

FEDERAL HIGHWAY ADMINISTRATION  
IOWA DIVISION



## 2006 UNIT PLAN & 2005 ANNUAL PERFORMANCE REPORT



Revised Date: 1/6/2006



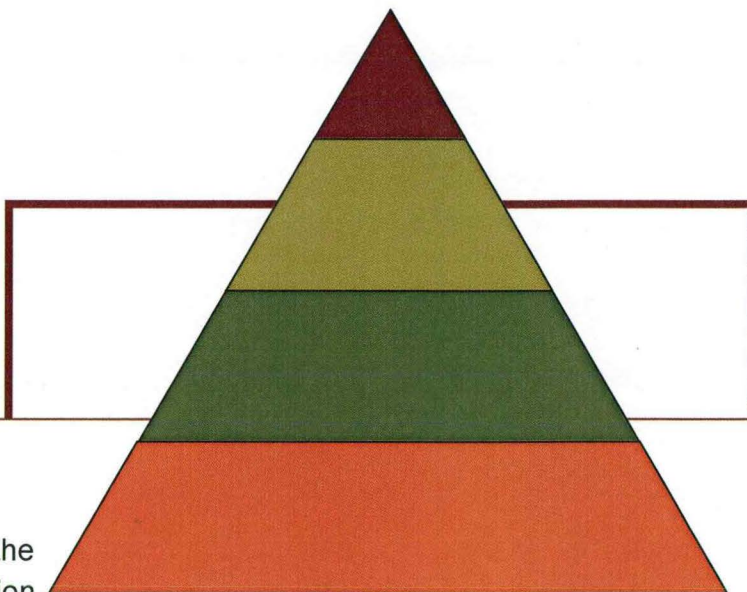
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## THE UNIT PLANNING PROCESS



The Iowa Division of the Federal Highway Administration (FHWA) is pleased to present our Fiscal Year (FY) 2006 Unit Plan and FY 2005 Performance Report. The "Plan" outlines the direction of the FHWA Iowa Division office in the administration of the Federal-aid program. It is a product of a continuous improvement cycle which reflects recommendations from partners (i.e. Annual Risk Assessments; see following pages), customer feedback (i.e. Bi-annual Partner Survey), and the goals of the FHWA. The Plan is a "working document" in that it is modified periodically to reflect changes in priorities, activities, and resources. Human and financial resource estimates are linked to the activities in the Plan. This linkage to resources and the flexibility of the Plan will allow the Division to better meet planned and unplanned needs over the course of the year.

The Plan was developed in cooperation with the Iowa Department of Transportation (IDOT), Iowa Metropolitan Planning Organizations (MPO's) and FHWA Headquarters. The purpose of this coordination is to ensure that efforts reflect FHWA National Goals and the "Vital Few" while specifically addressing the transportation needs of Iowa. It is critical for the Iowa Division to develop alignment with our partners in order to successfully carry out the Federal-aid program.

The Performance Report documents those key performance measures, outcomes, and goals the Division believes are important to influence..."Our Focus." These are the measures that, when influenced positively, will result in significant transportation system improvements for the traveling public. These are also measures that reflect FHWA's national goals and "Vital Few" focus areas (safety, environmental stewardship and streamlining, and congestion mitigation) as they apply to Iowa. The Iowa Division's efforts were spent primarily in areas that positively impact the trends of these outcome measures.



### Iowa Division's Risk Assessment Process

During 2001, Congress showed increasing interest in FHWA's stewardship and oversight of the Federal-aid Highway Program (FAHP). In response, FHWA established a task force that, after reviewing the agency's national guidance on stewardship and oversight, issued on June 22, 2001, the "FHWA Policy on Stewardship and Oversight of the Federal-aid Highway Program." The main thrust of the policy is that while FHWA has been directed to delegate project-level authorities to the State DOTs, the FHWA remains responsible for program-level oversight to ensure effective delivery of the FAHP. That policy was re-affirmed and additional guidance specific to FHWA Construction Programs issued on January 8, 2003.

In the policy statement, "stewardship" is defined as *"the efficient and effective management of the public funds which have been entrusted to the Federal Highway Administration."* Stewardship reflects FHWA's responsibility for the development and implementation of the various elements of the FAHP, and involves all FHWA program delivery activities such as: Planning, Environment, Project Delivery, Financial, Technical Assistance, Technology Deployment, and National Policy Leadership. "Oversight" is defined as *"the act of ensuring that the Federal highway program is delivered consistent with laws, regulations and policies."* This definition makes "oversight" the compliance or verification component of FHWA's stewardship activities. Viewed narrowly, oversight ensures that implementation of the FAHP complies with applicable laws, regulations and policies; however, in the broader view, oversight enables FHWA to ensure the effective delivery and operation of the transportation system envisioned in its base Federal statutes.

Oversight is one of several stewardship activities carried out by a division office. Allocating a division's staff time and other resources among its stewardship activities requires an assessment of the relative risk inherent in those activities. The April 1999 FHWA/Iowa DOT Oversight Agreement defines the Iowa Division and Iowa DOT oversight responsibilities and is a key element of the FHWA/Iowa DOT partnership. Since the Division relies on the State's compliance with the oversight agreement, participation by the State is critical to accurately assessing the risk in various program elements. The impact portion of the overall risk rating of a particular Program Element is identified based on the following criteria:



## THE UNIT PLANNING PROCESS—CONT.

1. Significant potential to stop or substantially delay the program.
2. Significant potential for waste, fraud or abuse.
3. Significantly affect the safety of the traveling public.
4. Significantly affect the quality of the system.
5. Significantly affect the service life of the facility.
6. Significantly affect the environment.
7. Significantly affect the protected rights of, or intended benefits to, individuals.

The likelihood portion of the overall risk rating of a particular Program Element will be identified based on the following criteria:

1. Coverage by written procedures.
2. Recent instances of findings or deficiencies.
3. Automated reporting and/or data collection.
4. Adequacy of reports.
5. Time constraints.
6. Emphasis on process controls.
7. Scope of written authority.
8. Adequacy of checks and balances.
9. Personnel considerations.
10. Administrative resources (general operating expenses).
11. Status of program.

The Iowa Division developed its risk assessment process by combining elements of processes used in other division offices. The evaluation form has been adapted from the Office of Infrastructure's Risk Management Framework Risk Assessment Form. While originally drawn from Vermont's listing, the critical program elements listing has been adapted to fit local conditions, and indicates the Division's teams, the Iowa DOT offices interested in specific program areas and the newly issued FIRE Order.

The Division conducts its risk assessments annually. Carried out as part of the annual Unit Plan development process, the division conducts risk assessments of program areas in partnership with relevant Iowa DOT staff at the office director level. Once the program risk assessments are complete, the Division compiles the results and ranks the identified areas of concern. Mitigation measures are then determined for inclusion in the annual performance plan. External drivers such as funding level or a defined national area of concern may also push a program into the high risk level.



## THE UNIT PLANNING PROCESS—CONT.

### FHWA Iowa Division Unit Planning Time Line

Table 1

Milestones	Start	Finish
Bi-annual and other Customer Surveys Reviewed	Jan 1	Jan 31
Program (Risk) Assessments Developed/Updated and Reviewed Iowa Division Staff Members Seek Input From Program Level Customers (Iowa DOT, MPO's, RPA's, Cities, & Counties)	Jan 1	Apr 30
Review Current Year Unit Plan Progress with Iowa DOT Executive Staff	Mar 1	Apr 30
Strategy Sessions – FHWA Leadership Team & Staff	May 1	Jun 30
FHWA Leadership Team Assessment of Current and Suggested Outcomes and Measures	May 1	Jun 30
FHWA HQs Annual Unit Plan and Initiatives Reviewed	Jun 1	Aug 31
Team Leaders and Staff establish Unit Plan	Jun 1	Sep 30
Develop Draft Performance Plan	Jul 1	Jul 31
Seek IDOT Leadership Perspective on Draft Plan	Jul 31	Aug 15
FHWA Leadership Team Final Review of Draft Plan	Aug 15	Sep 1
Final Adjustments	Sep 1	Sep 30
Implement Final Plan	Oct 1	-



*Who  
We Are*

*What  
We Do*

The Iowa Division is one of 52 division offices of the FHWA that is responsible for administering the federal-aid highway program in its respective state. The administration of this program is accomplished through a partnership among the Iowa Department of Transportation (IaDOT), and numerous other agencies such as Metropolitan Planning Organizations (MPO's), counties, cities, and universities.

A sampling of statistics about Iowa and its highway system include:

- The 2000 census listed Iowa with a population of 2,926,324 (30<sup>th</sup> in the nation) with almost two million licensed drivers and over three million motor vehicles.
- Iowa received in excess of \$363 million in fiscal year 2005 from the Highway Trust Fund (28<sup>th</sup> in the nation).
- Iowa has 782 miles of Interstate (26<sup>th</sup> in US), 3,162 miles on the National Highway System (23<sup>rd</sup> in US), and a total mileage of 113, 376, miles (12<sup>th</sup> in US).
- Iowa is fifth in the nation in the number of bridges with 24,902 and seventeenth for bridge area with over seven million square feet.

Iowa is a major freight crossroads for the United States. I-80 crosses the state connecting the east and west coasts of the United States while I-29/I-35 serves as a major North American Free Trade Agreement (NAFTA) corridor from Canada to Mexico.

By delivering the Federal-aid program the Iowa Division contributes to FHWA's mission of improving transportation for a strong America. This report summarizes the activities and accomplishments of the Iowa Division in the development and implementation of its FY 2006 Unit Plan and a report of its accomplishments from FY 2005. The Iowa Division plan was developed using FHWA's national plan and Vital Few as an outline. The report also provides a summary of the staff hours used in accomplishing these goals.



**Philip Barnes,**  
**Division Administrator**



**IOWA DIVISION  
LEADERSHIP TEAM**

Phil Barnes—Division Administrator  
(515) 233-7301  
Philip.barnes@fhwa.dot.gov

Gerald Kennedy—Assistant Division  
Administrator  
(515) 233-7317  
Gerald.kennedy@fhwa.dot.gov

Max Grogg—Programs Team Leader  
(515) 233-7306  
Max.grogg@fhwa.dot.gov

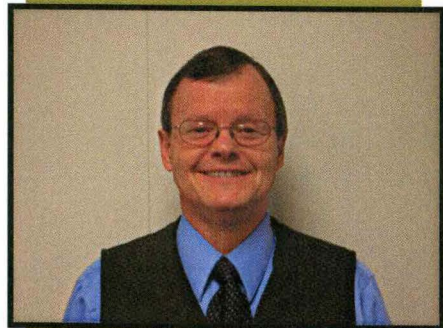
Joan Rost—Finance Team Leader  
(515) 233-7303  
Joan.rost@fhwa.dot.gov

Rebecca Hiatt—Operations Team Leader  
(515) 233-7321  
Rebecca.hiatt@fhwa.dot.gov

John Cater—Planning and Development  
Team Leader  
(515) 233-7315  
John.cater@fhwa.dot.gov



