA

The FAA implements a variety of data collection and analysis strategies to maintain the percentage of paved runways in the National Plan of Integrated Airport Systems (NPIAS) in excellent, good, or fair condition at 93 percent. The Airport Engineering Division of the Office of Airports Safety and Standards analyzes the condition of all runways in the NPIAS on a monthly basis. The Airport Engineering Division provides a monthly condition report to each Region summarizing the runway conditions. This report includes a recommendation to take necessary actions to ensure pavement conditions for eligible runways continue to be in Fair or better condition. Additionally, the Engineering Division retrieves data from the System of Airports Reporting (SOAR) database monthly on runway projects in order to monitor trends of where the percentage is relative to the baseline. FAA exceeded the goal in FY 2023 Q1 with 97.6% of all NPIAS runways in excellent, good, or fair condition.”

The FAA also maintains a five-year, forward-looking analysis of Airport Capital Improvement Program (ACIP) needs that includes runway pavement rehabilitation. This information is published in the biennial NPIAS report. Federal Grant Assurances require airports to implement an effective pavement maintenance management program at federally obligated airports. The FAA actively engages with airport sponsors to identify runways requiring rehabilitation or reconstruction to ensure they are addressed in the next ACIP.

Data Accuracy & Reliability

The [Performance Data Completeness and Reliability Report](#), which is appended to the FY 2021 Annual Performance Report, provides detailed information on the performance indicators contained within this APG Action Plan.

The Performance Data Completeness and Reliability Report provides detailed information regarding the general accuracy, reliability, validity, completeness, and scope of the performance indicators listed below. The table below lists the page numbers of where each supporting performance indicator can be found in the report.

Performance Goal	Location
Percentage of Interstate Pavement, in Lane Miles, in either Good or Fair Condition	Pg. 67
Percentage of Deck area on NHS Bridges in either Good or Fair Condition	Pg. 66
Interstate Travel Time Reliability, as the Percent of Person-Miles Traveled that are Reliable	Pg. 72
Percent of Paved Runways in the National Plan of Integrated Airport Systems in Excellent, Good, or Fair condition	Pg. 68

Additional Information (FAA)

Contributing Programs

- [Airport Improvement Program \(AIP\)](#)
- [Passenger Facility Charge \(PFC\)](#)
- [Bipartisan Infrastructure Law \(BIL\)](#)

Organizations

- [FAA Office of Airports](#) : Federal assistance program: AIP and BIL
- Local Airport Authority, FAA: Passenger Facility Charge (PFC) programs
- State Authority: State airport funding program
- Local Governing Body: Local funding programs

Regulations

- Regulations: 14 CFR 139 (Airports with commercial service)
Policy: 49 USC Chapter 471
- Regulations: 14 CFR 139 (Airports with commercial service)
Policy: 49 USC Chapter 475

Program Activities

- The Office of Airport Planning and Programming (APP) provides policy and guidance supporting the execution of financial assistance programs for eligible airports.
- The Office of Airport Safety and Standards (AAS) provides guidance on analysis of runway conditions and technical support related to the design and construction of airport pavements.

Stakeholder / Congressional Consultations

- The FAA's Office of Airports, at the headquarters level, considers views and suggestions for airport system-wide development from all its stakeholders, including individual airport owners, FAA's Airports Regional and District Offices, the Air Traffic Organization, the Flight Standards Office, Congress, State aeronautical agencies, State and Local Governments, and other aeronautical user groups.

Additional Information (FHWA)

Contributing Programs

- [National Highway Performance Program](#) (23 USC 119)
- [National Goals and Performance Management Measures](#) (23 USC 150)
- [National Freight Policy](#) (23 USC 167)
- [National Bridge Inspection Program](#)
- [Surface Transportation Block Grant Program](#)
- [Competitive Highway Bridge Program](#)
- [Bridge Replacement and Rehabilitation Program](#)
- [Bipartisan Infrastructure Law \(BIL\): Bridge Formula Program](#)
- [BIL: Bridge Investment Program](#)
- [Transportation Performance Management](#)

Organizations

- FHWA Division Offices
- State Departments of Transportation
- Metropolitan Planning Organizations

Regulations

- Regulations: 23 CFR 650 Subpart C, National Bridge Inspection Program
- 23 CFR 490.300 Subpart C, 23 CFR 490.400 Subpart D, and 23 CFR 490.500 Subpart E—
National Performance Management Measures to Assess Condition/Performance of the
National Highway System

Program Activities

- The FHWA Office of Bridges and Structures conducts field reviews each year to ensure accurate and consistent condition data for highway bridges is being reported by the State Departments of Transportation.
- The Office of Preconstruction, Construction, and Pavements reviews pavement condition data and provides technical assistance to ensure accurate for highway pavements is being reported by the State DOTs.
- State DOTs send in their annual travel time metrics for the reliability and other third performance management rule travel-time based measures.
- The Office of Operations plans to develop a monthly operations dashboard to provide simple-to-understand trends for average travel times and reliability on the Interstate System.

Stakeholder / Congressional Consultations

- Stakeholder engagement is a critical part of what FHWA does every day to deliver the Federal Highway Program. It is performed via technical assistance, training and educational development and delivery, and serving on technical panels for research, development, and deployment. Programs and resources are developed and enhanced to meet stakeholder and customer needs informed by surveys, data collection and analysis, participation in national and regional conferences, responses to requests for technical assistance, and by the day-to-day conduct of our work.