

U.S. Department of
Transportation

**BUDGET
ESTIMATES
FISCAL YEAR 2027**

**OFFICE OF
THE SECRETARY
OF TRANSPORTATION**

**SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS**

**DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY**

FY 2027 CONGRESSIONAL JUSTIFICATION

ACRONYM REFERENCE SHEET

APPROPRIATION/OBLIGATION LIMITATION ACCOUNTS

SALARIES AND EXPENSES	SE
FINANCIAL MANAGEMENT CAPITAL	FMC
DEPARTMENTAL OFFICE OF CIVIL RIGHTS	DOCR
OFFICE OF SMALL BUSINESS PROGRAMS	OSBP
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	TPRD
NATIONAL INFRASTRUCTURE INVESTMENTS	NII
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	NSTIFB
CYBER SECURITY INITIATIVES	CSI
RESEARCH AND TECHNOLOGY	RT
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	PAC
RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT	RURAL
RAILROAD REHABILITATION AND IMPROVEMENT FINANCING	RRIF
HEADQUARTERS BUILDING	HB
DC SAFE AND BEAUTIFUL	DC SAFE

INDEFINITE BUDGET AUTHORITY ACCOUNTS

ESSENTIAL AIR SERVICE	EAS
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM	SCASDP
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT PROGRAM	TIFIA
ASSET CONCESSIONS (TITLE X)	ASSET

REIMBURSABLE ACCOUNTS

JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND	VOLPE
WORKING CAPITAL FUND	WCF
TRANSPORTATION SAFETY INSTITUTE	TSI

ALLOCATION ACCOUNTS

BUREAU OF TRANSPORTATION STATISTICS	BTS
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	UTC

IIJA SUPPLEMENTAL ADVANCE APPROPRIATIONS

NATIONAL INFRASTRUCTURE INVESTMENTS	NII IIJA
NATIONAL CULVERT REMOVAL, REPLACEMENT, RESTORATION	NCRRR
STRENGTHENING MOBILITY & REVOLUTIONIZING TRANSPORTATION	SMART
SAFE STREETS AND ROADS FOR ALL	SS4A
OPERATIONAL SUPPORT	OPS

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**DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY**

FY 2027 CONGRESSIONAL JUSTIFICATION

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GENERAL NOTE: Detail in this document may not add to the totals due to rounding.

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OFFICE OF THE SECRETARY

OVERVIEW

Office of the Secretary

FY 2027 Budget Request Summary

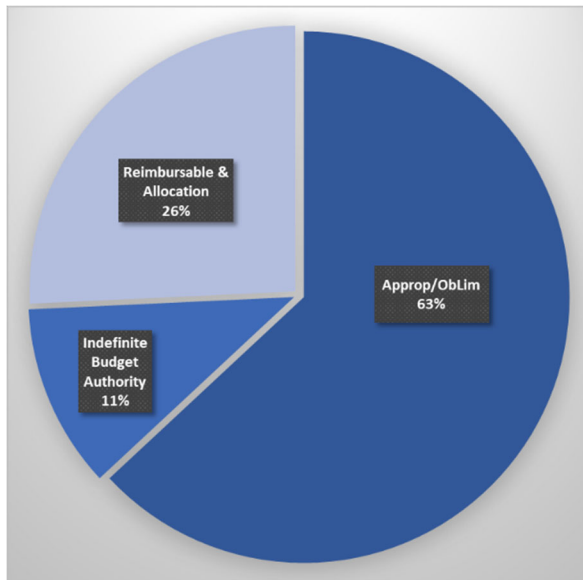
	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
OFFICE OF THE SECRETARY			
APPROPRIATIONS			
SALARIES AND EXPENSES	191,295	187,344	223,850
FINANCE BUREAU	9,558	9,250	5,000
TRANSP. PLANNING, RESRCH & DEV	20,926	32,043	22,500
TPR&D	15,490	26,607	16,000
IIPIC	5,436	5,436	6,500
OFFICE OF CIVIL RIGHTS*	18,228	11,761	
FIN MANAGEMENT CAPITAL	5,000	5,000	5,000
RESEARCH AND TECHNOLOGY/ARPA-I	49,040	74,471	40,000
OST-R Administrative	28,540	20,471	21,500
OST-R Priorities	4,500	-	4,500
ARPA-I	8,000	7,000	-
PNT/GPSS/GNS	8,000	3,000	8,000
HASSCOE	-	4,000	6,000
Drone Infrastructure Inspection Grant Program	-	10,000	-
Transportation Resilience and Nuclear Technology	-	30,000	-
CYBER SECURITY INITIATIVE	49,000	60,000	75,000
DOT HEADQUARTERS SPACE CONSOLIDATION	-	-	60,000
OFFICE OF SMALL BUSINESS PROGRAMS*	5,330	5,330	-
RURAL AND TRIBAL INFRASTRUCTURE ADV.	25,000	10,000	-
NAT'L INFRASTRUCTURE INVESTMENTS	345,000	145,000	-
ESSENTIAL AIR SERVICE			
OVERFLIGHT FEES**	159,686	166,603	173,300
PAYMENT TO AIR CARRIERS	450,000	513,637	142,000
DC SAFE AND BEAUTIFUL	-	-	403,000
TOTAL:	1,168,377	1,053,837	976,350

* FY 2027 funding requests for Civil Rights and Small Business Programs are under the Salaries and Expenses account

**Amount shown is post sequester and not included in target

The Secretary of Transportation provides leadership of the U.S. Department of Transportation (DOT) and is the principal adviser to the President in all matters relating to federal transportation programs. The Office of the Secretary (OST) oversees the formulation of national transportation policy and promotes intermodal transportation. OST also manages grant, research, credit, and other programs that support essential infrastructure, advancements in safety, technology, and economic viability.

U.S. DOT's Mission: To Deliver the world's leading transportation system, serving the American people and economy through the safe and efficient, movement of people and goods.



The individual offices of the Secretary work together to ensure the Secretary’s goals for the Department are implemented in an effective and efficient manner. OST is responsible for the selection, award, and oversight of billions of dollars of multimodal infrastructure funding. The FY 2027 Budget includes **\$976.4 million** in Annual Appropriations and **\$173.3 million** in Permanent Appropriations, as well as **\$398.5 million** in reimbursable and allocation funding for OST, for total budgetary resources of **\$1.5 billion**.

Key Components of the Request:

The FY 2027 Budget Requests an additional 6 political appointees for Federal Aviation Administration.

The FY 2027 Budget request prioritizes infrastructure investments, efficiency, safety, and rapid project delivery through streamlined review processes and targeted regulatory relief. It maintains a continued **focus on investing in activities and initiatives that enhance the safety of our transportation system** by embedding risk analyses and clear safety targets within expedited project reviews, working toward a future free from transportation-related serious injuries and fatalities.

OST continues to focus on efficiency by consolidating asset management, adopting lifecycle cost approaches, and reducing regulatory barriers that impede project progress. This showcases a continued focus on **prioritizing investments in activities and initiatives that promote resilience**, including the expansion of programmatic approvals and modernization of contracting methods such as design-build and public-private partnerships, fostering a transportation system that is both resilient and long-lasting.

The Budget places particular emphasis on **fostering job creation through workforce development and enhancing American competitiveness** by investing in digital permitting systems, innovative financing options, and contracting improvements that accelerate freight and supply-chain projects. Additionally, it ensures satisfactory funding for mission support by addressing operational efficiencies essential for program delivery and the advancement of data and technology capabilities — all integral to maximizing return on investment for taxpayers, while maintaining the highest standards of safety and stewardship.

The FY 2027 President’s Budget proposes **organizational reforms** to improve efficiency. DOT supports the President’s Executive Order, “Implementing the President’s ‘Department of Government Efficiency’ Workforce Optimization Initiative,” by **consolidating common program support services** for Human Resources (HR) into the **Working Capital Fund (WCF)** and Civil Rights, Public Affairs, and Governmental Affairs functions across the **Operating Administrations (OAs) directly into respective OST program offices**.

Activities funded by the University Transportation Centers Program, the Bureau of Transportation Statistics, and the Transportation Infrastructure Finance and Innovation Act Highway Trust Fund Program are **dependent upon reauthorization of Surface Transportation programs**. While many core programs previously funded through prior reauthorizations may continue, exact funding amounts, eligibilities, and requirements are all subject to change. The Department of Transportation looks forward to working with Congress to finalize and **implement a reauthorization that advances the Department’s mission**.

Requested Changes in S&E Account Include:

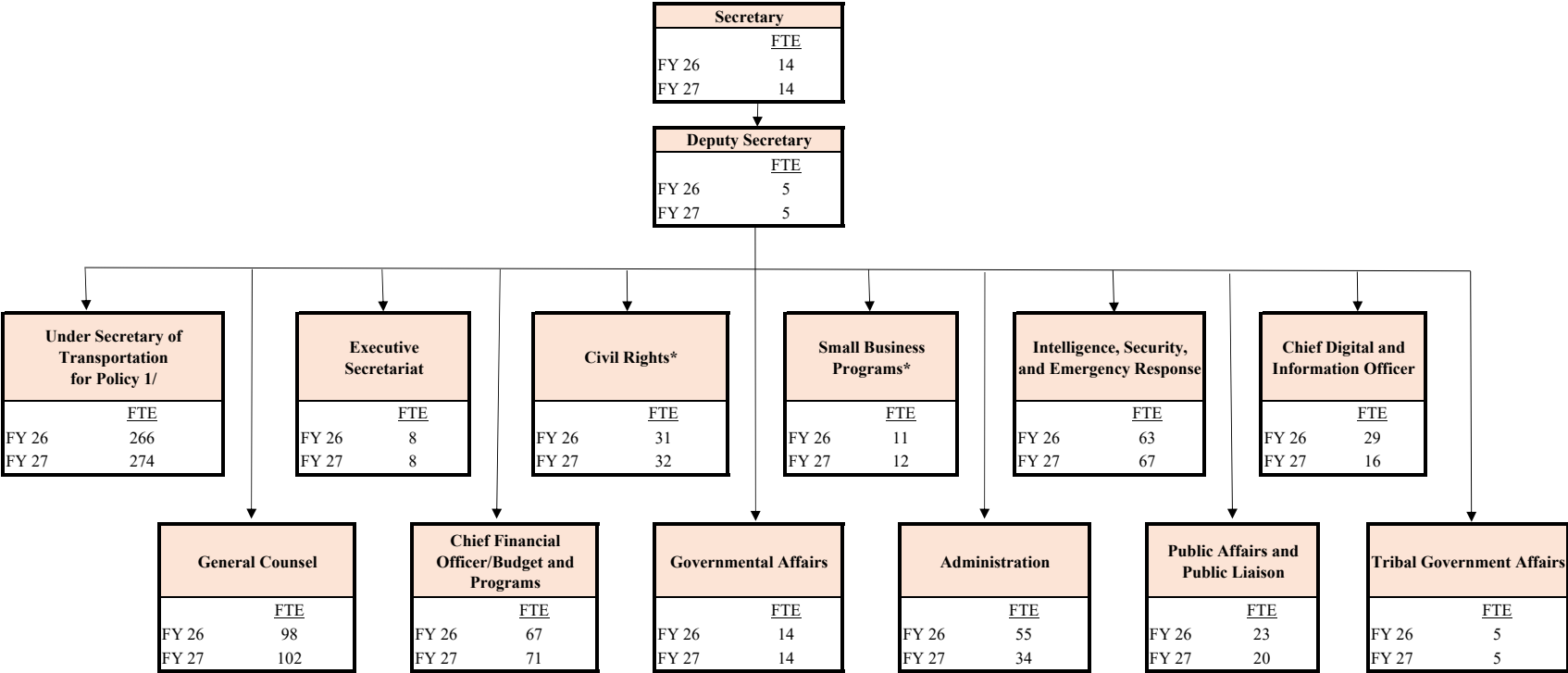
- + **IT Modernization:** An additional **\$19.9 million** is requested to fund enhancements to critical IT Systems across the Department.
- + **Office of Intelligence, Security, and Emergency Response:** An additional **\$1.4 million** is requested to fund up to 4 positions including counterintelligence specialists and insider threat analysts and to fund associated costs for Protective Security Division (PSD) professional development.
- + **Office of Multimodal Freight Infrastructure and Policy:** An additional **\$1.7 million** is requested to fund the Freight Logistics Optimization Works (FLOW) program.
- + Funding requests for the **Office of Civil Rights** and **Office of Small Business Programs** are proposed in the S&E appropriation.

Requested Changes in Other OST Accounts Include:

- + **DC Safe and Beautiful:** An additional **\$403.0 million** to establish the DC Safe and Beautiful Fund. This funding supports implementation of the *Making the District of Columbia Safe and Beautiful* Executive Order and allows the Secretary to direct resources to priority initiatives that advance public safety, improve public spaces, and address infrastructure needs within the District. The request also supports near-term and long-term improvements to Washington Union Station, including deferred maintenance, capital upgrades, and enhanced safety and security measures.
- + **DOT Headquarters Building:** An additional **\$60.0 million** to consolidate DOT employees in the National Capital Region to the DOT Headquarters and fund critical upgrades including Sensitive Compartmented Information Facility (SCIF) improvements to integrate the Transportation Operations Center (TOC) and the FAA’s Washington Operations Center (WOC). The consolidation aims to create a fusion hub, expand HQ capacity, streamline operations, reduce redundancies, and lower external rental costs by bringing operating administrations together in a centralized facility.
- + **Cyber Security Initiatives:** An increase of **\$15.0 million** to accelerate cybersecurity capabilities, adhere to Federal requirements, and address evolving cyber threats.
- + **Transportation Planning, Research, and Development:** An additional **\$2.1 million** for Interagency Infrastructure Permitting Improvement Center (IIPIC) and adjustments to base and a **\$11.6 million** reduction from congressional directives and funding provided in FY 2026 for a one-time independent review.
- **Research and Technology:** A **\$34.5 million** net reduction which includes the elimination of funding for ARPA-I, research on transportation resilience and nuclear technology, and the Drone Infrastructure and Grant Program.
- **Payments to Air Carriers:** Requests **\$142.0 million**, which is a decrease of \$371.6 million from the FY 2026 Consolidated Appropriations Act. The request also includes a legislative proposal designed to control program costs.

- **National Infrastructure Investments:** The FY 2027 Budget Request proposes **no funding** for NII, representing a \$145.0 million decrease from the FY 2026 Consolidated Appropriations Act.
- **Build America Bureau:** Requests **\$5.0 million**, representing a \$4.3 million decrease from the FY 2026 Consolidated Appropriations Act to manage and reduce carry over balances.

Exhibit I
U.S. Department of Transportation
Office of the Secretary
Direct Full-Time Equivalents (FTE)
FYs 2026 and 2027



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SECTION 2: BUDGET SUMMARY TABLES

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EXHIBIT II-1
FY 2027 BUDGET AUTHORITY
OFFICE OF THE SECRETARY OF TRANSPORTATION

(\$000)

ACCOUNTS	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
BUDGET AUTHORITY			
SALARIES AND EXPENSES	191,295	187,344	223,850
OFFICE OF THE SECRETARY	3,770	3,764	3,836
OFFICE OF THE DEPUTY SECRETARY	1,370	1,348	1,374
OFFICE OF THE UNDER SECRETARY OF TRANSPORTATION FOR POLICY	20,064	21,358	23,002
OFFICE OF THE EXECUTIVE SECRETARIAT	2,515	2,332	2,255
OFFICE OF INTELLIGENCE, SECURITY, AND EMERGENCY RESPONSE	16,506	19,388	20,923
OFFICE OF THE CHIEF DIGITAL AND INFORMATION OFFICER	33,879	1,707	1,000
OFFICE OF PUBLIC AFFAIRS AND PUBLIC LIAISON	6,244	5,664	5,724
OFFICE OF THE CHIEF FINANCIAL OFFICER AND ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS	22,724	21,505	20,855
OFFICE OF THE GENERAL COUNSEL	32,272	27,780	26,693
OFFICE OF AVIATION CONSUMER PROTECTION	-	-	-
OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS	7,138	3,807	3,691
OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION	43,284	16,181	9,073
OFFICE OF TRIBAL GOVERNMENT AFFAIRS	1,529	1,517	1,546
WORKING CAPITAL FUND	-	60,993	71,360
IT MODERNIZATION	-	-	19,869
OFFICE OF CIVIL RIGHTS	-	-	7,647
OFFICE OF SMALL BUSINESS PROGRAMS	-	-	5,001
FINANCIAL MANAGEMENT CAPITAL	5,000	5,000	5,000
OFFICE OF CIVIL RIGHTS	18,228	11,761	-
OFFICE OF SMALL BUSINESS PROGRAMS	5,330	5,330	-
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	20,926	32,043	22,500
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	15,490	26,607	16,000
INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER	5,436	5,436	6,500
NATIONAL INFRASTRUCTURE INVESTMENTS	345,000	145,000	-
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	345,000	145,000	-
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	9,558	9,250	5,000
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	9,558	9,250	5,000
RRIF RESCISSION	-	-	-
TIFIA/RRIF NEGATIVE SUBSIDY	-	-	-
DOT HEADQUARTERS BUILDING	-	-	60,000
CYBER SECURITY INITIATIVES	49,000	60,000	75,000
RESEARCH AND TECHNOLOGY	49,040	74,471	40,000
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	450,000	513,637	142,000
RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT	25,000	10,000	-
DC SAFE AND BEAUTIFUL	-	-	403,000
SUBTOTAL, APPROPRIATION/OBLIGATION LIMITATION	1,168,377	1,053,837	976,350
INDEFINITE BUDGET AUTHORITY			
ESSENTIAL AIR SERVICE	161,127	167,023	173,706
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM	10,000	15,000	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	250,000	250,000	TBD
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT PROGRAM	250,000	250,000	TBD
ASSET CONCESSIONS (TITLE X)	20,000	20,000	-
SUBTOTAL, INDEFINITE BUDGET AUTHORITY	441,127	452,023	173,706

ACCOUNTS	FY 2025	FY 2026	FY 2027	
REIMBURSABLE	ENACTED	ENACTED	REQUEST	
SALARIES AND EXPENSES	14,117	14,117	13,524	
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND	360,000	360,000	360,000	4/
WORKING CAPITAL FUND	522,165	764,965	-	5/
TRANSPORTATION SAFETY INSTITUTE	25,000	25,000	25,000	4/
SUBTOTAL, REIMBURSABLE	921,282	1,164,082	398,524	
ALLOCATION				
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	81,500	82,000	TBD	3/
BUREAU OF TRANSPORTATION STATISTICS	26,750	27,000	TBD	3/
SUBTOTAL, ALLOCATION	108,250	109,000	TBD	
IIJA SUPPLEMENTAL ADVANCE APPROPRIATIONS				
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)	[113,700]	[107,700]	-	
NATIONAL INFRASTRUCTURE INVESTMENTS	2,500,000	2,500,000	-	
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	1,500,000	1,500,000	-	
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	1,000,000	1,000,000	-	
NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION GRANTS PROGRAM	200,000	200,000	-	
STRENGTHENING MOBILITY & REVOLUTIONIZING TRANSPORTATION	100,000	100,000	-	
SAFE STREETS AND ROADS FOR ALL	1,000,000	1,000,000	-	
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	19,000	19,000	-	
SUBTOTAL, IIJA SUPPLEMENTAL ADVANCE APPROPRIATION	3,819,000	3,819,000	-	
GRAND TOTAL	6,458,036	6,597,941	1,548,580	

1/ These accounts are include in S&E for FY 2027
2/ Estimated Fee Collections
3/ 2027 funding dependent upon reauthorization of Surface Transportation programs
4/ Estimated Customer Agreements
5/ No limitation is proposed.

EXHIBIT II-2
FY 2027 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
OFFICE OF THE SECRETARY OF TRANSPORTATION

(\$000)

ACCOUNTS	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
APPROPRIATION/OBLIGATION LIMITATION			
SALARIES AND EXPENSES	191,295	187,344	223,850
OFFICE OF THE SECRETARY	3,770	3,764	3,836
OFFICE OF THE DEPUTY SECRETARY	1,370	1,348	1,374
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OFFICE OF THE CHIEF DIGITAL AND INFORMATION OFFICER	33,879	1,707	1,000
OFFICE OF PUBLIC AFFAIRS AND PUBLIC LIAISON	6,244	5,664	5,724
OFFICE OF THE CHIEF FINANCIAL OFFICER AND ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS	22,724	21,505	20,855
OFFICE OF THE GENERAL COUNSEL	32,272	27,780	26,693
OFFICE OF AVIATION CONSUMER PROTECTION	-	-	-
OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS	7,138	3,807	3,691
OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION	43,284	16,181	9,073
OFFICE OF TRIBAL GOVERNMENT AFFAIRS	1,529	1,517	1,546
WORKING CAPITAL FUND	-	60,993	71,360
IT MODERNIZATION	-	-	19,869
OFFICE OF CIVIL RIGHTS	-	-	7,647
OFFICE OF SMALL BUSINESS PROGRAMS	-	-	5,001
FINANCIAL MANAGEMENT CAPITAL	5,000	5,000	5,000
OFFICE OF CIVIL RIGHTS	18,228	11,761	- 1/
OFFICE OF SMALL BUSINESS PROGRAMS	5,330	5,330	- 1/
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	20,926	32,043	22,500
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	15,490	26,607	16,000
INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER	5,436	5,436	6,500
NATIONAL INFRASTRUCTURE INVESTMENTS	345,000	145,000	-
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	345,000	145,000	-
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	9,558	9,250	5,000
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	9,558	9,250	5,000
RRIF RESCISSION	-	-	-
TIFIA/RRIF NEGATIVE SUBSIDY	-	-	-
DOT HEADQUARTERS BUILDING	-	-	60,000
CYBER SECURITY INITIATIVES	49,000	60,000	75,000
RESEARCH AND TECHNOLOGY	49,040	74,471	40,000
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	450,000	513,637	142,000
RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT	25,000	10,000	-
DC SAFE AND BEAUTIFUL	-	-	403,000
SUBTOTAL, APPROPRIATION/OBLIGATION LIMITATION	1,168,377	1,053,837	976,350

ACCOUNTS	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST	
INDEFINITE BUDGET AUTHORITY				
ESSENTIAL AIR SERVICE	159,686	166,603	173,300	2/
PRIOR YEAR SEQUESTRATION RETURNED	8,210	9,652	10,070	
OVERFLIGHT FEE COLLECTION	161,127	167,023	173,706	
CURRENT YEAR SEQUESTRATION	(9,652)	(10,070)	(10,475)	
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM	10,000	15,000	-	
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	217,000	218,250	TBD	3/
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT PROGRAM	217,000	218,250	TBD	
ASSET CONCESSIONS (TITLE X)	18,860	18,860	-	2/
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	-	
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	-	-	-	
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	-	-	-	
SUBTOTAL, INDEFINITE BUDGET AUTHORITY	405,546	418,713	173,300	
REIMBURSABLE				
SALARIES AND EXPENSES	14,117	14,117	13,524	
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND	360,000	360,000	360,000	4/
WORKING CAPITAL FUND	522,165	764,965	-	5/
TRANSPORTATION SAFETY INSTITUTE	25,000	25,000	25,000	4/
SUBTOTAL, REIMBURSABLE	921,282	1,164,082	398,524	
ALLOCATION				
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	70,308	71,586	TBD	3/
BUREAU OF TRANSPORTATION STATISTICS	26,750	27,000	TBD	3/
SUBTOTAL, ALLOCATION	97,058	98,586	TBD	3/
IIJA SUPPLEMENTAL ADVANCE APPROPRIATIONS				
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)	[113,700]	[107,700]	-	
NATIONAL INFRASTRUCTURE INVESTMENTS	2,500,000	2,500,000	-	
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	1,500,000	1,500,000	-	
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	1,000,000	1,000,000	-	
NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION GRANTS PROGRAM	200,000	200,000	-	
STRENGTHENING MOBILITY & REVOLUTIONIZING TRANSPORTATION	100,000	100,000	-	
SAFE STREETS AND ROADS FOR ALL	1,000,000	1,000,000	-	
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	19,000	19,000	-	
SUBTOTAL, IIJA SUPPLEMENTAL ADVANCE APPROPRIATION	3,819,000	3,819,000	-	
GRAND TOTAL	6,411,263	6,554,218	1,548,174	

1/ These accounts are include in S&E for FY 2027
2/ Estimated Fee Collections
3/ 2027 funding dependent upon reauthorization of Surface Transportation programs
4/ Estimated Customer Agreements
5/ No limitation is proposed.

EXHIBIT II-4
FY 2027 OUTLAYS
OFFICE OF THE SECRETARY OF TRANSPORTATION

(\$000)

ACCOUNTS	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
APPROPRIATION/OBLIGATION LIMITATION			
SALARIES AND EXPENSES	187,000	240,000	217,000
FINANCIAL MANAGEMENT CAPITAL	4,000	5,000	5,000
OFFICE OF CIVIL RIGHTS	18,000	17,000	-
OFFICE OF SMALL BUSINESS PROGRAMS	6,000	3,000	3,000
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	28,000	28,000	25,000
NATIONAL INFRASTRUCTURE INVESTMENTS	615,000	929,000	1,401,000
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	11,000	10,000	4,000
DOT HEADQUARTERS BUILDING	-	-	42,000
CYBER SECURITY INITIATIVES	50,000	51,000	74,000
RESEARCH AND TECHNOLOGY	59,000	53,000	45,000
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	479,000	415,000	234,000
THRIVING COMMUNITIES	17,000	8,000	5,000
AVIATION MANUFACTURING JOBS PROTECTION PROGRAM	-	1,000	-
TRANSPORTATION DEMONSTRATION PROGRAM	15,000	19,000	23,000
JOHN A. VOLPE TRANSPORTATION CENTER EXCHANGE BUILDING	-	-	-
RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT	-	-	9,000
DC SAFE AND BEAUTIFUL	-	-	-
SUBTOTAL, APPROPRIATION/OBLIGATION LIMITATION	1,489,000	1,779,000	2,087,000
INDEFINITE BUDGET AUTHORITY			
ESSENTIAL AIR SERVICE	156,000	185,000	171,000
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM	-	-	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	582,000	821,000	62,000
ASSET CONCESSIONS (TITLE X)	-	17,000	20,000
SUBTOTAL, INDEFINITE BUDGET AUTHORITY	738,000	1,023,000	253,000

ACCOUNTS	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
REIMBURSABLE	-		
SALARIES AND EXPENSES	-	-	-
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND	-	2,000	-
WORKING CAPITAL FUND	(5,000)	(22,000)	(23,000)
TRANSPORTATION SAFETY INSTITUTE	-	-	-
SUBTOTAL, REIMBURSABLE	(5,000)	(20,000)	(23,000)
ALLOCATION			
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	-	-	-
BUREAU OF TRANSPORTATION STATISTICS	-	-	-
SUBTOTAL, ALLOCATION	-	-	-
IIJA SUPPLEMENTAL ADVANCE APPROPRIATIONS			
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)	52,000	46,000	54,000
NATIONAL INFRASTRUCTURE INVESTMENTS	365,000	552,000	840,000
NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION GRANTS PROGRAM	11,000	81,000	126,000
STRENGTHENING MOBILITY & REVOLUTIONIZING TRANSPORTATION	47,000	75,000	80,000
SAFE STREETS AND ROADS FOR ALL	112,000	377,000	795,000
SUBTOTAL, IIJA SUPPLEMENTAL ADVANCE APPROPRIATION	587,000	1,131,000	1,895,000
GRAND TOTAL	2,809,000	3,913,000	4,212,000

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations

SALARIES AND EXPENSES / SUMMARY

(\$000)

	FY 2025 Enacted	FY 2026 Enacted	Baseline Changes								FY 2027 Baseline Estimate	Program Increases or Decreases	FY 2027 Redirection of Resources	FY 2027 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2027 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTEs	485	413	-	12	-	-	-	-	-	(3)	464	4	(34)	434
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	115,726	99,008	-	2,355	-	-	-	-	-	(1,349)	107,843	1,429	(5,143)	104,128
Travel	1,604	2,174	-	-	-	-	-	-	-	20	2,264	-	-	2,264
Transportation	3	3	-	-	-	-	-	-	-	0	3	-	-	3
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	5	4	-	-	-	-	-	-	-	0	5	-	-	5
Charges-Rental-Furniture	6	6	-	-	-	-	-	-	-	1	38	-	-	38
Printing	145	147	-	-	-	-	-	-	-	3	166	-	-	166
Working Capital Fund	40,138	60,993	-	-	-	-	-	-	-	520	65,049	-	6,311	71,360
Contractual Services	29,870	20,842	-	-	-	-	-	-	-	(4,281)	19,817	-	(1,167)	18,650
Supplies and Materials	242	259	-	-	-	-	-	-	-	(15)	324	-	(1)	323
Information Technology (IT)/Equipment	3,558	908	-	-	-	-	-	-	-	(847)	61	19,869	-	19,930
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	191,295	184,344	-	2,355	-	-	-	-	-	(5,947)	195,570	21,298	0	216,867
PROGRAM EXPENSES														
FLOW	-	3,000	-	-	-	-	-	-	-	-	3,000	1,709	-	4,709
*OSBP Cooperative Agreements	2,274	2,274	-	-	-	-	-	-	-	-	2,274	0	-	2,274
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	3,000	-	-	-	-	-	-	-	-	5,274	1,709	-	6,983
TOTAL	191,295	187,344	-	2,355	-	-	-	-	-	(5,947)	200,844	23,007	0	223,850

Notes:

Civil Rights was requested in a separate account in FY25 and FY26. The FY27 Budget Request now include OCR within this account.

Office of Small Business Programs was requested in a separate account in FY25 and FY26. The FY 27 Budget Request now include OSBP within this account.

FY 2025 FTEs exclude Civil Rights and OSBP. FY 2026 assumes consolidation of IT, HR, Procurement, Congressional Affairs, Public Affairs, and Civil Rights staff into the WCF. The FY 2027 budget restores those positions from the FY 2026 WCF consolidation back to this account. As a result, FY 2027 FTEs are 41 fewer than the levels assumed in the FY 2025 and FY 2026 budgets.

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations

FINANCIAL MANAGEMENT CAPITAL

(\$000)

	FY 2025 Enacted	FY 2026 Enacted	Baseline Changes								FY 2027 Baseline Estimate	Program Increases or Decreases	FY 2027 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2027 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES													
Financial Management Capital	5,000	5,000	-	-	-	-	-	-	-	-	5,000	-	5,000
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	5,000	5,000	-	-	-	-	-	-	-	-	5,000	-	5,000
TOTAL	5,000	5,000	-	-	-	-	-	-	-	-	5,000	-	5,000

Notes:

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations

OFFICE OF CIVIL RIGHTS

(\$000)

	FY 2025 Enacted	FY 2026 Enacted	Baseline Changes								FY 2027 Baseline Estimate	Program Increases or Decreases	FY 2027 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2027 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTEs	48	31	-	-	-	-	-	-	-	-	31	(31)	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	13,175	5,890	-	-	-	-	-	-	-	-	5,890	(5,890)	-
Travel	50	50	-	-	-	-	-	-	-	-	50	(50)	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	32	32	-	-	-	-	-	-	-	-	32	(32)	-
Printing	12	12	-	-	-	-	-	-	-	-	12	(12)	-
Working Capital Fund	3,057	3,067	-	-	-	-	-	-	-	-	3,067	(3,067)	-
Contractual Services	1,846	2,654	-	-	-	-	-	-	-	-	2,654	(2,654)	-
Supplies and Materials	56	56	-	-	-	-	-	-	-	-	56	(56)	-
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	18,228	11,761	-	-	-	-	-	-	-	-	11,761	(11,761)	-
PROGRAM EXPENSES													
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	18,228	11,761	-	-	-	-	-	-	-	-	11,761	(11,761)	-

Notes:
The FY 2027 budget requests the Office of Civil Rights activities be included in the Salaries and Expenses (69-0102) account.

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations

OFFICE OF SMALL BUSINESS PROGRAMS

(\$000)

	FY 2025 Enacted	FY 2026 Enacted	Baseline Changes								FY 2027 Baseline Estimate	Program Increases or Decreases	FY 2027 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2027 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTEs	12	11	-	-	-	-	-	-	-	-	11	(11)	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	2,088	2,088	-	-	-	-	-	-	-	-	2,088	(2,088)	-
Travel	20	20	-	-	-	-	-	-	-	-	20	(20)	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	1	1	-	-	-	-	-	-	-	-	1	(1)	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	4	4	-	-	-	-	-	-	-	-	4	(4)	-
Working Capital Fund	469	469	-	-	-	-	-	-	-	-	469	(469)	-
Contractual Services	451	451	-	-	-	-	-	-	-	-	451	(451)	-
Supplies and Materials	24	24	-	-	-	-	-	-	-	-	24	(24)	-
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	3,056	3,056	-	-	-	-	-	-	-	-	3,056	(3,056)	-
PROGRAM EXPENSES													
OSBP Cooperative Agreements	2,274	2,274	-	-	-	-	-	-	-	-	2,274	(2,274)	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	2,274	2,274	-	-	-	-	-	-	-	-	2,274	(2,274)	-
TOTAL	5,330	5,330	-	-	-	-	-	-	-	-	5,330	(5,330)	-

Notes:
The FY 2027 budget requests the Office of Small Business Programs be included in the Salaries and Expenses (69-0102) account.