Phil Barnes  
Division Administrator

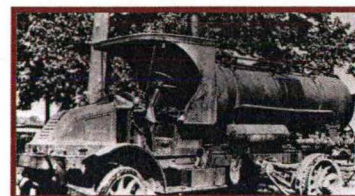
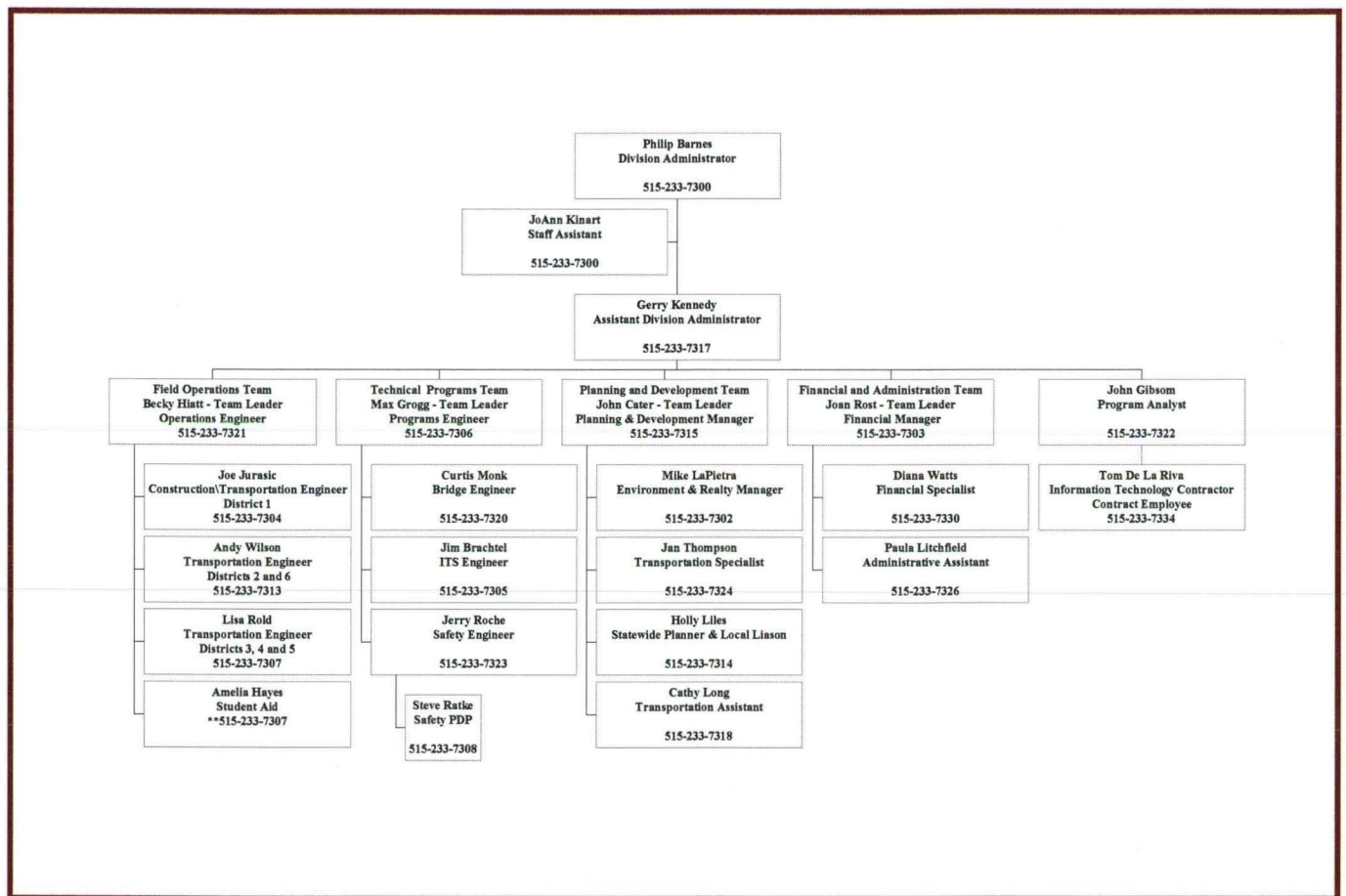


Gerald Kennedy  
Assistant Division Administrator





## Iowa Division Organizational Chart





Welcome to the Iowa Department of Transportation where a professional workforce of nearly 3,400 individuals are dedicated to moving people and goods efficiently, effectively and safely.

Iowa is in a unique position, since we are geographically located at the center of the nation. Thus, we serve as a crossroads for our country's surface transportation system, with transcontinental Interstate highways 35 and 80 traversing the state and crossing in Des Moines.

We are also the only state in the country bordered by two navigable waterways – the Missouri and Mississippi rivers. The country's busiest freight rail system crosses Iowa's midsection and the nation's transcontinental passenger rail service (Amtrak) traverses the southern tier of counties in the state.

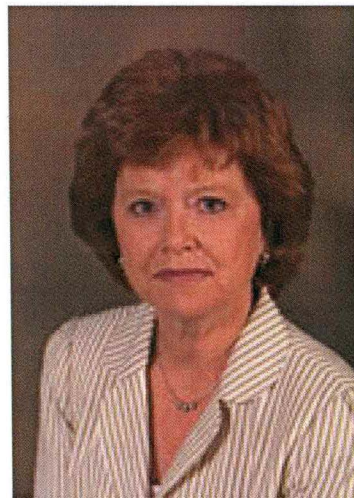
Iowa is also the home of the Des Moines International Airport and eight other commercial service airports, connecting our state to the world.

As such, Iowa is an economic thoroughfare for domestic and international movement of people and goods, placing a considerable demand on our state's transportation infrastructure.

Over the last few years, the Iowa DOT has made an aggressive effort to keep pace with these demands through improvements and maintenance of our various modes of transportation. We're committed to customer service at the Iowa DOT, and hope to continue to build, maintain and support a safe and efficient transportation system for users. Safe traveling!



**Iowa Department of Transportation**



Nancy Richardson,  
Director, Iowa Department of Transportation

Iowa Department of Transportation  
800 Lincoln Way  
Ames, IA 50010  
Phone: 515-239-1101

Iowa Department of  
**TRANSPORTATION**

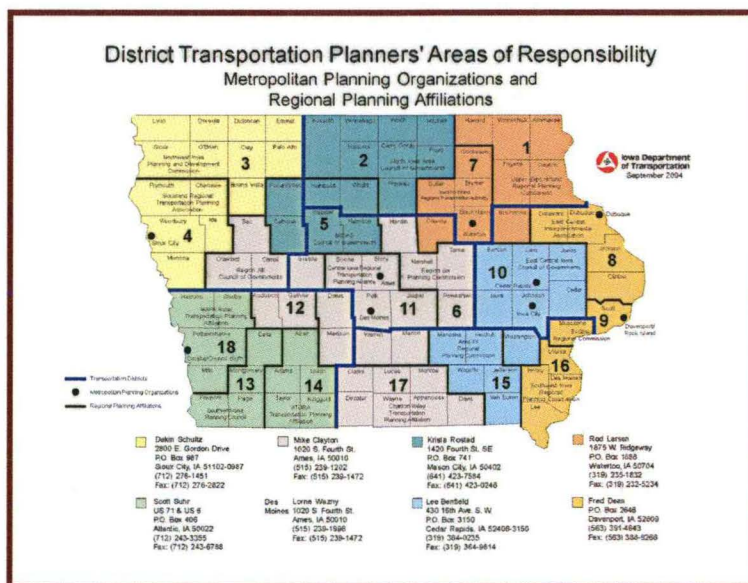


## OUR STAFF AND PARTNERS—CONT.

In 1998, Congress passed the Transportation Equity Act for the 21st Century or TEA-21. For the first time, this legislation required state departments of transportation (DOT's) and metropolitan planning organizations (MPO's) to incorporate safety and security as priority factors in their respective transportation planning processes and activities. Prior to TEA-21, safety was sometimes a prominent factor in project development and design, but this legislation called for safety consciousness in a more comprehensive, system-wide, multimodal context. It implied collaboration with the other safety communities, transit operators, local jurisdictions and others.

To initiate discussion on the TEA-21 safety-planning factor, approximately 40 experienced professionals convened in Washington, DC in May 2000 to explore the independent planning processes and to identify data, tools, partners and other resources that were currently available or in need of development for implementing the safety requirement. They discovered there is a lack of dialogue, coordination and communication between safety and transportation planners and that safety integration is a nontraditional role for planning agencies. The participants concluded that while it may be unwise to merge the safety and planning processes because of the many different timeframes and funding criteria, it is highly advisable for all segments of the road safety community to work collaboratively by establishing common safety goals, sharing information and designing complementary programs. Furthermore, safety integration should include both a multidisciplinary focus, e.g. planning, education, engineering, enforcement and emergency management as well as multimodal components, such as rail, transit, commercial vehicle and non-motorized modes of travel.

In 2005, Congress reauthorized similar legislation called SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users) that reemphasized the continued incorporation of safety and security in the planning process.





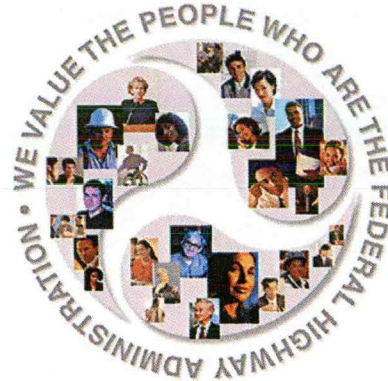
## FHWA and the Iowa Division's Vision...

Improving Transportation for a Strong America

## FHWA and the Iowa Division's Mission...

Enhancing Mobility through Innovation,  
Leadership, and Public Service

## The Iowa Division's Values...



### Service \_\_\_\_\_

Provide timely responses and products that exceed our customers and partners expectations through clear, open, and candid communication with a commitment and attitude to improve quality.

### Professionalism \_\_\_\_\_

Demonstrate a commitment to the pursuit of excellence through creativity, enthusiasm, continuous professional and personal development.

### Integrity \_\_\_\_\_

Instill trust and confidence in all our relationships through honesty, commitment, and the courage to do what is right.

### Family \_\_\_\_\_

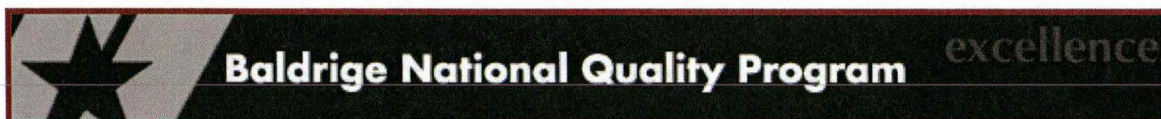
Recognize, support, and respond with compassion and caring to the needs of the employee and family while recognizing agency needs.

### Respect \_\_\_\_\_

Recognize and value the unique contributions and diversity of all people, including ourselves, by treating everyone with due regard through compassion, trust, courtesy, and tolerance.

### Empowerment \_\_\_\_\_

Ensure all employees have the opportunities, resources, knowledge, and abilities to work independently or collectively to accomplish our mission and duties; and to enable them to manage their programs with self confidence, self reliance and accountability.





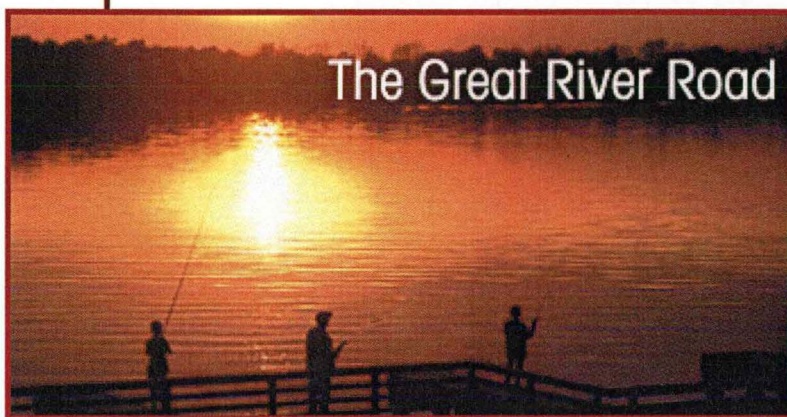
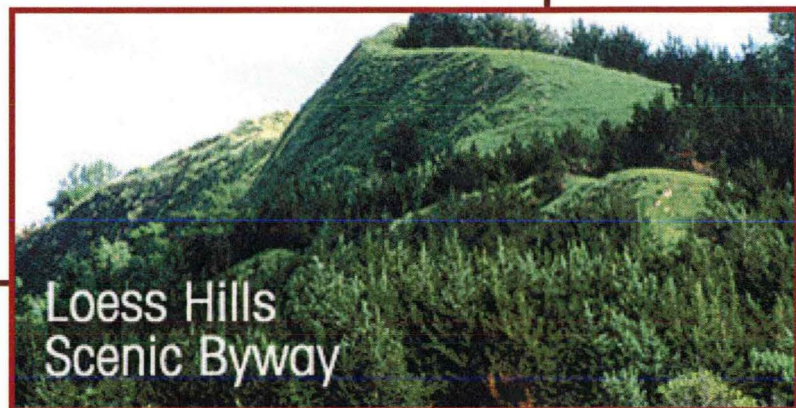
## OUR QUALITY JOURNEY—CONT.

### Teamwork \_\_\_\_\_

Foster lasting partnerships and work together to achieve mutual goals based on trust, respect, cooperation, and communication.

### Personal Development \_\_\_\_\_

Commit to continuous personal and professional growth through challenges, opportunities, and training.



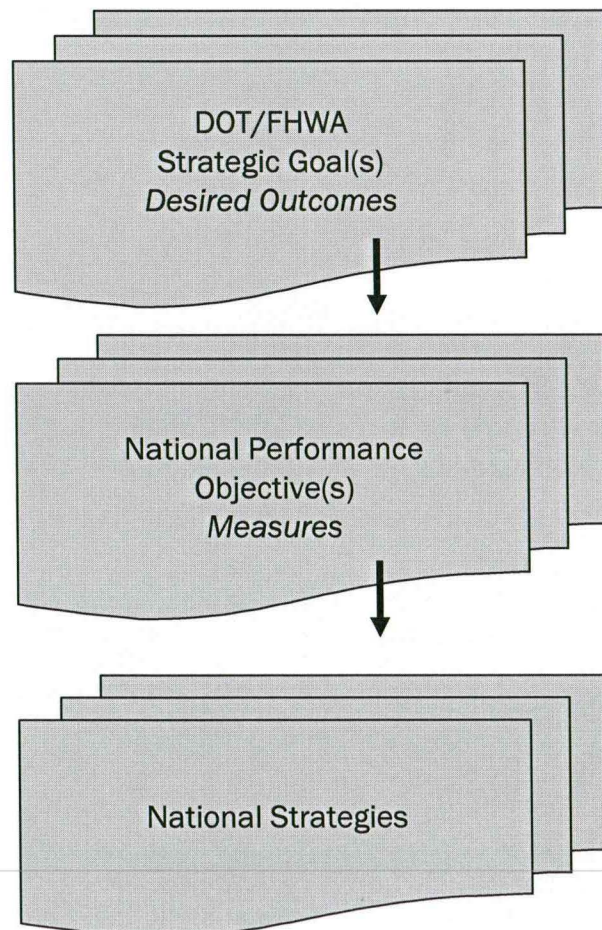
## Overview and Process

The Federal Highway Administration (FHWA) fiscal year (FY) 2006 Strategic Implementation Plan outlines the Agency's near term strategy to achieve the goals and objectives in the FHWA and U.S. Department of Transportation (DOT) strategic plans.