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT / SUMMARY

(\$000)

	FY 2025 Enacted	FY 2026 Enacted	Baseline Changes								FY 2027 Baseline Estimate	Program Increases or Decreases	FY 2027 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2027 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTEs	51	50	-	-	-	-	-	-	-	2	52	-	52
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	12,982	12,982	-	-	-	-	-	-	-	454	13,436	-	13,436
Travel	227	227	-	-	-	-	-	-	-	-	227	-	227
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	1,822	1,822	-	-	-	-	-	-	-	56	1,878	-	1,878
Contractual Services	5,848	5,318	-	-	-	-	-	-	-	530	5,848	1,064	6,912
Supplies and Materials	47	47	-	-	-	-	-	-	-	-	47	-	47
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	20,926	20,396	-	-	-	-	-	-	-	1,040	21,436	1,064	22,500
PROGRAM EXPENSES													
Congressional Directives	-	9,647	-	-	-	-	-	-	-	-	9,647	(9,647)	-
National Capital Region Independent Review Airspace Study	-	2,000	-	-	-	-	-	-	-	-	2,000	(2,000)	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	11,647	-	-	-	-	-	-	-	-	11,647	(11,647)	-
TOTAL	20,926	32,043	-	-	-	-	-	-	-	1,040	33,083	(10,583)	22,500

Notes: _____

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

(\$000)

	FY 2025 Enacted	FY 2026 Enacted	Baseline Changes								FY 2027 Baseline Estimate	Program Increases or Decreases	FY 2027 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2027 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTEs	40	41	-	-	-	-	-	-	-	2	43	-	43
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	9,972	9,972	-	-	-	-	-	-	-	454	10,426	-	10,426
Travel	202	202	-	-	-	-	-	-	-	-	202	-	202
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	1,331	1,331	-	-	-	-	-	-	-	56	1,387	-	1,387
Contractual Services	3,939	3,409	-	-	-	-	-	-	-	530	3,939	-	3,939
Supplies and Materials	46	46	-	-	-	-	-	-	-	-	46	-	46
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	15,490	14,960	-	-	-	-	-	-	-	1,040	16,000	-	16,000
PROGRAM EXPENSES													
Congressional Directives	-	9,647	-	-	-	-	-	-	-	-	9,647	(9,647)	-
National Capital Region Independent Review Airspace Study	-	2,000	-	-	-	-	-	-	-	-	2,000	(2,000)	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	11,647	-	-	-	-	-	-	-	-	11,647	(11,647)	-
TOTAL	15,490	26,607.00000	-	-	-	-	-	-	-	1,040	27,647	(11,647)	16,000

Notes:
Fiscal Years 2025 and 2026 FTEs reflect Fiscal Year 2024 actuals.

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT / INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER

(\$000)

	FY 2025 Enacted	FY 2026 Enacted	Baseline Changes								FY 2027 Baseline Estimate	Program Increases or Decreases	FY 2027 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2027 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTEs	11	9	-	-	-	-	-	-	-	-	9	-	9
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	3,010	3,010	-	-	-	-	-	-	-	-	3,010	-	3,010
Travel	25	25	-	-	-	-	-	-	-	-	25	-	25
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	491	491	-	-	-	-	-	-	-	-	491	-	491
Contractual Services	1,909	1,909	-	-	-	-	-	-	-	-	1,909	1,064	2,973
Supplies and Materials	1	1	-	-	-	-	-	-	-	-	1	-	1
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	5,436	5,436	-	-	-	-	-	-	-	-	5,436	1,064	6,500
PROGRAM EXPENSES													
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	5,436	5,436	-	-	-	-	-	-	-	-	5,436	1,064	6,500

Notes:
Fiscal Years 2025 and 2026 FTEs reflect Fiscal Year 2024 actuals.

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations

NATIONAL INFRASTRUCTURE INVESTMENTS

(\$000)

	FY 2025 Enacted	FY 2026 Enacted	Baseline Changes								FY 2027 Baseline Estimate	Program Increases or Decreases	FY 2027 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2027 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES													
National Infrastructure Investments (Local and Regional Project Assistance)	345,000	145,000	-	-	-	-	-	-	-	-	145,000	(145,000)	-
National Infrastructure Investments (National Project Assistance)	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	345,000	145,000	-	-	-	-	-	-	-	-	145,000	(145,000)	-
TOTAL	345,000	145,000	-	-	-	-	-	-	-	-	145,000	(145,000)	-

Notes:
Public Law 119-75 Sec 108 allow for up to 2% of the enacted amount to be transferred to the Operational Support account for administrative expenses related to the award, administration, or oversight of any financial assistance program in DOT.

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU

(\$000)

	FY 2025 Enacted	FY 2026 Enacted	Baseline Changes								FY 2027 Baseline Estimate	Program Increases or Decreases	FY 2027 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2027 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable FTPs	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
Direct FTEs	25	20	-	-	-	-	-	-	-	-	20	-	20
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	4,806	4,806	-	-	-	-	-	-	-	-	4,806	(564)	4,241
Travel	275	275	-	-	-	-	-	-	-	-	275	(275)	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	759	759	-	-	-	-	-	-	-	-	759	-	759
Contractual Services	3,691	3,383	-	-	-	-	-	-	-	68	3,451	(3,451)	0
Supplies and Materials	27	27	-	-	-	-	-	-	-	1	28	(28)	-
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	9,558	9,250	-	-	-	-	-	-	-	68	9,318	(4,318)	5,000
PROGRAM EXPENSES													
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	9,558	9,250	-	-	-	-	-	-	-	68	9,318	(4,318)	5,000

Notes:
The FY 2027 request amount is not sufficient to fully fund the program on a continuous basis. The FY 2027 amount is lower to reduce carryover balances.

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations

CYBER SECURITY INITIATIVES

(\$000)

	FY 2025 Enacted	FY 2026 Enacted	Baseline Changes								FY 2027 Baseline Estimate	Program Increases or Decreases	FY 2027 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2027 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	11,969	14,656	-	-	-	-	-	-	-	4,439	19,095	-	19,095
Contractual Services	18,882	23,121	-	-	-	-	-	-	-	462	23,583	-	23,583
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology (IT)/Equipment	18,149	22,223	-	-	-	-	-	-	-	10,098	32,321	-	32,321
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	49,000	60,000	-	-	-	-	-	-	-	15,000	75,000	-	75,000
PROGRAM EXPENSES													
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	49,000	60,000	-	-	-	-	-	-	-	15,000	75,000	-	75,000

Notes:

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations

RESEARCH AND TECHNOLOGY / SUMMARY

(\$000)

	FY 2025 Enacted	FY 2026 Enacted	Baseline Changes								FY 2027 Baseline Estimate	Program Increases or Decreases	FY 2027 Redirection of Resources	FY 2027 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2027 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTEs	61	50	-	4	-	-	-	-	-	-	54	-	-	54
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	14,147	12,647	-	793	-	-	-	-	-	550	13,990	(550)	-	13,440
Travel	227	227	-	-	-	-	-	-	-	-	227	(15)	-	212
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	1	1	-	-	-	-	-	-	-	-	1	-	-	1
Working Capital Fund	3,172	3,172	-	-	-	-	-	-	-	667	3,839	-	-	3,839
Contractual Services	10,844	4,275	-	-	-	-	-	-	-	1,019	5,294	(1,435)	-	3,859
Supplies and Materials	41	41	-	-	-	-	-	-	-	-	41	-	-	41
Information Technology (IT)/Equipment	107	107	-	-	-	-	-	-	-	-	107	-	-	107
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	28,540	20,471	-	793	-	-	-	-	-	2,236	23,500	(2,000)	-	21,500
PROGRAM EXPENSES														
Research and Technology Priorities	4,500	-	-	-	-	-	-	-	-	-	-	4,500	-	4,500
PNT, GNSS, GPS	8,000	3,000	-	-	-	-	-	-	-	-	3,000	5,000	-	8,000
Advanced Research Projects Agency - Infrastructure	8,000	7,000	-	-	-	-	-	-	-	-	7,000	(7,000)	-	-
HASSCOE	-	4,000	-	-	-	-	-	-	-	-	4,000	2,000	-	6,000
Drone Infrastructure Inspection Grant Program	-	10,000	-	-	-	-	-	-	-	-	10,000	(10,000)	-	-
Transportation Resilience and Nuclear Technology	-	30,000	-	-	-	-	-	-	-	-	30,000	(30,000)	-	-
Program Subtotal	20,500	54,000	-	-	-	-	-	-	-	-	54,000	(35,500)	-	18,500
TOTAL	49,040	74,471	-	793	-	-	-	-	-	2,236	77,500	(37,500)	-	40,000

Notes:
Fiscal Years 2025 and 2026 FTEs reflect Fiscal Year 2024 actuals.

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations

PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)

(\$000)

	FY 2025 Enacted	FY 2026 Enacted	Baseline Changes								FY 2027 Baseline Estimate	Program Increases or Decreases	FY 2027 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2027 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES													
Essential Air Service	450,000	513,637	-	-	-	-	-	-	-	-	513,637	(371,637)	142,000
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	450,000	513,637	-	-	-	-	-	-	-	-	513,637	(371,637)	142,000
TOTAL	450,000	513,637	-	-	-	-	-	-	-	-	513,637	(371,637)	142,000

Notes:

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations

RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT

(\$000)

	FY 2025 Enacted	FY 2026 Enacted	Baseline Changes								FY 2027 Baseline Estimate	Program Increases or Decreases	FY 2027 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2027 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES													
Rural and Tribal Infrastructure Advancement	25,000	10,000	-	-	-	-	-	-	-	-	10,000	(10,000)	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	25,000	10,000	-	-	-	-	-	-	-	-	10,000	(10,000)	-
TOTAL	25,000	10,000	-	-	-	-	-	-	-	-	10,000	(10,000)	-

Notes:

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations

DOT HEADQUARTERS BUILDING

(\$000)

	FY 2025 Enacted	FY 2026 Enacted	Baseline Changes								FY 2027 Baseline Estimate	Program Increases or Decreases	FY 2027 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2027 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES													
DOT Headquarters Space Consolidation	-	-	-	-	-	-	-	-	-	-	-	60,000	60,000
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	60,000	60,000
TOTAL	-	-	-	-	-	-	-	-	-	-	-	60,000	60,000

Notes: _____

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations

DC SAFE AND BEAUTIFUL

(\$000)

	FY 2025 Enacted	FY 2026 Enacted	Baseline Changes								FY 2027 Baseline Estimate	Program Increases or Decreases	FY 2027 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2027 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES													
DC Safe and Beautiful	-	-	-	-	-	-	-	-	-	-	-	403,000	403,000
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	403,000	403,000
TOTAL	-	-	-	-	-	-	-	-	-	-	-	403,000	403,000

Notes:

EXHIBIT II-6
WORKING CAPITAL FUND
OFFICE OF THE SECRETARY OF TRANSPORTATION

(\$000)

ACCOUNTS	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
APPROPRIATION/OBLIGATION LIMITATION			
SALARIES AND EXPENSES	40,347	60,993	71,360
OFFICE OF THE SECRETARY	45	36	47
OFFICE OF THE DEPUTY SECRETARY	36	35	38
OFFICE OF THE UNDER SECRETARY OF TRANSPORTATION FOR POLICY	958	929	958
OFFICE OF THE EXECUTIVE SECRETARIAT	147	139	155
OFFICE OF INTELLIGENCE, SECURITY, AND EMERGENCY RESPONSE	952	1,184	1,245
OFFICE OF THE CHIEF DIGITAL AND INFORMATION OFFICER	11,162	27,915	28,622
OFFICE OF PUBLIC AFFAIRS AND PUBLIC LIAISON	218	208	218
OFFICE OF THE CHIEF FINANCIAL OFFICER AND ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS	733	692	774
OFFICE OF THE GENERAL COUNSEL	3,453	3,403	3,646
OFFICE OF AVIATION CONSUMER PROTECTION	-	-	-
OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS	238	235	238
OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION	22,403	26,214	31,850
OFFICE OF TRIBAL GOVERNMENT AFFAIRS	3	3	4
IT MODERNIZATION	-	-	-
OFFICE OF CIVIL RIGHTS	-	-	3,067
OFFICE OF SMALL BUSINESS PROGRAMS	-	-	499
FINANCIAL MANAGEMENT CAPITAL	-	-	-
OFFICE OF CIVIL RIGHTS	3,067	3,067	-
OFFICE OF SMALL BUSINESS PROGRAMS	473	473	-
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	1,822	1,822	1,878
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	1,331	1,331	1,387
INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER	491	491	491
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	766	766	766
DOT HEADQUARTERS BUILDING	-	-	-
CYBER SECURITY INITIATIVES	11,969	14,656	19,095
RESEARCH AND TECHNOLOGY	3,172	3,172	3,839
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	-	-	-
DC SAFE AND BEAUTIFUL	-	-	-
SUBTOTAL, APPROPRIATION/OBLIGATION LIMITATION	61,616	84,949	96,938
INDEFINITE BUDGET AUTHORITY			
ESSENTIAL AIR SERVICE	716	716	776
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM	339	339	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	-	-	-
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT PROGRAM	-	-	-
ASSET CONCESSIONS (TITLE X)	-	-	-
SUBTOTAL, INDEFINITE BUDGET AUTHORITY	1,056	1,056	776
REIMBURSABLE			
SALARIES AND EXPENSES	1,221	1,221	1,289
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND	15,211	15,211	16,062
WORKING CAPITAL FUND	-	-	-
TRANSPORTATION SAFETY INSTITUTE	399	399	421
SUBTOTAL, REIMBURSABLE	16,831	16,831	17,772

ACCOUNTS	FY 2025	FY 2026	FY 2027
ALLOCATION	ENACTED	ENACTED	REQUEST
BUREAU OF TRANSPORTATION STATISTICS	7,883	7,883	-
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	-	-	-
SUBTOTAL, ALLOCATION	7,883	7,883	-
IIJA SUPPLEMENTAL ADVANCE APPROPRIATIONS			
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)	3,077	3,077	-
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION GRANTS PROGRAM	-	-	-
STRENGTHENING MOBILITY & REVOLUTIONIZING TRANSPORTATION	-	-	-
SAFE STREETS AND ROADS FOR ALL	-	-	-
SUBTOTAL, IIJA SUPPLEMENTAL ADANCE APPROPRIATION	3,077	3,077	-
GRAND TOTAL	90,462	113,796	115,486

EXHIBIT II-7
PERSONNEL RESOURCES - SUMMARY
TOTAL FULL-TIME EQUIVALENTS
OFFICE OF THE SECRETARY OF TRANSPORTATION

ACCOUNTS	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
APPROPRIATION/OBLIGATION LIMITATION			
SALARIES AND EXPENSES	485	413	434
OFFICE OF THE SECRETARY	14	14	14
OFFICE OF THE DEPUTY SECRETARY	3	5	5
OFFICE OF THE UNDER SECRETARY OF TRANSPORTATION FOR POLICY	65	57	59
OFFICE OF THE EXECUTIVE SECRETARIAT	12	8	8
OFFICE OF INTELLIGENCE, SECURITY, AND EMERGENCY RESPONSE	51	63	67
OFFICE OF THE CHIEF DIGITAL AND INFORMATION OFFICER	56	16	3
OFFICE OF PUBLIC AFFAIRS AND PUBLIC LIAISON	24	23	20
OFFICE OF THE CHIEF FINANCIAL OFFICER AND ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS	76	64	68
OFFICE OF THE GENERAL COUNSEL	104	96	100
OFFICE OF AVIATION CONSUMER PROTECTION	-	-	-
OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS	15	14	14
OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION	60	48	27
OFFICE OF TRIBAL GOVERNMENT AFFAIRS	5	5	5
IT MODERNIZATION	-	-	-
OFFICE OF CIVIL RIGHTS	-	-	32
OFFICE OF SMALL BUSINESS PROGRAMS	-	-	12
OFFICE OF CIVIL RIGHTS	48	31	-
OFFICE OF SMALL BUSINESS PROGRAMS	12	11	-
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	51	50	52
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	40	41	43
INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER	11	9	9
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	25	20	20
DOT HEADQUARTERS BUILDING	-	-	-
CYBER SECURITY INITIATIVES	-	-	-
RESEARCH AND TECHNOLOGY	61	50	54
SUBTOTAL, APPROPRIATION/OBLIGATION LIMITATION	682	575	560
INDEFINITE BUDGET AUTHORITY			
ESSENTIAL AIR SERVICE	11	12	12
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM	6	5	5
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	34	32	32
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT PROGRAM	34	32	32
ASSET CONCESSIONS (TITLE X)	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	-
SUBTOTAL, INDEFINITE BUDGET AUTHORITY	51	49	49

REIMBURSABLE			
SALARIES AND EXPENSES	22	24	24
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND	614	595	595
WORKING CAPITAL FUND	296	348	828
TRANSPORTATION SAFETY INSTITUTE	42	39	39
BUREAU OF TRANSPORTATION STATISTICS	20	20	20
SUBTOTAL, REIMBURSABLE	994	1,026	1,506
ALLOCATION			
BUREAU OF TRANSPORTATION STATISTICS	51	48	48
SUBTOTAL, ALLOCATION	51	48	48
IIJA SUPPLEMENTAL ADVANCE APPROPRIATIONS			
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)	102	65	65
SUBTOTAL, IIJA SUPPLEMENTAL ADANCE APPROPRIATION	102	65	65
GRAND TOTAL	1,880	1,763	2,228

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TAB:

SECTION 3: BUDGET REQUESTS BY
ACCOUNT

SECTION 3:
BUDGET
REQUESTS BY
ACCOUNT

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ADMINISTRATIVE PROVISIONS
(INCLUDING CANCELLATION AND TRANSFER OF FUNDS)

SEC. 101. None of the funds made available by this Act to the Department of Transportation may be obligated for the Office of the Secretary of Transportation to approve assessments or reimbursable agreements pertaining to funds appropriated to the operating administrations in this Act, except for activities underway on the date of enactment of this Act, unless such assessments or agreements have completed the normal reprogramming process for congressional notification.

Sec. 101 Explanation

Section 101 retains the provision with the language under the Working Capital Fund heading in Public Law 113-235 whereby no funds appropriated in the Act to an agency of the Department can be transferred to the Working Capital Fund without majority approval of the Working Capital Fund Steering Committee and approval of the Secretary.

SEC. 102. The Secretary shall post on the website of the Department of Transportation a schedule of all meetings of the Council on Credit and Finance, including the agenda for each meeting, and require the Council on Credit and Finance to record the decisions and actions of each meeting.

Sec. 102 Explanation

Section 102 retains the provision in Public Law 117-328 that the Secretary post on the DOT Website a schedule of all meetings of the Council on Credit and Finance, including the agenda for each meeting.

SEC. 103. In addition to the authority provided by section 327 of title 49, United States Code, the Department of Transportation's Working Capital Fund is authorized to —

- (1) Provide partial or full payments in advance and accept subsequent reimbursements from all Federal agencies, using available funds, for transit benefit distribution services required to carry out the Federal transit pass transportation fringe benefit program under Executive Order No. 13150 and section 3049 of SAFETEA-LU (5 U.S.C. 7905 note): Provided, That the Department shall maintain a reasonable operating reserve in the Working Capital Fund, not exceeding one month of payable benefits, which may only be used to provide uninterrupted transit benefits for government employees: Provided further, That each customer agency shall fully reimburse the Working Capital Fund for the actual cost of these transit benefits from available funds.
- (2) Utilize receipts collected in the Department's Working Capital Fund for unused transit and van pool benefits, in an amount not to exceed 10 percent of the collections in the fiscal year 2026 of this act. Provided, That these funds shall remain available until expended and may be used to provide contractual services in support of section 199 of this Act: Provided further, that obligations in the fiscal year of this act 2027 shall not exceed \$1,000,000.
- (3) Transfer information technology equipment, software, and systems from departmental sources or other entities and collect and maintain a reserve in the Administrative Working

Capital Fund: Provided, That this reserve shall be calculated at rates sufficient to return the future replacement cost of assets in the fund.

Sec. 103 Explanation

Section 103 retains the provisions that:

- (1) Provide authority for the Working Capital Fund (WCF) to provide advance payment to carry out the Federal transit pass transportation fringe benefit program, both within the Department and to other Federal agencies, and provides explicit authority for the WCF to provide transit benefit services to non-DOT agencies. Such authority would be used instead of the Economy Act (section 1535 of title 31, United States Code).

The federal transit subsidy covers an employee's actual commuting cost for the month rather than functioning as a direct cash reimbursement, so events such as leave, telework, etc., reduce the amount ultimately used. However, the participant's need for the full month's subsidy to cover actual commuting expenses between home and work must be funded. This requirement routinely produces excess funds after each subsidy period, which are returned to customer agencies.

Under the current debit card system, customer agencies are typically refunded 20 percent of their overall cost for transit benefits for the period of performance. However, under the current process, customer agencies do not have time to use such funds prior to their expiration, which is often at the end of the fiscal year. This authority would enable Federal agencies to use their funds more rapidly and efficiently because the program could be capitalized in advance and carry an operating reserve.

- (2) Allow the Department to use unused transit and van pools benefits from the transit benefit program to improve the administration of that program. Designation of the Department of Transportation as the Government-wide executive agency for the Federal transit benefit program enables stronger program leadership, including more effective efforts to prevent fraud and abuse. It also permits standardized data collection—such as vanpool usage—across agencies and promotes consistent administration and stronger internal controls government-wide, with an initial focus on minimizing returned excess vanpool funds. These improvements will help ensure consistent oversight and measurement of program performance.
- (3) Grant the Working Capital Fund (WCF) the authority to accept transferred equipment and collect replacement reserves based on useful life and estimated replacement cost, allowing transfers regardless of asset age. This authority supports accelerated consolidation of IT shared services across the Department by providing the financial flexibility to manage asset replacement and sustain shared-service operations.

Taken together, these changes streamline funding and reconciliation, reduce wasted or expired agency funds, strengthen controls and anti-fraud efforts, standardize data and administration across the federal government, and expedite IT shared-services consolidation.

SEC. 104. None of the funds in this title may be obligated or expended for retention of senior executive bonuses for an employee of the Department of Transportation without the prior written approval of the Assistant Secretary for Administration.

Sec. 104 Explanation

Section 104 retains the provision that prohibits the obligation or expense for retention or senior executive bonuses without prior written approval of the Assistant Secretary for Administration.

SEC. 105. None of the funds provided in this Act to the Department of Transportation may be used to provide credit assistance unless not less than 3 days before any application approval to provide credit assistance under sections 603 and 604 of title 23, United States Code, the Secretary provides notification in writing to the following committees: the House and Senate Committees on Appropriations; the Committee on Environment and Public Works and the Committee on Banking, Housing and Urban Affairs of the Senate; and the Committee on Transportation and Infrastructure of the House of Representatives: *Provided*, That such notification shall include, but not be limited to, the name of the project sponsor; a description of the project; whether credit assistance will be provided as a direct loan, loan guarantee, or line of credit; and the amount of credit assistance.

Sec. 105 Explanation

Section 105 retains the provision requiring written congressional notification before DOT provides credit assistance under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

SEC. 106. The Secretary of Transportation may transfer amounts awarded to a federally recognized Tribe under a funding agreement entered into under part 29 of title 49, Code of Federal Regulations, from the Department of Transportation's Operating Administrations to the Office of Tribal Government Affairs: *Provided*, That any amounts retroceded or reassumed under such part may be transferred back to the appropriate Operating Administration.

Sec. 106 Explanation

Section 106 retains the provision allowing the operating administrations to transfer funds to the Office of Tribal Governmental Affairs for recipients of the Tribal Transportation Self-Governance program.

SEC. 107. Section 312 of title 49, United States Code, is repealed.

Sec. 107 Explanation

Section 107 repeals the National Timing Resilience and Security Act (NTRSA) which was enacted as section 514 of the Frank LoBiondo Coast Guard Authorization Act of 2018 (Public Law 115-282) and codified in section 312 of title 49 United States Code – Alternative Timing System.

NTSRA directs DOT to establish certain technology services related to Global Positioning System (GPS) resilience in a manner that runs counter to national interests as well as more recently established Administration policy. Informed by recent federal

analyses, reports, and technology demonstrations, DOT finds that: 1) no single solution or the provision of back-up or complementary positioning, navigation and/or timing (PNT) services can meet the diversity of critical infrastructure application requirements, and 2) it would be inefficient, anti-competitive, and potentially harmful to the existing market for back-up/complementary PNT services for the Federal Government to procure or otherwise fund a specific solution for non-federal users.

SEC. 108.

- (a) Amounts made available to the Secretary of Transportation or the Department of Transportation's operating administrations in this Act for the costs of award, administration, or oversight of financial assistance under the programs identified in subsection (c) may be transferred to the account identified in section 801 of division J of Public Law 117-58, to remain available until expended, for the necessary expenses of award, administration, or oversight of any financial assistance programs in the Department of Transportation.
- (b) Amounts transferred under the authority in this section are available in addition to amounts otherwise available for such purpose.
- (c) The program from which funds made available may be transferred under subsection (a) are—
 - (1) the university transportation centers program under section 5505 of title 49, United States Code; and
 - (2) any other financial assistance program that is funded under this Act and administered from the Office of the Secretary.

Sec. 108 Explanation

Section 108 allows OST to transfer and consolidate administrative resources for certain grants programs appropriated to OST. This allows OST to pool the funds into the same account identified in Section 801 of the Infrastructure Investment and Jobs Act, but the purpose of these pooled funds is for grants administration and oversight only.

SEC. 109. For amounts provided for this fiscal year and prior fiscal years, section 24112(c)(2)(B) of Public Law 117-58 shall be applied by substituting “30 percent” for “40 percent”: *Provided*, That if the Secretary determines that there are insufficient merit-worthy applications for the amounts provided for fiscal year 2022 through fiscal year 2026 in division J of Public Law 117-58 for competitive grants as authorized in section 24112 of division B of Public Law 117-58 to meet the requirement in section 24112(c)(2)(B) for a fiscal year, the Secretary shall use the unutilized amounts to make other grants as authorized in section 24112 of division B of Public Law 117-58: *Provided further*, That amounts repurposed pursuant to this section shall continue to be treated as amounts specified in section 103(b) of division A of Public Law 118-5.

Sec. 109 Explanation

Section 109 lowers the requirement of the amounts awarded to planning activities from 40 percent to 30 percent. In the first three fiscal years, DOT received fewer applications requesting planning funding than funds available. Based on the prior data, the

Department expects to be undersubscribed for planning funds in FY 2027. If there is insufficient merit worthy planning applications to meet the 30 percent threshold, the Secretary is authorized to use those unutilized amounts for other competitive grants within the program.

Currently 70 percent of the nation's population is covered by a Safe Streets and Roads for All (SS4A) award that includes planning activities. The Department believes a 30 percent set-aside would allow more funding to go to the implementation of projects. In fiscal year 2023, implementation grant funding requests were almost four times larger than available funds. Without the change, the SS4A program will be inhibited from funding lifesaving, high impact implementation projects submitted in subsequent fiscal years that would be otherwise funded through this change.

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

SEC. 190.

(a) During the current fiscal year, applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms or allowances therefor, as authorized by sections 5901 and 5902 of title 5, United States Code.

(b) During the current fiscal year, applicable appropriations to the Department and its operating administrations shall be available for the purchase, maintenance, operation, and deployment of unmanned aircraft systems that advance the missions of the Department of Transportation or an operating administration of the Department of Transportation.

(c) Any unmanned aircraft system purchased, procured, or contracted for by the Department prior to the date of enactment of this Act shall be deemed authorized by Congress as if this provision was in effect when the system was purchased, procured, or contracted for.

Sec. 190 Explanation

Section 190 retains the provision that allows the Department of Transportation to use funds for aircraft (including unmanned aircraft), motor vehicles, liability insurance, uniforms, or allowances, as authorized by law.

SEC. 191. *Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by section 3109 of title 5, United States Code, but at rates for individuals not to exceed the per diem rate equivalent to the rate for an Executive Level IV.*

Sec. 191 Explanation

Section 191 retains the provision that limits appropriations for services authorized by 5 U.S.C. 3109, relating to the employment of experts and consultants, to the rate for an Executive Level IV.

SEC.192.

(a) No recipient of amounts made available by this Act shall disseminate personal information (as defined in section 2725(3) of title 18, United States Code) obtained by a State department of motor vehicles in connection with a motor vehicle record as defined in section 2725(1) of title 18, United States Code, except as provided in section 2721 of title 18, United States Code, for a use permitted under section 2721 of title 18, United States Code.

(b) Notwithstanding subsection (a), the Secretary shall not withhold amounts made available by this Act for any grantee if a State is in noncompliance with this provision.

Sec. 192 Explanation

Section 192 retains the provision that prohibits recipients of funds made available in this Act from releasing certain personal information and photographs from a driver's license or motor vehicle record, without express consent of the person to whom such information pertains; and prohibits the withholding of funds provided in this Act for any grantee if a State is in noncompliance with this provision.

SEC. 193. *None of the funds made available by this Act shall be available for salaries and expenses of more than 131 political and Presidential appointees in the Department of Transportation: Provided, That none of the personnel covered by this provision may be assigned on temporary detail outside the Department of Transportation.*

Sec. 193 Explanation

Section 193 retains the provision limiting the number of political appointees that may be employed by the Department at any given time and prohibiting temporary details of those appointees outside the Department.

SEC. 194. *Funds received by the Federal Highway Administration and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration's "Federal-Aid Highways" account and to the Federal Railroad Administration's "Safety and Operations" account, except for State rail safety inspectors participating in training pursuant to section 20105 of title 49, United States Code.*

Sec. 194 Explanation

Section 194 retains the provision that permits funds received by specified DOT agencies from States or other private or public sources for expenses incurred for training to be credited to certain specified agency accounts.

SEC. 195. *None of the funds made available by this Act or in title VIII of division J of Public Law 117–58 to the Department of Transportation may be used to make a loan, loan guarantee, line of credit, letter of intent, federally funded cooperative agreement, full funding grant agreement, or discretionary grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than 3 full business days before any project competitively selected to receive any discretionary grant award, letter of intent, loan commitment, loan guarantee commitment, line of credit commitment, federally funded cooperative agreement, or full funding grant agreement is announced by the Department or its operating administrations: Provided, That the Secretary of Transportation shall provide the House and Senate Committees on Appropriations with a comprehensive list of all such loans,*

loan guarantees, lines of credit, letters of intent, federally funded cooperative agreements, full funding grant agreements, and discretionary grants prior to the notification required under the preceding proviso: Provided further, That the Secretary gives concurrent notification to the House and Senate Committees on Appropriations for any “quick release” of funds from the emergency relief program: Provided further, That no notification shall involve funds that are not available for obligation.

Sec. 195 Explanation

Section 195 retains the provision which prohibits funds from being used to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations no less than three days in advance of any discretionary grant award, letter of intent, or full funding grant agreement. The provision was modified in FY 2022 to include funds from Division J of the IIJA.

SEC. 196. *Rebates, refunds, incentive payments, minor fees, and other funds received by the Department of Transportation from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department of Transportation and allocated to organizational units of the Department of Transportation using fair and equitable criteria and such funds shall be available until expended.*

Sec. 196 Explanation

Section 196 retains the provision that allows funds received from rebates, refunds, and similar sources to be credited to appropriations of the Department of Transportation.

SEC. 197. *Notwithstanding any other provision of law, if any funds provided by or limited by this Act are subject to a reprogramming action that requires notice to be provided to the House and Senate Committees on Appropriations, transmission of such reprogramming notice shall be provided solely to the House and Senate Committees on Appropriations..*

Sec. 197 Explanation

Section 197 retains the provision that allows the Secretary to provide a reprogramming notice to other Congressional Committees..

SEC. 198. *Funds appropriated by this Act to the operating administrations may be obligated for the Office of the Secretary for the costs related to assessments or reimbursable agreements only when such amounts are for the costs of goods and services that are purchased to provide a direct benefit to the applicable operating administration or administrations.*

Sec. 198 Explanation

Section 198 retains the provision that allows the Office of the Secretary of Transportation to assess or enter into reimbursable agreements with the modal administrations only to

the degree that such amounts are for the costs of goods and services that are purchased to provide a direct benefit to the applicable modal administration or administrations.

SEC. 199. *The Secretary of Transportation is authorized to carry out a program that establishes uniform standards for developing and supporting agency transit pass and transit benefits authorized under section 7905 of title 5, United States Code, including distribution of transit benefits by various paper and electronic media.*

Sec. 199 Explanation

Section 199 retains the provision that explicitly designates the Department of Transportation as the Government-wide executive agency for the Federal transportation transit benefit program.

SEC. 200. *The Department of Transportation may use funds provided by this Act, or any other Act, to assist a contract under title 49 or 23 of the United States Code utilizing geographic, economic, or any other hiring preference not otherwise authorized by law, or to amend a rule, regulation, policy or other measure that forbids a recipient of a Federal Highway Administration or Federal Transit Administration grant from imposing such hiring preference on a contract or construction project with which the Department of Transportation is assisting, only if the grant recipient certifies the following:*

(1) that except with respect to apprentices or trainees, a pool of readily available but unemployed individuals possessing the knowledge, skill, and ability to perform the work that the contract requires resides in the jurisdiction;

(2) that the grant recipient will include appropriate provisions in its bid document ensuring that the contractor does not displace any of its existing employees in order to satisfy such hiring preference; and

(3) that any increase in the cost of labor, training, or delays resulting from the use of such hiring preference does not delay or displace any transportation project in the applicable Statewide Transportation Improvement Program or Transportation Improvement Program.

Sec. 200 Explanation

Section 200 retains the provision to allow for local hiring for projects carried out through FHWA and FTA grant awards.

SEC. 201. *The Secretary of Transportation shall coordinate with the Secretary of Homeland Security to ensure that best practices for Industrial Control Systems Procurement are up-to-date and shall ensure that systems procured with funds provided under this title were procured using such practices.*

Sec. 201 Explanation

Sec. 201 retains the provision that would continue coordination with DHS on cybersecurity procurements.

***SEC. 202.** None of the funds made available in this Act may be used in contravention of the American Security Drone Act of 2023 (subtitle B of title XVIII of division A of Public Law 118-31).*

Sec. 202 Explanation

Section 202 ensures that no funds from the Act can be used in violation of the American Security Drone Act of 2023, which restricts the procurement and use of drones and related technology from certain foreign adversaries to protect national security.

GENERAL PROVISIONS—THIS ACT

SEC. 401. *None of the funds in this Act shall be used for the planning or execution of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings funded in this Act.*

Sec. 401 Explanation

Section 401 retains the provision prohibiting the use of funds for pay and other expenses provided in the appropriation act for compensating non-Federal parties intervening in regulatory or adjudicatory proceedings funded by the act.

SEC. 402. *None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year, nor may any be transferred to other appropriations, unless expressly so provided herein.*

Sec. 402 Explanation

Section 402 continues the prohibition on obligations beyond the current fiscal year and transfers of funds to other appropriations unless expressly provided in the appropriations act.

SEC. 403. *The expenditure of any appropriation under this Act for any consulting service through a procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.*

Sec. 403 Explanation

Section 403 continues the limitation on expenditures for consulting service through procurement contracts where such expenditures are a matter of public record and available for public inspection.

SEC. 404. *Except as otherwise provided in this Act, none of the funds provided in this Act, provided by previous appropriations Acts to the agencies or entities funded in this Act that remain available for obligation or expenditure in fiscal year [2024] 2027, or provided from any accounts in the Treasury derived by the collection this Act, shall be available for obligation or expenditure through a reprogramming of funds that—*

- (1) creates a new program;*
- (2) eliminates a program, project, or activity;*
- (3) increases funds or personnel for any program, project, or activity for which funds have been denied or restricted by the Congress;*
- (4) proposes to use funds directed for a specific activity by either the House or Senate Committees on Appropriations for a different purpose;*
- (5) augments existing programs, projects, or activities in excess of \$5,000,000 or 10 percent, whichever is less;*

(6) reduces existing programs, projects, or activities by \$5,000,000 or 10 percent, whichever is less; or

(7) creates, reorganizes, or restructures a branch, division, office, bureau, board, commission, agency, administration, or department different from the budget justifications submitted to the Committees on Appropriations or the table accompanying the explanatory statement described in section 4 (in the matter preceding division A of this consolidated Act), whichever is more detailed, unless [prior approval is received from] notice is provided to the House and Senate Committees on Appropriations:

Provided, That not later than 60 days after the date of enactment of this Act, each agency funded by this Act shall submit a report to the Committees on Appropriations of the Senate and of the House of Representatives to establish the baseline for application of reprogramming and transfer authorities for the current fiscal year: Provided further, That the report shall include—

(8) a table for each appropriation with a separate column to display the prior year enacted level, the President's budget request, adjustments made by Congress, adjustments due to enacted rescissions, if appropriate, and the fiscal year enacted level;

(9) a delineation in the table for each appropriation and its respective prior year enacted level by object class and program, project, and activity as detailed in this Act, the table accompanying the explanatory statement described in section 4 (in the matter preceding division A of this consolidated Act), accompanying reports of the House and Senate Committee on Appropriations, or in the budget appendix for the respective appropriations, whichever is more detailed, and shall apply to all items for which a dollar amount is specified and to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations; and

(10) an identification of items of special congressional interest.

Sec. 404 Explanation

Section 404 retains Congressional reprogramming guidelines and continues the provision that each Department provide a report to the Committees on Appropriations that establishes the baseline for application of reprogramming and transfer authorities for the current fiscal year not later than 60 days after enactment.

SEC. 405. *Except as otherwise specifically provided by law, not to exceed 50 percent of unobligated balances remaining available at the end of fiscal year 2027 from appropriations made available for salaries and expenses for fiscal year 2027 in this Act, shall remain available through September 30, 2028, for each such account for the purposes authorized: Provided, That a [request] notification shall be submitted to the House and Senate Committees on Appropriations [for approval] prior to the expenditure of such funds: Provided further, That these notifications shall be made in compliance with reprogramming guidelines under section 404 of this Act.*

Sec. 405 Explanation

Section 405 continues the provision providing that 50 percent of unobligated balances of appropriations made available for salaries and expenses are available for certain purposes.

SEC. 406. *No funds in this Act may be used to support any Federal, State, or local projects that seek to use the power of eminent domain, unless eminent domain is employed only for a public use: Provided, That for purposes of this section, public use shall not be construed to include economic development that primarily benefits private entities: Provided further, That any use of funds for mass transit, railroad, airport, seaport or highway projects, as well as utility projects which benefit or serve the general public (including energy-related, communication-related, water-related and wastewater-related infrastructure), other structures designated for use by the general public or which have other common-carrier or public-utility functions that serve the general public and are subject to regulation and oversight by the government, and projects for the removal of an immediate threat to public health and safety or brownfields as defined in the Small Business Liability Relief and Brownfields Revitalization Act (Public Law 107–118) shall be considered a public use for purposes of eminent domain.*

Sec. 406 Explanation

Section 406 continues the provision prohibiting the use of funds for eminent domain unless such taking is employed for public use.

SEC. 407. *No funds appropriated pursuant to this Act may be expended by an entity unless the entity agrees that in expending the assistance the entity will comply with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 8301–8305, popularly known as the ‘Buy American Act’).*

Sec. 407 Explanation

Section 407 continues the prohibition of the availability of funds to any person or entity that does not comply with the Buy American Act.

SEC. 408. *No funds appropriated or otherwise made available under this Act shall be made available to any person or entity that has been convicted of violating the Buy American Act (41 U.S.C. 8301–8305).*

Sec. 408 Explanation

Section 408 continues the prohibition of the availability of funds to any person or entity that has been convicted of violating the Buy American Act.

SEC. 409. *None of the funds made available in this Act may be used for first-class airline accommodations in contravention of sections 301–10.122 and 301–10.123 of title 41, Code of Federal Regulations.*

Sec. 409 Explanation

Section 409 continues the prohibition of the use of funds for the purchase of first-class airline accommodations.

SEC. 410.

(a) None of the funds made available in this Act may be used to maintain or establish a computer network unless such network blocks the viewing, downloading, and exchanging of pornography.

(b) Nothing in subsection (a) shall limit the use of funds necessary for any Federal, State, tribal, or local law enforcement agency or any other entity carrying out criminal investigations, prosecution, or adjudication activities.

Sec. 410 Explanation

Section 411 retains the provision prohibiting expenditures to maintain or establish computer networks unless those networks block pornography.

SEC. 411. *None of the funds appropriated or otherwise made available by this Act may be used to pay award or incentive fees for contractors whose performance has been judged to be below satisfactory, behind schedule, over budget, or has failed to meet the basic requirements of a contract, unless the Agency determines that any such deviations are due to unforeseeable events, government-driven scope changes, or are not significant within the overall scope of the project and/or program unless such awards or incentive fees are consistent with 16.401(e)(2) of the Federal Acquisition Regulations.*

Sec. 411 Explanation

Sec. 411 retains the provision prohibiting awards or incentive fees for contractors who fail to meet certain performance standards.

SEC. 412. *No part of any appropriation contained in this Act shall be available to pay the salary for any person filling a position, other than a temporary position, formerly held by an employee who has left to enter the Armed Forces of the United States and has satisfactorily completed his or her period of active military or naval service, and has within 90 days after his or her release from such service or from hospitalization continuing after discharge for a period of not more than 1 year, made application for restoration to his or her former position and has been certified by the Office of Personnel Management as still qualified to perform the duties of his or her former position and has not been restored thereto.*

Sec. 412 Explanation

Section 412 prohibits these appropriations from paying the salary of any person filling a position to which a servicemember has left and applied to return to as long as OPM has certified they are still qualified to perform the duties of that former position.

SEC. 413.

(a) None of the funds made available by this Act may be used to approve a new foreign

- air carrier permit under sections 41301 through 41305 of title 49, United States Code, or exemption application under section 40109 of that title of an air carrier already holding an air operators certificate issued by a country that is party to the U.S.-E.U.-Iceland-Norway Air Transport Agreement where such approval would contravene United States law or Article 17 bis of the U.S.-E.U.-Iceland-Norway Air Transport Agreement.*
- (b) *Nothing in this section shall prohibit, restrict or otherwise preclude the Secretary of Transportation from granting a foreign air carrier a permit or an exemption to such an air carrier where such authorization is consistent with the U.S.-E.U.-Iceland-Norway Air Transport Agreement and United States law.*

Sec. 413 Explanation

Section 413 prohibits the use of funds to approve new foreign air carrier permits or exemptions for airlines from countries in the U.S.-E.U.-Iceland-Norway Air Transport Agreement if doing so would violate U.S. law or Article 17 bis of the agreement, but allows approvals that comply with both.

SEC. 414. *None of the funds made available by this Act to the Department of Transportation may be used in contravention of section 306108 of title 54, United States Code.*

Sec. 414 Explanation

Section 414 prohibits the Department of Transportation from using any funds in violation of section 306108 of title 54, U.S. Code, which requires federal agencies to consider the impact of their projects on historic properties before spending funds or issuing permits.

SEC. 415. *None of the funds made available by this or any other Act may be used to require the use of inward facing cameras or require a motor carrier to register an apprenticeship program with the Department of Labor as a condition for participation in the safe driver apprenticeship pilot program.*

Sec. 415 Explanation

Section 415 prohibits funds from being used to require inward facing cameras or to require a motor carrier register their apprenticeship program with the Department of Labor as a condition for participating in the safe driver apprenticeship pilot program.

SEC. 416. *None of the funds appropriated or made available by this division for the Department of Transportation for fiscal year 2027 may be used to enforce a mask mandate in response to the COVID-19 virus.*

Sec. 416 Explanation

Section 416 prohibits FY 2027 funds from being used to enforce mask mandates.

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APPROPRIATION/OBLIGATION LIMITATION
ACCOUNTS

APPROPRIATION/
OBLIGATION
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ACCOUNTS

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Salaries and Expenses

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
SALARIES AND EXPENSES / SUMMARY
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	115,726	99,008	104,128
Travel	1,604	2,174	2,264
Other Costs	73,965	83,162	110,476
Programs	-	3,000	6,983
TOTAL	191,295	187,344	223,850

STAFFING

Direct FTEs	485	413	434

Appropriations Language**SALARIES AND EXPENSES**

For necessary expenses of the Office of the Secretary, \$223,850,000, to remain available until September 30, 2028: Provided, That of the sums appropriated under this heading--

- (1) \$3,836,000 shall be available for the immediate Office of the Secretary;*
- (2) \$1,374,000 shall be available for the immediate Office of the Deputy Secretary;*
- (3) \$26,693,000 shall be available for the Office of the General Counsel;*
- (4) \$23,003,000 shall be available for the Office of the Under Secretary of Transportation for Policy, of which \$6,725,000 is for the Office for Multimodal Freight Infrastructure and Policy;*
- (5) \$20,855,000 shall be available for the Office of the Assistant Secretary for Budget and Programs;*
- (6) \$3,691,000 shall be available for the Office of the Assistant Secretary for Governmental Affairs: Provided, That funds made available for similar activities within the Operating Administrations may be transferred to this office;*
- (7) \$9,073,000 shall be available for the Office of the Assistant Secretary for Administration;*
- (8) \$5,724,000 shall be available for the Office of Public Affairs and Public Liaison: Provided, That funds made available for similar activities within the Operating Administrations may be transferred to this office;*
- (9) \$2,255,000 shall be available for the Office of the Executive Secretariat;*
- (10) \$20,923,000 shall be available for the Office of Intelligence, Security, and Emergency Response;*
- (11) \$1,000,000 shall be available for the Office of the Chief Digital and Information Officer;*
- (12) \$1,546,000 shall be available for the Office of Tribal Government Affairs;*
- (13) \$7,647,000 shall be available for the Office of Civil Rights: Provided, That funds made available for similar activities within the Operating Administrations may be transferred to this office;*

(14) \$5,001,000 shall be available for the Office of Small Business Programs: Provided further, That appropriations made available under this heading shall be available for any purpose consistent with prior year appropriations that were made available under the headings "Office of the Secretary--Minority Business Resource Center Program" and "Office of the Secretary--Small and Disadvantaged Business Utilization and Outreach";

(15) \$71,360,000 shall be available, in addition to amounts otherwise provided under this heading, for shared services provided to the Office of the Secretary by the Working Capital Fund; and

(16) \$19,869,000 shall be for necessary expenses for information technology development, modernization, and enhancement, in addition to amounts otherwise available for such purposes;

Provided further, That the Secretary is authorized to transfer funds appropriated under this heading among the purposes specified in the first proviso under this heading: Provided further, That such transfers combined shall not increase or decrease the amount appropriated for any purpose specified in the first proviso under this heading by more than 10 percent: Provided further, That not to exceed \$70,000 shall be for allocation within the Department for official reception and representation expenses as the Secretary may determine: Provided further, That notwithstanding any other provision of law, there may be credited to this appropriation up to \$2,500,000 in funds received in user fees.

Program and Performance Statement

The Office of the Secretary is responsible for the overall planning, coordination, and administration of the Department's programs. Funding supports the Secretary, Deputy Secretary, Under Secretary for Policy, Secretarial Officers, and their immediate staffs, who provide federal transportation policy development and guidance, institutional and public liaison activities, and other program support to ensure effective management and operation of the Department of Transportation.

Detailed Justification for the Immediate Office of the Secretary

What Is This Program and What Does This Funding Level Support?

The Immediate Office of the Secretary provides leadership for the Department of Transportation (DOT) and develops and implements DOT's vision, mission, and priorities of the Administration. The Office is responsible for overall planning, direction, and control of DOT's agenda.

Funding Changes:

The FY 2027 budget request includes changes to fund inflation and other adjustments to base.

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

The Immediate Office of the Secretary provides the necessary executive leadership essential to meet the challenges faced by the American public in the transportation sector and sets and implements the agenda of the Administration. This request will enable DOT to continue to quickly and efficiently respond to the transportation needs of the American public. More importantly, it will allow DOT to advance key priorities of safety, economic strength and global competitiveness, transformation, and organizational excellence.

Detailed Justification for the Office of the Deputy Secretary

What Is This Program and What Does This Funding Level Support?

The Office of the Deputy Secretary assists the Secretary in the overall planning, direction, and control of the Department of Transportation's (DOT) agenda. The Deputy Secretary functions as DOT's Chief Operating Officer with responsibility for its administrative and management needs, as well as policy priorities designated by the Secretary.

Funding Changes:

The FY 2027 budget request includes changes to fund inflation and other adjustments to base.

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

The Office of the Deputy Secretary of Transportation assists the Secretary in providing the necessary executive leadership essential to meet the challenges faced by the American public in the transportation sector and assists with implementing the agenda of the Administration. This request will enable DOT to continue to quickly and efficiently respond to the transportation needs of the American public. More importantly, it will allow DOT to advance key priorities of safety, economic strength and global competitiveness, transformation, and organizational excellence.

Detailed Justification for the Office of the Under Secretary of Transportation for Policy

What Is This Program and What Does This Funding Level Support?

The Under Secretary of Transportation for Policy (S-3) serves as the principal Policy Advisor to the Secretary, providing leadership in the development and implementation of transportation policies for the Department of Transportation (DOT), directing cross-modal initiatives, leading in the efficient development of intermodal transportation solutions, managing statutory programs that are designated by Congress for the Secretary to administer and overseeing activities related to infrastructure and infrastructure deployment. The Office provides the foundation for DOT's efforts to increase the productivity and competitiveness of American workers and businesses in the global economy. These functions require expertise in program management, economic analysis, strategic planning, policy coordination and development, and technical matters involving aviation and surface modes. The Under Secretary oversees the Assistant Secretary for Transportation Policy (OST-P), the Assistant Secretary for Aviation and International Affairs (OST-X), the Assistant Secretary for Research and Technology (OST-R), the National Surface Transportation and Innovative Finance Bureau (OST-Z), and the Office of Multimodal Freight Infrastructure and Policy (Freight Office).

Office of the Assistant Secretary for Transportation Policy (OST-P)

The OST-P is responsible for the leadership and development of policy for DOT, recommending transportation policy initiatives to the Secretary, Deputy Secretary, and Under Secretary for Policy. It coordinates intermodal initiatives and processes that may impact multiple agencies within DOT, such as proposed reauthorization language. OST-P leads DOT's innovation portfolio and coordinates responses to cross-modal safety issues while leading initiatives to improve safety through a systemic approach to identify, mitigate, and eliminate risk with improved data collection and analysis, stakeholder collaboration, performance-based safety standards, and other measures. Policy development and implementation related to the National Environmental Policy Act and infrastructure permitting also fall within its purview. The Office serves as the DOT lead in areas of regulatory impact analysis. In addition, OST-P serves as the DOT lead for establishing Departmental policy for review and approval of Notice of Funding Opportunities and award selection as well as implementing several multibillion-dollar competitive grant programs.

Office of the Assistant Secretary for Aviation and International Affairs (OST-X)

The OST-X is responsible for carrying out statutory and regulatory authority on aviation economic matters and for the analysis, development, articulation, and review of policies, programs, and plans for economic issues in aviation and international transportation. The Office negotiates bilateral and multilateral aviation agreements, provides departmental leadership on international multimodal transportation policies, and participates in international diplomatic dialogues and protocol activities. The Office administers programs and takes regulatory actions to address competition, licensing of air carriers, and access to the national transportation system. The Office leads DOT's international engagement with bilateral, regional and multilateral partners on multimodal transportation matters, and serves as the focal point for DOT participation in trade negotiations. It further advises and assists in the development of international transportation systems and international transportation standards through interactions with partner agencies and foreign organizations, advocating for regulations that are compatible across borders, and working internationally to develop and enact

best transportation policies that promote innovation and support U.S. foreign policy initiatives. The Office facilitates coordination between DOT and other relevant Federal agencies to improve infrastructure development at land ports of entry (LPOEs) on the Southern and Northern borders and improve U.S. supply chain resilience and efficiency. It also provides leadership to the transportation sector's efforts to counter human trafficking and supports DOT's Transportation Leaders Against Human Trafficking program. The Office directly contributes to advancing America's economic growth and competitiveness domestically and internationally by helping remove technical barriers to trade through efficient and flexible transportation, as well as more cohesive national aviation policies. OST-X also represents DOT on several interagency processes and works with other Departmental offices to support the implementation of Executive Orders (EOs) and Administration priorities.

Office of the Assistant Secretary for Research and Technology (OST-R)

The OST-R coordinates and strengthens research and technology initiatives that cut across all OAs. The Office ensures that DOT's research and innovation policies are implemented and leads a range of cross-modal research initiatives to address strategic goals Department-wide. OST-R leads and administers DOT's multimodal statistics and data programs, overseeing the work of related fee-for-service organizations, such as the Transportation Safety Institute. OST-R manages a portfolio focused on cross-cutting, cross-modal research that benefits DOT leadership and the entire Department. This research also informs policymaking that helps with credible estimates of the value and public benefits in transportation investments.

National Surface Transportation and Innovative Finance Bureau (OST-Z)

The OST-Z develops Department-wide policies to improve transportation infrastructure financing and project delivery; administers DOT's Transportation Infrastructure Financing and Innovation Act (TIFIA), Railroad Rehabilitation and Improvement Financing (RRIF), Private Activity Bonds (PABs) programs; and develops new initiatives to facilitate public and private financing mechanisms. While advising the Secretary and Departmental leadership on all aspects of infrastructure investment, including public-private partnerships and concession agreements, the Bureau works to ensure that DOT promotes a culture of innovation and customer service while complying with pertinent legislation and directives.

Office of Multimodal Freight Infrastructure and Policy (Freight Office)

The Freight Office is responsible for carrying out the national freight policy, coordinating multimodal freight policy across the Department, developing the National Freight Strategic Plan and designating the National Multimodal Freight Network. The Freight Office reviews and approves completed State Freight Plans, providing states with guidance and best practices, and assists states in the establishment of state freight advisory committees and multi-state freight mobility compacts. Further, the Freight Office administers the Freight Logistics Optimization Works (FLOW) program and provides input to the Bureau of Transportation Statistics (BTS) regarding freight data and planning within the United States that supports domestic manufacturing and supply chain resilience.

FY 2026 Anticipated Accomplishments:

- Enhance the National Multimodal Freight Network to assist states and cities and the federal government with strategically directing resources to meet National Freight Policy goals.

- Initiate implementation of the 2025 National Freight Strategic Plan to advance new strategic objectives to increase the safety, security, efficiency, and resiliency of our national freight system.
- Expand FLOW to new industries and supply chains to more fully understand disruption and congestion in the freight system and enable U.S. producers to be more competitive.
- Increase coordination across DOT Operating Administrations and with other federal agencies to promote policies that address pressing freight industry challenges.
- Lead the development of and carry out public policy and regulatory actions related to domestic and international aviation economic matters, ensuring the benefits of a deregulated and competitive domestic airline industry for consumers and shippers.
- Analyze and improve air service and access to the national aviation system for small and rural communities.
- Negotiate access to international aviation markets, and secure outcomes favorable to U.S. aviation stakeholders regarding bilateral and multilateral international aviation issues. Negotiate new Open Skies agreements that will boost connectivity and lay foundations for cooperation with more international aviation partners. Address tough aviation issues in bilateral relationships with foreign countries, leveraging the Secretary's regulatory authority.
- Lead DOT's international engagement with bilateral, regional, and multilateral partners on multimodal transportation matters, and serve as the focal point for DOT participation in trade negotiations.
- Advise and assist in the development of international transportation systems through interactions with partner agencies and foreign organizations, advocating for regulations that are compatible across borders, and working internationally to develop and enact best transportation policies that promote innovation and support U.S. foreign policy initiatives.
- Support and exercise U.S. leadership at the 42nd Assembly of the International Civil Aviation Organization (ICAO).
- Monitor and analyze major economic and commercial developments in the airline industry; analyze the competitive impacts from mergers, immunized alliances, and other cooperative arrangements among airlines, as well as the impact of bankruptcies and strikes; and coordinate airport competition and slot allocation policies to ensure broader DOT policy goals are met, including competition, delay mitigation, and efficiency.
- To align with the Administration's priorities and to advance key policy objectives that balance safety, innovation, and cutting-edge technology, the Fitness Division will engage directly with advanced air mobility eVTOL manufacturing companies and air taxi operators to provide guidance on corporate ownership structures that meet current legal requirements. This will come at a key time in which these U.S. companies will need to show revenue operations to compete with global competitors, while operating in an environment where capital is limited. On Advanced Air Mobility (AAM), lead the AAM Interagency Working Group (IWG) and publish the United States National Strategy to Support Advanced Air Mobility.
- Advance the Department's global programs and policies in the areas of safety, competitiveness, infrastructure investments, future-oriented innovations (such as AI and automation), and freight policy/supply chains, essential in supporting Administration priorities, including the implementation of the America First Trade and Investment policies in the Indo-Pacific, the Arctic, G7/G20, International Transportation Forum (ITF), Association of Southeast Asian Nations (ASEAN) Transportation Partnership, Asia Pacific Economic Cooperation (APEC), United Nations Inland Transport Committee and its standards setting bodies, and the International Maritime Organization.

- Analyze and grant, when statutory and regulatory requirements are met, economic authority to new and changing business models in the airline industry, including manned and unmanned models.
- Issue economic licenses to U.S. air carriers for authority to operate international services; process cases under the International Air Transportation Fair Competitive Practices Act (IATFCPA); and adjudicate foreign carrier applications for economic operating authority.
- Work with the US Trade Representative (USTR) on bilateral trade agreement negotiations and implementing the transportation provisions of trade agreements, and in response to reciprocal tariffs, aligning with DOT’s strategic objectives for economic competitiveness, safety, security, and innovation.
- Continue to advance the Department’s human trafficking initiative by working with transportation stakeholders across all modes of transportation to ensure they are equipped with guidance, training, and best practices to help stop this crime.
- Spearhead efforts to increase supply chain resilience and enhance U.S. maritime leadership, through engagement with partners including ASEAN, APEC, G7, and other bilateral relationships in key regions around the world to create an effective counterweight to Chinese influence.
- Work with State Department, National Security Council, Office of the U.S. Trade Representative, Office of Management and Budget, and other departments and agencies to leverage resources and amplify the impact of U.S. engagement on U.S. maritime and Arctic strategies, port security, restoring U.S. shipbuilding and related issues.

Funding Changes:

The FY 2027 Budget Request proposes a downward adjustments to base based on anticipated cost savings.

Additionally, the budget request proposes a funding increase of \$1.7 million to fund the FLOW program.

What Benefits Will Be Provided to the American Public Through This Request and Why is This Program Necessary?

The requested resources will allow S-3 to continue its core operation:



The Salaries and Expenses account is a critical funding source for the policy experts, trade negotiators, economists, financial specialists, and administrative support vital to the policy-making operations of the Office.

In addition, the Office fosters an environment that allows for the development of DOT safety and economic policies and the deployment of innovative technologies throughout transportation sectors, such as the safe testing, economic licensing, and deployment of Automated Vehicles (AV) and Unmanned Aircraft Systems (UAS) in the U.S. transportation system.

The Office also engages in economic oversight and facilitation of international trade for U.S. aviation and surface transportation companies, negotiating new air service agreements, making grants, administering regulatory proceedings, reviewing competition matters, and engaging in structured regulatory cooperation with foreign counterparts. In engaging with our global trading partners, the Office is supporting increased international market access for America's products and services by eliminating transportation and international trade barriers and advancing transportation safety objectives in bilateral and multilateral organizations.

The Office also provides benefits to the public by improving the environmental review process to ensure that the impacts of transportation projects are considered and addressed, particularly with respect to disadvantaged communities.

Funding provided to the Freight Office will support the administration of billions of dollars in multimodal freight grant programs that improve the resilience of the Nation's supply chains by moving goods more efficiently and effectively. The Freight Office will also promote and facilitate the sharing of information between the private and public sectors to ensure innovative practices and strategies are widely disseminated and adopted in the areas of conducting research on improving multimodal freight mobility and overseeing the freight research activities of the various agencies within DOT; thereby, assisting cities and States in developing freight mobility and supply chain expertise.

FLOW, the first of its kind in the Freight Office, supports American businesses and consumers throughout the supply chain and improves accuracy of information from end-to-end for a more resilient supply chain. The recent supply chain disruptions have raised national awareness of the need for improved exchanging of information. Better cooperation on foundational freight data exchange means supply chain stakeholders can make better-informed decisions that will reduce shipping costs and times, cut costs for consumers, and create a stronger and more resilient economy. Currently, the lack of transparency across supply chain networks makes our supply chain brittle and unable to adapt when faced with a disruption.

Detailed Justification for the Office of the Executive Secretariat

What Is This Program and What Does This Funding Level Support?

The Office of the Executive Secretariat oversees, organizes, and manages official documentation and critical decision-making on behalf of the U.S. Department of Transportation. Specifically, the Office manages all processes tied to the review, approval, signature, and implementation of all initiatives relating to the Secretary, Deputy Secretary, Chief of Staff, and Agency leadership. Documents and materials include but are not limited to decision memos, action memos, briefing memos, presidential Executive Orders/directives/proclamations, correspondence for the Secretary, congressional reports, travel requests, federal advisory committee management oversight, and directives management. The Office of the Executive Secretariat also provides administrative management services to the Secretary, Deputy Secretary, and Agency leadership.

FY 2026 Anticipated Accomplishments:

- Provide efficient and factually accurate responses to public inquiries regarding the U.S. Department of Transportation. This includes coordinating interdepartmental and interagency responses to presidential directives, proclamations, and Executive Orders that directly or indirectly impact the U.S. Department of Transportation.
- Maintain clear and consistent messaging and documentation on behalf of the Secretary, Deputy Secretary, and Agency leadership.

Funding Changes:

The FY 2027 Budget Request proposes a funding decrease of \$69.0 thousand based on anticipated cost savings.

What Benefits Will Be Provided to the American Public Through This Request and Why is This Program Necessary?

The Office of the Executive Secretariat ensures efficient responses to Secretarial inquiries from the public and Congress, as well as manages expedited reviews of presidential directives, initiatives, and Executive Orders that directly respond to responsibilities of the U.S. Department of Transportation. The Executive Secretariat office maintains a record of approvals and decisions made by the Secretary, Deputy Secretary, and Agency leadership. In doing so, the Office is responsible for ensuring the Secretary, Deputy Secretary, and Agency leadership have the critical background materials to make decisions on behalf of the Agency that improve the safety and well-being of all Americans. The Office is committed to upholding the highest grammatical and substantive standards in its execution of these tasks.

Detailed Justification for the Office of Intelligence, Security, and Emergency Response

What Is This Program and What Does This Funding Level Support?

The Office of Intelligence, Security, and Emergency Response oversees the Department of Transportation's (DOT) intelligence monitoring, evaluation, analysis, production, and dissemination enterprise functions critical to identifying emerging or potential physical, cyber, and economic challenges and threats to transportation systems from foreign and domestic actors. The Office supports the development of strategies, policies, and plans to detect, deter, prevent, and counter transnational threats to transportation systems. The Office leads DOT's Defensive Counterintelligence and Insider Threat Programs which identify and mitigate threats to the safety and security of DOT personnel, infrastructure, national security information, and private sector proprietary technology.

The Office also bears sole responsibility for the safety and security of the Secretary, including during domestic and international travel.

The Office represents DOT at interagency engagements that the White House National Security Council (NSC) staff and other interagency partners lead to address national security topics, including critical infrastructure, continuity of operations and government (COOP/COG), cybersecurity, and public health. For such topics, the Office engages with and advises DOT senior leadership to provide recommendations and courses of action to formulate national security preparedness and response policy and plans to guide intra- and interagency coordination while prioritizing and addressing DOT equities. The Office develops and conducts exercises to refine COOP/COG programs. The Office coordinates with government partners and private sector entities on efforts to strengthen transportation systems' critical infrastructure resilience against disruption from attacks, natural disasters, and other sources.

The Office leads DOT's effort, alongside the Department of Homeland Security, as a co-Sector Risk Management Agency (co-SRMA) for the Transportation Systems critical infrastructure sector. Co-SRMAs serve as the federal interface for prioritization, collaboration, and coordination of sector-specific activities, working with critical infrastructure owners and operators, as well as other government partners, to unify efforts to strengthen and maintain secure, functioning, and resilient critical infrastructure. Co-SRMAs also leverage their Departmental expertise to support incident management responsibilities, consistent with authorities, policies, directives, or regulations.

The Office is DOT's focal point for 24/7 monitoring and reporting on domestic and international events and incidents that impact or have the potential to impact the Nation's transportation systems. The Office facilitates timely situational awareness of all-threats and all-hazards preparedness, mitigation, response, and recovery, enabling DOT leadership to understand risks to transportation systems and implement strategies, policies, and plans that eliminate, minimize, or mitigate risks.

Through its leadership of the National Response Framework's Emergency Support Function (ESFs) #1 – Transportation, the Office leads DOT's all-threats and all-hazards event and incident support and recovery in accordance with its responsibilities under the National Response Framework and the National Disaster Recovery Framework. These Office efforts underlie DOT support of federally

declared emergencies to prevent, protect against, mitigate, respond to, and recover from all-threats and all-hazards events and incidents.

FY 2026 Anticipated Accomplishments:

- Deliver executive-level protection for the Secretary, ensuring seamless logistical support, and execute continuity plans to maintain uninterrupted operations when activated.
- Amplify engagements with Intelligence Community partners to address evolving information needs, enhance the value of DOT intelligence support across the Department, increase cyber-intelligence awareness of threats targeting transportation systems, and improve intelligence-informed support for transportation resiliency and sector risk.
- Strengthen and modernize insider threat and defensive counterintelligence programs and processes across the Department.
- Exercise and refine devolution and dispersed operations plans to enhance COOP/COG program effectiveness.
- Ensure optimal operation, availability, and readiness of the DOT COOP site, enabling uninterrupted mission support and rapid activation when required.
- Enhance operational readiness and situational awareness through the DOT Transportation Operations Center's (TOC) 24/7 monitoring capabilities, integrating real-time data streams, and improving incident reporting and interagency coordination to support national transportation security and continuity missions.
- Coordinate and enable Departmental national security decision-making by supporting National Security Council-led policy development and implementation across an array of topics, including critical infrastructure resilience and cybersecurity, public health and biodefense, continuity of operations and government, and national-level exercises.
- Lead an adaptable Emergency Response Team to fulfill DOT's National Response Framework and National Disaster Recovery Framework responsibilities.
- Build resilience into DOT's response and recovery posture to better prepare for more frequent and destructive disasters.
- Facilitate communication, cooperation, and collaboration between DOT and DOW on transportation issues directly related to national security initiatives in the U.S. and abroad.

Funding Changes:

The FY 2027 Budget Request includes changes to fund inflation and other adjustments to base.

Additionally, the Department requests \$1.4 million to address critical security gaps. Funding will expand Protective Security Division (PSD) staffing, provide essential equipment, strengthen recurring training (driving, firearms, leadership), and develop a PSD-focused small Unmanned Aircraft System (UAS) capability for enhanced countersurveillance. Resources will also advance S-60's defensive counterintelligence and insider risk mission by adding up to four positions to include counterintelligence specialists and insider threat analysts, transitioning from minimal compliance to full capability. These enhancements will enable more robust threat assessments, improved monitoring and investigations, stronger coordination with federal partners, and timely risk mitigation.

What Benefits Will Be Provided to the American Public Through This Request and Why is This Program Necessary?

- Enable informed senior leader decision making through timely intelligence analysis and dissemination of known and emerging physical, cyber, and economic challenges and threats to transportation systems.
- Collaborate with intelligence efforts among federal partners to support whole-of-government approaches to secure transportation systems and advance U.S. interests globally.
- Provide national security policy engagement to facilitate preparedness, mitigate the impacts of transportation systems incidents, and support response and recovery activities.
- Coordinate with multi-level government and private sector entities to support transportation systems' recovery operations after events or incidents.
- Maintain an emergency response team, trained and ready to provide the Nation with alternative solutions to transportation system disruptions.

Detailed Justification for the Office of the Chief Digital and Information Officer

What Is This Program and What Does This Funding Level Support?

The Office of the Chief Digital and Information Officer (OCDIO) provides leadership and direction on all matters associated with the Department of Transportation's (DOT) IT portfolio. The OCDIO is the principal information technology (IT) advisor to the Secretary and DOT Operating Administrations on matters involving IT policy and implementation to include portfolio management, IT infrastructure and operations, cybersecurity, information assurance (i.e., Cybersecurity, Privacy, and records management), IT innovation and emerging technologies, artificial intelligence, enterprise data management, and applications and digital solutions. Under the Federal Information Technology Acquisition Reform Act (FITARA), the DOT CIO is responsible for all IT planning, budgeting, acquisition, implementation, and operations in DOT. Under the Foundations for Evidence-Based Policymaking Act and the Geospatial Data Act, the DOT CIO is responsible for lifecycle data management and coordinating across the agency to ensure data are well managed to support DOT's mission and operations. The OCDIO focuses on ensuring IT products, services, projects and investments are planned, administered, completed, and delivered in a standardized manner across DOT.