## Plan Framework

The framework of the Strategic Implementation Plan is depicted in Figure 1. The FY 2006 Plan includes 6 Strategic Goals, with 9 Desired Outcomes, and 20 National Performance Objectives. While our focus will continue to be on achieving the Strategic Goals and Desired Outcomes, we will place an added emphasis on meeting the National Performance Objectives. The Desired Outcomes, National Performance Objectives and Measures, and National Strategies for each Goal are discussed in the following section.

Figure 1





## NATIONAL PLAN FRAMEWORK AND DEVELOPMENT—CONT.

**A DESIRED OUTCOME** is the intended societal result, effect, or consequence that we seek, and expect will occur, as a result of carrying out our programs and strategies with our Federal-aid partners. A National Performance Objective is an interim level of performance that reflects how our programs and actions result in value to our partners. For each Objective, we have established a near-term performance measure and annual target that should reflect more directly the causal relationship between the results we seek and the strategies we will pursue. Our National Strategies are further classified as either: 1) involving most, if not all, Division offices, the Resource Center, and many Headquarters offices, or 2) a select group of Divisions in focus states. Criteria for selection of the States vary depending on the stated Performance Objective.

The National Performance Objectives are linked to the FHWA Administrator's Performance Accountability Contract and included in the Shared Unit Performance Planning System (SUPPS).

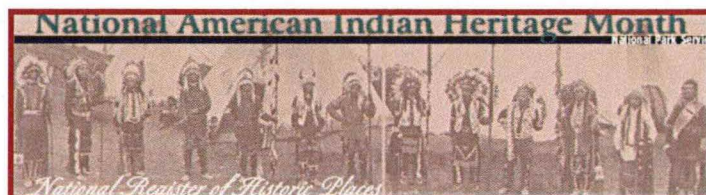
Vital Few \_\_\_\_\_

The Vital Few (VF) are key performance gaps that must be addressed for the FHWA to be successful in achieving its goals. The Vital Few, which are stated below, are included in the National Performance Objectives in the Agency Plan.

- Safety
- Congestion Mitigation
- Environmental Stewardship and Streamlining

Alignment of Agency and Unit Plans \_\_\_\_\_

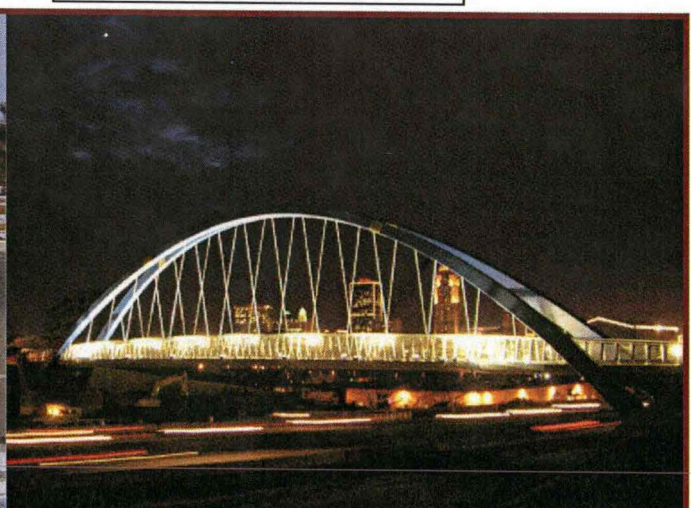
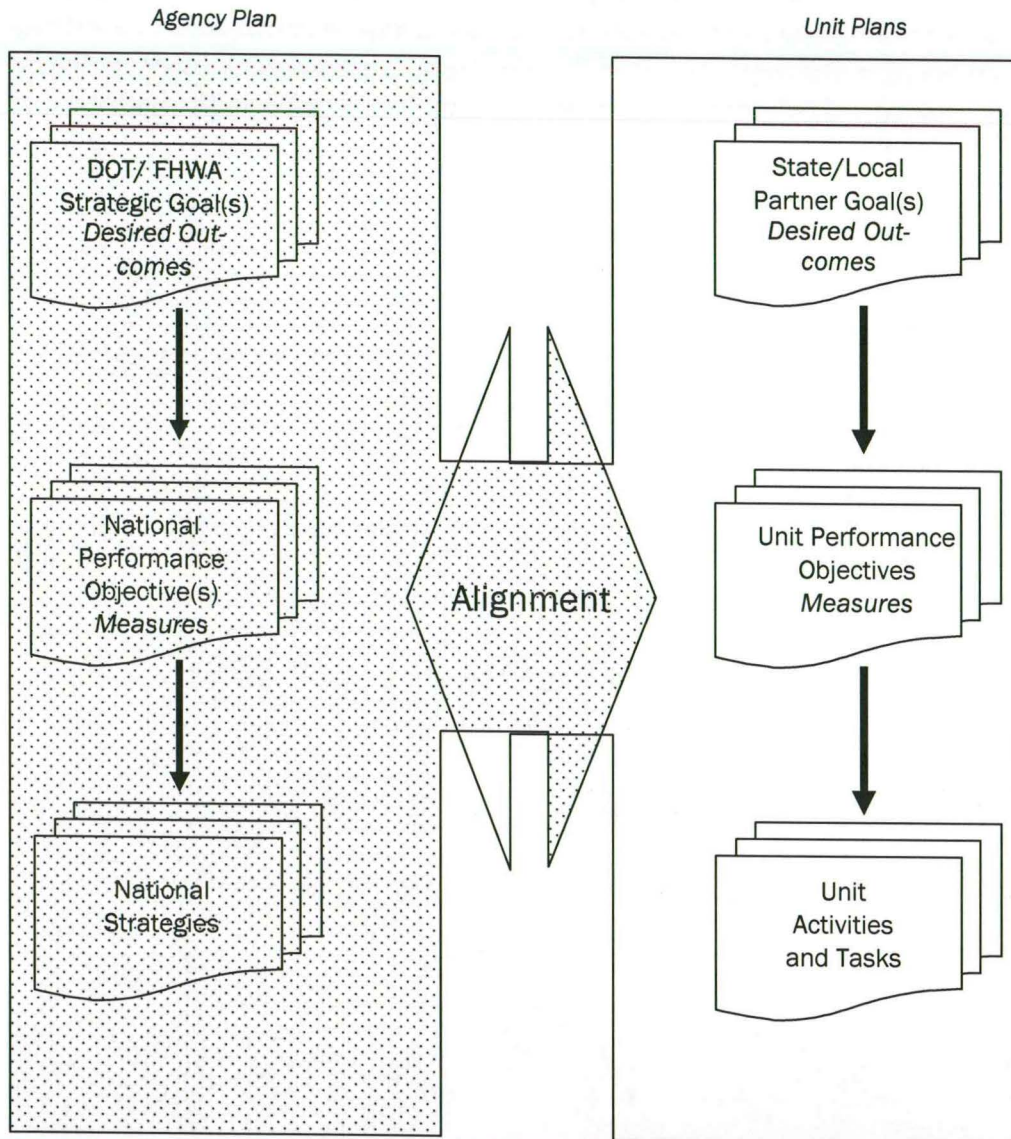
Annually, the Iowa Division develops a Unit Plan that drives our implementation of the FHWA National Plan. As illustrated in Figure 2, these plans identify the Unit performance objectives and measures, and activities that an office will undertake to align with, and support, the achievement of the goals, objectives and strategies in the FHWA Strategic Implementation Plan.





## NATIONAL PLAN FRAMEWORK AND DEVELOPMENT—CONT.

Figure 2





**MANY IMPORTANT ACTIVITIES** that are essential for the delivery of the Federal-Aid Highway (FAHP) program may not directly support a National Strategy. As illustrated in Figure 3, all of these activities may be included in Unit Plans. If the outer circle represents the sum of all Unit-level objectives and activities, then the size of the slice of the pie, so to speak, for each Unit, or Office, depends on the degree to which Activities in a Unit Plan are aligned with the Strategies in the Agency Plan, as well as the extent to which a Unit carries out its additional responsibilities given finite resources.

### Change vs. Production Activities

Change activities in FHWA office include working with a Metropolitan Planning Organization (MPO) to ensure they meet planning requirements, developing a workshop on the use of public-private partnerships or scenario-based transportation planning, conducting a work zone self assessment with State, MPO, and local partner agencies, or assisting a State department of transportation in developing a strategic highway safety plan. Production-type, or routine, activities include providing technical assistance in response to an inquiry from a State partner, responding to a Congressional inquiry, conducting a program review, representing the Agency at a national or regional meeting, and delivering project funding. The extent to which an individual is involved in these types of activities depends on his or her respective roles within the office and the extent to which the Office's objectives align to the Agency Plan. Use of available resources to deploy change activities that support the FHWA Strategic Implementation Plan must be balanced against the production-type activities necessary to meet the requirements in authorizing legislation.

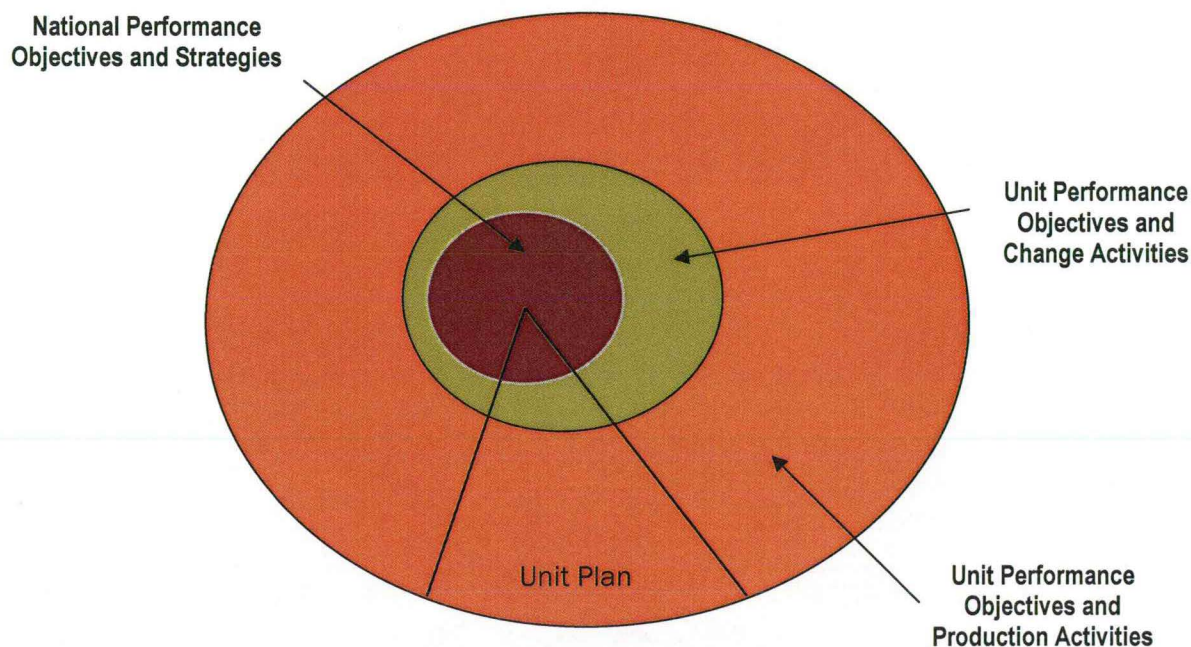


Figure 3



### Key Business Processes

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When the activities performed in many offices are taken together, they can be viewed as part of one or more key business processes used in the Agency. The FHWA has developed an activity-based business model, which classifies activities into business processes with associated products and services. Individual activities are associated with the goals and objectives in most Unit plans. In a few cases, activities are also grouped under one of the Key Business Processes. The current version of the FHWA business model includes six Key Business Processes:

- National Policy Leadership: Activities include developing mission and program related policy; legislation, policy, agency direction, developing and issuing National policy regulation and Agency guidance, and providing interpretations to customers on policies, regulations and laws.
  - **In the Iowa Division** national policy leadership is defined as the adoption of applicable FHWA policy and regulation by the Iowa DOT and providing input into the FHWA policymaking process representing the interest of Iowa. In 2005, areas of involvement for the Iowa Division included finance, safety initiatives, National Bridge Inventory System, and national security interests.
- Technology Deployment: Activities including promoting new and upgraded technology and innovation through training, workshops, identification of best practices, and demonstrations.
  - **In the Iowa Division** technology deployment is the process of providing innovative products, services, techniques, or methods to the Iowa DOT. Technology deployment works hand-in-hand with technical assistance in identifying problems and then a solution. Two keys to technology deployment in Iowa are Iowa DOT's willingness to try new ideas and the intimate knowledge that the Iowa Division has of Iowa DOT's problems and practices.



Examples of technology deployment projects, in Iowa, in 2005, include:

- Brifen cable median barrier.
- Milled shoulder rumble strips.
- Zero blanking band for improved pavement smoothness.
- Accelerated bridge construction technology.
- Pile supported embankments.
- Air void analyzer for plastic concrete.
- Load and resistance factor design for structures.

In addition, the Iowa Division also supports FHWA's Office of Asset Management's deployment of the Rolling Wheel Deflectometer.

- Technical Assistance: Activities include providing training, outreach, peer and expert review, and expert assistance to address specific customer and stakeholder questions.

- **In the Iowa Division** technical assistance is providing a technical skill or judgment in a "field" environment to complete a specific task. It involves division participation in activities to promote and develop best practices in specific areas. In some cases the division office identifies the technical assistance but in most cases it comes on a response/request basis from Iowa DOT, local public agencies, or others outside of Iowa. Technical assistance can also be provided in a more formal manner through training.

As part of the Workforce Human Capital Planning that was updated in 2005, Iowa DOT management was interviewed about the strengths and weaknesses of the Iowa Division. They stated that technical assistance was an area of strength for the Iowa Division and was highly valued by Iowa DOT.

In 2005, in Iowa, technical assistance came in many forms, from work on soil nail walls, mechanistic pavement design, and American's with Disability Act compliance to training courses on drilled shafts, life-cycle cost analysis, analysis of an under-reinforced bridge, addition of interchanges to the Interstate, ITS architecture, and specification writing. A more complete listing of some of these activities can be found in this report in the section labeled Key Accomplishments.



- Program Delivery: Activities include delivering the Federal-aid program through program and project authorizations, approvals, and acceptances.
  - In the Iowa Division program delivery is the delivery of the Federal-aid program through program and project authorization, approvals, financial management, and acceptance. It includes various methods of stewardship including risk assessments, compliance reviews, process reviews, and program/project oversight.

Within program delivery, four sub-processes are identified:

- Planning: Activities such as MPO certification, air quality conformity, TIP document approval, and State Planning and Research work plan approvals that cumulatively result in STIP approval.
  - Environment: Activities to meet requirements for a Categorical Exclusion, Finding of No Significant Impact, Record of Decision, Section 106 and Section 4(f) reviews that cumulatively result in project environmental clearance or approval.
  - Project Delivery: Activities such as project development and implementation approvals, authorizations, and reviews; approving the Plan, Specification, and Estimate document, concurrence in award, and final acceptance that result in transportation improvement projects being authorized.
  - Financial Management: Activities such as fund obligation, funds management, fund reimbursement, and project closeout that result in fund obligation.
- 
- Research and Development: Activities include performing product research and development, conducting analyses of gaps in knowledge within existing literature, managing research, lab and testing activities, performing contract management and administration, publishing research findings, and overseeing the early stages of technology deployment.
  - Mission Support: Activities that are essential but not directly attributed to a program, including delivering career training, managing functions of personnel, finance, administration of budgets, attending unit meetings, performing general administrative functions, and allowing for compensation or leave time.



### FHWA Strategic Goals

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Six strategic goals—Safety, Mobility and Productivity, Global Connectivity, Environment, National Homeland Security, and Organizational Excellence—are addressed in the FY 2006 SIP.

Safety—Continually improve highway safety.

Mobility and Productivity—Preserve, improve, and expand the Nation's highway transportation system while, at the same time, enhancing the operation of the existing highway system and intermodal connectors.

Global Connectivity—Promote and facilitate a more efficient domestic and global transportation system that enables economic growth.

Environment—Protect and enhance the natural environment and communities affected by highway transportation.

National Homeland Security—Improve highway security and support national defense mobility.

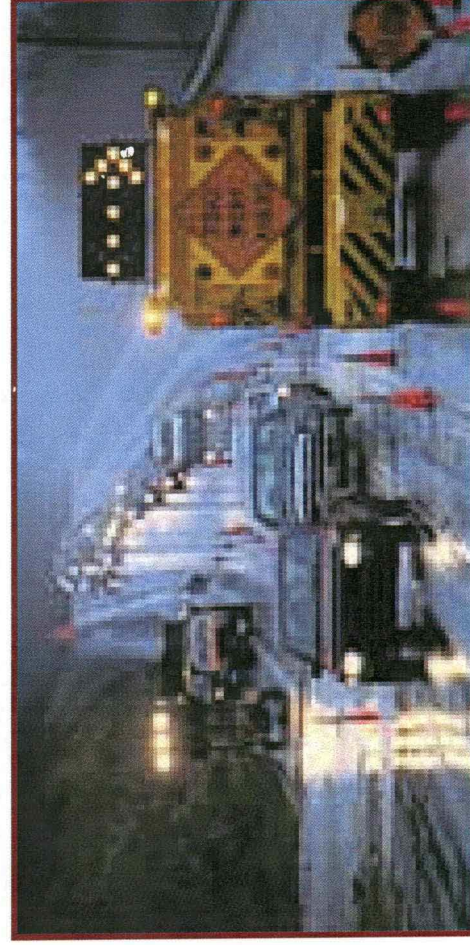
Organizational Excellence—Advance FHWA's ability to manage for results and innovation.

The following pages detail the Iowa Division's aligned activities in support of the 6 National Strategic Goals and their accompanying Desired Outcomes and National Performance Objectives.



FEDERAL HIGHWAY ADMINISTRATION  
IOWA DIVISION

FY 2006 UNIT PLAN





## **Goal: Safety**

**Desired Outcome:** Reduce the highway fatality rate to 1.0 per hundred million VMT in 2008, saving

**Measure:** Fatality rate (FY 2006 target is 1.38 per hundred million VMT).

**National Performance Objective: SF1** - Implement countermeasures to reduce highway-related fatalities.

### **National Performance Measures:**

Roadway departure fatality rate (FY 2006 target is 0.82 fatalities per 100 million VMT, saving 540

Intersection fatality rate (FY 2006 target is 2.96 per 100,000, saving 200 lives).

Pedestrian fatality rate (FY 2006 target is 1.5 per 100,000, saving 100 lives).

### **Unit Performance Objective:**

In Iowa, implement countermeasures to reduce highway-related fatalities.

**National Strategy:** All Divisions

**Strategy SF1.1:** All States identify problem locations/corridors and implement countermeasures for roadway departure, intersection, and pedestrian crashes.

**Activity SF1.1.1:** Roadway Departure Countermeasures - Assist the Iowa DOT with identifying roadway departure countermeasures that can be applied on a statewide basis, including efforts related to roadside hardware crashworthiness.

**National Performance Objective: SF2** - Implement comprehensive, integrated and data-driven safety

### **National Performance Measures:**

Quality of safety data (FY 2006 target is to improve in all States, after defining the baseline measure)

Number of States that develop a strategic highway safety plan (FY 2006 target is all States).

Number of States that implement the new core Highway Safety Improvement Program (FY 2006 target is all States, in accordance with guidance yet to be determined).

### **Unit Performance Objective:**

In Iowa, implement comprehensive, integrated and data-driven safety programs.

**National Strategy:** All Divisions

**Strategy SF2.1:** Lead and implement enforcement, education, engineering, and emergency services

**Activity SF2.1.1:** Participate in various Iowa DOT, GTSB, SMS, STRAC, CARS, and other multidisciplinary safety partners (representing 4 Es of Traffic Safety: Engineering, Enforcement, Education, and Emergency Response).

**Strategy SF2.2:** Improve State safety data capabilities.

**Activity SF2.2.1:** Statewide Traffic Records - Work with the Iowa DOT's Driver Services Division to identify methods for streamlining crash data input for law enforcement agencies; improving data entry instructions; expanding use of the system within the state; and guiding system development to meet future needs.

**Strategy SF2.3:** Develop and implement statewide strategic highway safety plans.

**Activity 2.3.1:** Provide input and concurrence in the development of Iowa's Strategic Highway Safety

**Strategy SF2.4:** Implement new core Highway Safety Improvement Program.

**Activity 2.4.1:** Implement new Highway Safety Improvement Program requirements provided in SAFETEA-LU (including High Risk Rural Roads, Older Driver accommodation, and Safe Routes to School). Technical assistance to Iowa DOT or locals (hazardous locations and segments). Participate in Tri-State Peer-to-Peer Safety Engineering.



## **Goal: Mobility and Productivity**

**Desired Outcome:** Reduce transportation time from origin to destination. Increase the reliability of

**Measure:** Percent congested travel (FY 2006 target is to limit the increase to 33.7 percent, or 0.2 percent less than the projected increase to 33.9 percent).

**National Performance Objective: MP1** - Mitigate congestion and improve system reliability through ac-

### **National Performance Measures:**

Work Zone self-assessment score (FY 2006 target is to increase the national average).

Traffic Incident Management self-assessment score (FY 2006 target is to increase the national aver-

Define and identify significant traffic bottlenecks in each State (FY 2006 target is to establish a base-line, progress in subsequent years will be measured by removal or improvement of the bottlenecks).

### **Unit Performance Objective:**

In Iowa, promote work zone safety through better work zone design and coordination.

### **National Strategy: All Divisions**

**Strategy MP1.1:** Using the results from the Traffic Incident Management and Work Zone self-assessments, develop and implement actions to aggressively work on closing identified program gaps.

**Activity MP1.1.1:** Division Work Zone Team-This team shall coordinate and align efforts of interest for the Division and their presentation to IDOT and local agencies as appropriate. Promote work zone safety through better work zone design and coordination.

**Strategy MP1.2:** Promote improved traffic signal operations through better up-to-date signal timing

**Activity MP1.2.1:** Technical assistance to Iowa DOT or locals (roundabouts, intersections, traffic management). Funding issues for signal systems. Participate in Tri-State Peer-to-Peer Traffic Engineering.

**Strategy MP1.3:** Increase traffic carrying capacity of the highway system by working with State and local partners to identify and remove significant traffic bottlenecks.

**Activity MP1.3.1:** None

**National Performance Objective: MP2** - Mitigate the impacts of congestion by fully integrating system management and operations into project and program delivery decisions.

### **National Performance Measures:**

Congestion partnerships self assessment (FY 2006 target is to increase the national average) and the number of the 75 largest metropolitan areas in a higher category or level of collaboration (FY 2006 target is to increase).

Number of major metropolitan areas that use national metric to measure performance in managing

Use of impact evaluation tools and techniques to assess proposed operations projects and programs

### **Unit Performance Objective:**

In Iowa, encourage development of regional architectures through MPO's.

### **National Strategy: All Divisions**

**Strategy MP2.1:** Proactively ensure that States, Metropolitan Planning Organizations (MPO), and FLMAs are effectively using ITS architectures to support the deployment of multimodal, integrated transportation management systems.

**Activity MP2.1.1:** Assist the MPO's in moving their Regional Architectures from adopted to ready to use.



## **Goal: Mobility and Productivity - (Continued)**

**Desired Outcome:** Improve the physical condition and performance of the transportation system.

### **Measure:**

Percent of the travel on the National Highway System (NHS) on facilities with a reported International Roughness Index (IRI) of 95 inches per mile or less (FY 2006 target is 55.5 percent, FY 2008 target is 58.5 percent).

Percent of deck area on bridges rated deficient, for all average daily traffic (FY 2006 targets are 24.2 percent and 26.9 percent on the NHS and non-NHS, respectively).

Percent of national park road and bridges rated structurally deficient and/or functionally obsolete (FY 2006 target is to reduce to 25 percent or less).

**National Performance Objective: MP3** - Effectively use asset management principles to manage and allocate resources to improve our Nation's transportation system's performance.

### **National Performance Measures:**

Number of States and Federal Lands Highway Divisions with documented performance based processes that use Asset Management principles (FY 2006 target is to increase to 10 States).

### **Unit Performance Objective:**

In Iowa, promote Asset Management tools and philosophy.

## **National Strategy: All Divisions**

**Strategy MP3.1:** Obtain a commitment from States and FLMAs to use management systems information to measure system performance and support integrated decisions in programming projects.

**Activity MP3.1.1:** Promote Asset Management tools and philosophy.

**Strategy MP3.2:** Assist States and FLMAs in utilizing engineering, economic, and investment analysis tools, including evaluating return on investment, as a basis in the decision making process to determine system needs and priorities and define the scope of transportation infrastructure investments.

**Activity MP3.2.1:** Implement PONTIS as a bridge management system for the Iowa DOT as a component of their bridge program that most effectively uses HBRRP to reduce deficient bridge area.

**Activity MP3.2.2:** HBRRP-Provide longer lasting structures through preventative maintenance, rehaul and replacement.

**Strategy MP3.3:** Provide training and technical assistance, disseminate tools and techniques, showcase best practices, and communicate the benefits of asset management.

**Activity MP3.3.1:** Implement innovative technologies on bridges through the IBRC program.

**National Performance Objective: MP4** - Provide longer lasting highway infrastructure through improve research, design, and quality of construction, system preservation, and size and weight enforcement.