The OCDIO has responsibility for planning and oversight of IT staffing and management and delivery of IT and innovative solutions across DOT, including ensuring the delivery of IT solutions to support the Infrastructure Investment and Jobs Act. The OCDIO leverages IT authorities to lead in the innovative application of data and technology to achieve safety outcomes and improve the condition of the Nation's infrastructure. The Office monitors and advises on digital transformation in the transportation sector, generally and advises the Secretary and Operating Administrations (OAs) on fostering innovation in the transportation system.

OCDIO is leading the transformation of information technology systems and services at DOT with a focus on cybersecurity and modern technology products that accelerate the DOT mission and achieving accountability for results with complete transparency through centralized IT services.

OCDIO will unify IT across the Department, centralizing personnel and resources to address the evolving and increasing complexity of IT infrastructure and services, direct efforts to ensure operational efficiency, cost-effectiveness, strategic alignment, and compliance with all required federal and Departmental mandates. The OCDIO must create and maintain an agile, reliable, innovative, and scalable IT environment and leverage a "software factory" approach to deliver business services that implement best practices, achieve efficiencies, and reduce risk while aligning requests with the mission priorities of DOT stakeholders. In FY 2027, OCDIO will continue building on the multi-year commodity IT consolidation success to improve delivery of services and reduce future maintenance costs.

The Salaries & Expenses (S&E) appropriation funds the following¹:

- The use of technology to accelerate the DOT mission, resulting in innovative solutions for DOT to improve its Cybersecurity, leverage effective shared services, harness the power of data as a strategic asset to support decision-making and operations, reduce duplication, increase efficiencies, and enable OAs to focus on their missions.
- Three statutorily required positions including the CIO, Chief Information Security Officer (CISO), and Chief Data Officer (CDO).

Accomplish the DOT mission with a focus on the following areas:

- *Intermodal data-driven decision making* – The OCDIO oversees Department data decision-making bodies, enforces policies, and ensures compliance with standards to improve data quality and utility. OCDIO is working to build insights and visualizations to drive evidence-based policy and decision making. As DOT’s data continues to grow it will share and analyze data through enterprise data management, reporting, visualization, and advanced analytics such as machine learning and artificial intelligence to discover patterns and other useful information consistent with the requirements of the Foundations for Evidence-Based Policymaking Act (P.L. 115-435) and the Geospatial Data Act (P.L. 115-254). The OCDIO co-leads the GIS Task Force with the Office of Intelligence, Security, and Emergency Response. The GIS Task Force provides geospatial support to the Transportation Operations Center per DOT Order 1600.31.
- *Cybersecurity and Information Protection* – Cybersecurity and Privacy are key priorities for the OCDIO. The OCDIO applies strategies to make targeted investments in policy, people, processes, and technology to ensure the confidentiality, integrity, and availability of DOT data, as well as mission and business systems. Priority Cybersecurity and Privacy activities include incident and breach response; information security continuous monitoring, security assessment and authorization (SA&A); security and privacy risk management; records management; education, training, and awareness; related policies, standards, directives, and guidance; and other information governance. The DOT Chief Information Security Officer collaborates with the Office of Intelligence, Security, and Emergency Response to support the development of government-wide cybersecurity strategies and policies and government-wide incident response, both within the federal enterprise and the transportation sector, S&E expenditures in this area are in addition to expenditures under the “Cybersecurity Initiatives” appropriation.
- *Technology Modernization and Enterprise Service Delivery* – OCDIO provides leadership for the digitization and modernization of Departmental IT by managing the roadmap for systems modernization that addresses known weaknesses in Cybersecurity, reduces unnecessary duplication in systems capabilities, retires out-of-date systems, and focuses new investments on modern technology solutions that can transform how DOT interacts with its customers and stakeholders. OCDIO provides a secure and modern network infrastructure and enterprise IT services to enable programs to focus on the mission.

¹ In addition to S&E, the OCDIO executes program operations with two other sources of funds: cost reimbursements from the Working Capital Fund (WCF) for providing Department-wide core IT operational support functions and enterprise shared services (email services, help desk support, etc.), and the Cybersecurity Initiatives appropriation, which is focused on implementing security-related improvements.

- *IT Innovation* – OCDIO drives DOT’s implementation of modern technology to support the mission. OCDIO is also working to implement modern approaches to technology, such as artificial intelligence and robotic process automation (RPA).
- *IT Governance, Risk, and Compliance* – OCDIO works with the Office of the Assistant Secretary for Budget and Programs/Chief Financial Officer, the Office of the Senior Procurement Executive, and the Operating Administrations to ensure that DOT effectively and efficiently procures and provides lifecycle management and oversight of its IT investments and enterprise IT risk management.

The FY 2027 President’s Budget proposes organizational reforms to improve efficiency. Consistent with the FY 2026 Consolidated Appropriations Act, the FY 2027 request continues consolidating program funding and associated (non-statutorily required) FTEs that support this office’s functions into the Working Capital Fund (WCF). This realignment centralizes administrative and program support to streamline operations and eliminate duplication.

In the FY 2027 President’s Budget, OST requests to officially rename the **Office of the Chief Information Officer** to the **Office of the Chief Digital and Information Officer**.

FY 2026 Anticipated Accomplishments:

- Continue to consolidate the delivery of commodity information technology services and develop innovative solutions at DOT as part of the consolidated enterprise delivery of shared services.
- Continue to enhance enterprise cybersecurity, privacy, supply chain, and IT risk management capabilities to drive the reduction of risks and vulnerabilities in the DOT IT systems.
- Ensure consistent implementation of IT Contingency Planning training and guidance for the IT community and DOT information system owners.
- Continue to manage and expand Department-wide IT contract vehicles to ensure greater consistency of technical solutions, providing more competition for modern technical solutions and reducing administrative burden.
- Improve the acquisition and management of software and cloud licenses and subscriptions.
- Continue to modernize the DOT information technology network and infrastructure.
- Mature the DOT data governance board, ongoing support to implementation of DOT’s Learning Agenda, maintain the DOT data inventory, and scale data skills development programs.
- Centralize oversight and management of IT modernization execution within the OCDIO to ensure a cohesive and standardized approach to IT modernization and development across DOT, reducing duplication and maximizing efficiencies.
- In support of grants management, serving as the Executive Co-Chair on DOT’s Grants System Steering Committee (GSSC) and providing strategic advice to the council on technology strategies for both new and existing grant programs.
 - The GSSC was established with the goal of improving the grants management experience at DOT and providing related high-quality data during IJJA implementation, continuously improving and advancing business practices and services through technology and related systems to deliver the most effective grants life cycle management to DOT customers.

- The OCDIO is collaborating with GSSC members and the Operating Administrations to deliver a unified, modernized, and simplified digital solution to meet competitive grants management requirements for the entire Department. During FY 2026, OCDIO will continue delivering functionality to support the end-to-end grants management lifecycle, rolling it out for use across the agency throughout the year. Grant consolidation efforts are anticipated to conclude in FY 2028.
- In support of human resources, partner with the Chief Human Capital Officer to develop and execute a roadmap for modernization of DOT's human resources information system(s) (HRIS) and consolidate legacy solutions onto the enterprise HRIS solution for greater operational and cost efficiencies, improved delivery of services, and the reduction of cybersecurity and privacy risk.

Funding Changes:

The FY 2027 Budget Request proposes \$1.0 million to continue to fund the estimated full-year costs for the three statutorily required positions funded by the S&E appropriation.

What Benefits Will Be Provided to the American Public Through This Request and Why is This Program Necessary?

Innovative, efficient, modern, and secure IT are crucial to enabling DOT and the transportation sector. Innovations will help ensure secure and usable access to Departmental information resources and public services consistent with end-user expectations. Enterprise IT management and oversight are necessary to ensure that DOT is making good business decisions for agency-wide budgeting, planning, and execution of IT resources. An enterprise approach reinforces an IT focus on effective business outcome-driven pursuits and balances operational demands with longer term strategy. The programs and activities funded through the OCDIO are necessary mission enablers that drive enhanced decision-making and risk management and align investments to DOT's strategy.

The OCDIO is responsible for enforcing strategies and solutions that strengthen DOT's ability to ensure the confidentiality, integrity, and availability of its vital data resources and other assets. The OCDIO's Cybersecurity and Privacy Programs address urgent and immediate threats to critical transportation-related business operations and mission systems, enable adaptation to evolving threats and risks, and enable integrated management and mitigation of risk.

The OCDIO promotes innovation, collaboration, and data sharing with the public, the transportation sector, and throughout DOT. The OCDIO will continue to focus on improving the strategy and governance for all external web properties to create mobile-friendly, accessible, and high-value digital content for the public.

Detailed Justification for the Office of Public Affairs and Public Liaison

What Is This Program and What Does This Funding Level Support?

The Office of Public Affairs and Public Liaison serves as the principal advisor to the Secretary and other senior Department officials on all public affairs and public liaison issues. The Office oversees inquiries, provides feedback, and identifies opportunities for engagement with the Public. The Office prepares news releases and supporting media materials, articles, fact sheets, briefing materials, publications, byline articles for the Secretary and other senior Department officials; oversees internal communications; and maintains social media platforms for the Secretary and the Department. The Office responds to news media and other inquiries to provide information to the Secretary on opinions and reactions of the public and news media on transportation programs. The Office arranges news conferences for significant announcements and prepares speeches, statements, and talking points for the Secretary, other senior Department officials, and staff at these events.

The Office provides Department-wide news clips every day to help inform senior leadership and other employees who subscribe to areas of public interest. The Office has primary responsibility for developing the external liaison strategy, supporting the Secretary's vision for engaging and consulting with the American public, and helping execute events with external stakeholders to improve the public's understanding of transportation programs and the ways they can help improve local communities across the Nation. The Office also makes information available to the public regarding DOT's efforts to make travel more efficient and affordable while raising safety standards; cutting unnecessary red tape; and continuing to build upon the infrastructure of the American transportation system. The Office will use public announcements, press releases, events, videos, new/social media, internal communications, the internet, and other means to share information about developments that affect them with the public.

The FY 2027 President's Budget proposes organizational reforms to improve efficiency. The FY 2027 request proposes consolidating Public Affairs functions and associated FTEs across the Operating Administrations (OA) into the Office of the Secretary (OST) Office of Public Affairs and Public Liaison. This realignment centralizes administrative and program support to streamline operations and eliminate duplication.

The FY 2027 President's Budget requests to officially rename the **Office of Public Affairs and Engagement** to the **Office of Public Affairs and Public Liaison**.

FY 2026 Anticipated Accomplishments:

- Promote the Administration's agenda to unleash innovation by removing unnecessary regulatory barriers. In addition, the Department will work to ensure our transportation infrastructure is built to last with speed, ingenuity, and durability so that Americans can reap returns on their investments for generations to come.
- Support the Secretary in preparing for and conducting hundreds of speeches and interviews on Departmental safety and investment priorities and developments and other programs and initiatives with both media and stakeholder interest around the country.
- The Office will be responsible for preparing the Secretary and other senior leaders as they continue to inform the public of the importance of DOT actions. The Office will also be

responsible for working with both national and local reporters on understanding day-to-day transportation programs and policies, including crisis communications, as the country deals with natural and other disasters, ensuring the public is aware of all that DOT does to help in these situations.

- This Office anticipates preparing thousands of social media posts and scores of videos and graphics for social media. This fiscal year the Office will help draft, review, and clear hundreds of press releases from OST and the modal administrations, ensuring accuracy and clarity.
- Continue to create and coordinate opportunities for direct dialogue between the Administration and the American public.
- Continue to represent DOT to external stakeholders across the private sector, elected and government entities, and individuals to deepen engagement and understanding of critical Administration and Department initiatives.
- Continue to play a lead role in staffing key public events with the Secretary and Deputy Secretary; leading, planning, and staffing major external stakeholder meetings; and serving as the primary liaison and DOT representative for a wide array of events and meetings with individuals and organizations interested in the work of DOT and the Administration, traveling to destinations nationally and internationally as necessary and appropriate.

Funding Changes:

The FY 2027 Budget Request includes changes to fund inflation and other adjustments to base.

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

The Office of Public Affairs and Public Liaison is the link to the public's right to know. The Office prepares responses to inquiries on developing issues and events and presents information to the public on Administration initiatives and policy positions. The Office reaches out to inform the public in a variety of ways, including through public announcements and speeches, responding to the news media, publishing press releases, and postings on social media.

The Office is necessary to keep the American public, the news media, and all interested government stakeholders informed of programs and activities. The Office will ensure the public and all interested stakeholders have a clear primary point of contact in DOT regarding inquiries and will improve the public's understanding of transportation programs and the ways they can help improve local communities across the Nation.

Detailed Justification for the Office of the Chief Financial Officer and Assistant Secretary for Budget and Programs

What Is This Program and What Does This Funding Level Support?

The Office of the Assistant Secretary for Budget and Programs and Chief Financial Officer (OST-B) serves as the principal budget and financial advisor to the Secretary and serves as Chief Financial Officer (CFO) for the Department of Transportation (DOT), pursuant to 31 U.S.C. § 901 (establishment of Agency Chief Financial Officers). The mission of OST-B is to provide leadership, advice, and guidance to the Secretary in the development, implementation, and administration of the Department's budget, financial management, performance management, and evidence building. The Office provides oversight and policy guidance for all budget, financial management, program performance, building evidence to inform decision making, enterprise risk management, and internal control activities of DOT and its Operating Administrations (OAs).

The Office is responsible for the preparation, review, and presentation of Department budget estimates; being a liaison with the Office of Management and Budget (OMB) and Congressional Appropriations Committees; providing guidance and review of Departmental financial plans, apportionments, reappropriations, and reprogrammings; and developing program resource plans. The Office also analyzes legislative proposals and delivers certain reports and studies required by Congress.

The Office provides Departmental program performance, evaluation, and risk management leadership for the OAs and OST. The Office develops DOT's performance measures with the OAs, and tracks actual outcomes against those measures, pursuant to the Government Performance and Results Act (GPRA) Modernization Act of 2010 (GPRAMA) and the Federal Agency Performance Act of 2024. In addition, the Office leads DOT's implementation of Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (the Evidence Act) and guides Enterprise Risk Management across DOT.

The Office is responsible for Departmental financial management leadership for the OAs and OST. The primary duty is to uphold strong financial management and accountability while providing timely, accurate, and reliable financial information and enhancing internal controls. This is done through prompt and precise submission of DOT's consolidated financial statements; preparation and/or review of all deliverables for the annual financial audit; oversight of accounts payable, accounts receivable, and cash management; monitoring and reconciliation of reimbursable agreements; and oversight of the integrity of all transactions in the accounting system. The Office ensures DOT meets OMB and the Department of the Treasury's reporting requirements. The Office also manages DOT's Federal Managers Financial Integrity Act (FMFIA) Program, the OMB Circular A-123 Management's Responsibility for Internal Controls, Payment Recapture Audit programs, and the Payment Integrity Information Act of 2019 and Fraud Risk Management Programs.

Additionally, the Office develops DOT-wide financial management policy and provides strategic direction for DOT financial operations. The Office serves as the system owner of Delphi (DOT's core financial management system) to monitor and provide oversight of cybersecurity plans and

respond to cyber incidents. The Office, in collaboration with the Director of the Mike Monroney Aeronautical Center (MMAC), exercises oversight and provides policy guidance to the Enterprise Services Center (ESC) regarding all financial management activities conducted by ESC and financial systems operated by ESC. The ESC operates as a division of DOT located at the Federal Aviation Administration's MMAC in Oklahoma City, Oklahoma, and provides a range of accounting and financial management information system services to DOT and seven other governmental agencies.

The Office serves as the system owner of CASTLE, the DOT-wide Consolidated Automated System for Time and Labor Entry. The Office also establishes Departmental travel policy and guidance, maintains DOT's Travel Credit Card Program, and oversees the travel management contract services throughout DOT.

The Office is responsible for oversight of DOT's innovative finance programs, assisting with the financial review and monitoring of DOT's credit programs, and overseeing and coordinating all the credit reform requirements with OMB. The Assistant Secretary for Budget and Programs and CFO serves as the Vice Chair of DOT's Council on Credit and Finance.

The Office also includes the Office of the Secretary of Transportation's Chief Financial Officer (OST-CFO). It is responsible for OST offices and programs' budget formulation, budget execution, and financial management.. OST-CFO formulates, justifies, and executes the budget requests for OST offices and programs as an operating administration to the Departmental Budget Office, OMB, and Congress. It performs the full range of financial management functions for the OST offices and programs at an operating administration level including financial statement review; preparation and/or review of all deliverables for the annual financial audit; accounts payable and accounts receivable oversight; cash management; working with OST offices to provide financial reporting oversight, consultation, and authoritative recommendations and opinions on complex OST financial reporting issues and questions, reimbursable agreement monitoring and reconciliation; and oversight of the integrity of all transactions in the accounting system. Along with the OST offices and programs, the OST-CFO provides all the financial management functions for the Volpe National Transportation Systems Center Working Capital Fund and provides oversight of the DOT Working Capital Fund. OST-CFO also manages OST's FMFIA and A-123 Enterprise Risk Management and Internal Control program, develops performance measures, and tracks actual outcomes against those measures.

FY 2026 Anticipated Accomplishments:

- Providing an effective presentation of a sound budget for OST and DOT that supports our core operations, addresses emerging issues, and upholds the Administration's priorities in safety and economic development; fostering effective use of resources – such as grant and formula dollars – to invest in innovative research and cyber security; and providing financial oversight in the 5th year implementation of the Infrastructure Investment and Jobs Act (IIJA) to meet our nation's infrastructure needs.
- Continuing to provide accurate and reliable financial information and build on our record of 18 consecutive clean annual financial audits by overseeing and enforcing financial controls.

- Continuing to function as an oversight and consultative body to the DOT OAs. This includes working with the OAs to ensure they can bring difficult and complex financial reporting issues to the Office and be provided with opinions, recommendations, or authoritative determinations to resolve noted issues and maintain compliance with Generally Accepted Accounting Principles. The Office will continue leading DOT's implementation of Statement of Federal Financial Accounting Standards (SFFAS) 54, *Leases updated guidance*.
- Releasing DOT's FYs 2026-2027 Agency Priority Goals (APGs) in accordance with GPRAMA and aligning with the new FY 2026-2030 DOT Strategic Plan. APGs are two-year, high-priority goals focused on performance improvement. DOT will review APG progress on a quarterly basis for reporting to Performance.gov.
- Releasing DOT's FY 2027 Annual Performance Plan and FY 2025 Annual Performance Report in accordance with GPRAMA and aligning with the new FY 2026-2030 DOT Strategic Plan. The Annual Performance Plan will be concise and data-driven, reflecting the priorities and goals of the administration and the Secretary, while emphasizing outcome-oriented objectives to deliver effective program results.
- Expanding the internal process for assessing progress towards the FY 2026-2030 DOT Strategic Plan's goals and objectives by conducting internal annual DOT strategic review, in accordance with the Federal Agency Performance Act of 2024.
- Releasing DOT's FY 2027 Annual Evidence Plan, in accordance with the Evidence Act and GPRAMA (U.S.C. § 312), and in alignment with the new FY 2026-2030 DOT Strategic Plan. As federal priorities continue to emphasize accountability, transparency, and outcomes, generating and using credible evidence becomes essential for improving programs and policies, justifying expenditures, and demonstrating impact.
- Releasing DOT's FY 2026 Capacity Assessment as an appendix to the FY 2026-2030 Strategic Plan, in accordance with 5 U.S.C. § 306(a)(9), to uncover important findings about DOT's abilities to develop and use evidence. It also serves as a baseline from which the agency will quadrennially measure its progress.
- In partnership with DOT OAs and other OST offices, significantly improving data access and visibility into the competitive grant execution lifecycle, from initial project selection through outlays.
- Modernizing the collection and storage of key historical budget and performance datasets to enable improved analytics and reporting tools.

Funding Changes:

The FY 2027 Budget Request proposes a funding decrease of \$600.0 thousand based on anticipated cost savings.

What Benefits Will Be Provided to the American Public Through This Request and Why is This Program Necessary?

The Office of the Assistant Secretary for Budget and Programs and Chief Financial Officer provides guidance and direction in the effective preparation and presentation of sound budget estimates, which ensures DOT has the resources it needs to execute its mission while keeping budget requests practical and defensible. The Office reviews policy, program, and legislative proposals to evaluate and advise on their potential impact to Departmental resource and financial management requirements and plans and provides policy guidance and oversight of DOT's

financial management personnel, programs, activities, and operations. These funds will also advance the Office's leadership in improving performance, making evidence-based decisions, and reducing enterprise risk. Finally, the Office's responsibility to design, implement, and secure financial systems required for accurate and timely financial reporting, and the policies necessary to govern these systems, helps ensure DOT's ability to report on the efficient and proper use of taxpayer dollars.

Detailed Justification for the Office of the General Counsel

What Is This Program and What Does This Funding Level Support?

The General Counsel is the chief legal officer of the Department of Transportation (DOT). The Office of the General Counsel provides legal advice to the Secretary and Secretarial offices and supervises, coordinates, and reviews the legal work of the Chief Counsel Offices in DOT.

As DOT continues with its core safety responsibilities, works to unleash American energy, undertakes regulatory reform through deregulatory initiatives, and makes transformative investments that will build our infrastructure, the Office provides the necessary legal support services. The Office assists in developing appropriate and effective statutory and regulatory solutions to confront these challenges. The Office coordinates DOT's legislative efforts and provides advice on actual or anticipated litigation and international legal matters. The Office promotes and facilitates collaborative problem-solving using alternative dispute resolution.

More specifically, the Office provides legal advice, counsel, and representation in various areas that affect operations of the Department and the transportation activities that it supports and regulates including: appropriations, fiscal law and financial management; federal financial assistance; acquisitions; real property, facilities, and asset management; intellectual property; employee ethical conduct and political activity; federal labor, equal employment opportunity, disability and civil rights law; environmental law; the Freedom of Information Act (FOIA); privacy and other information law matters; Congressional, Office of Inspector General, and other oversight of DOT; cybersecurity; aviation economic law; transportation security and emergency response and matters related to Native American sovereignty and jurisdiction.

The Office provides legal counsel and support on complex matters involving surface transportation project finance and public-private partnerships, federal and state law and contractual interpretation concerning project finance and public-private partnerships. In addition, the Office provides legal advice on the following DOT programs: Transportation Infrastructure Finance and Innovation Act (TIFIA); the Railroad Rehabilitation and Improvement Financing Program (RRIF); the multibillion-dollar Private Activity Bonds Program; the Nationally Significant Freight and Highway Projects Grants Program (INFRA); Reconnecting Communities; and the National Infrastructure Investments (NII) Grant Programs.

The Office addresses matters of international law, providing legal support for and facilitating DOT's international programs in areas such as transportation negotiations with foreign countries; international economic aviation licensing and regulatory matters; applications from airline alliances for antitrust immunity; aviation citizenship determinations; war risk insurance issues; international aviation sanctions; international maritime issues; Committee on Foreign Investment in the United States (CFIUS) reviews; and transportation trade issues.

The Office provides advice and legal counsel regarding actual or anticipated litigation in which DOT or one of its Operating Administrations (OAs) is or might become a party or has an interest. The Office defends the President's Executive Orders and major initiatives of the Secretary of Transportation, ensuring that the Administration's priorities are not hindered by litigation and that the Executive Branch is able to properly exercise its Constitutional authority.

The Office oversees all Supreme Court cases and significant appellate cases involving DOT, coordinates representation with the Department of Justice (DOJ) in such matters, and supervises the preparation of all filings before independent regulatory agencies on DOT's behalf. It also provides legal advice concerning litigation risk and pre-and post-litigation policy decisions, advising DOT leadership on implementing important policies in a way that minimizes risk. Through the filing of amicus briefs or statements of interest, the Office participate in cases between private parties that implicate DOT statutes, regulations, or policies. It also provides advice and guidance on administrative and judicial enforcement policy, as well as case-specific enforcement matters.

The Office supports DOT's legislative activities, ensuring that all legislative materials submitted to Congress adhere with Administration policy. It is responsible for assembling legislation proposals, ensuring they meet budgetary and other internal requirements, receiving clearance from the Office of Management and Budget (OMB) and other affected agencies, and preparing the transmittal package for the Secretary. The Office provides similar support in preparing testimony, views, letters, Executive Orders, Presidential Memoranda, and Proclamations.

The Office also provides legal guidance on administrative law and rulemaking issues affecting DOT or arising from DOT's Operating Administration (OAs) or components of the Office of the Secretary (OST) with rulemaking authority. It reviews and coordinates the clearance of all substantive rulemaking documents issued to DOT to ensure that they are consistent with legal requirements and Administration policy. In addition, the Office provides economic and regulatory effects related to Departmental rulemakings, including reviewing regulatory impact analyses conducted by the OAs, and, when appropriate, prepares such analyses of OST rules.

The Office is the principal liaison with OMB on rulemaking matters and coordinates important substantive rules that affect multiple OAs. Implements deregulatory initiatives to rein in overly prescriptive and unduly burdensome federal regulations that impose costs on Americans. As the liaison with the OMB, the office ensures that the Department achieves the regulatory reform requirements set forth in Executive Order 14192 *"Unleashing Prosperity through Deregulation"* and Executive Order 14219 *"Ensuring Lawful Governance and Improving the President's 'Department of Government Efficiency' Deregulatory Agenda."*

The Office provides legal advice on transportation security and emergency response and legal support related to continuity of operations for the transportation system. This includes legal advice in response to natural and man-made emergency events such as cyberattacks, pandemics and other public-health emergencies, hurricanes, terrorism, electric grid loss, wildfires, explosions, and catastrophic infrastructure failure.

The Office leads DOT's responses to Congressional requests for information, ensuring responsiveness while protecting the Department's legitimate interests in confidentiality and deliberate decision-making. The Office also provides counsel on responses to oversight requests from the Office of Inspector General and Government Accountability Office.

The Office offers innovative approaches to problem-solving that reduce the cost of conflict and produce quicker, more durable outcomes. It facilitates early, direct interaction among parties by providing mediation, facilitation, coaching and ombudsman services, and offers training on dispute resolution and conflict management to increase efficiency.

The Office of Aviation Consumer Protection (OACP), within the Office of the General Counsel, leads DOT's implementation of aviation consumer protection laws, including laws prohibiting discrimination by airlines in air travel (based on disability, race, color, national origin, religion, sex, ancestry) and laws prohibiting unfair and deceptive practices and unfair methods of competition. The Office assists, educates, and protects aviation consumers by ensuring airlines and ticket agents respond to consumer complaints about air travel, publishing DOT's monthly Air Travel Consumer Report, and maintaining clear, useful information on DOT's website about air travelers' rights. The Office monitors compliance by airlines and ticket agents, conducts investigations, and enforces aviation consumer protection, civil-rights, and licensing requirements. OACP also assesses the need for and drafts aviation consumer protection and civil rights regulations and helps prepare regulation impact and flexibility analyses for related rulemakings.

FY 2026 Anticipated Accomplishments:

- Review approximately 75 DOT rulemaking actions (based on DOT's regulatory agenda and the Agency's internal coordination) to advance safety, implement regulatory reform, and support other Administration goals. Ensure that the incremental costs of DOT rulemakings are *significantly less than zero*, as determined by OMB, and that for every proposed or new regulation, the Department identifies ten existing regulations to be repealed.
- Provide legal support for the implementation of the Infrastructure Investment and Jobs Act (IIJA) and the Administration's Executive Orders on a broad range of issues, including infrastructure development, economic relief, procurement reform, Title VI, and Buy America. The Office will provide legal sufficiency reviews for approximately 100 acquisition-related documents and assist in the review and evaluation of approximately 1,000 financial assistance applications, 50 notices of funding opportunity, and 500 financial assistance agreements.
- Review approximately 125 public financial disclosure reports and 200 confidential financial disclosure reports; provide an annual ethics training program to about 325 reporting individuals through roughly 50 training sessions (including new-career orientation for non-career staff and annual training for all financial disclosure filers).
- Review approximately 15 new loan applications, negotiate new loan agreements, and review and resolve roughly 60 ongoing project issues, including loan modifications and other legal actions.
- Process approximately 200 international work items, including safety, security, science, and technology agreements; code share and other aviation licensing applications; administrative adjudication of antitrust-immunity requests; and about 20 rounds of international negotiations.
- Lead DOT's defense of lawsuits challenging Executive Orders, major initiatives of the Secretary of Transportation, and other DOT actions. In approximately 100 new and ongoing judicial matters, develop and implement litigation strategy; coordinate with Department of Justice Attorneys; draft and revise briefs and memoranda; coordinate the discovery process; and brief DOT leadership. Provide advice to DOT leadership regarding the implementation of Executive Orders, rulemakings, and other actions where litigation is anticipated. Prepare 5 to 10 regulatory filings for proceedings before various independent regulatory agencies and participate in 2 to 4 hearings before such agencies. Provide advice to the OAs on numerous significant enforcement matters.
- Coordinate Departmental and Administration-wide clearance of approximately 25 items of Congressional testimony by DOT witnesses, including follow-up transcript review and

responses to Questions for the Record, and conduct Department-wide clearance of approximately 700 policy documents circulated by the Office of Management and Budget (OMB). The Office will draft and coordinate technical assistance on approximately 100 fiscal and bill provisions in Congress.

- Close approximately 45 FOIA requests per month in an effort to reduce OST's FOIA backlog.
- Provide legal support for emergency response activities, including participating in regular emergency preparedness exercises and supporting 9-11 annual activations of the Secretary's Emergency Response Team to fulfill DOT's responsibilities as Emergency Support Function No. 1 (Transportation) within the National Response Framework.
- Provide legal advice to the DOT Operating Administrations and other federal agencies on environmental law matters, including the National Environmental Policy Act (NEPA), such as reviewing Environmental Impact Statements, Records of Decisions, rulemakings, and policy statements, Executive Orders, and multiple Deepwater Port applications.
- Provide legal support regarding tribal funding under the Tribal Transportation Self-Governance program (TTSGP) and serving as legal representatives to multi-agency Tribal legal workgroups in which the Department participates in as a signatory to Memorandums of Understanding on Sacred Sites and Tribal Treaty Rights.
- Review for legal sufficiency more than 100 Essential Air Service (EAS) requests for proposals and contract award orders and address legal issues as they arise from the administration of these active EAS orders. The Office will also handle dozens of items involving carrier economic authority received by DOT and approximately 50 major environmental documents.
- Lead DOT's response to more than 50 Congressional requests for information, facilitating Congress's work to enact legislation supporting and enhancing the Department's effectiveness.
- Monitor tens of thousands of aviation consumer complaints and investigate more than a thousand civil rights complaints (including disability and other discrimination) to assess compliance with consumer protection and civil rights requirements.
- Assess the need for new aviation consumer protection or civil rights regulations, and determine whether existing regulations should be repealed, replaced, suspended, or modified with the law, to ensure DOT achieves meaningful burden reduction while continuing to meet statutory obligations.

Funding Changes:

The FY 2027 Budget Request proposes a funding decrease of \$1.0 million based on anticipated cost savings.

What Benefits Will Be Provided to the American Public Through This Request and Why is the Program Necessary?

Legal advice and review are crucial to informed decision-making and to produce high-quality results. The Office ensures that documents issued by DOT including memoranda, orders, rules, NOFOs, funding documents, legislative initiatives, and briefs are factually correct, consistent with law and Administration policy priorities, and further DOT's mission and interests. The Office also ensures that issues and concerns across DOT functions and programs are thoroughly analyzed, and that risks strategically assessed to meet organizational goals and customer expectations. It strengthens DOT's positions by ensuring that documents are reviewed to anticipate and prevent

grounds for successful legal challenges against the Department's efforts, thereby helping to ensure the Administration's priorities are not hindered by litigation and that the Executive Branch is can properly exercise its Constitutional authority.

The Office ensures the efficient and effective functioning of DOT's ethics programs, including financial disclosure requirements, training on standards of conduct, and individual ethics counseling. It promotes transparency in government operations and Departmental decision-making by responding to requests from Congress and FOIA requests from the public.

The Office processes 50,000 and 100,000 aviation consumer submissions annually including complaints, inquiries, and opinions to ensuring airlines and ticket agents are address consumer concerns, monitor aviation consumer protection issues, and investigate all civil rights complaints related to disability and other discrimination. Additionally, it conducts investigations of U.S. and foreign air carriers regarding compliance with aviation consumer protection and civil rights requirements.

Detailed Justification for the Office of the Assistant Secretary for Governmental Affairs

What Is This Program and What Does This Funding Level Support?

The Office of Governmental Affairs advises the Secretary and senior leadership in the Department of Transportation (DOT) on congressional and intergovernmental matters and serves as the primary liaison between the DOT and the White House, Congress, state, and local, governmental entities. The Office collaborates with other offices within DOT to ensure full implementation of legislative mandates and works with the White House, other agencies and Congress to advance the Secretary's and Administration's legislative and intergovernmental priorities. This includes engaging with Congress on departmental priorities, developing and supporting significant legislation, and coordinating with Operating Administrations (OAs) to coordinate congressional outreach strategies related to Secretarial initiatives and programs. The Office also manages Presidential nominees for DOT requiring Senate confirmations.

The FY 2027 President's Budget proposes organizational reforms to improve efficiency. The FY 2027 request proposes consolidating Governmental Affairs functions and associated FTEs across the OAs into the Office of the Secretary (OST) Office of Governmental Affairs. This realignment centralizes administrative and program support to streamline operations and eliminate duplication.