### **National Performance Measures:**

Number of States that employ new design procedures, performance related specifications, quality assurance practices, innovative materials, and size and weight impact analysis to achieve longer life and more reliability (FY 2006 target is to increase to 10 States).

Percent of water crossings vulnerable to scour (FY 2006 target is to reduce from 26.1 percent to 23.5 percent).

### **Unit Performance Objective:**

In Iowa, Provide longer lasting highway infrastructure through the use of HPM's.

## **National Strategy: All Divisions**

**Strategy 4.1:** Develop and implement the new Mechanistic-Empirical Pavement Design Procedures.

**Activity MP4.1.1:** None

**Strategy 4.2:** Develop and demonstrate performance material related specifications and test & evaluate innovative equipment.

**Activity MP4.2.1:** Implement use of HPM in Iowa structures.

**Strategy 4.3:** Develop and promote quality assurance practices.

**Activity MP4.3.1:** None

**Strategy 4.4:** Develop and implement a process to assess heavy vehicle impacts on the NHS.

**Activity MP4.1.1:** None



**Goal: Mobility and Productivity - (Continued)**

**National Performance Objective: MP5 - Improve Pavement Smoothness Characteristics.**

**National Performance Measures:**

Number of States that employ 3 or more technology practices to improve pavement smoothness (FY

**Unit Performance Objective:**

In Iowa, improve Pavement Smoothness Characteristics.

**National Strategy:** All Divisions

**Strategy MP5.1:** Develop, promote, and deploy technologies to improve pavement smoothness and

**Activity MP5.1.1:** Improve pavement smoothness on the NHS in Iowa in alignment with national performance measures. Zero blanking band specification for smoothness. Technology Transfer workshops on philosophy of smoother pavements.

**National Performance Objective: MP6 - Accelerate the adoption of innovation and new technology in construction to significantly improve safety and quality and reduce congestion due to construction.**

**National Performance**

Number of Federal-aid and Federal-Lands Highway Divisions that have at least one project using innovations that result in significantly improved safety, quality and reduced construction congestion (FY 2006 target is All 52 Federal-aid and 3 Federal-Lands Highway Divisions).

**Unit Performance Objective:**

In Iowa, identify, develop, and deploy innovations in construction practices and procedures.

**National Strategy:** All Divisions

**Strategy MP6.1:** Provide assistance and technical support in the conduct of Accelerated Construction

**Activity MP6.1.1:** ACTT-Work with the Iowa DOT and LPA's to accelerate bridge construction on appropriate structures.

**Strategy MP6.2:** Educate State Departments of Transportation, Federal Land Management Agencies (FLMA), consultants and contracting industries on the benefits of the Highways for LIFE (HIHL) approach.

**Activity MP6.2.1:** See activity MP6.3.1.

**Strategy MP6.3:** Deploy innovations using the Highways for LIFE concept with States, FLMAs, and local governments.

**Activity MP6.3.1:** Marketing and Initial implementation of Highways for Life program in Iowa.

**Strategy MP6.4:** Identify and communicate Success Stories to the Highways for LIFE Team.

**Activity MP6.4.1:** None



**Goal: Mobility and Productivity - (Continued)**

**National Performance Objective: MP7** - Raise awareness of non-traditional revenue sources for system

**National Performance Measures:**

Time required to review of Special Experimental Projects (SEP-15) concept papers and applications (FY 2006 target is to complete a review within 60 days, at least 80 percent of the time).

**Unit Performance Objective:**

In Iowa, raise awareness of non-traditional revenue sources for system management and investment

**National Strategy: All Divisions**

**Strategy MP7.1:** Promote Special Experimental Projects (SEP-15).

**Activity MP7.1.1:** SEP-15, Public Private Partnerships-Promote public private partnership approach

**Strategy MP7.2:** Promote and facilitate innovative approaches to the delivery of transportation facil

**Activity MP7.2.1:** None

**Strategy MP7.3:** Promote greater use of tolling, pricing, and related innovative finance mechanisms

**Activity MP7.3.1:** None

**Strategy MP7.4:** Reduce highway use tax evasion.

**Activity MP7.4.1:** None

**Strategy MP7.5:** Promote the formation of Public-Private Partnerships.

**Activity MP7.5.1:** None



## **Goal: Global Connectivity**

**Desired Outcome:** Sustain the economic efficiency of goods movement on the surface transporta-

### **Measures:**

Travel time in significant freight corridors (baseline to be determined in FY 2006).

Delay time at NHS border crossings (baseline to be determined in FY 2006).

**National Performance Objective: GC1** - Improve travel time reliability for freight movements at Ports-

### **National Performance Measures:**

Number and geographic distribution of Freight Professional Development courses, seminars, and workshops conducted (FY 2006 target is to establish baseline).

Number of States and MPOs that use Freight Advisory Committees (FY 2006 target is to establish baseline).

Number of States and MPOs engaged in multi-jurisdictional coalitions to address regional and multi-modal freight issues (FY 2006 target is to establish baseline).

Percent of intermodal connectors that meet satisfactory condition (FY 2006 target is to establish baseline).

### **Unit Performance Objective:**

In Iowa, improve traffic operation of key freight corridors through better enforcement and planning.

**National Strategy:** All Divisions

**Strategy GC1.1:** Proactively build freight professional capacity in States and MPOs through the development and use of freight products and services.

**Activity GC1.1.1:** None

**Strategy GC1.2:** Actively encourage States and MPOs in building public or private coalitions that help integrate freight into transportation planning decision-making.

**Activity GC1.2.1:** Work with DOT, MPOs and RPAs to integrate freight into the transportation plan-

**Strategy GC1.3:** Improve efficiency of intermodal connectors.

**Activity GC1.3.1:** None

**National Performance Objective: GC2** - Improve efficiency and reliability of goods and people movement at international land border facilities.

### **National Performance Measures:**

Number of States and Agencies using Border Information Flow Architecture (FY 2006 target is to es-

Number of protocols implemented to facilitate Port-of-Entry planning and project development (FY

Number of users of the pilot program to provide technology exchange resources and communications

### **Unit Performance Objective:**

None

**National Strategy:** All Divisions

**Strategy GC2.1:** Not applicable in Iowa.



## **Goal: Environment**

### **Desired Outcome:**

Promote transportation solutions that enhance and protect ecosystems to sustain ecosystem viability.

Reduce motor vehicle emissions and maintain high level of compliance with Air Quality conformity.

### **Measures:**

Number of Exemplary Ecosystem Initiatives (EEI) (FY 2006 target is 24 total).

Number of areas in transportation conformity lapse.

**National Performance Objective: EN1** - Promote and showcase environmental stewardship and ecosystem conservation initiatives in the Federal-aid Highway Program (FAHP) and Federal Lands Highway Program (FLHP). (VF)

### **National Performance Measures:**

Number of Exemplary ecosystem initiatives (FY 2006 target is at least 7 new EEI).

### **Unit Performance Objective:**

None

**National Strategy:** All Divisions

**Strategy EN1.1:** Identify EEI benefits and use to obtain trade-offs from resource agencies.

**Activity EN1.1.1:** None

**National Performance Objective: EN2** - Reduce number of areas not meeting SIP mobile source emis-

### **National Performance Measures:**

Number of areas in transportation conformity lapse (FY 2006 target is to maintain at or below 6 areas)

### **Unit Performance Objective:**

None

**National Strategy:** All Divisions

**Strategy EN2.1:** Not applicable in Iowa.

## **Goal: Environment - (Continued)**

**Desired Outcome:** Improve planning and environmental processes to achieve better results and

### **Measures:**

Number of States and Federal Lands Highway Divisions using Context Sensitive Solutions (CSS) or Integrated Approaches for planning and environment (FY 2006 target is 45).

Median completion time for all Environmental Impact Statements (EIS) and Environmental Assessments (EA) in the FAHP and FLHP program (FY 2006 targets are 40 and 14 months respectively).

Schedules established for EIS and EA projects (FY 2006 target is 100 percent).

**National Performance Objective: EN3** - Increase the number of States and Federal Lands Highway Divisions implementing CSS or Integrated Approaches (VF)

### **National Performance Measures:**

Number of States and FLH Divisions meeting nationally established criteria for CSS or Integrated Ap-

### **Unit Performance Objective:**

In Iowa, provide guidance, information, and training to Iowa DOT and local agencies on integrating the planning and environmental processes and CSS/CSD.

**National Strategy:** Focused Divisions

**Strategy EN3.1:** Promote the benefits of Context Sensitive Solutions (CSS) and Integrated Approaches and facilitate the delivery of tools and training for successful implementation.

**Activity EN3.1.1:** Continue to institutionalize CSS: Main activity is to assist with the development and presenting CSS training to Iowa DOT staff (Focus State).



**Goal: Environment - (Continued)**

**National Performance Objective: EN4 - Meet timeliness targets for EISs and EAs (VF)**

**National Performance Measures:**

Percent of EIS and EA projects with schedules established and entered into the Environmental Docu-

**Unit Performance Objective:**

Among the NEPA/404 statewide implementation agreement agencies, meet schedules for all FA EIS's

**National Strategy: All Divisions**

**Strategy EN4.1:** Agree on schedules for all EISs and EAs initiated during FY 2006.

**Activity EN4.1.1:** PMT involvement and oversight to assure adherence to the agreed upon schedules for all EIS/EA's in progress.

**Strategy EN4.2:** Aggressively use FHWA lead agency role to meet negotiated timeframes.

**Activity EN4.2.1:** None

**Strategy EN4.3:** Use the Environmental Document Tracking System data to determine schedules

**Activity EN4.3.1:** None



## **Goal: National Homeland Security**

### **Desired Outcome:**

Improve highway security and support national defense mobility through collaboration with the Department of Homeland Security, and our state, local, private sector, other federal agency partners.

**Measures:** Currently under review.

**National Performance Objective: NS1** - Ensure the integrity and performance of the National highway system in response to and recovery from all hazards including terrorism, and promote consistency with the National Response Plan and the National Infrastructure Protection Plan.

### **National Performance Measures:**

Number of States that administer the Security self-assessment and develop and take action to advance their security programs (FY 2006 target is 10 States).

Number of States that administer the Emergency Response Planning and Preparedness self-assessment and develop and take action to advance their security and emergency operations programs (FY 2006 target is 10 States).

Number of Divisions that hold annual discussions with their defense partners (FY 2006 target is all)

Relevant security research is incorporated into the design and construction of Major projects (FY 2006 target is all)

### **Unit Performance Objective:**

In Iowa, ensure the integrity and performance of the National highway system in response to and recovery from all hazards including terrorism, and promote consistency with the National Response Plan and the National Infrastructure Protection Plan.

## **National Strategy: All Divisions**

**Strategy NS1.1:** Infrastructure Security. Using the results from the Security self-assessment, develop and implement actions to aggressively work on closing the identified security program gaps in the highway system.

**Activity NS1.1.1:** Fill out the Security Self Assessment Checklist and develop measures/actions to close the "gaps" by using the Attributes of an Effective State Highway Assets Security Program White paper as guidance.

**Strategy NS1.2:** Emergency Operations. Using the results from the Emergency Response Planning and Preparedness self-assessment, develop and implement actions to aggressively work on closing the identified emergency operation gaps.

**Activity NS1.2.1:** Rewrite the Iowa Division's COOP plan based on FRC-65 and NRP guidelines.

**Activity NS1.2.2:** General emergency preparedness activities including training and incident notification.

**Strategy NS1.3:** Military Defense Support. Based on guidance provided in the Military Deployment Guide, FHWA will work with State Departments of Transportation, the Surface Deployment and Distribution Command (formerly Military Transportation Management Command), State military offices, and applicable military units to identify and address the highway infrastructure and operational requirements that support National defense and deployment needs.

**Activity NS1.3.1:** Improve the condition of bridges on and over the STRAHNET.

**Activity NS1.3.2:** Meet regularly with State Departments of Transportation, the Surface Deployment and Distribution Command (formerly Military Transportation Management Command), State military offices, and applicable military units to discuss, identify and address requirements laid out in the Military Deployment Guide.

**Strategy NS1.4:** Disseminate results of research on national infrastructure protection and develop and provide relevant guidance, best practices, training, exercises, and technical assistance.

**Activity NS1.4.1:** None



## **Goal: Organizational Excellence**

**Desired Outcome:** Federal Highway Administration program delivery and stewardship ensures integrity for stakeholders, value for partners, and quality for system users.

### **Measures:**

Percent of major projects on time and on budget, or within less than 10 percent (FY 2006 target is 95

FHWA maintains on target status for Roadmap responding to external reports and audits.

Continually reduced obligations in inactive projects (FY 2006 target to be determined).

Percent projects in STIP let to contract on time (baseline to be developed in FY 2006).

Percent projects completed on time (baseline to be developed in FY 2006).

Percent market-ready T&I successfully deployed (target 90 percent).

Increasing partner and system user satisfaction.