FY 2026 Anticipated Accomplishments:

- Ensure that critical congressional, state, and local concerns are effectively addressed. Responsibilities include but are not limited to providing technical assistance for all types of transportation-related legislation; educating key congressional members and state/local officials on DOT initiatives; and fostering strong working relationships between the Secretary and the White House, members of Congress and state/local officials to advance a variety of transportation initiatives.
- Accompany the Secretary and other senior officials within DOT on mission-essential travels, including trips that involve meetings with Congressional members, intergovernmental representatives, and other key stakeholders.
- Provide responsive and timely assistance in several key areas, with the Office's core constituencies, including members of Congress, governors' offices, state Departments of Transportation, state legislators, county officials, city Mayors, city and county Chambers of Commerce, and Metropolitan Planning Organizations. Key areas of support include coordinating meeting requests with the Secretary and senior leadership of DOT; facilitating access and expert guidance on grant applications; and providing information and assistance on modal concerns, including the Federal Aviation Administration's, Maritime Administration's and the Pipeline and Hazardous Material Safety Administration's reauthorizations.
- Provide timely, and in accordance with statutory timelines, notifications of all grants and funding opportunities to our committees of jurisdiction.
- The Office of the Secretary has developed the Grants Notification System (GNS) to streamline the process for making grant announcements to Congress. GNS is an internal DOT application that permits users to enter, review, and approve the release of grant-announcement information. GNS will continue to be refined to help the Office of

Governmental Affairs meet the statutory requirements efficiently and effectively on grant notification requirements.

Funding Changes:

The FY 2027 Budget Request includes downward adjustments to base based on anticipated cost savings.

What Benefits Will Be Provided to the American Public Through This Request and Why is This Program Necessary?

The Office of Governmental Affairs collaborates with the White House, other federal agencies, and Congress to advance the Secretary's and Administration's legislative priorities. Serving as a cornerstone to ensuring DOT's cohesive approach in working with governmental bodies that represent the interests of the American public.

Detailed Justification for the Office of Tribal Government Affairs

What Is This Program and What Does This Funding Level Support?

The Office of Tribal Government Affairs is an office established by the Infrastructure Investment and Jobs Act (IIJA) that advises the Secretary and senior leadership in the Department of Transportation (DOT) on all tribal matters and serves as the liaison between DOT and tribal governments. The Office works with other offices within DOT to ensure that DOT fully implements legislative mandates specific to tribes. It also works with the White House, other federal agencies, and Congress to fulfill the Secretary's and Administration's tribal priorities.

The Office of Tribal Government Affairs works with Congress on Departmental priorities and significant legislation. In addition, the Office works with the Operating Administrations (OAs) to coordinate all tribal outreach activities related to Secretarial initiatives and programs. The Office also provides tribal-specific testimony to Congress as requested.

The Office of Tribal Government Affairs also oversees all tribal engagement on behalf of the Secretary. This includes tribal consultations for Department policy, project-level engagement from both tribes and OAs, implementation of relevant Executive Orders, assisting OAs when needed, and responding to requests for trainings and technical assistance. The Office will also oversee the implementation of Tribal Transportation Self-Governance legislation and authorities within the DOT pursuant to 23 USC 207 and selected provisions of the Indian Self-Determination and Education Assistance Act (Public Law 93-638) and the implementation of Public Law 102-477 (Indian Employment, Training, and Related Services Demonstration Act of 1992) referred to as the "477 Program".

The Office of Tribal Governmental Affairs' Tribal Transportation Self-Governance Program (TTSGP) serves as a national program providing information, technical assistance, and policy coordination in support of DOT's tribal self-governance activities.

The Office of Tribal Government Affairs will act as the Agency Lead Negotiators (ALNs) to represent DOT during negotiations with eligible tribes in the TTSGP. The Office will need to build out the capacity to carry out the responsibilities of the TTSGP regarding the timely review of the financial and programmatic capabilities of Tribes that request entry into the program. The ALNs will provide tribes with self-governance information, assist tribes in self-governance planning, support TTSGP technical assistance with the OAs, coordinate meetings between the Tribe and DOT during the negotiation process, and coordinate DOT's response to tribal questions.

The Office will also build out capacity to carry out the responsibilities of the 477 Program regarding the eligibility of Department and OA programs that can be integrated into a tribe's 477 plan. The 477 Program provides funding for job training, workforce development, and other economic development purposes into a single plan, with a single reporting requirement, administered by the Department of the Interior. Congress enacted this program in 1992 and expanded it to include twelve federal agencies in 2017. Those agencies include the Departments of the Interior, Transportation, Labor, Education, Health and Human Services, Agriculture, Commerce, Energy, Homeland Security, Housing and Urban Development, Veterans Affairs, and Justice.

FY 2026 Anticipated Accomplishments:

- Execute the TTSGP compact and funding agreement with 6 to 8 tribes.
- Review the eligibility of eight tribes that have requested participation in the TTSGP.
- Lead consultations and listening sessions with tribes and tribal organizations regarding opportunities under the Infrastructure Investment and Jobs Act and all DOT programs impacting Tribes.
- Develop and implement the deliverable projects that positively impact Indian Country for DOT.
- Develop the PL 477 parameters for implementation.
- Develop multi-year safety campaign to be rolled out for federally recognized tribes.
- Host Tribal Students at the FAA Academy to promote the Air Traffic Controller Training.

Funding Changes:

The FY 2027 budget request includes changes to fund inflation and other adjustments to base.

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

The Office of Tribal Government Affairs works with the White House, Congress, and other federal agencies to fulfill the Secretary's and Administration's legislative priorities that will strengthen tribal economies, improve infrastructure, and protect health and safety in tribal communities. The Office is a cornerstone to ensuring DOT's cohesive approach to a strong government-to-government relationship on behalf of the American public with the 575 sovereign federally recognized tribes and advancing the federal policy of self-determination for Indian tribes. The Office will further promote and support DOT and the OAs in complying with the federal government's treaties, the trust responsibilities, laws specific to Indian tribes, including Native Hawaiian organizations, and applicable interagency agreements.

Detailed Justification for the Office of the Assistant Secretary for Administration

What Is This Program and What Does This Funding Level Support?

The Assistant Secretary for Administration serves as the principal advisor to the Secretary and Deputy Secretary on Department-wide and Office of the Secretary of Transportation (OST) administrative functions and leads policy development and operations in this area. This includes developing, coordinating, and implementing programs for the strategic management of human capital; real and personal property assets; facilities operations, information services; business support; security; and acquisitions and grants management. Additional responsibilities of the Office include the follow-up and resolution of Government Accountability Office and Inspector General audit reviews of Department programs, including preparation of required reports and other management-related initiatives.

The Assistant Secretary serves as the Chief Human Capital Officer (CHCO) and as the Deputy Chief Acquisition Officer.

- As the CHCO, the Assistant Secretary is responsible for developing, coordinating, and implementing Department-wide policy and programs with oversight in all areas of human capital management, including: employment and staffing, recruitment, human resource (HR) systems, compensation, benefits, executive and political resources, succession and workforce planning, and labor and employee relations, workforce development and learning, and performance management in accordance with applicable laws, regulations, and best business practices. The CHCO or Deputy CHCO represents the Department of Transportation (DOT) on interagency committees and task forces in areas related to Departmental HR management and liaises with other agencies, including the White House, Congress, the Office of Management and Budget, and the Office of Personnel Management.
- As the Deputy Chief Acquisition Officer, the Assistant Secretary formulates Departmental policy, controls, and standards to implement new and innovative legislation and federal policy, e.g., serving as Senior Accountable Official for the implementation of Category Management and as co-Program Management Improvement Officer responsible for the implementation of the Program Management Improvement and Accountability Act (PMIAA, 2016). The Assistant Secretary also has delegated authority to ensure that procurement and financial assistance programs are in accord with applicable laws, regulations, and best business practices and to exercise procurement authority on behalf of the Office of the Secretary.

The Assistant Secretary is designated as the senior agency official for DOT's Classified National Security Information Program, charged with providing oversight and direction of the Program while ensuring the safety, security, and protection of DOT personnel, information, facilities, and other assets. In addition, the Office is responsible for establishing and maintaining uniform federal government standards for federal agencies' transportation fringe benefit programs.

The FY 2027 President's Budget continues organizational reforms initiated in FY 2026 to improve efficiency. The FY 2027 request proposes consolidating program funding and associated FTEs that support this office's HR functions into the Working Capital Fund (WCF). This realignment centralizes administrative and program support to streamline operations and eliminate duplication.

FY 2026 Anticipated Accomplishments:

Department Office of Human Resources:

Under the Executive Order “Implementing the President’s Department of Government Efficiency Workforce Optimization Initiative,” and the subsequent Agency Reduction in Force (RIF) and Restructuring Plan (ARRP), the following accomplishments will be implemented:

- Consolidation of HR functions, including benefits, personnel action processing, and payroll, into a centralized organization providing operational HR functions for all Operating Administrations (OA), except the Office of Inspector General (OIG), Great Lakes St. Lawrence Seaway Development Corporation (GLS), and Federal Aviation Administration (FAA).
- Continue to provide support to other mission support consolidation efforts, including procurement, IT, and HR.
- As part of DOT restructuring, review and coordinate restructuring efforts to include use of the deferred resignation program, issuance Voluntary Separation Incentive Payment (VSIP), and/or Voluntary Early Retirement Authority (VERA), as appropriate.
- Fully implement the Presidential Memorandum (PM) “Restoring Accountability for Career Senior Executives”, including the implementation of new executive core qualifications, timelines, and executive assessments.
- Implementation of new senior executive performance appraisal system and performance plan, to include new performance standards, critical elements, and improved performance monitoring.
- Implement the Merit Hiring Plan, resulting in the use of technical and alternative assessments in lieu of self-assessments, improved timeliness in hiring, monitoring of the DOT staffing plan, and increased use of Shared Certificates to aid in streamlining the hiring process.
- Implement the DOT approach to controlled hiring to ensure only the most mission-critical positions are filled, and duplicative positions are eliminated.
- Implement a new performance management program, to include adjusting the performance period for non-SES positions to align with the fiscal year, implementing new required critical elements for supervisors, and requiring that performance plans make clear distinctions among what is required to achieve performance at the various performance levels.

Office of the Senior Procurement Executive (OSPE):

- Strengthen acquisition, procurement, and contracting functions in alignment with the overhaul of the Federal Acquisition Regulation (FAR), including the development of a new framework introducing Strategic Acquisition Guidance and Policies. This framework will be implemented in phases, beginning with deviation guidance, followed by formal rulemaking and comprehensive training for the acquisition workforce.
- Advance DOT’s strategic priorities by fostering an organizational culture that empowers both internal and external acquisition professionals to deliver high-quality services essential to mission performance and operational efficiency, while ensuring prudent stewardship of taxpayer resources. This includes supporting implementation efforts related to the U.S. Merchant Marine Academy (USMMA) and Air Traffic Modernization Executive Orders, ensuring acquisition activities align with and enable these strategic initiatives.

- Refine and enhance acquisition guidelines to prioritize cost-effective commercial solutions and expand opportunities for consolidating common goods, services, and IT acquisitions under the General Services Administration (GSA) governmentwide acquisition contracts (GWACs).
- Institutionalize advanced acquisition management practices and promote innovation across all procurement functions. Empower the DOT acquisition workforce to acquire the tools, resources, and training needed to support high performance and demonstrate a strong commitment to public service.
- Foster a culture of service and innovation in procurement, encouraging stakeholders to contribute meaningfully to mission outcomes, particularly in the areas of safety and infrastructure. This includes generating new acquisition insights, applying innovative strategies, and implementing cutting-edge solutions to support initiatives such as category management, small business engagement, acquisition strategy reviews, procurement management reviews and data-driven decision making to improve on cost-savings and better contracting initiatives.
- Advance DOT's governance, innovation, and risk management for procurement of emerging technologies, including Artificial Intelligence (AI) and Robotic process automation (RPA), ensuring compliance, transparency, and ethical use. This includes development of smart strategies and training that will provide best practices throughout the procurement process.
- Develop, implement, and maintain an organization-level Continuity Plan that identifies office-wide essential functions and continuity capabilities, and aligns with the DOT Continuity Plan.
- Enhance the office's readiness and resilience, ensuring its capacity to deliver essential support functions under all operational conditions, including during emergencies or disruptions.

Office of Grants and Financial Assistance:

- Provide Department-wide leadership, guidance, technical assistance, and oversight to support the effective management of DOT programs that use financial assistance awards (grants and cooperative agreements) and serve as the primary focal point for Secretarial representation and Departmental liaison activities regarding financial assistance processes and administration matters with OMB, GAO, other agencies, recipients, professional organizations, and the public.
- Promote the implementation of best practices and innovative approaches, risk mitigation business reengineering, and financial assistance functions to achieve results and accountability.
- Partner with OST-B to implement the internal assessment program for grants and financial assistance programs to support administrative improvements across DOT based on by leadership priorities and to ensure compliance with existing guidance.
- Lead DOT financial assistance training activities to support the grants and financial assistance workforce development by creating and managing learning programs, competency training and certification standards to ensure that the DOT workforce are responsible stewards of taxpayer dollars.
- Lead the development, issuance, assessment, and review of DOT's overarching financial assistance management policy and oversight framework, namely the Transportation Financial Assistance Manual and Single Audit Guidance. This includes implementation of 2

CFR 200 and other federal regulations and policies for grants and financial assistance programs across DOT, as well as providing additional guidance on the interpretation and application of new and updated policies and regulations associated with financial assistance awards in coordination with OST-P.

- Partner with the Departmental CFO and CIO to modernize and consolidate DOT's grants management system into a single, integrated environment starting with discretionary awards in FY 2026. Establish governance for the grants systems consolidation effort as the DOT's System of Record for financial assistance, capture requirements from all OAs and the OST, and work with the CIO to design the initial system architecture. This includes supporting future phases of development, streamlining key processes, reducing administrative burden, and improving transparency and data quality resulting in a seamless, user-friendly grants experience that strengthens public trust and maximizes the impact of taxpayer dollars.
- Manage the Departmental financial assistance award reporting, ensuring compliance with governmentwide guidance, the Grants Reporting Efficiency and Agreements Transparency Act (GREAT Act) and Data Act requirements, and leveraging best practices and robust data management strategies to ensure DOT's financial assistance award data are reliable, accurate, current, and complete. Conduct financial assistance data analytics as requested to support data-driven decision making.
- Enhance systems management and data quality for assigned applications by establishing a department-wide financial assistance lexicon and data standards, as well as providing functional user support and subject matter expertise to ensure OA users comply with federal and Departmental requirements.

Office of Facilities, Information and Asset Management, Energy and Resource Efficiency Program:

- Develop and submit the Department's Annual Energy and Data Management Report to the Department of Energy.
- Develop waste reduction strategies, improve data collection process, and report on performance.
- Implement plans to improve metering, benchmarking and improve the energy and water efficiency of federal buildings.
- Seek out additional opportunities to pursue performance-based contracts and domestic energy production.
- Continue to update Departmental Orders to align with updated requirements and ensure consistency and efficiency in implementation across the Department.

Office of Security:

- Ensure agency-wide compliance with Trusted Workforce (TW) 2.0, including full enrollment of all federal and contractor personnel and alignment of processes, systems, and documentation. This program provides real-time, continuous updates on any new criminal or civil records related to individuals in our workforce, directly supporting our vetting and adjudication processes.
- Lead the comprehensive modernization of existing Departmental security policies and issue new directives to address emerging physical and operational threats to the Department's critical infrastructure. Ensure all policies are fully aligned with current federal laws, regulations, standards, and best practices, while supporting risk-based decision-making and enhancing operational resilience across all modes and mission areas.

- Lead the development, implementation, and delivery of a department-wide security awareness training program to educate all DOT personnel on the protection of Controlled Unclassified Information (CUI) and Classified National Security Information (CNSI), active shooter preparedness and response, personal safety, suspicious activity reporting, and awareness of internal and external threats. These programs will foster a more vigilant, security-conscious workforce capable of mitigating potential risks proactively.
- Conduct comprehensive security and threat assessments of DOT facilities and assets, evaluating and enhancing existing security protocols in accordance with the most recent threat intelligence and risk assessments.
- Lead the department-wide implementation of Executive Order 14111, ensuring full Interagency Security Committee (ISC) compliance and strengthening security governance across headquarters and field offices.
- Lead or actively participate in interagency policy boards, advisory committees, and working groups, including the ISC, to support the development, coordination, and alignment of DOT security policies with federal government-wide security strategies, standards, and best practices.

Funding Changes:

The FY 2027 Budget Request proposes a funding decrease of \$7.0 million based on anticipated cost savings (\$1.4 million) and consolidation of HR functions (\$5.6 million) into the WCF S&E appropriation.

What Benefits Will Be Provided to the American Public Through This Request and Why is the Program Necessary?

The Office of the Assistant Secretary for Administration will provide the following benefits to the American public through its many oversight and policy-setting functions.

Office of the Senior Procurement Executive:

The Office of the Senior Procurement Executive (OSPE) plays a critical leadership role in driving procurement excellence across DOT's Operating Administrations (OAs). By championing performance accountability and advancing the Department's Suspension and Debarment activities, OSPE ensures that public resources are managed with integrity and purpose.

Strategic oversight mechanisms such as Procurement Management Review (PMR) enable OSPE to identify opportunities for improvement, elevate program performance, and reduce risk. Initiatives that consolidate common requirements under a managed approach are designed to generate significant fiscal savings and operational efficiencies. These efforts not only enforce accountability but also enhance DOT's ability to deliver high-value outcomes for the traveling public.

Office of Grants and Financial Assistance:

The Office of Grants and Financial Assistance (GFA) provides guidance and technical assistance to all DOT staff that who oversee financial assistance awards (grants and cooperative agreements) and ensures oversight and accountability for all financial assistance-related activities, including single audit. The Director of GFA serves as the Department's Senior Financial Assistance Official and Single Audit Official. This coordinated oversight is key to safeguarding taxpayer dollars and ensuring they are being spent responsibly to maximize positive outcomes for the American people across the transportation ecosystem. Providing consistent guidance and expert technical assistance

allows DOT staff to efficiently and effectively fulfill the mission of their modes in dispensing taxpayer dollars for legislated programs, both formula and discretionary. Heightened oversight in the financial assistance environment helps mitigate fraud, waste, and abuse and improve DOT mission performance.

Modernizing and consolidating DOT's grants management systems will begin delivering measurable benefits to applicants and recipients across all modes. Establishing governance, defining requirements, and initiating system architecture design will lay the groundwork for faster, simpler, and more transparent processes for DOT staff and award recipients. Early process improvements on discretionary awards will start to reduce duplicative effort, improve the accuracy and accessibility of award data, and enhance the user experience for state, local, Tribal, and other eligible entities. These steps will strengthen accountability and ensure consistent application of policy and compliance standards, ultimately increasing the efficiency and impact of every taxpayer dollar awarded through financial assistance.

Departmental Office of Human Resources Management:

The Departmental Office of Human Resource Management (DOHRM) provides HR leadership, policy, program accountability, and consultative services for all DOT managers and employees and will provide information about DOT's workforce and employment opportunities to the public.

The DOT workforce will be reviewed and assessed regularly using information gathered from various sources, to ensure that critical staffing gaps are filled, and the workforce is as efficient and effective as possible to meet the DOT mission. In addition, in collaboration with the Office of the Chief Digital and Information Officer, the OAs and the Office of Personnel Management, will implement a new Human Capital Management System (HCMS) to improve HR recordkeeping, technology, systems of record, and hiring processes.

DOHRM will continue efforts to ensure the traveling public remains safe through workforce and strategic planning that emphasizes the recruitment, hiring, and retention of employees in mission-critical safety occupations, such as Air Traffic Controllers, aviation safety investigators, railroad inspectors, pipeline inspectors, and motor carrier safety inspectors; and in new emerging occupational areas, including cybersecurity, data scientists, and positions focused on automated technologies. These efforts are integral to maintaining the public's access to safe, reliable transportation. DOHRM will remain engaged in several Office of Personnel Management initiatives to enhance workforce efficiencies within DOT and across the federal government.

Office of Facilities, Information and Asset Management, Energy and Resource Efficiency Program:

The Office of Facilities, Information and Asset Management (OFIAM) Energy and Resource Efficiency Program will lead engagement with each OA to optimize performance, reduce waste, and cut costs across the Department's 31 million square feet of building assets. These initiatives are aligned with the goals of EO 14154 and will improve energy and water efficiency, generate cost savings and reduce the environmental footprint from DOT owned or controlled facilities thereby strengthening the agency's ability to carry out its mission.

The Office will continue to provide policy and oversight across DOT's 6,000 vehicles to support consumer vehicle choice which is essential for economic growth and innovation. Along with strategies to optimize and right-size fleet composition, DOT will continue to use iterative multi-year

planning to reflect the latest key information regarding mission requirements, vehicle model availability, and relevant costs. This careful stewardship and evaluation will optimize DOT's ability to focus resources on key critical mission requirements.

Office of Security:

The Office of Security will deliver a unified, enterprise-wide security policy framework to ensure the Department's compliance with applicable government-wide regulations and standards for the protection of personnel, information, facilities, and other critical assets. In doing so, the Office will prioritize the effective implementation of Trusted Workforce 2.0 and the Continuous Vetting (CV) program to strengthen risk-based decision-making and enhance the Department's overall security posture. Through strategic alignment with interagency initiatives and the application of risk-based methodologies, the Office will further enhance operational resilience, safeguard critical infrastructure, and ensure public trust in the Department of Transportation's ability to protect the nation's transportation systems. Collectively, these efforts will yield measurable improvements in security governance, threat mitigation, and the Department's overall safety culture, benefiting both the DOT workforce and the American public it serves.

Detailed Justification for the OST Information Technology Modernization

What Is This Program and What Does This Funding Level Support?

The Information Technology (IT) Modernization funding will be used for IT development, modernizations, and enhancements across the Office of the Secretary of Transportation (OST), with an emphasis on unified and 1DOT enterprise digital products and services supporting the efficiency and organizational priorities of DOT and the Administration.

OST relies on outdated and, in some cases, obsolete IT systems to accomplish its mission. The number of OST systems has grown over time to meet evolving reporting and transparency needs, but technology has not kept pace, thus increasing the presence of obsolete products and technologies. The accumulated obsolete technology increases the Department's cybersecurity and privacy risk and is costlier to maintain and operate. These systems' utility for managing information is limited and they are struggling to meet emerging reporting requirements.

OST seeks to modernize its old, outdated, and obsolete IT applications to enhance stability, usability, improve customer experiences, and address critical security vulnerabilities. As part of the ongoing efforts to optimize the Department, OST must develop new and modern 1DOT digital products and services that streamline business processes for the whole Department, improve data transparency and utility, and reduce operational costs.

Funding Changes:

The FY 2027 Budget requests \$19.9 million to fund enhancements to critical IT Systems across the Department.

OST Information Technology Modernization funding ensures economies of scale and a 1DOT approach to the modernization efforts across all OST IT systems. DOT is continuing its multi-year IT modernization initiative and prioritization as well as sequencing of systems is underway. It is the intent of DOT to continue modernization for the functions and systems listed below and to continue the effort with subsequent rounds of modernization of additional systems that are needed.

Core Human Capital Management (HCM) Modernization – The Office of Personnel Management has initiated a government-wide effort to consolidate and modernize core human capital management systems. The Department is a “Wave 1” agency, targeted for consolidation in fiscal year 2026 with ongoing activity into fiscal year 2027 and further adoption activity anticipated into fiscal year 2028.

Grants Unification – The Department's Grants Systems Steering Committee (GSSC) is undertaking an effort to unify, simplify, and modernize the processes and systems that support competitive grantmaking called GrantLens. In FY 2027, the initial software development effort will be completed, and the Department will begin transitioning from the legacy technology to the new system. The ongoing operations, maintenance and enhancement costs will be shared across OAs.

Artificial Intelligence and Automation – The Departmental Office of the Chief Digital and Information Officer includes the Departmental Chief Artificial Intelligence Officer who has the

responsibility for overseeing and implementing responsible, ethical, and effective use of artificial intelligence (AI) and automation solutions that facilitate the business and mission of the agency. DOT will expand upon its current efforts to develop a portfolio of vetted and secure solutions to leverage this technology for improving products, service delivery and unleashing efficiencies.

OCDIO Enterprise Platforms Delivery - The Departmental Office of the Chief Digital and Information Officer manages and delivers IT tools that support the rapid development of new IT solutions. These platforms are modern but are not yet configured to provide a consistent customer experience.

In 2018, Congress passed the 21st Century Integrated Digital Experience Act to improve customer experience and serve the public effectively. The Office of Management and Budget issued OMB Memorandum M-23-22, which requires 100 actions for each digital service that agencies modernize. To facilitate those modernization efforts, the Department must invest in these shared IT tools to ensure the modern digital experiences meet or exceed customer expectations.

What Benefits Will Be Provided to the American Public Through This Request and Why is the Program Necessary?

The modernization of digital products and services is critical for OST and DOT to accomplish its mission to deliver the world's leading transportation system, serving the American people and economy through the safe, efficient, sustainable, and equitable movement of people and goods. Modernization ensures OST's and the Department's enterprise IT systems are best suited to modern ways of working, incorporating the latest technologies and artificial intelligence using platforms and architectures that are secure by design.

Detailed Justification for the Office of Small Business Programs

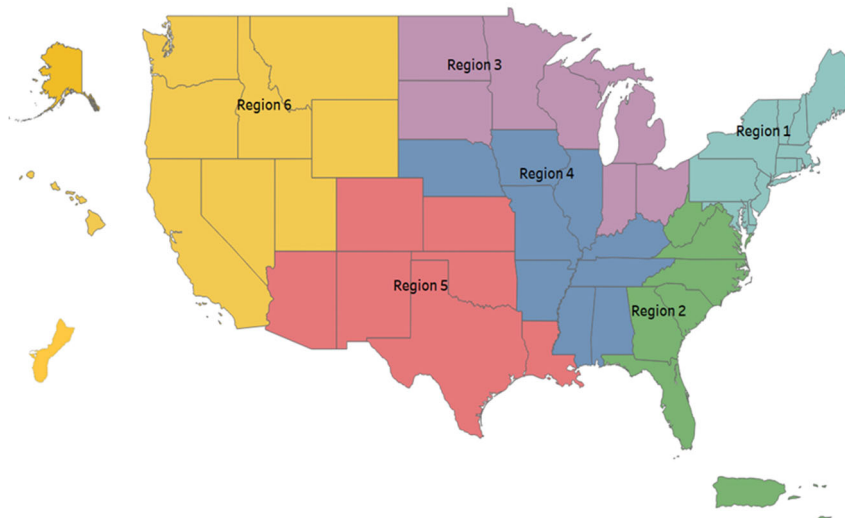
What Is This Program and What Does This Funding Level Support?

The Office of Small Business Programs (OSBP) carries out the Department of Transportation's (DOT) statutory responsibility to ensure the inclusion of small businesses in DOT procurement opportunities for Public Law 95-507, which amended the Small Business Act, requiring every federal agency to have an OSBP office which implements Departmental small business programs and initiatives.

OSBP is responsible for ensuring that small businesses have an opportunity to compete and perform in the agency's contracting and subcontracting opportunities. Additionally, OSBP provides financial tools and technical assistance to small businesses seeking to participate in DOT's transportation programs.

OSBP oversees the Connections Marketplace, which aims to expand, innovate, and provide the small business community opportunities for meaningful connections with the federal marketplace so they are ready and able to compete for contracts to meet the Department's mission to ensure our Nation has the safest, most efficient, and modern transportation system in the world. OSBP administers DOT's Small Business Transportation Technical Assistance Centers (SBTTAC) Program. The SBTTACs provide business training and counseling, deliver technical assistance and disseminate information to transportation-related small business concerns. The SBTTACs are established regionally through cooperative agreements with 501(c)(3) and six (6) organizations. These partnerships enable small businesses to become competitive in the government procurement marketplace.

Proposed Small Business Transportation Technical Assistance Centers



The FY 2027 President’s Budget reflects organizational changes to improve efficiency. In FY 2027, DOT requests consolidating the funding of the OSBP into the Salaries and Expenses (S&E) account. Prior to this change, the office operated under a separate Treasury account symbol. This consolidation streamlines administrative processes, enhances operational efficiency, and optimizes the allocation of FY 2027 resources.

OSBP requests an administrative modification to support program objectives. The Office requests officially renaming the **Office of Small and Disadvantaged Business Utilization and Outreach (SDBUO)** to the **Office of Small Business Programs (OSBP)**. This proposal redesignation is similar, if not the same, as those authorized in Section 904 of the National Defense Authorization Act (NDAA) for Fiscal Year 2006 (Pub. L. No. 109-163) (codified at 10 U.S.C. 144). In harmony with previous OSBP office name changes, the proposed redesignation also prescribes similar, if not the same, duties and powers for the Director of Small Business Programs as those prescribed in the NDAA for DOW Directors of Small Business Programs.

FY 2026 Anticipated Accomplishments:

OSBP will continue to focus on effective outreach activities to increase small business participation in DOT procurements in the following:

- Coordinate with SBTTAC high impact workshops that will focus on providing small businesses the tools and best practices to prepare, compete, and perform for DOT contract opportunities.
- Enhance small business utilization in DOT subcontracting opportunities through ongoing collaboration within DOT’s Operating Administrations.
- Redesign the Bonding Education Program (BEP) by implementing a standardized curriculum with clear, measurable outcomes that strengthen small business bonding capacity and expand their ability to compete for federal contracting opportunities.
- Through the National Business Matchmaking Series, OSBP will expand small businesses’ direct engagement with DOT and other federal procurement officials, connecting Main Street small businesses with federal contracting opportunities nationwide.
- OSBP will compete the Small Business Transportation Technical Assistance Centers (SBTTAC) program to better position and support small business participation across DOT-funded transportation programs. Following a comprehensive program redesign to modernize service delivery and strengthen program oversight, the relaunch implemented enhanced performance accountability measures, standardized operational requirements, and improve alignment with current transportation industry dynamics and the evolving needs to small businesses.

Funding Changes:

The FY 2027 Budget Request proposes a funding increase of \$170.0 thousand to fund the annualization of one previously requested position, inflation, and other adjustments to base.

What Benefits Will Be Provided to The American Public Through This Request and Why Is This Program Necessary?

Small businesses are a critical engine of the national economy and play a vital role in job creation and local economic development. OSBP will provide targeted technical assistance to small

businesses to support their growth and sustainability, in alignment with the Department’s focus on America is building again.

OSBP will help small businesses to better position themselves to participate in federally funded infrastructure projects. These initiatives not only support access to opportunities but also foster innovation and economic empowerment. As the Department advances American innovation and modernization in transportation, OSBP will work with small businesses to ensure they have the tools, resources, and opportunities needed to contribute to the strengthening of our transportation system and economy.

Detailed Justification for the Departmental Office of Civil Rights

What Is This Program and What Does This Funding Level Support?

The Departmental Office of Civil Rights (DOCR) has existed at the Department of Transportation (DOT) since 1971. The Office operates three primary programs that directly support DOT's safety mission to ensure America has the safest, most efficient, and modern transportation systems in the world. DOCR has been delegated authority (per 49 CFR 1.40 and 1.41) to serve as the Department's Equal Employment Opportunity (EEO) Officer and Title VI Coordinator for Title VI of the Civil Rights Act of 1964. DOCR is responsible for conducting all functions relating to the processing of formal employment discrimination complaints filed by Department employees and applicants for federal employment. The programs operating under DOCR's delegated authority, Secretarial mandates, and funding level require specific technical expertise.

The DOCR Director also serves as a principal advisor to the Secretary and the Deputy Secretary for all civil rights activities. DOCR guides stakeholders on the numerous civil rights statutes, regulations, and Executive Orders applicable to the Department and its recipients. DOCR periodically reviews and evaluates how civil rights protections are implemented to ensure that thousands of recipients of DOT-financial assistance operate their respective programs in a non-discriminatory manner.

DOCR plays a crucial role in ensuring the Department complies with Title VII of the Civil Rights Act, other employment discrimination statutes, and Equal Employment Opportunity Commission (EEOC) regulations. Non-compliance with these laws can expose the Department to significant risks, including potential lawsuits, financial penalties, and findings of discrimination by the EEOC or federal courts. DOCR is tasked with receiving and processing all informal and formal discrimination complaints from employees, former employees, and applicants. DOCR manages the agency's electronic EEO complaints tracking system and prepares various required reports, such as the Form 462 and MD-715 reports, which reflect the Department's adherence to statutory and regulatory obligations.

In addition to complaint processing, DOCR actively fosters a workplace culture centered around merit-based selection to attract and retain talented employees who can effectively contribute to the Department's safety goals and missions. DOCR provides vital technical assistance by offering advice, briefings, and training on the anti-harassment program, religious accommodation requests, recruitment to participation in Departmental programs. DOCR sets mandatory learning objectives for reasonable accommodation training that are delivered to DOT managers and employees and is responsible for drafting procedures related to reasonable accommodations.

DOCR manages the Department's centralized civil rights information technology systems to provide timely processing of EEO complaints, requests for reasonable accommodations, and data/reporting to assist leaders and civil rights experts in making informed decisions.

DOCR houses, manages, and maintains systems to track external complaints and Disadvantaged Business Enterprise (DBE) appeals (Entellitrak System), internal EEO complaints (Equal Employment Opportunity Entellitrak (EEO ETK) system), and reasonable accommodation requests

(Reasonable Accommodations Management System (RAMS)). The EEO ETK system is necessary to prepare the Department's legally mandated annual EEOC Form 462 Report, Elijah Cummings Report, MD-715 Report and the quarterly No FEAR Report. DOCR uses EEO complaint data to guide revisions and development of training content with the goal of reducing the number of EEO complaints and associated costs.

DOCR developed detailed technical requirements for a system to collect bidding activity by DBEs, which is currently collected by recipients. The system will enable thousands of recipients to submit information to the Department about small business bidding on federally assisted projects, so the OAs, OST, and stakeholders have a window into the DBE and non-DBE bidders participants, their gross receipts, and areas of work.

The FY 2027 President's Budget proposes organizational changes to improve efficiency. In FY 2027, DOT requests consolidating the functions of the DOCR into the Salaries and Expenses (S&E) account. Prior to this change, the office operated under a separate Treasury account symbol. This consolidation streamlines administrative processes, enhances operational efficiency, and optimizes the allocation of FY 2027 resources.