**National Performance Objective: OE1** - FHWA partnerships develop, maintain and improve capability to deliver and steward the Federal Highway Administration program with high performance and integrity.

### **National Performance Measures:**

Initial national baseline program delivery assessment completed (baseline to be developed in FY

Division risk assessments conforming to national framework completed (baseline to be developed in

Initial round of fiscal constraint determinations using new process completed.

FIRE plans for FY 07 developed using improvements made based on first cycle guidance.

### **Unit Performance Objective:**

Through partnerships, develop, maintain and improve capability to deliver and steward the Federal Highway Administration program with high performance and integrity.

## **National Strategy: All Divisions**

**Strategy OE1.1:** Develop and implement an assessment tool jointly with the AASHTO to measure and improve program delivery capability at state and national levels.

**Activity OE1.1.1:** Prepare for and participate in National FHWA Meetings, AASHTO Meetings, the National Pavement & Materials DA Forum, Security DA Group, Finance DA Group, MNRG, PDAT and other leadership review/task teams.

**Strategy OE1.2:** Implement a comprehensive risk assessment framework to focus limited resources

**Activity OE1.2.1:** Lead the development, and oversee the implementation of a Division oversight program based on risk management principles. Iowa is a pilot risk assessment division .

**Strategy OE1.3:** Improve process to assure requirements for fiscal constraint are met at TIP, STIP

**Activity OE1.3.1:** Work with Iowa DOT and MPOs on updates to Transportation Plans Including Assurance of Financial Constraint.

**Activity OE1.3.2:** Assist Iowa DOT in improving the accuracy, fiscal constraint and consistency of the

**Strategy OE1.4:** Improve FIRE process and guidance based on initial cycle results to reach a new

**Activity OE1.4.1:** Provide effective financial administration of the FA highway program in Iowa including providing responses to inquiries from IaDOT and DO personnel; Preparation, monitoring & management of the Division's FIRE plan.



**Goal: Organizational Excellence - (Continued)**

**National Performance Objective: OE4** - Improve the President's Management Agenda ratings.

**National Performance Measures:**

No material weakness in the financial management audit.

Develop an Agency-wide unified strategic workforce plan.

**Unit Performance Objective:**

Provide stewardship of the financial management of Iowa's Federal-aid highway program.

**National Strategy: All Divisions**

**Strategy OE4.1:** Resource and implement the Financial Integrity Review and Evaluation (FIRE) pro-

**Activity OE4.1.1:** Assist Finance Team with FIRE reviews. Pooled Fund Payment Process Review.

**Strategy OE4.2:** Use the Managerial Cost Accounting Activity-based model, Competitive Sourcing inventory, and other data sources to identify and address areas where the agency can become more efficient and effective.

**Activity OE4.2.1:** Managerial Cost Accounting-Implementation and data entry.

**Activity OE4.2.2:** Lead data updates and complete the 2006 Fair Act Inventory.



## FY 2005 PERFORMANCE REPORT

*Change the way we build highways. We need to build them faster, have them last longer, have them be safer and at a lesser cost. Be BOLD and AUDACIOUS in your thinking."*

Michael P. Jackson  
Former Deputy  
Secretary for DOT

**Highways for LIFE**



### Iowa Division Outcomes and Outputs

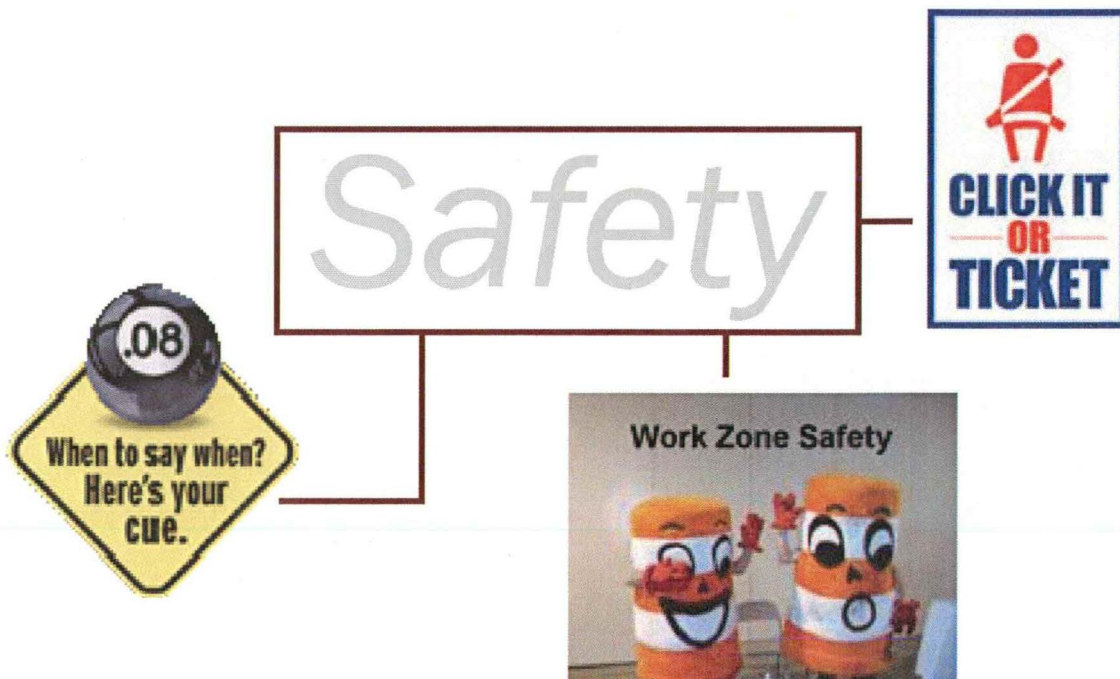
One of the major changes in government in the last decade has been the application of measurements to judge the efficacy of programs. This effort is led by the President's Management Agenda that strives for results and innovation. This section discusses several performance items that are tracked by the Iowa Division and FHWA as part of our Dashboards and SIP measurements. Items tracked include fatalities and fatality rate, pavement smoothness, deficient bridges, travel congestion, wetland replacement, and environmental document processing time.

#### Safety

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The FHWA is concentrating on reducing the most frequent types of fatal crashes: 38 percent of all fatalities occur in roadway departure crashes, 20 percent occur in crashes in or near an intersection, and 11 percent are pedestrians involved in a crash. In Iowa, roadway departure crashes are the largest contributor to fatalities. The Iowa Division continues to concentrate on this area through implementation of a paved shoulder policy, application of milled rumble strips on the Interstate and other highways, and development of data and analysis tools to focus safety investments.

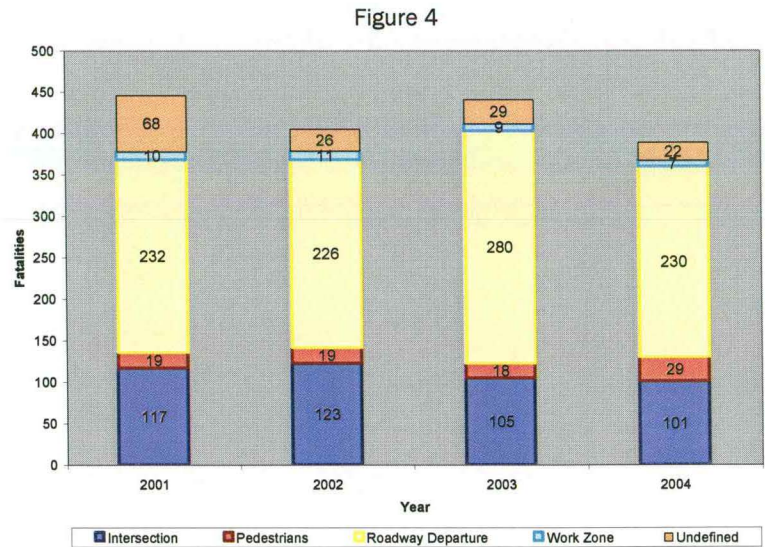
A key indicator of progress in this area is the number of highway related fatalities and injuries per 100 million vehicle miles of travel (100MVMT). FHWA's goal is to reduce fatalities by 20 percent by 2008 from a baseline of 41,501 in 1998.





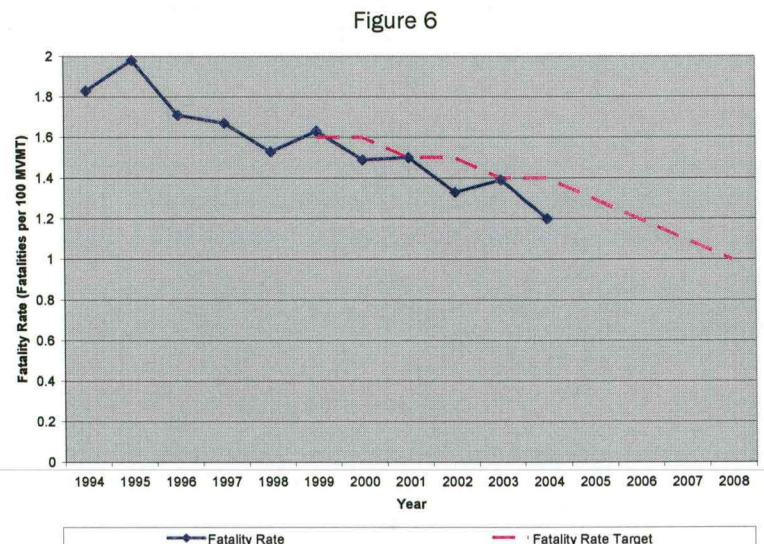
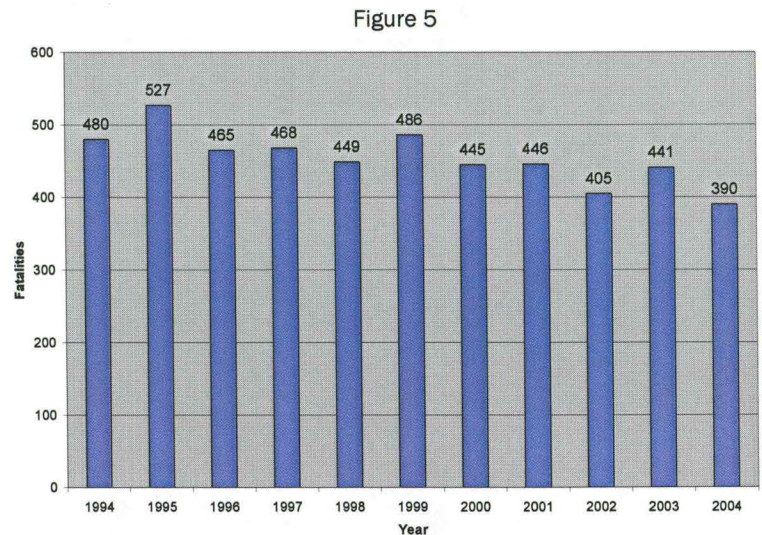
## Fatalities

For calendar year 2004, Iowa set a post World War II record low for fatalities, recording only 390. Figure 4 shows a graph of fatalities on Iowa roadways for the past four years as recorded in the Iowa Division Dashboard broken down by crash type. The long-term decline in fatalities can be seen in Figure 5, showing eleven years of fatality data for Iowa (GTSB 2004).



## Fatality Rate

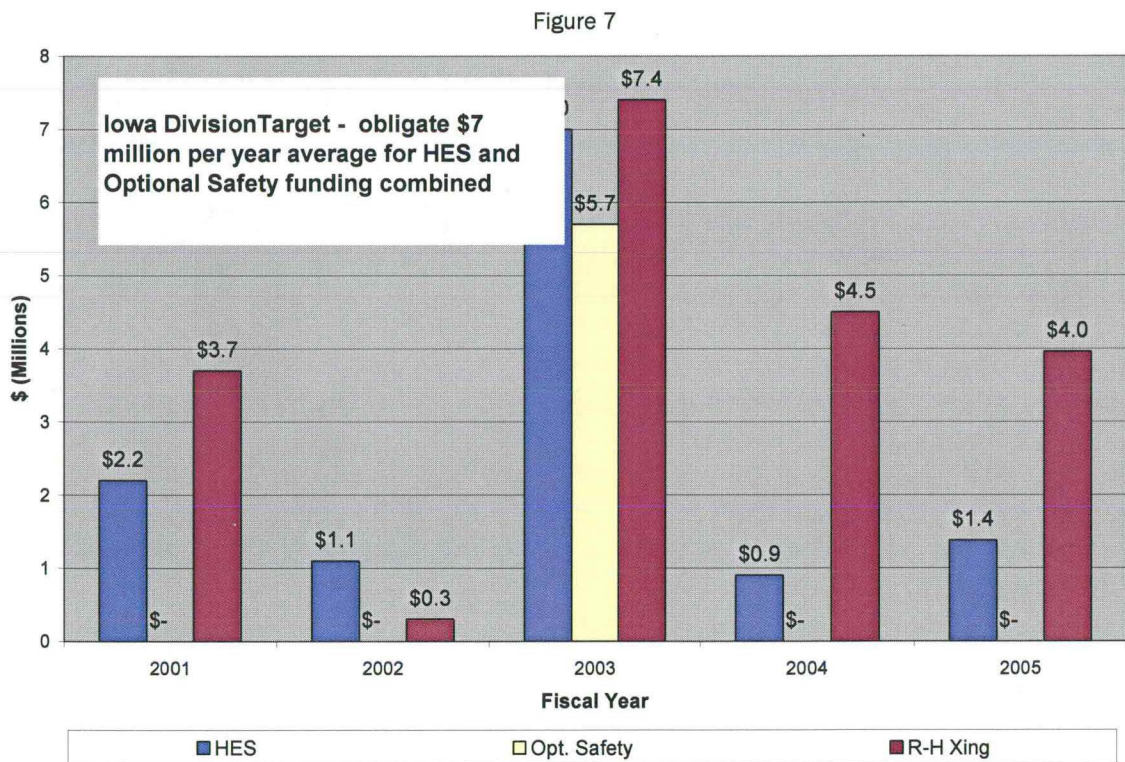
FHWA's goal is to reduce the fatality rate to 1.00 fatalities per 100 million vehicle miles of travel (100 MVMT) by 2008. Figure 6 contrasts the last eleven years of fatality rate in Iowa against the targets set by FHWA's performance plan. Since the year 2000, Iowa's fatality rate has consistently tracked at or below FHWA's target. The declining rate is a combination of decreased fatalities due to roadway safety improvements, targeted enforcement, improved emergency medical services, and safety legislation including a primary seatbelt law, and a .08 BAC law, as well as increased travel on Iowa's highways. The Governor's Traffic Safety Bureau (GTSB 2004) estimates that if the fatality rate had stayed at its 1990 level of 2.00 fatalities per 100 MVMT the 2004 fatality count would have reached 640 rather than the 390 recorded.





### HES Funds Obligated

Safety funds obligated are looked on as an output into the safety program of a state. The wise investment of safety funding can be used to correct geometric and other features of a roadway that may reduce fatalities on a state's system. Figure 7 shows a history of HES obligations for the past four fiscal years. The Iowa Division's and Iowa DOT's goal is to obligate an average of \$7 million per year of HES and Optional Safety funding.







### Mobility and Productivity

Traffic congestion on our Nation's highways has steadily increased over the past 20 years, primarily because the population of drivers, number of vehicles, and travel volume continue to increase at a faster rate than system capacity. During FY 2002, the USDOT and FHWA adopted the percent of congested travel nationwide as an indicator of overall

system performance.

Many of the FHWA initiatives focus on the top 75 metropolitan areas when dealing with initiatives to reduce congestion. Preserving the infrastructure of Federal-aid highways, particularly the National Highway System (NHS), is another key area of focus. If repairs and reconstruction occur less frequently and can be performed more quickly, traffic congestion and work zone safety will also be improved. The FHWA is encouraging this approach through the development and deployment of longer lasting and innovative pavement and bridge materials in the system. Additionally, FHWA will focus on identifying, developing, and deploying innovations in construction practices and procedures to reduce construction time, work zone safety, and congestion. Finally, FHWA will encourage the use of engineering and economic analysis (EEA) tools by the States to help support Asset Management based decision-making.

### Strategic Initiatives

- Identify gaps and conduct research and development to fill gaps in knowledge and technology for high performance highway structures, repair, strengthening, rehabilitation, and preventative maintenance.
- Develop best practices for measurement, construction, and preservation to improve ride on construction projects.



## MOBILITY AND PRODUCTIVITY—CONT.

- Provide training, educational and technical assistance to communicate the benefits of improved quality and performance through the use of performance related specifications and accelerated project delivery.
- Assist and provide resources and technical support to encourage and facilitate actual case application of EEA concepts.

Pavement and bridge condition in the NHS are used as indicators of system performance. FHWA seeks to increase the percent of VMT on NHS pavements with acceptable ride quality to 93.0 percent, and decrease the percent of deck area on deficient bridges, adjusted for average daily traffic, to 26.4 and 28.8 percent on NHS and non-NHS bridges, respectively.

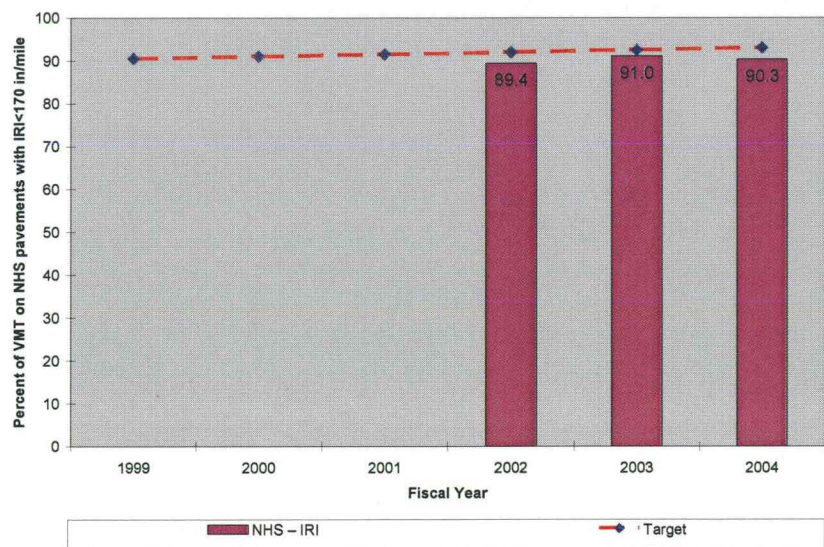
In the mobility and productivity VF goal area of congestion, Iowa is relatively fortunate as most of its congestion is non-recurring. Meaning, the congestion produced on the roadway is due to incidents that reduce capacity such as an accident or workzone area. Other initiatives have concentrated on the deployment of technology, new to Iowa, ranging from ITS to high performance concrete for structures to zero blanking band smoothness specifications for pavements.

### Smooth Pavements

For the FHWA pavement smoothness goal, the International Roughness Index (IRI) was selected as a performance indicator of pavement smoothness. An acceptable ride is defined by FHWA as a pavement with an IRI of less than 170 inches per mile. Figure 8 provides a summary of the percentage of VMT that travels on Iowa's NHS pavements with

acceptable smoothness for the last three years. Preliminary analysis shows that Iowa has peaked in this value in 2003. The cause of this decline has many sources. In the past few years Iowa has made a major investment building new four-lane pavements and is making major capacity improvements in the Des Moines area by reconstructing I-235. Because of these projects, the Iowa DOT has less funding available for preventive maintenance and rehabilitation to maintain the overall system.

Figure 8

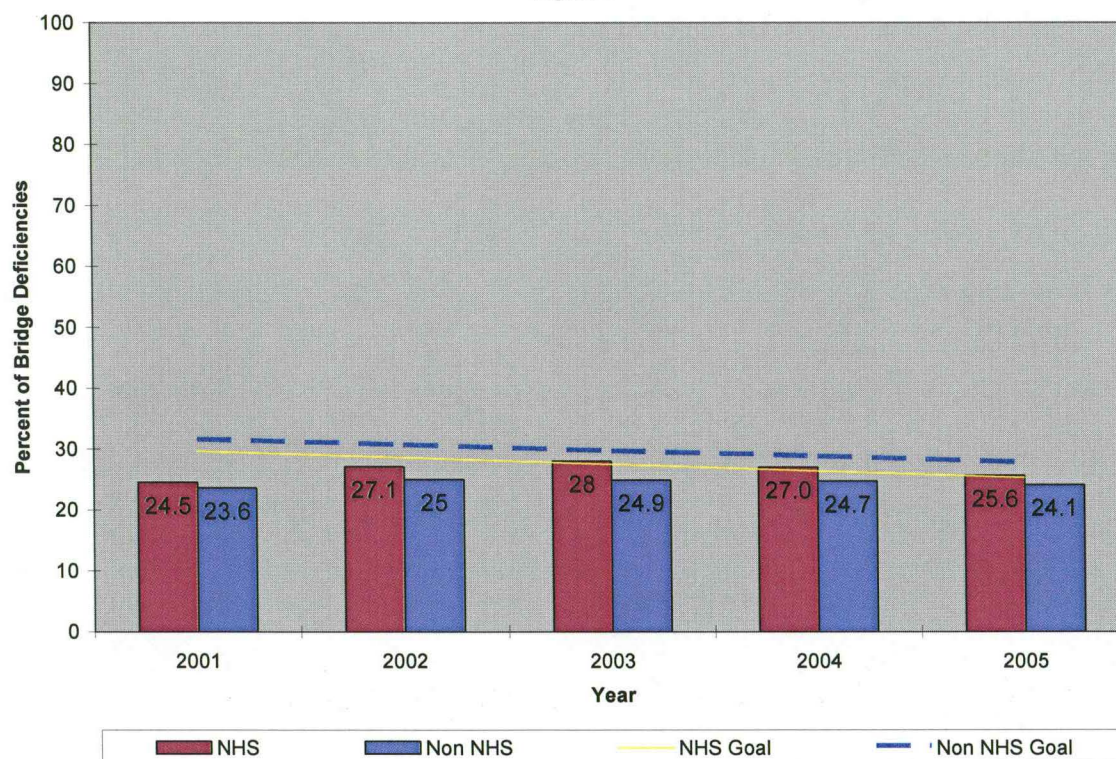




## Deficient Bridges

For bridges, the deck area of deficient bridges is used as the performance indicator. Deficient is defined as a bridge that is either functionally obsolete and/or structurally deficient. Historically, Iowa has been well below the goals outlined by FHWA. Figure 9 shows that in years 2001-2003 due to similar reasons as those listed for pavement, the trend had been progressing upward in deck area on deficient bridges. Fortunately, starting in 2004 the percentage began to decline once again.

Figure 9





### Percent Congested Travel

#### Deployment of Regional ITS Architecture

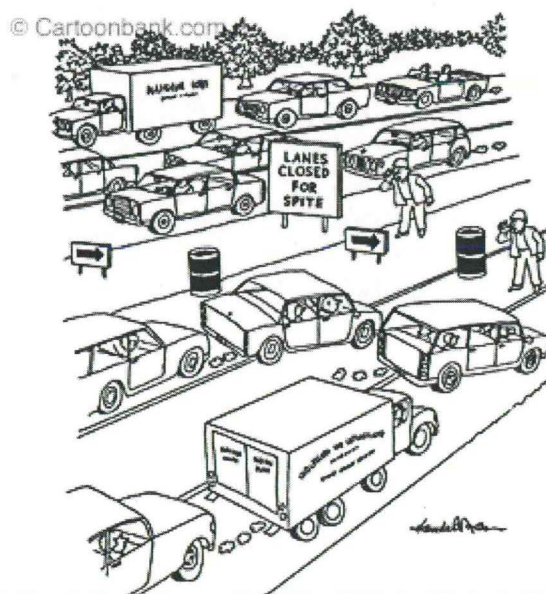
Iowa DOT is in the process of developing its Statewide Architecture. Regional Architectures are in various stages of development in Des Moines, Sioux City, Waterloo, Cedar Rapids, Dubuque and the Quad Cities.

#### Deployment of 511 Traveler Information Systems

Iowa DOT in concert with Iowa Highway Patrol inaugurated a statewide 511 Traveler Information System in the fall of 2003.

#### Work Zone Self Assessment

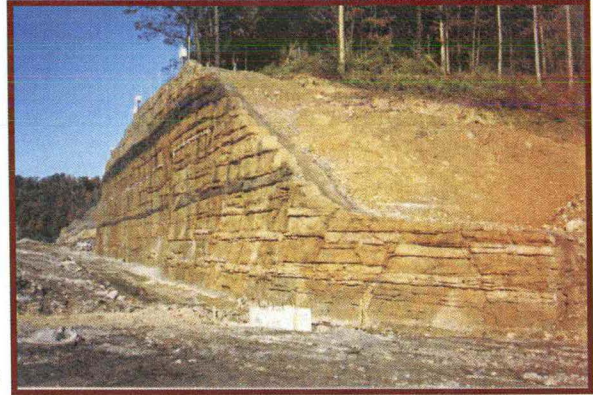
The Division's modified self-assessment conducted in 2004 concluded that no change has occurred since the baseline self-assessment of January 2003.



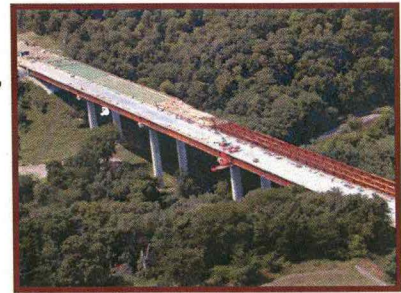


## Environment

To increase ecosystem and habitat conservation, FHWA will encourage the implementation of exemplary initiatives that are unique in geographic scope, apply innovative scientific and technological practices, attain a high level environmental standard, achieve a high level of results, or are recognized as particularly valuable from an environmental perspective. Examples of such initiatives include mitigation projects that support wildlife movement and habitat connectivity, the development of watershed-based environmental assessment and mitigation approaches, the use of wetland banking, and the use of special measures to prevent invasive species along highway rights-of-way.