Additionally, the FY 2027 request proposes consolidating Civil Rights functions and associated FTEs across the Operating Administrations (OA) except the Office of Inspector General (OIG), Great Lakes St. Lawrence Seaway Development Corporation (GLS), and Federal Aviation Administration (FAA), into the Office of the Secretary (OST) DOCR. This realignment centralizes administrative and program support to streamline operations and eliminate duplication.

FY 2026 Anticipated Accomplishments:

- Ensure compliance of the Department's internal civil rights programs with statutory and regulatory requirements by producing necessary reports, such as the MD-715 and Form 462 submissions, as mandated by the EEOC.
- Provide tools and resources to support effective oversight and implementation of Departmental programs, including developing resources for Anti-Harassment Coordinators and enhancing support for civil rights investigations.
- Lead initiatives to establish the Department as a model EEO workplace by utilizing the Alternative Dispute Resolution (ADR) Program, analyzing workforce data to address employment barriers, and overseeing the Anti-Harassment Program.
- Offer training opportunities for employees to promote informed decision-making, improve service delivery, and enhance the effectiveness of civil rights programs.
- Monitor compliance with civil rights regulations and evaluate the Department's implementation of Title VI, ADA, and Section 504, while offering trainings to ensure recipients can receive financial assistance.
- Continue administering and updating civil rights information technology systems and data architecture, which support the Department's civil rights mission and program activities nationwide, to improve program efficacy and productivity, optimize performance, and maximize opportunities for technological integration and efficiencies.

Funding Changes:

The FY 2027 Budget Request proposes a funding decrease of \$1.0 million based on anticipated cost savings in personnel and contracts.

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

This program is necessary to provide programmatic advice, guidance, technical assistance, and training to external civil rights programs that are pivotal for ensuring compliance with the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and Title VI of the Civil Rights Act of 1964.

Ensuring uniform implementation of nondiscrimination laws is essential for safeguarding the rights of all individuals and reinforces public accountability, ensuring that discriminatory practices are prevented or swiftly addressed. In addition, coordinating reports and responding to data requests on civil rights matters helps maintain transparency, aiding in programmatic development that prioritizes the needs and rights of the American people. By issuing fair decisions on DBE certification appeals and administering a comprehensive EEO complaints program, the Department fosters a workplace free from discrimination, ultimately leading to improved services and outcomes for all.

Lastly, infrastructure investment is a core foundation of economic growth and competitiveness. Fairness is critical to building and maintaining transportation systems for all Americans and will help usher in a golden age of transportation. The Department and its recipients are required to act in a nondiscriminatory manner to eliminate or reduce obstacles for jobs and growth. These requirements are rooted in the Constitution, federal civil rights laws, Executive Orders, regulations, and terms of financial assistance agreements that prohibit discrimination in the workplace and in programs relating to beneficiaries and potential beneficiaries of DOT-funded transportation programs operating across the country.

EXHIBIT III-1a
OFFICE OF THE SECRETARY OF TRANSPORTATION
SALARIES AND EXPENSES / SUMMARY
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2025 Enacted	\$191,295	485
FY 2026 Enacted	\$187,344	413
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$2,355	12
FY 2027 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	-\$5	0
Inflation and Other Adjustments to Base	-\$5,942	-3
Subtotal Adjustments to Base	-\$3,592	9
FY 2027 Baseline Estimate	\$200,844	464
Program Changes (+/-):	\$23,007	4
Redirection of Resources	\$0	-34
FY 2027 Request	\$223,850	434

TAB:

Financial Management Capital

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
FINANCIAL MANAGEMENT CAPITAL
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	5,000	5,000	5,000
TOTAL	5,000	5,000	5,000

STAFFING

Direct FTEs	0	0	0

Appropriations Language**FINANCIAL MANAGEMENT CAPITAL**

For necessary expenses for upgrading and enhancing the Department of Transportation's financial systems and re-engineering business processes, \$5,000,000, to remain available through September 30, 2028.

Program and Performance Statement

This account supports projects that modernize the Department of Transportation's financial systems and business processes to comply with key financial management initiatives. These funds will assist DOT in increasing data quality, ensuring compliance with financial standards and reporting, strengthening capabilities to provide oversight over the DOT's risk and controls, execution of DATA Act requirements, and other critical needs that may arise.

Detailed Justification for Financial Management Capital

What Is This Program and What Does This Funding Level Support?

The Department of Transportation (DOT) has provided financial management services across DOT Operating Administrations (OA) and several non-DOT agencies since 2005. The Financial Management Capital (FMC) account supports projects that modernize DOT's financial systems and business processes to continually support access to financial management data to effectively make operational and strategic decisions.

These projects have included:

- Enhancements to DOT's financial management system, Delphi, to keep it current with DATA Act implementation and cybersecurity requirements and to support Treasury's ongoing mandate for interagency agreements (G-Invoicing).
- Enhancements to systems that interface with Delphi or support DOT's financial management processes.
- Deployment of electronic invoicing capabilities for grantee and commercial vendor payments.
- Implementation of a modern reporting solution that includes data access capabilities to support data-driven decision making.

FMC supports the Secretary's priority of implementing White House Executive Actions which align with modernizing DOT's financial management capabilities. This funding will allow for increased reporting and tracking to provide timely and accurate data to DOT senior leadership on the Department's progress in meeting strategic goals and ensuring that DOT's financial processes and systems comply with key financial management mandates. Projects supported by FMC are led by the Assistant Secretary for Budget and Programs and Chief Financial Officer in coordination with the Office of the Senior Procurement Executive and the Chief Information Officer and include participation from each OA to ensure coordination on department-wide strategic initiatives related to financial management.

FMC improves oversight of federal funds and compliance with federal laws, regulations, and standards, including:

- Digital Accountability and Transparency Act (DATA Act)
- Federal Financial Management Improvement Act
- Federal Managers' Financial Integrity Act
- Payment Integrity Information Act
- Federal Information Security Management Act
- Foundations for Evidence-Based Policymaking Act of 2018 ("Evidence Act")
- Office of Management and Budget, Treasury, Office of Personnel Management, and other government-wide requirements
- Government Accountability Office Standards for Internal Controls in the Federal Government

FMC's continued investment in process, policy, procedural improvements, and technology enables improvements to DOT practices, including upgrades to systems that interface with DOT's financial management system. This also addresses OMB and Treasury requirements in financial management related to government-wide initiatives (e.g., DATA Act), cybersecurity risk management and oversight, and the expanded access to financial data to satisfy the continued need/interest for greater data transparency to support Department and Administration priorities (e.g., Modernizing Payments To and From America's Bank Account and Protecting America's Bank Account Against Fraud, Waste, and Abuse).

FMC ensures enterprise systems such as DOT's financial system, Delphi, as well as Consolidated Automated System for Time and Labor Entry (CASTLE) and GSA's E2 Travel System (being replaced by Go.gov) that routinely provide data directly to Delphi, are compliant with current security and risk management mandates. This is critical to ensure system vulnerabilities and inefficiencies are minimized, while also providing support for meeting new requirements for government-wide system integration such as GSA's travel system and OPM's HR system consolidation efforts.

In addition, FMC continues the development of DOT's modern financial data analytic capabilities as well as the planning activities to begin analysis for the next major upgrade to Delphi, and execution of requirements related to DATA Act compliance.

FY 2026 Anticipated Accomplishments:

- DOT will complete the final phase of the G-Invoicing mandate which requires migration of active intergovernmental transactions to the G-Invoicing solution. This phase will include significant coordination and reconciliation of transactions between trading partners to ensure the accuracy and completeness of the data prior to migration. Additionally, DOT will implement new G-Invoicing functionality, and enhancements, such as the 7600 EZ process, as they become available.
- Transitioning to GSA's upcoming government-wide travel system, Go.gov in FY 2026. The new system will be a single centralized travel and expense service that will also support the travel and expense business standards developed as part of the Federal Integrated Business Framework. Go.gov will also include a new Travel Management System.

Funding Changes:

No funding changes are proposed in the FY 2027 budget request.

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

Providing assurances over operations and financial reporting across DOT remains a high priority, along with transparent, accurate, and timely financial reporting. This funding allows for enhancements to existing systems to improve data quality and facilitate standardization of processes in accordance with OMB guidance, Executive Orders related to IT Modernization and payment integrity, government-wide mandates and regulations set in the Chief Financial Officer (CFO) Act, and the President's Management Agenda priorities. Maintaining alignment with

these important initiatives provides a more accurate picture for the American public to see what the federal government spends each year via www.usaspending.gov.

The Office of Budget and Programs continues to transform its business operations by leveraging financial data analytics, enterprise-wide reporting, and data automation capabilities to deliver accurate data for senior leadership decision making and to maintain compliant financial reporting. These efforts will also support DOT's internal controls and the continued maturation of our enterprise risk management capabilities. Providing assurances over operations and financial reporting across DOT are a high priority, along with transparent, accurate, and timely financial reporting. DOT is also bolstering financial data analytics skills of DOT core workforce in Budget, Accounting, Systems, and Financial Management. Continuing investments in process improvements and technology to maintain strong financial management and internal controls are critical components of achieving those priorities.

DOT is deeply committed to safeguarding the security and privacy of all data DOT receives from taxpayers, vendors, and other stakeholders. A critical component of DOT's risk management and internal controls processes includes stringent requirements that DOT systems are operating within a secured environment. Ensuring DOT financial management systems maintain compliance with government-wide cybersecurity mandates continues to be a high priority.

EXHIBIT III-1a
OFFICE OF THE SECRETARY OF TRANSPORTATION
FINANCIAL MANAGEMENT CAPITAL
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2025 Enacted	\$5,000	0
FY 2026 Enacted	\$5,000	0
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$0	0
FY 2027 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$0	0
Subtotal Adjustments to Base	\$0	0
FY 2027 Baseline Estimate	\$5,000	0
Program Changes (+/-):	\$0	0
FY 2027 Request	\$5,000	0

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TAB:

Office Of Civil Rights

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
OFFICE OF CIVIL RIGHTS
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	13,175	5,890	-
Travel	50	50	-
Other Costs	5,002	5,821	-
Programs	-	-	-
TOTAL	18,228	11,761	-

STAFFING

Direct FTEs	48	31	0

Program and Performance Statement

In FY 2027 the Office of Civil Rights funds are being requested in the Salaries and Expenses appropriation account. The Departmental Office of Civil Rights (DOCR) plays a central leadership role in ensuring that the Department fulfills its goals of advancing opportunity for all individuals and communities throughout its internal and external programs. DOCR provides oversight, guidance, and expertise on civil rights policy, programming, and enforcement for the Office of the Secretary and the Operating Administrations.

EXHIBIT III-1a
OFFICE OF THE SECRETARY OF TRANSPORTATION
OFFICE OF CIVIL RIGHTS
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2025 Enacted	\$18,228	48
FY 2026 Enacted	\$11,761	31
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$0	0
FY 2027 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$0	0
Subtotal Adjustments to Base	\$0	0
FY 2027 Baseline Estimate	\$11,761	31
Program Changes (+/-):	-\$11,761	-31
FY 2027 Request	\$0	0

TAB:

Office of Small Business Programs

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
OFFICE OF SMALL BUSINESS PROGRAMS
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	2,088	2,088	-
Travel	20	20	-
Other Costs	948	948	-
Programs	2,274	2,274	-
TOTAL	5,330	5,330	-

STAFFING

Direct FTEs	12	11	0

Program and Performance Statement

In FY 2027, the Office of Small Business Programs, formerly known as the Office of Small and Disadvantaged Business Utilization, funds are being requested in the Salaries and Expenses appropriation account. The Office of Small Business Programs ensures that: 1) the small business policies and programs of the Secretary of Transportation are developed and implemented throughout the Department of Transportation (DOT) in an efficient manner; and 2) effective technical assistance and outreach activities are in place to assist small businesses to compete and perform in DOT contracting and subcontracting opportunities.

EXHIBIT III-1a
OFFICE OF THE SECRETARY OF TRANSPORTATION
OFFICE OF SMALL BUSINESS PROGRAMS
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2025 Enacted	\$5,330	12
FY 2026 Enacted	\$5,330	11
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$0	0
FY 2027 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$0	0
Subtotal Adjustments to Base	\$0	0
FY 2027 Baseline Estimate	\$5,330	11
Program Changes (+/-):	-\$5,330	-11
FY 2027 Request	\$0	0

TAB:

Transportation Planning, Research, and
Development

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT /
SUMMARY
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>TPR&D TOTAL FUNDING LEVELS</u>			
Personnel Compensation and Benefits	12,982	12,982	13,436
Travel	227	227	227
Other Costs	7,717	7,187	8,837
Programs	-	11,647	-
TOTAL	20,926	32,043	22,500

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>TPR&D FUNDING LEVELS</u>			
Personnel Compensation and Benefits	12,982	9,972	10,426
Travel	9,972	202	202
Other Costs	(7,464)	4,786	5,372
Programs	-	11,647	-
TOTAL	15,490	26,607	16,000

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>IIPIC FUNDING LEVELS</u>			
Personnel Compensation and Benefits	3,010	3,010	3,010
Travel	25	25	25
Other Costs	2,401	2,401	3,465
Programs	-	-	-
TOTAL	5,436	5,436	6,500

STAFFING

Direct FTEs	51	50	52

Appropriations Language

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, \$22,500,000, to remain available until expended: Provided, That of such amount, \$6,500,000 shall be for necessary expenses of the Interagency Infrastructure Permitting Improvement Center (IIPIC): Provided further, That there may be transferred to this appropriation, to remain available until expended, amounts transferred from other Federal agencies for expenses incurred under this heading for IIPIC activities not related to transportation infrastructure: Provided further, That the tools and analysis developed by the IIPIC shall be available to other Federal agencies for the permitting and review of major infrastructure projects not related to transportation only to the extent that other Federal agencies provide funding to the Department in accordance with the preceding proviso.

Program and Performance Statement

This program is tasked with research and initiatives concerned with planning, analysis, and information development needed to support the Secretary's responsibilities in the formulation of national transportation policies and the coordination of national-level transportation planning. The program also supports Departmental leadership in areas such as safety, economic impacts, aviation policy, and international transportation issues. The program's activities include contracts with other federal agencies, educational institutions, non-profit research organizations, and private firms. This program also oversees the Interagency Infrastructure Permitting Improvement Center, including an online database Permitting Dashboard, to support permitting/environmental review reforms to improve interagency coordination, and make the process for Federal approval for major infrastructure projects more efficient.

Detailed Justification for Transportation Planning, Research and Development

What Is This Program and What Does This Funding Level Support?

The Transportation Planning, Research and Development (TPR&D) account, managed by the Office of the Under Secretary of Transportation for Policy, supports the Secretary's responsibilities in implementing the department's multimodal programs and economic authorities, formulating national and international transportation policies, and supporting Administration initiatives in which transportation plays a critical role.

The TPR&D programs coordinate national, international, and multimodal transportation issues; analyze safety data and the value of transportation safety improvements; and study how to increase the economic efficiency, competitiveness, and impact of transportation. In addition, TPR&D supports modernization of environmental review and permitting, the development of safety policy to address crosscutting challenges, the integration of emerging and advanced technologies into the nation's transportation systems, and coordination of the U.S. Department of Transportation's (DOT) innovation policy, including with respect to artificial intelligence and through the Nontraditional and Emerging Transportation Technology (NETT) Council.

TPR&D research, analysis, and project development serve a variety of functions, including providing data and assessment tools necessary to determine how key programs and transportation communities are performing and supporting departmental priorities to advance the economic competitiveness of U.S. companies.

Resources in this appropriation support the following cross-modal programs and policy priorities:

Interagency Infrastructure Permitting Improvement Center (IIPIC) and Permitting Dashboard

Both IIPIC and the Federal Infrastructure Permitting Dashboard (Permitting Dashboard) are established in statute to increase transparency and efficiency during the permitting process. IIPIC collaborates with DOT's operating administrations (OA) to collect and report project data online on the Permitting Dashboard in accordance with the Fixing America's Surface Transportation (FAST) Act and reporting standards issued by the Office of the Secretary (OST) that establish requirements for permitting and environmental review of infrastructure projects tracked on the Permitting Dashboard. The Permitting Dashboard also enables DOT to track major projects and review project schedules, consistent with the requirements in the Infrastructure Investment and Jobs Act and the Fiscal Responsibility Act. The Dashboard currently tracks over 400 active DOT projects. IIPIC continues to develop new policy and technology improvements to enhance synchronized and coordinated environmental review and permitting among agencies, promote shared National Environmental Policy Act (NEPA) documents to satisfy all environmental reviews and permits, and provide easily accessible project information to inform and engage the public.

IIPIC also provides direct project assistance to projects and implements best practices to make the environmental review process more effective and efficient, including stakeholder

engagement, use of liaisons and other project support staff, development of programmatic agreements, and use of a simplified process for adopting categorical exclusions. The IIPIC Program requires continued funding to support future activities to implement reforms to improve interagency coordination and advance priority projects. This includes funds necessary to maintain, operate, and enhance the Permitting Dashboard and staff to lead and collaborate on cross-DOT and interagency initiatives. Funding for IIPIC and the Permitting Dashboard will enable the continuation of work to ensure a streamlined and transparent infrastructure permitting review process, a more efficient and effective project delivery, and the advancement of the Administration priorities.

National Safety Initiatives

Transportation-related deaths account for more than 40,000 fatalities each year, with 42,920 lives lost in 2023. Persistent and cross-cutting safety issues continue to be identified that require OST leadership to meaningfully address. The funds would support transportation safety policy implementation and coordination that cross OA program areas, allow for a robust engagement with external stakeholders, enhance OST's ability to successfully implement legislation and regulations focused on safety, and enable OST to perform safety analyses that further policy development in cross-cutting transportation safety issues of interest to the Administration and Congress. The outcome would be a strengthened, coordinated effort that will improve the Department's ability to have concerted, well-supported transportation safety efforts.

Technology and Innovation

Due to advancements in artificial intelligence, computing capabilities, sensing systems, connectivity, and other core fundamental technologies, the Department has been increasingly approached by innovators offering solutions. Innovative technologies have the potential to provide solutions to enable the future of transportation by allowing high-definition virtual testing of concept vehicles and guidance systems that provide confidence in how these systems will work in the real world. When researching new and innovative technologies to determine national policy direction, the Department will coordinate across multiple modes of transportation and industry participants, while protecting the intellectual property of each participant, so that the federal, state, and local observers are able to learn how systems will interoperate in given environments and conditions that must be addressed by policy and regulation. The Department will also need to assess what, if any, national transportation policies need to be formulated to strengthen transportation system resilience to avoid disruption from cyber and other attacks.

International Aviation

The Office of the Assistant Secretary for Aviation and International Affairs at the DOT leads the development of and carries out public policy and regulatory actions related to domestic and international aviation economic matters, ensuring the benefits of a deregulated and competitive domestic airline industry for consumers and shippers, working to improve air service and access to the national aviation system for small and rural communities, and negotiating access to international aviation markets, and securing outcomes favorable to U.S. aviation stakeholders regarding bilateral and multilateral international aviation issues.

International Transportation and Trade

The Office leads DOT's international engagement with bilateral, regional, and multilateral

partners on multimodal transportation matters, and serves as the focal point for DOT participation in trade negotiations. It works to eliminate technical barriers to trade, supporting exports and economic growth. It also represents DOT on several interagency processes and works with other Departmental offices to support the implementation of Executive Orders (EOs) and Administration priorities. It further advises and assists in the development of international transportation systems and international transportation standards through interactions with partner agencies and foreign organizations, advocating for regulations that are compatible across borders. It supports the Secretary's engagement with international partners and works internationally to develop and enact best transportation policies that promote innovation and support U.S. foreign policy initiatives. It facilitates coordination between DOT and other relevant Federal agencies to improve infrastructure development at land ports of entry (LPOEs) on the Southern and Northern borders and improve U.S. supply chain resilience and efficiency. It also serves as DOT's central hub for fostering counter-trafficking efforts across the transportation sector by federal, state, tribal, local, and private partners.

Aviation Data and Analytics to Support Statutorily Mandated Authorities and Programs including Competition and Regional Connectivity

The Office of Aviation Analysis engages in research, integration, analysis, and presentation of aviation industry data to support existing programs and economic policy matters, including antitrust immunity cases, commercial transactions, and state of the airline industry updates for senior officials. The funding focus of the Office's efforts remains in three core areas: (1) ongoing MITRE contract work for econometrics; and (2) Sabre aviation data tools, and (3) aviation data modernization technical implementation funding, working with OST's Research Directorate Office of Airline Information.

The cooperation with MITRE enables the Office to: (1) quickly access econometric modeling and data capabilities not available to DOT for discreet analyses related to airline transactions and policy issues, on an as needed quick-turn basis, to reduce the need for additional analytical staff, and (2) complete a cutting-edge study of the long-term economic benefits of airline alliances.

The use of Sabre data is critical to implementing statutorily required programs and responsibilities to foster a healthy and competitive airline industry capable of meeting the needs of all Americans, including those living in small and rural communities, and to enhance the access and competitiveness of U.S. carriers in international markets. The Sabre data suite provides international O&D full market data, something not available through DOT resources directly, to evaluate various international market transactions.

FY 2026 Anticipated Accomplishments:

IIPIC

- Leading project readiness reviews for OST's competitive grant programs (e.g., BUILD).
- Conducting data analysis and developing new tools to assess DOT's current environmental review and permitting performance and identify areas ripe for greater efficiency.
- Funding liaisons at permitting agencies to streamline environmental reviews of transportation projects.

- Implementing DOT Permitting Technology Implementation Plan to utilize new technologies and ensure transparency and efficiency in the environmental review process.

Safety

- Implementing multiple activities that are of interest to the Secretary and this Administration to advance safety in the transportation system.
- Convening stakeholders that are focused on advancing policy and practices related to safety.
- Coordinated and implemented high priority safety initiatives, including through DOT's Safety Council.

Technology and Innovation

- Convening stakeholders and experts to gather recommendations on DOT's approach to technology and innovation.
- Coordinating DOT-wide innovation policy, including with respect to artificial intelligence, digital infrastructure, and multi-modal aspects of advanced air mobility.
- Launching internal initiatives to build capacity and coordinate DOT's approach to adopting artificial intelligence.
- Developing departmental policy on advanced transportation technologies, including automated vehicles, artificial intelligence, and advanced robotics.
- Identifying opportunities for advanced technologies to enhance transportation safety, efficiency, accessibility, and project delivery; and structuring DOT programs, funding, research, and other initiatives to pursue those opportunities.

International Transportation and Trade

- Advance DOT's global engagement and priorities – spanning safety, competitiveness, infrastructure investments, AI/automation innovation, freight policy, human-trafficking prevention, and maritime/supply-chain resilience – through partnerships and standards-setting in forums such as APEC, ASEAN, G7, IMO, ITF, and the UN Inland Transport Committee.
- Engage with the State, Commerce, other Departments and with foreign counterparts to advance the America First foreign policy agenda in the transportation sector and counter malign foreign governments' influence on global transportation infrastructure, standards and policies,
- Provide leadership and coordination to strengthen the transportation sector's efforts to counter human trafficking, including support to DOT's Transportation Leaders Against Human Trafficking program and acting on recommendations from the DOT Advisory Committee on Human Trafficking.
- Facilitate coordination between DOT and other relevant Federal agencies to improve infrastructure development at LPOEs on the Southern and Northern borders and improve U.S. supply chain resilience and efficiency.
- Identify and disseminate international best practices that will increase efficiency or reduce costs to improve safety, build infrastructure, and move people and goods.

Aviation Analysis

- Adjudicating several requests for antitrust immunity for joint ventures between U.S. and foreign carries, monitoring the impact of existing immunized joint ventures, and analyzing several commercial transactions presented for approval by the airlines.
- Substantially enhancing industry cost models to account for increased labor and other costs to estimate the impact of dramatically rising airline costs on the affordability of air travel for all Americans.
- Conduct rigorous aviation industry research and analysis including MITRE econometric modeling, Sabre data tools, and data modernization efforts to support economic policy, antitrust cases, and airline industry monitoring that align with DOT's goals for economic strength and transformation.
- MITRE econometric analytical capabilities and ongoing access to the Sabre airline data have been critical to the Office's ability to evaluate alliances, mergers, and other airline transactions and developments to fulfill the Department's statutory responsibilities. The airline industry will be undertaking additional transactions to be reviewed by DOT to adapt to the structural changes in airline markets following the pandemic at a time when Office analytical staff is declining. Examples of most recent transactions reviewed include the alliance between JetBlue and United, requests for antitrust immunity by Delta/Aeromexico and Allegiant/Viva, as well as the restructuring of ultra-low-cost carriers as they struggle to return to profitability post pandemic.
- Develop a long-term understanding of global airline competition and industry changes to guide policy evolution, enhance data collection (e.g., Origin and Destination Survey improvements), and address emerging challenges like ultra-low-cost carrier impacts and rising airline costs.
- Successfully developing and implementing the enhancement of the Department's Origin and Destination Survey of Airline Passenger Traffic and incorporating the expanded data collected from airlines pursuant to a final rule issued by the Office into the analytical tools used by the Office.
- Promote competitive access at U.S. airports through collaboration with FAA-ACO and stakeholders, implementing best practice guidance, adjudicating antitrust immunity requests, and launching a public website for the Airport Access Ombudsman.

OST-Policy Chief Economist

- Continuing to develop and implement policies related to better coordination of land use and transportation across its existing programs.
- Advancing and coordinating the Department's economics research and analysis efforts through its community of practice.
- Continuing to lead the department's work in aligning its Made in America policies with EO 14005 and the Build America, Buy America Act (BABA).
- Continuing development of methodologies and tools for benefit-cost analysis of transportation investments.

Funding Changes:

The FY 2027 Budget Request proposes a net funding decrease of \$9.5 million from the FY 2026

Consolidated Appropriations Act, which includes a \$9.6 million reduction from congressional directives, a \$2.0 million decrease following a one-time FY 2026 independent review of airspace design, civil-military coordination, and operational safety in the National Capital Region, an increase of \$1.0 million for adjustments to base, and \$1.1 million in additional resources to support the IIPIC program.

What Benefits Will Be Provided to the American Public Through This Request and Why is This Program Necessary?

This request provides enhanced analysis of the benefits and costs of proposed infrastructure investments to improve the allocation of scarce funding resources to their most valuable uses. It also ensures the efficient operation of the nation's transportation and logistics system to support the movement of workers and goods and ensures the resiliency of our industrial supply chains. It improves the surface transportation community's ability to save lives by converting information into useful tools through data integration and the use of advanced analytics. It prepares the Department to anticipate and respond to both opportunities and challenges posed by new and emerging technologies, including artificial intelligence and automated vehicles, and enables the Department to position the U.S. as a global leader in the development and deployment of these technologies. It also ensures fair and efficient air service to the American public by providing oversight of proposed airline partnerships, airline mergers and acquisitions, and research into the evolving airline industry and what the changes mean for competition and consumers. It maintains dialogue with foreign countries regarding aviation competition matters, international trade in transportation goods, and relevant standards, assuring the fairness of competition between domestic and international air carriers, improving access for U.S. companies to foreign markets, and showcasing U.S. technological leadership. It identifies international best practices that will increase efficiency or reduce costs to improve safety, build infrastructure, identify new technology or reduce regulatory burden, and ensures regulatory and standards compatibility with U.S. trading partners and U.S. firms are not locked out of foreign markets by regulatory barriers.

The request also identifies aspects of the U.S. transportation system that might be enhanced to increase international exports and provide economic benefits. It expands engagement with foreign governments to assess the weaknesses and vulnerabilities in the global transportation supply chain, critical infrastructure, and their impacts on our U.S. economic security. The request also furthers work that DOT does to bring technical expertise to bear in U.S. foreign policy efforts, in the conduct of U.S. trade policy, and in the implementation of Administration policy on revitalizing manufacturing including shipbuilding through participation in trade negotiations, international standard-setting activities, representing the U.S. Government at conferences and meetings, representing DOT in international organizations, and direct engagement with funding organizations. In addition, DOT continues to develop and provide transport-related technical guidance and advice related to surface transport (rail, roads) and intermodal transportation related to good governance (planning, working with subnational grant/loan oversight, standards, and sound regulatory practices), economic competitiveness (trade and advocacy), and supply chain resilience, including through technical cooperation programs.

EXHIBIT III-1a
OFFICE OF THE SECRETARY OF TRANSPORTATION
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT / SUMMARY
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2025 Enacted	\$20,926	51
FY 2026 Enacted	\$32,043	50
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$0	0
FY 2027 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$1,040	2
Subtotal Adjustments to Base	\$1,040	2
FY 2027 Baseline Estimate	\$33,083	52
Program Changes (+/-):	-\$10,583	0
FY 2027 Request	\$22,500	52

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TAB:

National Infrastructure Investments

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
NATIONAL INFRASTRUCTURE INVESTMENTS
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	345,000	145,000	-
TOTAL	345,000	145,000	-

STAFFING

Direct FTEs	0	0	0

Program and Performance Statement

The National Infrastructure Investments account funds two competitive grant programs for surface transportation infrastructure projects. The National Infrastructure Project Assistance Program authorized under 49 U.S.C. 6701, provides awards for large-scale highway, freight intermodal or rail, railway-highway safety, intercity passenger rail, and certain transit projects of national or regional significance. The Local and Regional Project Assistance Program authorized under 49 U.S.C. 6702, provides awards for highway, transit, rail, port, and other projects that will have a significant local or regional impact and improve transportation infrastructure. No new funds are requested for this account in 2027.

EXHIBIT III-1a
OFFICE OF THE SECRETARY OF TRANSPORTATION
NATIONAL INFRASTRUCTURE INVESTMENTS
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2025 Enacted	\$345,000	0
FY 2026 Enacted	\$145,000	0
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$0	0
FY 2027 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$0	0
Subtotal Adjustments to Base	\$0	0
FY 2027 Baseline Estimate	\$145,000	0
Program Changes (+/-):	-\$145,000	0
FY 2027 Request	\$0	0

TAB:

National Surface Transportation and
Innovative Finance Bureau

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	4,806	4,806	4,241
Travel	275	275	-
Other Costs	4,477	4,169	759
Programs	-	-	-
TOTAL	9,558	9,250	5,000

STAFFING

Direct FTEs	25	20	20

Appropriations Language**NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU**

For necessary expenses of the National Surface Transportation and Innovative Finance Bureau as authorized by 49 U.S.C. 116, \$5,000,000, to remain available until expended: Provided, That the Secretary may collect and spend fees, as authorized by title 23, United States Code, to cover the costs of services of expert firms, including counsel, in the field of municipal and project finance to assist in the underwriting and servicing of Federal credit instruments and all or a portion of the costs to the Federal Government of servicing such credit instruments: Provided further, That such fees are available until expended to pay for such costs: Provided further, That such amounts are in addition to other amounts made available for such purposes and are not subject to any obligation limitation or the limitation on administrative expenses under section 608 of title 23, United States Code.

Program and Performance Statement

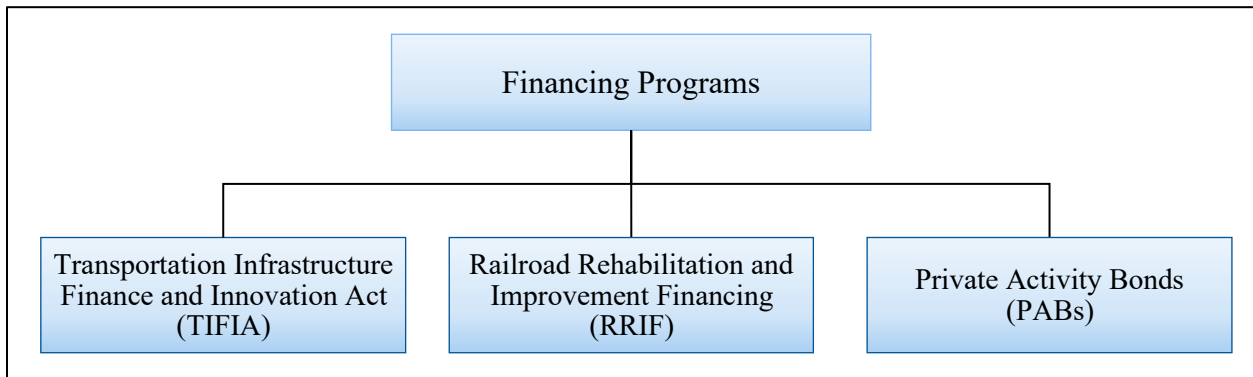
This account supports the expenses of the National Surface Transportation and Innovative Finance Bureau, also known as the Build America Bureau. The Build America Bureau provides guidance and technical assistance to transportation infrastructure project sponsors. The Build America Bureau also administers innovative finance programs, including the Transportation Infrastructure Finance and Innovation Act credit program, the Railroad Rehabilitation and Improvement Financing credit program, the Regional Infrastructure Accelerator Demonstration Program, and Private Activity Bonds. Additionally, the Build America Bureau administers the Innovative Finance and Asset Concessions and the Rural and Tribal Assistance Pilot grant programs. The FY 2027 Budget requests \$5 million for this account.

Detailed Justification for the National Surface Transportation and Innovative Finance Bureau

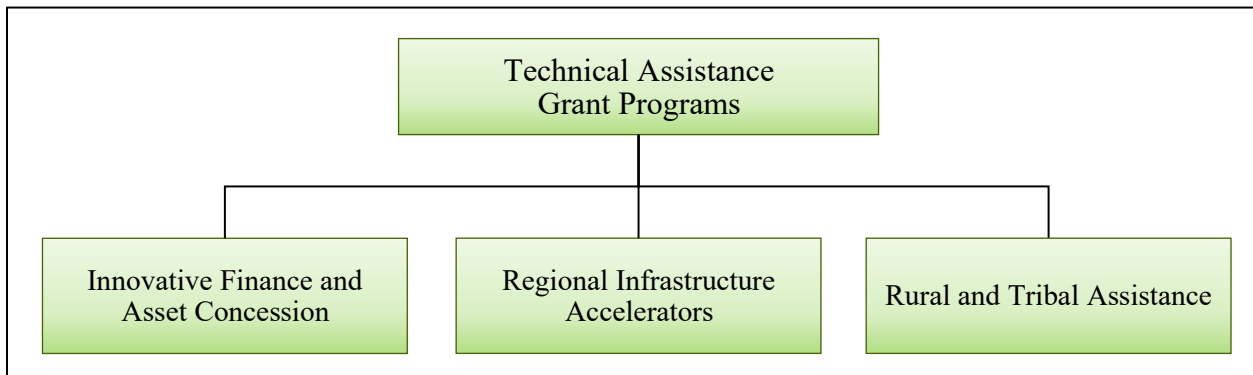
What Is This Program and What Does This Funding Level Support?

The National Surface Transportation and Innovative Finance Bureau (Bureau, also known as the Build America Bureau) advances investment in America’s transportation infrastructure by lending federal funds to qualified borrowers; clearing roadblocks for creditworthy projects; encouraging best practices in project planning, financing, and delivery; and fully using available lending capacity while protecting taxpayer resources. The Bureau draws on expertise and resources throughout the U.S. Department of Transportation (DOT) to serve as the point of coordination for states, municipalities, and project sponsors interested in federal transportation credit assistance, access to private capital, or private activity bonds (PABs). The Bureau offers grant programs and direct technical assistance to support innovative project development, delivery, and financing practices to accelerate investment in U.S. infrastructure. The Bureau develops DOT-wide policies to improve transportation infrastructure financing and project delivery and initiatives to facilitate public and private financing approaches across transportation modes and asset types.

The Bureau administers three financing programs, including the \$41 billion TIFIA and RRIF portfolio of active loans:



The Bureau also administers three technical assistance grant programs:



Under the leadership of the executive director (a Presidential appointee), the Bureau has three component offices, listed below with their core functions:

- **Technical Assistance:** Develop, execute, and manage technical assistance grant programs and provide direct technical assistance; coordinate technical assistance within DOT and other federal agencies to provide integrated grantee experiences; develop and disseminate research, modeling, and cost-benefit analysis methodologies to help customers develop funding and financing strategies; and increase awareness, understanding, and use of best practices in program and project planning, development, financing, delivery, maintenance, and operation to advance transformative transportation projects.
- **Outreach and Project Development:** Introduce potential customers and stakeholders to Bureau programs, products, and services; identify opportunities for project sponsors to combine innovative project delivery and grants, loans, and private capital to accelerate infrastructure; determine sponsor and project eligibility for Bureau credit assistance; and promote compliance with applicable federal requirements and DOT strategic goals.
- **Credit Programs:** Conduct the Bureau's risk management, underwriting, and portfolio management programs to advance creditworthy projects and protect taxpayer resources and the public interest.

The Bureau and Office of the Under Secretary of Transportation for Policy administer the Rural Opportunities to Use Transportation for Economic Success Initiative (ROUTES) to address disparities in rural transportation infrastructure and improve safety and economic competitiveness. ROUTES helps less experienced customers navigate grant and credit opportunities throughout DOT and identify which funding opportunities best meet their needs. The Under Secretary leads a council of modal administrators and senior leaders that provides overall direction for ROUTES. A staff team from the operating administrations and Office of the Secretary offices coordinates ROUTES activities. Significant activities include:

- Collecting feedback from stakeholders to identify rural infrastructure needs and challenges.
- Providing user-friendly information and technical assistance to help rural communities access and benefit from DOT programs.
- Improving DOT's analysis of rural transportation infrastructure.
- Supporting rural projects that promote safety.

FY 2026 Anticipated Accomplishments:

Bureau initiatives continuing into FY 2026 are helping the Bureau execute its critical functions to finance and accelerate infrastructure delivery that advances safety, economic strength, and global competitiveness, including:

- **Growing Portfolio:** The Bureau expects to support infrastructure investment projects around the country by closing 5 to 10 TIFIA loans totaling up to \$8 billion and 4 to 6 RRIF loans totaling almost 2 billion.

- **Risk Management:** The Bureau expects to continue to align Bureau underwriting practices with current data and market terms and conditions, subject to protecting taxpayers and the public interest.
- **Information Technology and Automation:** The Bureau expects to continue transforming internal processes and interactions with borrowers by leveraging technology. Building on process improvements and organizational development initiatives started in FY 2024, the Bureau will continue streamlining and automating its activities.

Funding Changes:

The FY 2027 Budget Request proposes a \$4.3 million reduction to manage and reduce carryover balances.

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

Bureau programs and activities continue financing modernization of the nation's transportation infrastructure with innovative approaches that accelerate project delivery. These programs increase awareness and utilization of best practices, which leverage state, local, and private funds; accelerate national infrastructure construction; and increase the number of infrastructure projects delivered. The Bureau's infrastructure finance expertise drives the formulation and utilization of new and innovative strategies to address the nation's critical infrastructure needs, including programs and projects that attract private sector capital and reduce reliance on federal grants. The Bureau advances the development and streamlined delivery of projects in the highway, rail, transit, airport, and maritime sectors, which increases national economic development and vitality, promotes innovation and the adoption of transformative technology, and incentivizes performance and accountability.

EXHIBIT III-1a
OFFICE OF THE SECRETARY OF TRANSPORTATION
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2025 Enacted	\$9,558	25
FY 2026 Enacted	\$9,250	20
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$0	0
FY 2027 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$68	0
Subtotal Adjustments to Base	\$68	0
FY 2027 Baseline Estimate	\$9,318	20
Program Changes (+/-):	-\$4,318	0
FY 2027 Request	\$5,000	20

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TAB:

Cyber Security Initiatives

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
CYBER SECURITY INITIATIVES
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	49,000	60,000	75,000
Programs	-	-	-
TOTAL	49,000	60,000	75,000

STAFFING

Direct FTEs	0	0	0

Appropriations Language**CYBER SECURITY INITIATIVES**

For necessary expenses for cybersecurity initiatives, including necessary upgrades to network and information technology infrastructure, improvement of identity management and authentication capabilities, securing and protecting data, implementation of Federal cybersecurity initiatives, and implementation of enhanced security controls on agency computers and mobile devices, and related purposes, \$75,000,000, to remain available until September 30, 2028.

Program and Performance Statement

The Cyber Security Initiatives supports key program enhancements, infrastructure improvements, and contractual resources to enhance the security of the Department of Transportation network and reduce the risk of security breaches while complying with all federal cybersecurity mandates. This work includes necessary upgrades to the wide area network, security operations center, zero trust architecture, identity security, and informational technology infrastructure.

Detailed Justification for Cyber Security Initiatives

What Is This Program and What Does This Funding Level Support?

The Department of Transportation (DOT) Office of the Chief Information Officer (OCIO) is the principal information technology (IT), cybersecurity, privacy, risk management, and information protection advisor to the Secretary.

DOT operates and oversees significant elements of the critical transportation infrastructure of the United States, much of which is heavily dependent on IT and industrial control system technologies. DOT's IT framework relies upon and is integrated with computer networks, computer-mediated communications, online databases, automation solutions, artificial intelligence and machine learning capabilities, internet-of-things (IoT) devices, cyber-physical systems and sensors, and a wide variety of technologies. The complexities of cybersecurity vulnerabilities within DOT and the federal government have escalated significantly due to the pervasive interconnectedness across various sectors and agencies. This intricate web of interconnectivity, involving federal, state, and local government bodies, alongside private sector entities, has created a landscape in which data and systems are more accessible but also more exposed. The expansive attack surface that emerges from this interconnected environment presents a formidable challenge, as identifying and mitigating vulnerabilities becomes an intricate task. The need to secure DOT's own infrastructure, interfaces, and connections it shares with other entities demands a holistic and collaborative approach to cybersecurity. This approach must also consider the intricate interdependencies that now characterize the federal government's digital landscape.

For the DOT enterprise, the FY 2027 Budget supports hardware, software, services, and continued operation and enhancement of the DOT Continuous Diagnostics and Mitigation (CDM) Program, capabilities aligned to the Cyber Security Framework (CSF), integration of privacy and transportation sector cybersecurity-focused initiatives in support of DOT's mission-oriented cybersecurity, privacy, and information protection responsibilities, in addition to cybersecurity support and services provided to DOT business and mission stakeholders. The funding will extend and enhance implementation of core identity and attribute-based access control services for agency systems, configuration of DOT's modernized infrastructure for operational and security automation, and implementation of Zero Trust capabilities. Funds will be used for continued maintenance and operation of software, hardware, and services for the DOT enterprise.

For the DOT enterprise, the FY 2027 Budget supports the lifecycle management of critical cyber hardware, software, and services:

- **Enhance the CDM Program** to shift from static reporting to near real-time through automation.
- **Operationalize Active Cyber Defense** by deploying advanced deception technology to detect, confuse, and neutralize sophisticated adversaries.
- **Integrate AI-Driven Analytics & Automation** to accelerate incident response times, automate routine ISCM activities, and CISA playbook implementations
- **Rationalize Zero Trust Tooling** to reduce redundancy and costs while securing the enterprise adoption of Artificial Intelligence.

- **Accelerate NIST CSF & Zero Trust Alignment** through implementation of efficient automation and by integrating Supply Chain Risk Management (SCRM)
- **Modernize the ATO lifecycle** through **OSCAL integration**, transitioning GRC functions from manual data entry to **automated, data-centric validation** to reduce compliance costs.
- **Execute NSM-10 & OMB M-23-02 Mandates** by funding the transition to Post-Quantum Cryptography (PQC), protecting sensitive data and communications against future decryption.

The Cyber Security Initiative (CSI) investment supports federal cybersecurity priorities and objectives, which include targeted investment in people, processes, and technologies at strategic, operational, and tactical levels for improved effectiveness of DOT's integrated Cybersecurity and Privacy Risk Management Programs, reduction of agency cybersecurity and privacy risks, and maturation of DOT's implementation of the National Institute of Standards and Technology Cybersecurity Framework (NIST CSF). CSI investments advance continued improvement to DOT's internal cyber defense systems and practices to harden DOT's enterprise information and communications technology against cyber threats. It also funds hardware, software, maintenance, services, and contract labor in support of DOT's implementation and operation of CDM capabilities including hardware asset management; software asset management; vulnerability management; security settings management; and core credential and privilege management capabilities and enhancements to credential, privilege, and access management capabilities to better protect departmental mission and business systems.

FY 2026 Anticipated Accomplishments:

- DOT will continue to improve zero trust architecture, adoption of multi-factor authentication and data encryption for data at rest and in transit, expansion of visibility and logging, deployment of endpoint detection and protection capabilities, and enhancements to enterprise cloud systems security as required by Executive Order 14028, *Improving the Nation's Cybersecurity*, and the Federal Zero Trust Strategy.
- DOT will continue to improve cybersecurity and privacy risk management capabilities, address open audit recommendations, and continue to remediate gaps and vulnerabilities associated with the Administration priorities and evolving cybersecurity threats.
- DOT will prioritize the transition to a data-centric authorization model by enabling GRC tools to process **machine-readable (OSCAL) artifacts** and utilize **Artificial Intelligence** for real-time control validation. This initiative will streamline the assessment lifecycle, ensuring rapid, secure deployment of cloud services while reducing human error in compliance tracking, DOT will continue to utilize the CSI appropriation to acquire and deploy tools, services, and capabilities to improve DOT's practices and compliance with federal requirements.
- DOT will enhance vulnerability and risk management through the transition to shared services for vulnerabilities identified through activities external to DOT. DOT will align tools and automation to reduce labor burden as updated standards are released within a budget year. The CSI appropriation allows the Department to respond to these changes in an agile, effective way to remediate or mitigate newly identified vulnerabilities and reduce newly identified risks as soon as possible.

- Improve DOT’s cybersecurity posture through continued enhancements and investments in DOT’s cybersecurity capabilities, expanded cybersecurity and privacy risk management capabilities, integrated DOT’s Zero Trust Architecture implementation, and upgrading the Federal Aviation Administration security operations center capabilities.

Funding Changes:

The FY 2027 Budget Request proposes a funding increase of \$15.0 million to expand upon DOT’s implementation of Zero Trust and modernization of cybersecurity capabilities and systems. The funding will also support the streamlining, simplification, and unification of DOT’s cyber systems consistent with Federal priorities around cost, acquisition, and management efficiencies, and will introduce artificial intelligence and other innovative technologies into DOT’s cybersecurity architecture to improve identification, detection, protection, and response capabilities in alignment with the NIST Cyber Security Framework (CSF). Other areas of action will include the identification of assets with cryptographic technology vulnerable to quantum computing-enabled threats, remediation of key enterprise infrastructure for post-quantum cryptographic resilience, and an enhanced focus on secure cloud, and maturation of DOT’s capabilities for secure software development.

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

The FY 2027 budget request for CSI supports not only improvements to the core DOT cybersecurity and privacy programs through implementation of the NIST CSF but also updates to the DOT enterprise IT infrastructure to mitigate immediate and evolving threats and vulnerabilities to critical business operations, ensuring the resiliency and availability of stakeholder-facing services. The resulting improvements will provide increased reliability of services, greater integrity of information and services delivered by DOT, production of actionable intelligence for the ongoing authorization of information systems, identifying and mitigating risks to inform tactical and strategic priorities, and protection of information that stakeholders and the public provide to DOT as part of its normal operations, all with an increased focus on proactive efforts, efficient mission-sustaining activities, and resilience.

EXHIBIT III-1a
OFFICE OF THE SECRETARY OF TRANSPORTATION
CYBER SECURITY INITIATIVES
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2025 Enacted	\$49,000	0
FY 2026 Enacted	\$60,000	0
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$0	0
FY 2027 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$15,000	0
Subtotal Adjustments to Base	\$15,000	0
FY 2027 Baseline Estimate	\$75,000	0
Program Changes (+/-):	\$0	0
FY 2027 Request	\$75,000	0

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TAB:

Research and Technology

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
RESEARCH AND TECHNOLOGY / SUMMARY
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>RESEARCH AND TECHNOLOGY TOTAL</u>			
Personnel Compensation and Benefits	14,147	12,647	13,440
Travel	227	227	212
Other Costs	14,166	7,597	7,847
Programs	20,500	54,000	18,500
TOTAL	49,040	74,471	40,000
	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>R&T ADMIN</u>			
Personnel Compensation and Benefits	13,597	8,162	9,505
Travel	212	212	212
Other Costs	12,731	6,162	7,847
Programs	-	-	-
TOTAL	26,540	14,536	17,564
	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>R&T PRIORITIES</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	4,500	-	4,500
TOTAL	4,500	-	4,500
	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>PNT, GNSS, GPS</u>			
Personnel Compensation and Benefits	-	1,166	1,166
Travel	-	-	-
Other Costs	-	-	-
Programs	8,000	3,000	8,000
TOTAL	8,000	4,166	9,166
	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>ADVANCED RESEARCH PROJECTS AGENCY - INFRASTRUCTURE</u>			
Personnel Compensation and Benefits	550	550	-
Travel	15	15	-
Other Costs	1,435	1,435	-
Programs	8,000	7,000	-
TOTAL	10,000	9,000	-
	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>HIGHLY AUTOMATED SYSTEMS SAFETY CENTER OF EXCELLENCE</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	6,000
Programs	-	4,000	-
TOTAL	-	4,000	6,000

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>DRONE INFRASTRUCTURE INSPECTION GRANT PROGRAM</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	-	10,000	-
TOTAL	-	10,000	-
	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>TRANSPORTATION RESILIENCE AND NUCLEAR TECHNOLOGY</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	-	30,000	-
TOTAL	-	30,000	-

<u>STAFFING</u>			
Direct FTEs	61	50	54

Appropriations Language

RESEARCH AND TECHNOLOGY

For necessary expenses related to the Office of the Assistant Secretary for Research and Technology, \$40,000,000 to remain available until expended: Provided, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training: Provided further, That any reference in law, regulation, judicial proceedings, or elsewhere to the Research and Innovative Technology Administration shall continue to be deemed to be a reference to the Office of the Assistant Secretary for Research and Technology of the Department of Transportation.

Program and Performance Statement

This Office is responsible for coordinating, facilitating, reviewing , and ensuring non-duplication of the Department of Transportation's (DOT) research, development, and technology portfolio, as well as enhancing DOT's statistical data collection and analysis programs to support data-driven decision making and evidence building. The Office of the Assistant Secretary for Research and Technology is also responsible for civil Positioning, Navigation, and Timing (PNT) and DOT Spectrum Management, and the Highly Automated Systems Safety Center of Excellence.

This Office oversees and provides direction to the following programs and activities:

The Bureau of Transportation Statistics (BTS) collects, manages and shares statistical knowledge and information on the nation's transportation systems, including statistics on freight movement, geospatial transportation information, and transportation economics. BTS is funded by an allocation from the Federal Highway Administration's Federal-Aid Highways Account.

The University Transportation Centers (UTC) advance U.S. technology and expertise in many transportation-related disciplines through grants for transportation education, research, and technology transfer at university-based centers of excellence. The UTC Program is funded by an allocation from the Federal Highway Administration.

The John A. Volpe National Transportation Systems Center (Cambridge, MA) provides technical expertise in research, analysis, engineering, technology deployment, and other technical knowledge to DOT and non-DOT customers on specific transportation system projects or issues on a fee-for-service basis.

The Transportation Safety Institute (Oklahoma City, OK) develops and delivers safety, security, and environmental training, products, and services for both the public and private sector on a fee-for-service and tuition basis.

Detailed Justification for the Office of the Assistant Secretary for Research and Technology

What Is This Program and What Does This Funding Level Support?

The Office of the Assistant Secretary for Research and Technology (OST-R) coordinates research and technology transfer (T2) programs to leverage and maximize the effectiveness of over \$1 billion in annual investment in transportation research, development, and technology (RD&T) activities across all Department of Transportation (DOT) Operating Administrations (OAs) and Secretarial Offices. OST-R ensures that DOT's research strategic priorities are implemented and that research is purpose-driven and non-duplicative.

OST-R also leads a range of cross-modal initiatives for DOT, including Positioning, Navigation, and Timing (PNT) and spectrum management, with a focus on implementing the Complementary PNT Action Plan to enable deployment of GPS backup systems and protecting the radio spectrum needed for transportation safety in all modes. OST-R manages the DOT's statistical programs via the Bureau of Transportation Statistics (BTS). Additionally, it leads research initiatives through the University Transportation Center (UTC) grants program, oversees the Technology Transfer (T2), Gold Standard Science and Scientific Integrity programs, and directs the Highly Automated Systems Safety Center of Excellence (HASS COE). OST-R supervises related fee-for-service organizations, including the John A. Volpe National Transportation Systems Center and the Transportation Safety Institute. OST-R leads the DOT implementation of Executive Order (EO) 13905, *"Strengthening National Resilience Through Responsible Use of Positioning, Navigation, and Timing Services."*

The mission of OST-R is to transform transportation by expanding the base of knowledge implemented to make America's transportation system safer, more efficient, more competitive, and innovative. Specifically, OST-R:

- Provides strategic research and technology direction (across all modes of transportation) to modal agencies, Office of the Secretary (OST) and joint program offices, and entities receiving R&D-funded financial assistance.
- Advances Presidential, Secretarial & Congressional priorities, eliminating duplicative research activities and optimizing the effective use of Department-wide research resources through cross-modal collaboration.
- Advances the Department of Transportation's Innovation Agenda, technology development, and breakthrough scientific discovery applied to the movement of people and goods.
- Conducts stewardship and oversight of the OA and OST research portfolios on behalf of Departmental leadership and the stakeholders of America's transportation system.
- Fosters technology transfer and facilitates technology deployment through research programs, funding opportunities, and through partnerships within DOT and with the private sector and university partners.
- Provides useful statistics and analyses to decision-makers as they establish policy and address policy-related issues.

OST-R's programs are measured by their ability to deliver high-quality cross-modal results in strategic research planning, program management, and program support services. The requested funding will allow the RD&T Program to continue its congressionally mandated mission of coordinating the DOT's research portfolio across the OAs, providing oversight and review of DOT's research investments, actively pursuing T2 agreements and activities, and engaging in research collaborations with other federal, state, local and tribal public agencies in support of Secretarial and Administration priorities to accelerate deployment of innovative technologies and practices.

An OST-R portfolio focused on cross-cutting, cross-modal research benefits DOT leadership, the entire Department, and the Nation's transportation system. Policymaking demands credible estimates of the value and public benefits of transportation investments. Successful adoption of new technologies requires assessment of impacts on safety and on supply chains.

Bureau of Transportation Statistics (BTS)

BTS, in support of 49 USC Chapter 63, the Foundations for Evidence-Based Policymaking Act, and the requirements of the Federal Statistical System, will continue to produce key statistics on commercial aviation, multimodal freight transportation, transportation economics, and more than 40 monthly and weekly indicators of transportation activity. BTS compiles and makes available to the public statistics and research documents through its National Transportation Library.

In support of DOT's multimodal freight mandates, BTS will continue to improve the timeliness and geographic detail of the Freight Analysis Framework to support DOT's National Freight Policy and the National Freight Strategic Plan, as well as other policymaker needs. BTS will continue to publish regular port performance measures and supply chain indicators and examine new data sources and metrics for assessing freight transportation performance.

Office of Research, Development and Technology (RD&T)

The Office of RD&T is responsible for congressionally mandated strategic planning, coordination, facilitation, and review processes for all Departmental research, development, and technology activities (49 USC Chapter 65). RD&T is responsible for stewardship and oversight of the over \$1 billion departmental RD&T portfolio. This is accomplished using 5-year DOT RD&T Strategic Plans, reviewing annual research and technology plans, and working with the OAs and OST offices on common strategic research priorities. The office is also responsible for performance management and reporting the results and impacts of research investments, specifically within the Office of RD&T, ensuring that we maximize the return on federal research investments for the American people.

The Office of RD&T is also responsible for the development and delivery of multimodal transformative research, development, and technology transfer programs to deliver the transportation system of the future to the American public, grow the economy, and position the United States to maintain its global leadership into the 21st Century. To accomplish this, the Office of RD&T leads or supports research and technology initiatives on new and emerging technology topics, including infrastructure resilience, multi-modal automation, advanced materials, cybersecurity, Artificial Intelligence and digital infrastructure.

The Office of RD&T programs are as follows:

The **RD&T Coordination program optimizes** the effective use of Department-wide research resources, ensuring that the department’s research activities are coordinated with the wider transportation research community, increasing collaboration, eliminating potentially duplicative research activities, and improving the return on research investment through active performance management at the program and project levels.

The program’s mission is supported by an RD&T Planning Team composed of senior research and technology leaders from across the OAs and chaired by the Director of the Office of RD&T. The specific duties include:

- Developing and executing DOT-wide strategic research planning through the development and implementation of DOT’s RD&T Five-Year Strategic Plan.
- Providing stewardship and oversight of DOT’s research portfolio through the Research and Technology Review, Approval, and Monitoring process for the incorporation of research results.
- Aligning Departmental research with Executive Orders, Administration priorities, policy objectives and Secretarial priorities, improving collaboration, avoiding duplicative research spending, and improving the return on investment through performance management.
- Leading cross-modal research initiatives in partnership with DOT OAs, industry, state, local and tribal governments, and academia to ensure the development and deployment of state-of-the-art practices for safe, efficient mobility of people and goods.

The Office of RD&T includes the Department’s **Technology Transfer (T2) Program**, which focuses on leveraging DOT’s research products to facilitate commercialization, deployment, and subsequent “real world” benefits. The White House continues its emphasis on improving domestic manufacturing and ensuring that federal research innovations are patented, manufactured, and commercialized and used in the U.S. This office works with the OAs and external stakeholders to assist them in understanding and implementing state-of-the-art practices in research product development and deployment, and in building technology transfer mechanisms into research planning early in the process.

The **Cross-Modal Research Priorities (CMRP) Program** works with federal and non-federal stakeholders to advance the development and deployment of the Department's Innovation Agenda and related research and technology transfer priorities. This Program focuses on providing the means to address research and Administration priorities that span multiple modes and/or require intensive coordination with other federal and non-federal partners. The CMRP initiative ensures the cost-effective leveraging of complementary research and technology efforts underway outside DOT and ensures the effectiveness and efficiency of research and technology.

Example priority areas include digital infrastructure, Artificial Intelligence, advanced materials, quantum computing, automated vehicles, emerging multimodal technologies, infrastructure resilience, and accelerated project delivery toward a seamless system-of-systems.

Positioning, Navigation and Timing (PNT) and Spectrum Management Program

DOT co-leads the federal role in PNT with the Department of Defense (DOD) by coordinating civil sector PNT requirements and representing the civil (non-defense) departments and agencies in the development, acquisition, management, and operations of the Global Positioning System (GPS). The Secretary of Transportation is assigned this role by Space Policy Directive (*SPD-7, U.S. Space-Based Positioning, Navigation, and Timing Policy*). The Secretary's role also includes ensuring that GPS public safety of life services meet or exceed international performance standards and promoting PNT resiliency for transportation safety.

DOT continues to lead the civil agencies in assessing PNT vulnerabilities across all civil sectors, including PNT dependencies in critical infrastructures. DOT continues to implement the Complementary Positioning, Navigation, and Timing (CPNT) Action Plan, conducting field testing of commercially available CPNT solutions, characterizing performance of these systems in GPS-denied environments, and developing performance standards to guide critical infrastructure owners and operators in obtaining their own GPS backup systems.

In addition, the Spectrum Management program addresses the Department's radio frequency requirements noted in U.S.C. Title 47 (Telecommunications) §300 et seq., in other legislation (e.g., Middle Class Tax Relief and Job Creation Act of 2012), and in the IIJA, as well as in Departmental policy (e.g., DOT Order 5421.1A dated January 14, 2021). The program fully supports the Secretary's priorities for transportation safety, as well as fostering technology innovation in transportation by preparing for the future through the engagement of new navigation, surveillance, and communications radio frequency spectrum to ensure safety without undermining innovative emerging capabilities. The FY 2027 efforts support implementation of national spectrum policy that incorporates transportation safety-critical needs and requirements for spectrum-dependent communications, navigation, and surveillance systems for all modes of transportation. Day-to-day responsibility for spectrum management is handled by OST-R for cross-modal and surface transportation issues and is carried out in coordination with the Federal Aviation Administration (FAA) for aviation and space transportation missions. DOT recognizes radio frequency spectrum as critical to the safe and efficient use of the national transportation system by the traveling public, the freight community, other commercial and private entities, and for other federal agencies using the roads, rails, waterways, and airspace within the United States.

Highly Automated Systems Safety Center of Excellence (HASS COE)

Established under P.L. 116-94, the Highly Automated Systems Safety Center of Excellence (HASS COE) serves as the Department's lead technical authority for the review, assessment, and validation of transportation automation technologies. Leveraging versatile multidisciplinary expertise, the Center addresses evolving automation challenges to deploy robust, interconnected solutions that prioritize public safety and national infrastructure resilience. By proactively fostering collaboration across DOT modes, federal agencies—including NASA, the Department of Energy, Department of War, and the Department of Homeland Security—industry, and academia, the HASS COE ensures the U.S. remains a global leader in safe automation.

The FY 2027 initiatives focus on the rigorous validation of technologies underpinning the future of American mobility, from uncrewed aircraft to AI-driven logistics. Key efforts include

validating cellular and satellite networks to ensure seamless communication between ground systems and piloted or uncrewed aircraft to prevent collisions, as well as implementing a new multi-modal framework to quantify and realize the safety benefits of automated systems. Simultaneously, the Center is deploying an AI-driven evaluation capability to protect interconnected infrastructure from digital threats and utilizing predictive analytics to ensure the reliable movement of goods through increasingly complex automated supply chains. By leveraging existing resources and our strategic partnership with ARPA-I, the HASS COE is scaling its expertise beyond the aviation sector. We are focused on developing a "universal mesh" of connected vehicles and infrastructure—an integrated framework designed to accelerate the nationwide rollout of next-generation automation. Finally, by leveraging cross-modal data to identify shared vulnerabilities and establishing a standard safety taxonomy, the HASS COE transforms latent information into actionable insights for new regulations and standards. This unified, data-driven approach ensures that as the national transportation ecosystem operationalizes new technologies, safety integration remains proactive, evidence-based, and consistent across all transportation modes.

FY 2026 Anticipated Accomplishments:

RD&T

- Develop the new DOT RD&T Strategic Plan (FY 2026-2030) and monitor progress made toward the goals, priorities, and objectives.
- Conduct the annual review, approval, and Secretarial certification to Congress of DOT's Annual Modal Research Plans (AMRPs).
- Conduct the development and review of the Annual RD&T Performance Plan and the Annual RD&T Funding Report for submission to Congress.
- Conduct a series of research reviews to monitor progress made by the OAs toward prior-year objectives and to discuss plans for the coming fiscal year.
- Add user services and functionality to the Portfolio Management Data System (PMDS), inviting OA data owners and researchers to glean intelligence from ongoing and active research projects, increasing collaboration and cooperation throughout DOT.
- Improve the quality of project data and maintain the DOT Research Hub by publishing active project data after periodic updates to PMDS.
- Advance a National Strategy for Transportation Digital Infrastructure.
- Advance a National Transportation Corridor Modernization Initiative.
- Initiate execution of the \$30 million non-competitive award for research on transportation resilience and nuclear technology by identifying a qualifying university that maintains a nuclear engineering program and UTC consortium experience in cybersecurity as required by P.L. 119-75.

PNT

- Execute tasks in the DOT Complementary PNT Action Plan to facilitate critical infrastructure adoption of Complementary PNT technologies using alternative radio frequency spectrum bands, providing civil users with verified backups for GPS/PNT-reliant services when denied by jamming or spoofing, or unintentional interference.
- Implement a real-time GNSS performance monitoring and interference detection capability for protection of the GNSS radio frequency spectrum and Complementary PNT signals of opportunity and the ability to present information through a standardized

centralized common operational picture.

- Execute *EO 13905* Vulnerability Assessment and Testing to support PNT Profile development and implementation of the *National PNT R&D Plan* and DOT PNT Strategic Plan objectives. Conducting requirements engineering efforts to address out-of-band spectrum, data and in-band GPS radio-signal authentication techniques in conjunction with DOD and DHS.

HASS

- Deliver a proof-of-concept Electronic Conspicuity (EC) capability leveraging cellular and satellite networks to enable near-ubiquitous connectivity, providing the technical foundation to prevent mid-air collisions between piloted and uncrewed aircraft in a rapidly scaling commercial drone economy.
- Complete a 40-day sea trial of gravity-anomaly-aided inertial navigation aboard the T.S. Patriot State, securing a "spoof-proof" alternative to GPS that ensures the U.S. maritime fleet can navigate safely in satellite-denied or contested environments.
- Deploy a latent-risk evaluation proof of concept that analyzes automated driving operations in near real-time to proactively identify and mitigate safety-critical anomalies before they escalate into roadway fatalities.
- Will leverage the existing MOU with DHS/FLETC to equip law enforcement and emergency responders with specialized driver assistance configurations and tactical training, ultimately reducing agency liability and protecting officer lives during high-stakes maneuvers.
- Execute a \$10M grant program to deploy AI-powered drones for infrastructure inspections, dramatically reducing taxpayer costs and eliminating the safety risks associated with human inspectors working in dangerous environments.
- Delivered a centralized assessment of emerging technology of state, local, and tribal partners to synchronize federal and local operational strategies necessary for safe and effective deployment of these innovations.
- Generated an initial set of automation failure causal factors and potential ties to transportation mode-agnostic failure events as part of an effort to accelerate safe deployment of automation technologies through research and testing standardization.

Pioneered the Department's first enterprise-scale Generative AI platform, chat.dot.gov, providing over 5,000 users across all operating administrations with a secure, mission-specific environment to accelerate technical workflows and enhance decision-making speed at the federal level.

ARPA-I

- Implement and complete projects funded by prior year appropriations:
 - **X-BRIDGE (eXceptional Bridges through Innovative Design and Groundbreaking Engineering):** Continue program efforts to advance and deploy composite materials for bridge construction to reduce costs and improve bridge lifespans, developing and commercializing technologies that can deliver bridges in half the cost, in half the time, while doubling their lifespan.
 - **Digital Twin Infrastructure Project:** Launch a wide-area digital twin pilot project incorporating advanced LiDAR and evaluate data fusion with federal and

state partners to establish dynamic digital models for infrastructure monitoring and planning.

- **ARPA-I Ideas Challenge:** Execute the \$1M prize challenge to collaborate with industry and the wider R&D community to build a portfolio of breakthrough concepts for ARPA-I and the wider US DOT.
- **Intersection Safety Challenge follow-on and AI for Transportation Planning and Design:** ARPA-I personnel are providing technical support for these two activities, aimed at advanced AI and sensors to dramatically reduce intersection-related fatalities and injuries, and to accelerate planning workflows, optimize designs, and reduce cost overruns in transportation infrastructure projects.

Funding Changes:

The FY 2027 Budget Request proposes a net reduction of \$34.5 million. Specifically, it does not include additional funding for research on transportation resilience and nuclear technology (\$30.0 million decrease) which DOT is proposing to sunset, the Drone Infrastructure and Grant Program (\$10.0 million decrease), and ARPA-I (\$9.0 million decrease). Offsetting these reductions, the request includes additional resources for the HASS COE (\$2.0 million), PNT (\$5.0 million), research and technology priorities (\$4.5 million), as well as a modest increase to account for inflation and other base adjustments.

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

OST-R drives DOT-wide research coordination, technology transfer, and innovation functions in support of DOT's strategic goals, with an emphasis on modernization. The OST-R mission is to coordinate, collaborate, and maximize the effectiveness of the DOT research portfolio as well as enhance the data collection and statistical analysis programs supporting data-driven decision-making across DOT to enable modernization of America's transportation system. OST-R underpins this mission by collaborating across DOT and with partners from other federal agencies; state, local, tribal, and territorial governments; industry; universities; stakeholder organizations; transportation professionals; system operators; and international partners. OST-R's coordination efforts optimize and ensure the effective use of limited research resources, eliminate potentially redundant or duplicative research, and allow the nation's transportation research enterprise to move forward coherently to develop evidence supporting policy decisions, develop effective program implementation, and achieve significant portions of DOT's mission and strategic goals.