The FHWA promotes and supports strategies that emphasize environmental values at the systems planning level, as well as the project level. This includes good working relationships with resource agencies, more meaningful consideration of environmental and community issues in planning decisions, the adoption of regional approaches to mitigation, and the identification of pre-mitigation and dual-purpose project opportunities.



### Wetlands Replacement

FHWA's national goal is to continue to assist States in replacing, at a minimum, a program-wide average of 1.5 acres of wetlands per acre directly affected by Federal-aid highway projects. Recent trends in wetlands replacement in Iowa are illustrated in Figure 10.

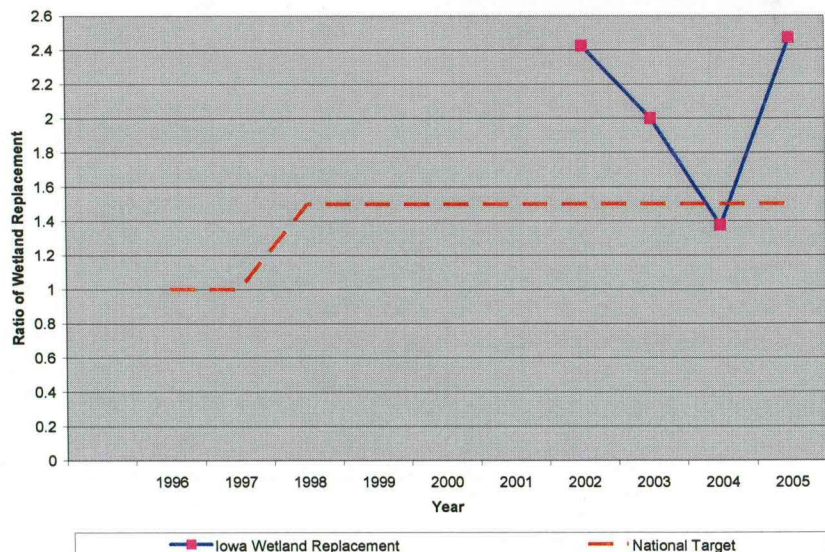


Figure 10



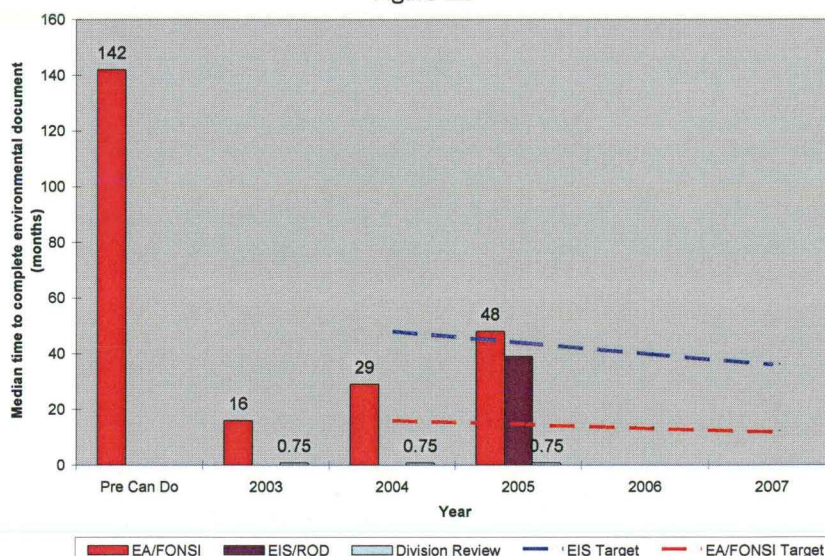
## Organizational Excellence

In FY 2004, the FHWA defined organizational excellence in terms of our ability to oversee transportation projects and efficiently manage Federal-aid Highway funds, streamline the environmental review and permitting processes for projects, improve agency effectiveness in determining research priorities and deploying technologies and innovation, and improve customer and employee satisfaction.

### Median Processing Time, Environmental Impact Statements and Environmental Assessments

FHWA's indicators of success are the median time required for all Federal-aid Highway projects to have a completed EIS or EA, as well as success in meeting agreed-upon project schedules for EIS and EA completion. In FY 2005, the target is to decrease the median completion time for all EIS and EA projects to 45 and 15 months, respectively. Recent trends and targets for the completion of an EIS and EA in Iowa are illustrated in Figure 11. Two key items should be noted in Figure 11. First, the Iowa Division processed no EIS documents during 2003-2004. Second, projects that are being completed under the Can Do process have a considerably shorter time for completion than those projects processed under normal procedures.

Figure 11





### Key Accomplishments

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- Risk Assessments completed for Federal Aid program and FIRE components.
- Initiated development of Iowa DOT/GTSB Comprehensive Safety Plan.
- Co-authored the Iowa DOT's Roadway Departure Strategic Action Safety Plan.
- 3R Safety Audit conducted in District 4 and Statewide Summary Report completed.
- Completed first “rumble stripe” project in Iowa.
- Completed domestic 3R Safety Scan in Iowa.
- Deployed Trip Guide in Des Moines allowing the public and media access to real time traffic information and video surveillance of area highways.
- Council Bluffs Interstate Study IJR approved.
- Completed formal Stewardship Reviews or Process Reviews/Process Evaluations (PR/PE): FMIS Signature, Administrative, Part 1 Current Billing, Flux Analysis, Inactive Obligations, Grading, DBE Prompt Pay, NBIS, HBRRP bridge cost, Statewide Work Zone, RPA Trans. Planning, Iowa City & Dubuque Planning Processes, Des Moines MPO Certification, Truck Size & Wt., & LPA ROW Monitoring.
- Formal Stewardship Reviews or PR/PE's underway: Part 2 Current Billing, Cost Growth Baseline, Contract Time, Extra Work Orders, & Environmental Mitigation, Credit Billings Transaction Review.
- FY 2005 FIRE Plan submitted & reviews with 6/30 deadline completed.
- ACTT Workshop held for reconstruction of Interstate in Council Bluffs.
- Developed a pre-cast pavement bridge approach project on Iowa 60 (HFL).
- Bridge Engineer serves as chair of Bridge Leadership Council.
- Partnered with Iowa DOT/AGC publishing *Construct Your Future*, a bilingual career-planning brochure.
- Competitive Sourcing team established that completed FY 2005 Inventory.
- Staff co-instructed 6 separate courses a total of 39 times.
- Staff co-organized/facilitated/hosted 19 separate Iowa courses/workshops/conferences.

#### Staff Co-instructed following Courses:

- FHWA/NHI Drilled Shafts course (3 times), also technical manager for course.
- FHWA/NHI FA 101 course (2 times).
- County 3R Safety Training workshops (6 times)- 150 Co. employees.
- Work Zone Traffic Control Safety workshops (12 times) – 798 state, county, city, and utility company employees.
- ADA Requirements for Pedestrian Facilities in Work zones (10 times) – 750 employees.
- Designing Pedestrian Facilities for Accessibility (6 times).



## KEY ACCOMPLISHMENTS—CONT.

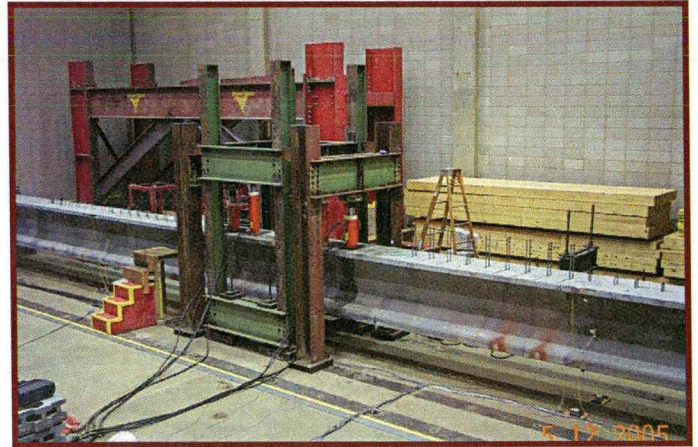
Co-organized/facilitated/hosted the following courses/workshops/conferences:

- National FHWA/State Safety Engineer Peer Exchange.
- Iowa Motorcycle Safety Forum.
- Midwest Smart Work Zone Conference.
- Concrete Pavement Technology Program Workshop.
- Two LRFD Workshops held for concrete and steel design.
- “Mini” ACTT workshops for Accelerated Bridge Construction & High Traffic Bridge, HPC being deployed.
- Self-Consolidating Concrete Workshop.
- Workshop at TRB on Utilization of Rolling Wheel Deflectometer Technology.
- Traffic monitoring.
- Metropolitan Planning.
- Financial constraint.
- FY 2005 Central States Financial Workshop.
- Intersection safety Workshop.
- Engineering for Older Drivers Workshop.
- NHI course: Systems Engineering for Application to ITS.
- Pavement Noise 101 Workshop.
- NHI course: HMA Pavement Recycling.
- A-87/A-133 Workshop with IaDOT Systems Planning.
- Western Plains Regional Planning Conference.
- Fundamentals of Title VI/Environmental Justice (2 sessions).



### Other key Accomplishments

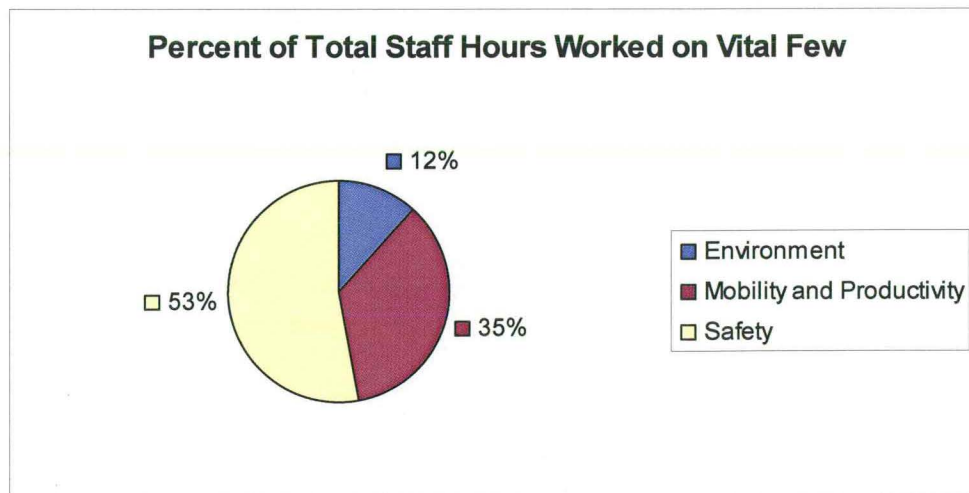
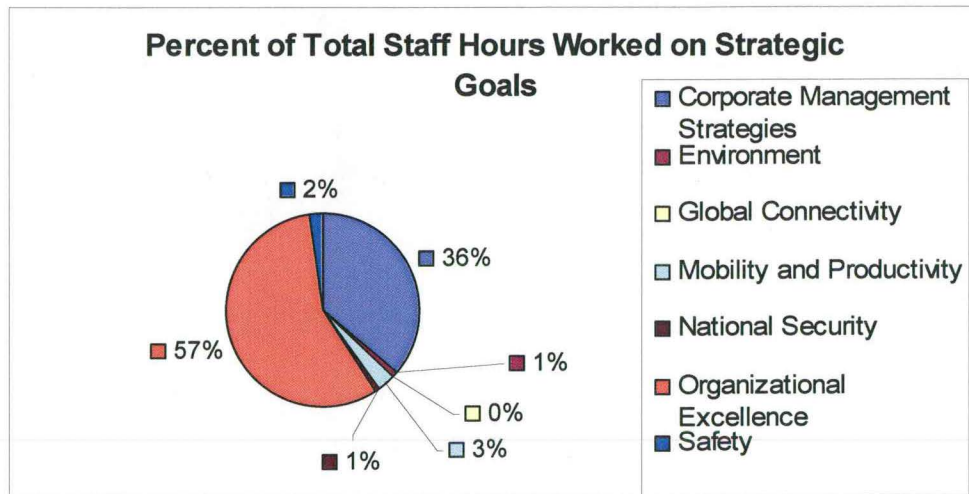
- Major improvements to our FY 2005 unit plan thru conversion to Office Performance Planning System (OPPS), more plan specificity for technology deployments and more clarity to our formal stewardship activities (PR/PE's). For FY 2006 converting to Excel spreadsheet.
- Established Iowa Highways for Life Partnership Team; projects underway.
- Bonus Provision payback for Iowa's new Interstate Billboard Policy provided Iowa DOT.
- HEET (Handling Earmarks Effectively Team) established with Iowa DOT.
- Discuss Iowa's Customer Survey Results (Wave IV) with division.
- Retreat held: developed mission, vision, values, understanding strategic planning.
- As pilot division, worked with Headquarters on improved process, procedures and completion of improved Risk Assessments.
- Published first Division FY 2004 Annual Report with performance measures.





## WHERE WE SPENT OUR RESOURCES

### Where We Spent Our Resources





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