EXHIBIT III-1a
OFFICE OF THE SECRETARY OF TRANSPORTATION
RESEARCH AND TECHNOLOGY / SUMMARY
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2025 Enacted	\$49,040	61
FY 2026 Enacted	\$74,471	50
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$793	4
FY 2027 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$50	0
Inflation and Other Adjustments to Base	\$2,186	0
Subtotal Adjustments to Base	\$3,029	4
FY 2027 Baseline Estimate	\$77,500	54
Program Changes (+/-):	-\$37,500	0
FY 2027 Request	\$40,000	54

TAB:

Payments To Air Carriers (Airport and
Airway Trust Fund)

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	450,000	513,637	142,000
TOTAL	450,000	513,637	142,000

STAFFING

Direct FTEs	0	0	0

Appropriations Language**PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)**

In addition to funds made available from any other source to carry out the essential air service program under sections 41731 through 41742 of title 49, United States Code, \$142,000,000, to be derived from the Airport and Airway Trust Fund, to remain available until expended: Provided, That in determining between or among carriers competing to provide service to a community, the Secretary may consider the relative subsidy requirements of the carriers: Provided further, That amounts authorized to be distributed for the essential air service program under section 41742(b) of title 49, United States Code, shall be made available immediately from amounts otherwise provided to the Administrator of the Federal Aviation Administration: Provided further, That the Administrator may reimburse such amounts from fees credited to the account established under section 45303 of title 49, United States Code: Provided further, That section 41731(a)(1)(C)(iii) of title 49, United States Code, is amended by striking "of less than \$650 during the most recent fiscal year for locations that are less than 175 miles from the nearest large or medium hub airport" and inserting "of less than \$350": Provided further, That section 41731(a)(1) of title 49, United States Code, is amended by inserting after the end of subparagraph (D) "(E) is a community more than 75 straight-line miles to a small, medium, or large hub airport": Provided further, That section 41731(c) of title 49, United States Code, is amended by striking "Subparagraphs (B), (C), and (D)" and inserting "Subparagraphs (B), (C), (D), and (E)": Provided further, That subsections (d) and (e) of section 41731 of title 49, United States Code, are repealed, and subsection (f) is renumbered as subsection (d): Provided further, That section 41733(g) of title 49 is repealed, and subsection (h) is renumbered as subsection (g).

Program and Performance Statement

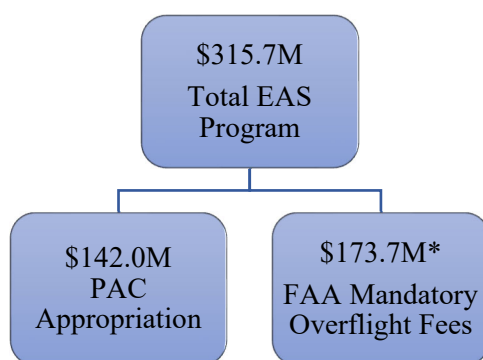
Through 1997, the Essential Air Service (EAS) Program was funded from the Airport and Airway Trust Fund. Starting in 1998, the Federal Aviation Administration reauthorization funded the program as a mandatory program supported by overflight fees under the EAS and Rural Airport Improvement Fund. In addition to mandatory funding supported by overflight fees, direct appropriations from the Airport and Airway Trust Fund to Payments to Air Carriers have been enacted every year beginning in 2002 to meet the needs of the Essential Air Service Program. Recent cost growth in the EAS program is unsustainable. The average community EAS contract in the continental US is now \$5.8 million per year. The Budget reforms the EAS program by proposing to adjust eligibility to help address rural communities' air transportation needs in a more sustainable manner.

Detailed Justification for Payments to Air Carriers

What Is This Program and What Does This Funding Level Support?

The Essential Air Service (EAS) Program subsidizes commercial aviation service to eligible small communities to retain a link to the National Air Transportation System. The EAS Program is funded by two sources: the Payments to Air Carriers (PAC) appropriation and overflight fees collected by the Federal Aviation Administration (FAA). The FAA charges these fees to operators of aircraft that fly in U.S.-controlled airspace, but neither take off nor land in the U.S.

The FY 2027 Budget proposes an overall program funding level at **\$315.7 million** with the breakdown between PAC (\$142.0 million) and EAS dependent on FAA estimates for overflight fees (\$173.7 million):



**Note: \$173.7 million is the estimated Overflight Fees for FY 2027. Total estimated budget resources for FY 2027 are \$315.3 million which includes adjustments for all applicable sequestration calculations.*

The Airline Deregulation Act of 1978 (Act) (P.L. 95-504) established the EAS program. Under the Act, eligible communities would continue to receive scheduled service to a hub airport - by federally subsidized flights, if necessary, for 10 years. The Program was later extended for another 10 years, then the sunset date was lifted, making the Program permanent, subject to appropriations. The mandatory component of EAS was made permanent in 1996. The discretionary PAC component of EAS is authorized through FY 2028. As of December 1, 2025, 182 communities across the country, including 70 in Alaska, received subsidized scheduled air service, including 12 of those that receive assistance through the Alternate Essential Air Service Program through grant agreements with the Department of Transportation (DOT).

To remain eligible for EAS, communities must comply with all applicable EAS eligibility requirements. The Department notes that many of the eligibility requirements, including those below, did not apply for FY 2026, pursuant to the Consolidated Appropriations Act, 2026, P.L. 119-75. However, unless Congress waives this eligibility criteria for future fiscal years, compliance may resume as early as FY 2027.

Title 49 U.S.C. § 41731 provides that a community within 175 driving miles of a medium or large hub airport must maintain an average of 10 enplanements per service day and have an average subsidy per passenger, as determined by the Secretary, of less than \$650 during the most recent fiscal year to remain eligible for EAS.

Additionally, all EAS communities, except for those in Alaska and Hawaii, must have had an average subsidy per passenger of less than \$1,000 during the most recent fiscal year, regardless of driving miles to the nearest large- or medium-hub airport. Effective October 1, 2026, this amount is reduced to less than \$850. The Secretary may waive, on an annual basis, the 10 enplanement and \$650 per-passenger average subsidy requirements if a community demonstrates to the Secretary's satisfaction that the reason the requirement(s) was not met was due to a temporary decline in demand. Limitations on these waivers begin October 1, 2026, when the Secretary may not provide a waiver for any community (a) in more than two consecutive fiscal years; or (b) in more than five fiscal years within 25 consecutive years.

FY 2026 Anticipated Accomplishments:

- Provide uninterrupted air service to eligible communities.
- Continue to focus on cost control through the selection of best value awards to reliable air carriers providing proposals aligning with statutory criteria and meeting the EAS needs of eligible communities.
- Continue outreach with stakeholders, including all EAS communities, air carriers providing EAS, Alaska Air Carriers Association, and hub airports.

Funding Changes:

The FY 2027 Budget Request proposes a \$371.6 million funding decrease in response to significant, year-over-year increases in subsidy costs. To manage these expenses while maintaining essential services, the Request includes a legislative proposal designed to control program costs.

In addition to the communities on the following pages, it is possible there may be adjustments in Alaska and Hawaii (newly subsidized communities as provided by statute, or unsubsidized service through air carrier proposals).

Proposed Statutory Changes:

To reduce subsidy costs and ensure that funds are expended where the need is greatest, the President's FY 2027 Budget again proposes several reforms in the EAS program, as outlined below, to reduce the size of the program:

- For communities in the contiguous United States:
 - Amend existing eligibility criteria at 49 U.S.C. 41731 related to per-passenger subsidies and average daily enplanements, as indicated in the following bullets, and resume annual enforcement of the criteria for FY 2027.
 - Eliminate eligibility for communities that are closer than 75 miles to a small, medium, or large hub airport.
 - Eliminate eligibility for communities whose per-passenger subsidy exceeds \$350 in the most-recent fiscal year, regardless of distance to a hub.

- Eliminate eligibility for communities whose average daily enplanements fall below 10 in the most-recent fiscal year, regardless of distance to a hub.
- Eliminate the Secretary’s ability to grant a waiver to communities that fail to meet eligibility criteria.
- Eliminate the ability for communities that have been removed from the program for one or more of the above reasons to request reinstatement.

Absent these or other statutory reforms to reduce the number of eligible communities, the Department will be forced to suspend service to all eligible EAS communities mid-Fiscal Year when sufficient funds are exhausted.

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

The following table shows all subsidized EAS communities as of December 1, 2025, at annual subsidy rates as awarded by DOT. As of December 1, 2025, total annual contracted subsidies are \$697,041,643. Inflationary pressures and cost increases for air carriers have led to increasing program costs. DOT continues to receive proposals with substantial annual subsidy increases over prior contracts, in many cases 100 percent or more, especially for communities served by regional jet aircraft that are increasingly more expensive to operate given labor rate and other cost increases.

The FY 2027 Budget proposes reforms that adjust eligibility requirements to rein in the program’s significant cost growth.

**EAS communities annual contracted subsidies
as of December 1, 2025**

State	EAS Community	Annual Subsidy Rate @ December 1, 2025			
AK	Adak	\$3,290,418	AK	Manley Hot Springs	\$92,326
AK	Adak (freighter)	\$454,029	AK	Manokotak	\$492,215
AK	Akhiok	\$530,607	AK	May Creek	\$256,074
AK	Akutan (fixed-wing)	\$1,706,657	AK	McCarthy	\$256,074
AK	Akutan (helicopter)	\$1,152,195	AK	McGrath	\$585,786
AK	Amook Bay*	\$20,759	AK	Metlakatla	\$1,587,179
AK	Angoon	\$319,097	AK	Minto	\$92,326
AK	Atka	\$2,328,111	AK	Moser Bay*	\$83,037
AK	Central	\$256,801	AK	New Stuyahok	\$576,780
AK	Chenega	\$378,944	AK	Nikolski	\$521,893
AK	Chignik	\$787,754	AK	Olga Bay*	\$83,037
AK	Chignik Lake	\$787,754	AK	Pelican	\$853,751
AK	Chisana	\$229,880	AK	Perryville	\$1,756,921
AK	Circle	\$256,801	AK	Petersburg	\$2,395,607
AK	Clark's Point	\$253,704	AK	Petersburg (freighter)	\$308,343
AK	Cordova	\$5,718,676	AK	Pilot Point	\$270,954
AK	Cordova (freighter)	\$27,600	AK	Port Alexander	\$148,000
AK	Diomedes	\$952,062	AK	Port Bailey*	\$41,518
AK	Egegik	\$196,217	AK	Port Heiden	\$351,574
AK	Ekwok	\$252,517	AK	Port Williams*	\$41,518
AK	Elfin Cove	\$460,787	AK	Seal Bay	\$83,037
AK	Excursion Inlet	\$49,250	AK	Seward	\$529,050
AK	False Pass	\$287,219	AK	Skwentna	\$44,445
AK	Gulkana	\$424,775	AK	South Naknek	\$282,900
AK	Gustavus	\$506,894	AK	St. George	\$2,093,959
AK	Healy Lake	\$240,860	AK	St. Mary's	\$3,413,321
AK	Hydaburg	\$309,441	AK	St. Paul Island	\$8,422,715
AK	Igiugig	\$354,916	AK	Tatitlek	\$327,454
AK	Kake	\$755,304	AK	Tenakee	\$252,340
AK	Karluk	\$514,488	AK	Twin Hills	\$415,183
AK	King Cove	\$1,634,887	AK	Uganik	\$83,037
AK	Kitoi Bay	\$20,759	AK	Ugashik	\$270,954
AK	Koliganek	\$960,206	AK	Unalakleet	\$3,088,439
AK	Lake Minchumina	\$213,600	AK	Valdez	\$5,465,246
AK	Larsen Bay	\$239,680	AK	West Point	\$103,796
AK	Lazy Bay/Alitak*	\$166,073	AK	Wrangell	\$2,709,315
AK	Levelock	\$295,355	AK	Wrangell (freighter)	\$338,778
			AK	Yakutat	\$5,815,877
			AK	Yakutat (freighter)	\$24,076
			AK	Zachar Bay	\$103,796

Section 3 – FY 2027 Budget Requests by Account

AK Total		\$71,997,708	KY	Paducah	\$4,549,562
AL	Muscle Shoals	\$6,917,274	KY Total		\$10,380,961
AL Total		\$6,917,274	ME	Augusta	\$3,806,416
AR	El Dorado	\$6,598,335	ME	Bar Harbor	\$4,396,693
AR	Harrison	\$3,981,464	ME	Presque Isle	\$11,235,581
AR	Hot Springs	\$3,084,747	ME	Rockland	\$4,161,429
AR	Jonesboro	\$2,422,718	ME Total		\$23,600,119
AR Total		\$16,087,264	MI	Alpena	\$7,222,751
AZ	Page	\$4,398,924	MI	Escanaba	\$7,244,711
AZ	Prescott	\$6,291,268	MI	Hancock/Houghton	\$6,513,688
AZ	Show Low	\$5,922,798	MI	Iron Mountain	\$7,563,218
AZ Total		\$16,612,990	MI	Ironwood	\$7,709,208
CA	Crescent City	\$4,577,415	MI	Manistee	\$7,191,723
CA	El Centro	\$3,145,526	MI	Muskegon	\$7,281,872
CA	Merced	\$3,881,383	MI	Pellston	\$4,219,848
CA Total		\$11,604,324	MI	Sault Ste. Marie	\$7,181,640
CO	Alamosa	\$6,077,476	MI Total		\$62,128,659
CO	Cortez	\$7,357,741	MN	Bemidji	\$5,097,827
CO	Pueblo	\$6,449,526	MN	Brainerd	\$7,684,354
CO Total		\$19,884,743	MN	Hibbing	\$7,482,063
GA	Macon	\$5,168,497	MN	International Falls	\$6,540,044
GA Total		\$5,168,497	MN	Thief River Falls	\$6,339,517
HI	Hana	\$995,064	MN Total		\$33,143,805
HI	Kalaupapa	\$2,380,027	MO	Cape Girardeau	\$5,927,496
HI	Kamuela	\$1,006,986	MO	Fort Leonard Wood	\$5,727,896
HI	Lanai	\$4,069,543	MO	Joplin	\$5,841,528
HI Total		\$8,451,620	MO	Kirksville	\$5,834,057
IA	Burlington	\$6,637,685	MO Total		\$23,330,977
IA	Fort Dodge	\$6,924,432	MS	Greenville	\$6,398,108
IA	Mason City	\$6,995,575	MS	Hattiesburg/Laurel	\$6,406,361
IA	Sioux City	\$5,734,001	MS	Meridian	\$5,644,610
IA	Waterloo	\$7,464,242	MS	Tupelo	\$7,270,767
IA Total		\$33,755,935	MS Total		\$25,719,846
IL	Decatur	\$6,120,951	MT	Butte	\$6,354,635
IL	Marion	\$5,819,337	MT	Glasgow	\$2,855,974
IL	Quincy	\$4,399,749	MT	Glendive	\$3,017,955
IL Total		\$16,340,037	MT	Havre	\$2,991,468
KS	Dodge City	\$7,361,734	MT	Sidney	\$6,302,436
KS	Garden City	\$5,897,640	MT	West Yellowstone	\$3,101,601
KS	Hays	\$6,444,571	MT	Wolf Point	\$3,048,100
KS	Liberal	\$6,980,762	MT Total		\$27,672,169
KS	Salina	\$6,375,463	ND	Devils Lake	\$8,291,485
KS Total		\$33,060,170	ND	Dickinson	\$5,833,626
KY	Owensboro	\$5,831,399	ND	Jamestown (ND)	\$7,964,830

Section 3 – FY 2027 Budget Requests by Account

ND Total		\$22,089,941	SD	Aberdeen	\$4,227,249
NE	Alliance	\$4,179,971	SD	Pierre	\$5,481,736
NE	Chadron	\$4,185,771	SD	Watertown (SD)	\$6,301,661
NE	Grand Island	\$4,997,598	SD Total		\$16,010,646
NE	Kearney	\$6,306,828	TN	Jackson	\$8,510,905
NE	McCook	\$3,816,780	TN Total		\$8,510,905
NE	North Platte	\$5,477,828	TX	Victoria	\$6,372,951
NE	Scottsbluff	\$5,063,485	TX Total		\$6,372,951
NE Total		\$34,028,261	UT	Cedar City	\$6,426,743
NH	Lebanon	\$6,584,164	UT	Moab	\$6,400,957
NH Total		\$6,584,164	UT	Vernal	\$6,913,907
NM	Carlsbad	\$5,814,921	UT Total		\$19,741,607
NM	Clovis	\$4,804,921	VA	Staunton	\$5,756,012
NM	Silver City	\$4,975,646	VA Total		\$5,756,012
NM Total		\$15,595,488	VT	Rutland	\$2,896,880
NY	Massena	\$5,756,644	VT Total		\$2,896,880
NY	Ogdensburg	\$8,860,318	WI	Eau Claire	\$6,319,461
NY	Plattsburgh	\$7,188,165	WI	Rhineland	\$6,766,729
NY	Saranac Lake	\$2,794,783	WI Total		\$13,086,190
NY	Watertown (NY)	\$7,298,978	WV	Beckley	\$5,974,095
NY Total		\$31,898,888	WV	Clarksburg	\$4,590,084
OR	Pendleton	\$4,488,877	WV	Greenbrier/Lewisburg	\$6,069,838
OR Total		\$4,488,877	WV	Morgantown	\$6,411,615
PA	Altoona	\$6,817,640	WV	Parkersburg	\$6,161,370
PA	Bradford	\$3,110,192	WV Total		\$29,207,002
PA	DuBois	\$5,273,736	WY	Cody	\$3,703,664
PA	Johnstown	\$5,673,281	WY	Laramie	\$5,406,432
PA	Lancaster	\$3,025,976	WY Total		\$9,110,096
PA Total		\$23,900,825	Grand Total		\$697,041,643
PR	Mayaguez	\$1,905,812			
PR Total		\$1,905,812			

EXHIBIT III-1a
OFFICE OF THE SECRETARY OF TRANSPORTATION
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2025 Enacted	\$450,000	0
FY 2026 Enacted	\$513,637	0
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$0	0
FY 2027 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$0	0
Subtotal Adjustments to Base	\$0	0
FY 2027 Baseline Estimate	\$513,637	0
Program Changes (+/-):	-\$371,637	0
FY 2027 Request	\$142,000	0

TAB:

Rural and Tribal

Infrastructure Advancement

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	25,000	10,000	-
TOTAL	25,000	10,000	-
<u>STAFFING</u>			
Direct FTEs	0	0	0

Program and Performance Statement

The Rural and Tribal Infrastructure Advancement Program, administered by the Build America Bureau, provides funding for planning and design phase activities for eligible entities such as local governments, states, federally recognized Indian Tribes, and the Department of Hawaiian Home Lands. The program seeks to develop transportation infrastructure projects in rural and tribal communities. No new funds are requested for this account in 2027.

EXHIBIT III-1a
OFFICE OF THE SECRETARY OF TRANSPORTATION
RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2025 Enacted	\$25,000	0
FY 2026 Enacted	\$10,000	0
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$0	0
FY 2027 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$0	0
Subtotal Adjustments to Base	\$0	0
FY 2027 Baseline Estimate	\$10,000	0
Program Changes (+/-):	-\$10,000	0
FY 2027 Request	\$0	0

TAB:

Department of Transportation
Headquarters Building

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
DOT HEADQUARTERS BUILDING
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	-	-	60,000
TOTAL	-	-	60,000

STAFFING

Direct FTEs	0	0	0

Appropriations Language**DOT HEADQUARTERS BUILDING**

For necessary expenses of the Department of Transportation's headquarters building space consolidation and related services, \$60,000,000, to remain available until expended.

Program and Performance Statement

This account funds the Department of Transportation's headquarters (HQ) consolidation at the William T. Coleman Jr. and Norman Y. Mineta Federal Building including Sensitive Compartmented Information Facility (SCIF) upgrades, optimization of usable square footage to house more DOT personnel and reduce external lease costs, and integration of the Transportation Operations Center (TOC) and the FAA Washington Operations Center (WOC) to create a unified fusion hub for national transportation safety and security operations. These efforts feature phased construction, space optimization, and security modernization designed to minimize operational disruption and deliver long-term cost savings and improved cross-agency collaboration.

Detailed Justification for Department of Transportation Headquarters Building

What Is This Program and What Does This Funding Level Support?

The Department of Transportation (DOT), under delegated authority from the General Services Administration (GSA), is advancing a headquarters space consolidation at the William T. Coleman Jr. and Norman Y. Mineta Federal Building (DOT HQ) to reduce costs and maximize space utilization. Consolidating dispersed offices into optimized, shared spaces will lower lease and Operations and Maintenance (O&M) costs, improve collaboration, and increase operational efficiency. The effort also includes necessary Sensitive Compartmented Information Facility (SCIF) upgrades at the direction of the Intelligence Community to maintain secure, compliant workplaces. DOT will continue coordinating with GSA and stakeholders to complete the consolidation and security items cost effectively, expeditiously, and with minimal disruption.

Funding Changes:

The FY 2027 Budget requests \$60 million to support the consolidation of DOT employees across the National Capital Region into the DOT HQ. This funding will also enable critical upgrades, including SCIF improvements and the integration of the Transportation Operations Center (TOC) and the Federal Aviation Administration's (FAA) Washington Operations Center (WOC).

FAA currently occupies six Washington DC, metropolitan area locations (four leased and two federally owned), incurring approximately \$60 million in rent annually. Co-location of employees into DOT HQ will allow DOT to achieve significant rent savings. It will further maximize the utilization of the headquarters building and promote increased collaboration across the workforce.

Integration of the DOT Operations Center will increase efficiency and strengthen overall DOT capabilities. The TOC provides 24/7 monitoring of the Nation's transportation sectors with timely situational awareness reporting related to threats, hazards, events, and incidents impacting the safety and security of the Nation's transportation systems. Similarly, the WOC monitors the National Airspace System (NAS) around the clock, ensuring the collection and dissemination of information to the appropriate stakeholders. Combining these two operational centers will streamline resources, increase efficiency, and reduce redundancies, creating economies of scale within the Department.

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

The space consolidation at the DOT HQ will benefit the American public by enabling more efficient and effective use of taxpayer-funded resources. By optimizing office space and reducing the Department's real estate footprint, DOT will lower operational and maintenance costs, freeing up resources that can be redirected toward mission-critical transportation programs and services that directly impact the safety, reliability, and modernization of the nation's transportation infrastructure. Improved workspace design and co-location of teams will enhance employee collaboration and productivity, resulting in faster and more coordinated decision-making that advances transportation initiatives benefiting communities across the country. Additionally, upgrading secure facilities such as SCIFs ensures that sensitive information is

protected, supporting the integrity and security of federal transportation operations. This program is necessary to align DOT's facilities with modern space utilization standards, reduce wasteful spending on excess and inefficient space, and promote a more sustainable, agile, and mission-focused organization dedicated to serving the public interest.

EXHIBIT III-1a
OFFICE OF THE SECRETARY OF TRANSPORTATION
DOT HEADQUARTERS BUILDING
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2025 Enacted	\$0	0
FY 2026 Enacted	\$0	0
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$0	0
FY 2027 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$0	0
Subtotal Adjustments to Base	\$0	0
FY 2027 Baseline Estimate	\$0	0
Program Changes (+/-):	\$60,000	0
FY 2027 Request	\$60,000	0

TAB:

DC Safe and Beautiful

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
DC SAFE AND BEAUTIFUL
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	-	-	403,000
TOTAL	-	-	403,000

STAFFING

Direct FTEs	0	0	0

Appropriations Language**DC SAFE AND BEAUTIFUL**

For necessary expenses to advance the goals of the Making the District of Columbia Safe and Beautiful Executive Order, \$403,000,000, to remain available until expended: Provided, That such funds may be used at the Secretary's discretion to support District of Columbia (D.C.) related priorities: Provided further, That the Secretary may enter into grants, contracts, or cooperative agreements with non-profit organizations, other Federal agencies, the District of Columbia Government and its agencies, or other providers to carry out activities that improve public safety, strengthen Federal and local infrastructure, and enhance the appearance and functionality of public spaces across the District of Columbia: Provided further, That amounts made available under this heading may be transferred to other accounts of the Department of Transportation or to other Federal agencies for the purposes of this heading.

Program and Performance Statement

The DC Safe and Beautiful account provides funding for initiatives that advance public safety, improve public spaces, and address infrastructure needs within the District of Columbia.

Detailed Justification for D.C. Safe and Beautiful Fund

What Is This Program and What Does This Funding Level Support?

The D.C. Safe and Beautiful Fund is a new initiative to implement President Trump’s *Making the District of Columbia Safe and Beautiful* Executive Order. As the Federal capital city, Washington, D.C. belongs to American citizens and must reflect the strength, greatness, heritage, and pride of the United States. The Executive Order establishes a clear Federal policy to make the District safe, orderly, clean, and worthy of the Nation it represents.

Consistent with this policy, the D.C. Safe and Beautiful Fund provides the Department of Transportation (DOT) with flexible, Secretary-directed authority to deliver visible public-safety improvements, restore order and cleanliness, and make targeted transportation security and infrastructure investments across the District of Columbia, particularly in and around public transit systems and major transportation facilities. These resources will address critical maintenance backlogs, accelerate short-term capital improvements, and strengthen the security and operational reliability of D.C.’s multimodal transportation network.

The funding supports actions that ensure residents, commuters, Federal employees, and visitors feel safe at all hours, including on public transit, while reinforcing responsible Federal stewardship of taxpayer-supported infrastructure in the Nation’s Capital.

At the Secretary’s discretion and consistent with applicable law, funding may support the following activities and improvements:

- Pedestrian, lighting, and access improvements around transit stations, corridors, and national monuments to enhance safety and visibility.
- Cleanup, restoration, and maintenance activities that promote clean, orderly, and well-kept public spaces surrounding key transportation facilities.
- Security enhancements such as cameras, monitoring technologies, and near-term protective measures to deter crime and support law-enforcement operations. Cybersecurity upgrades and officer-safety improvements, including body-worn camera systems for transit police.
- State-of-good-repair work and short-term capital improvements that support the beautification and security of Washington Union Station to enhance the station’s beauty while improving the experience and safety for passengers and visitors.

Together, these investments will deliver visible, near-term improvements while supporting lasting enhancements to safety, security, and stewardship of nationally significant transportation assets.

Funding Changes

The FY 2027 Budget requests \$403 million to establish the D.C. Safe and Beautiful Fund.

This request enables the Secretary of Transportation to:

- Address urgent public-safety and security needs in and around public transportation systems in the District.
- Improve visibility, deterrence, and enforcement support through monitoring systems and lighting.
- Strengthen cybersecurity supporting transportation operations.
- Improve officer safety and capability, including body-worn cameras for Metro police.
- Reduce deferred maintenance and improve security at Washington Union Station while advancing long-term modernization.

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

Washington, D.C. is the Nation's Capital and a symbol of the United States to the world. The DC Safe and Beautiful Fund delivers direct and measurable benefits by restoring safety, order, cleanliness, and accountability in high-visibility transportation environments and Federal transportation assets.

This program is necessary to carry out the President's directive to make the District of Columbia safe at all hours, preserve order, protect Federal assets, and ensure the Nation's Capital reflects American strength, pride, and respect for the rule of law.

EXHIBIT III-1a
OFFICE OF THE SECRETARY OF TRANSPORTATION
DC SAFE AND BEAUTIFUL
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2025 Enacted	\$0	0
FY 2026 Enacted	\$0	0
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$0	0
FY 2027 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$0	0
Subtotal Adjustments to Base	\$0	0
FY 2027 Baseline Estimate	\$0	0
Program Changes (+/-):	\$403,000	0
FY 2027 Request	\$403,000	0

TAB:

INDEFINITE BUDGET AUTHORITY ACCOUNTS

INDEFINITE
BUDGET
AUTHORITY
ACCOUNTS

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Essential Air Service

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
ESSENTIAL AIR SERVICE
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	2,662	2,662	2,662
Travel	7	7	7
Other Costs	3,641	3,641	3,787
Programs	154,818	160,713	167,251
TOTAL	161,127	167,023	173,706

STAFFING

Direct FTEs	11	12	12

This account is subject to a mandatory 5.7% sequestration reduction.

Program and Performance Statement

The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264) authorized the collection of user fees for services provided by the Federal Aviation Administration (FAA) to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Act permanently appropriated the first \$50 million of such fees for the Essential Air Service (EAS) Program and rural airport improvements. In addition, the FAA Modernization and Reauthorization Act (P.L. 112-95) requires that, in any fiscal year, overflight fees collected in excess of \$50 million will be available to carry out the EAS Program. Recent cost growth in the EAS program is unsustainable. The average community EAS contract in the continental US is now \$5.8 million per year. The Budget reforms the EAS program by proposing to adjust eligibility to help address rural communities' air transportation needs in a more sustainable manner.

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Transportation Infrastructure Finance and
Innovation Act Program

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT
PROGRAM
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	10,000	10,000	-
Travel	-	-	-
Other Costs	-	-	-
Programs	240,000	240,000	-
TOTAL	250,000	250,000	TBD

1/

STAFFING

Direct FTEs	34	32	32

^{1/} 2027 funding dependent upon reauthorization of Surface Transportation programs

Program and Performance Statement

This account is the program account for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program that receives funding from the Highway Trust Fund. The TIFIA program provides credit assistance for eligible transportation projects.

Detailed Justification for the Transportation Infrastructure Finance and Innovation Act (TIFIA) Highway Trust Fund Program Account

What Is This Program and What Does This Funding Level Support?

The Transportation Infrastructure Finance and Innovation Act (TIFIA) Program increases investment through direct loans, loan guarantees, and lines of credit for transportation and certain transit-oriented and public infrastructure projects in the United States. Congress included TIFIA in 1998 in the Transportation Equity Act for the 21st Century (TEA-21, Pub. L. 105-78).

The National Surface Transportation and Innovative Finance Bureau (also known as the Build America Bureau or Bureau) executes TIFIA financing for qualified projects and borrowers. The Build America Bureau serves as the point of coordination for states, municipalities, and project sponsors seeking federal transportation credit and other innovative financing assistance. TIFIA eligible applicants include state, tribal, county, and municipal governments; transportation improvement districts; state infrastructure banks; special purpose authorities; and private entities. TIFIA loans may be used for highways and bridges, public transit systems, intercity rail or bus vehicles and facilities, intermodal connectors, multi-modal terminals, commercial seaports, airports, and intelligent transportation systems. Recent loans are advancing safety improvements on rural two-lane roads and economic development to revitalize underused public properties.

Each dollar typically provides approximately \$35 in credit assistance. In addition, the Infrastructure Investments and Jobs Act (IIJA) permits eligible recipients to use funds from the Surface Transportation Block Grant, National Highway Performance, Infrastructure for Rebuilding America Grant (INFRA), and BUILD programs to cover the subsidy and administrative costs of TIFIA credit assistance.

FY 2026 Anticipated Accomplishments:

- The Bureau pipeline of TIFIA loans in project development and creditworthiness review as of December 3, 2025, will finance about \$49 billion in project costs.
- The Bureau expects to close 5 to 10 new loans in FY 2026, totaling up to \$8 billion.
- The Bureau expects to continue increasing the number of states using TIFIA and the Rural Projects Initiative for rural areas. The Bureau will also increase the level of technical assistance related to innovative project financing and delivery options.

Funding Changes:

The details of activities funded by this account are dependent upon reauthorization of Surface Transportation programs. While many core programs previously funded through prior reauthorizations may continue, exact funding amounts, eligibilities, and requirements are all subject to change. The Department of Transportation looks forward to working with Congress to finalize and implement a reauthorization that advances the Department's mission. Details on current programs and funding levels may be found in prior year budget submissions

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

The TIFIA Program accelerates delivery of significant transportation projects throughout the United States. By stimulating investment in the country's transportation infrastructure, the TIFIA Program improves the economy through job creation, improved mobility, and enhanced transportation options, helping American businesses improve productivity and competitiveness and improving access in rural communities.

Accelerating Project Delivery: TIFIA loans facilitate projects that would otherwise be delayed or deferred due to a lack of funding. TIFIA can expedite delivery of projects that might otherwise not be built for years with conventional pay-go funding or other sources of financing. TIFIA assistance can then free up a project sponsor's resources to accomplish other infrastructure projects. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and more favorable interest rates than can be found in private capital markets for similar instruments. In this way, the TIFIA Program accelerates the delivery of qualified projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues.

Attracting Private Debt and Equity: TIFIA credit assistance can help attract private debt and equity co-investment in transportation projects and reduce reliance on federal grants. Thus, TIFIA funding leverages limited federal and other public sector funds, so a relatively small federal commitment stimulates a large amount of state, local, and private investment. One such example is the State Route 400 Express Lanes Project that is adding new lanes in both directions along a 16-mile section in Fulton and Forsyth counties in Georgia. The \$3.9 billion TIFIA loan and \$3.4 billion in private activity bonds attracted up to \$3.4 billion in private equity investment and resulted in a \$3.8 billion concession fee to the Georgia Department of Transportation for the project.

Enhancing Economic Competitiveness: By facilitating projects that would have been delayed or deferred, the TIFIA Program helps modernize our transportation system, improve mobility for people and freight, and help American businesses compete and grow in the global economy.

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Asset Concessions (Title X)

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
ASSET CONCESSIONS (TITLE X)
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	20,000	20,000	-
TOTAL	20,000	20,000	-

STAFFING

Direct FTEs	0	0	0

This account is subject to a mandatory 5.7% sequestration reduction.

Program and Performance Statement

The Asset Concessions and Innovative Finance Assistance Grant Program facilitates access to expert services for, and provides grants to state, local, and tribal governments and other entities to enhance their technical capacity to evaluate public-private partnerships in which the private sector partner could assume a greater role in project planning, development, financing, construction, maintenance and operation, including by assisting eligible entities in entering into asset concessions. The Infrastructure Investment and Jobs Act (IIJA) provided mandatory appropriations funding for this account from fiscal years 2022 - 2026.

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REIMBURSABLE ACCOUNTS

REIMBURSABLE ACCOUNTS

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TAB:

John A. Volpe Transportation System Center
Working Capital Fund

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	117,767	117,767	117,767
Travel	4,040	4,040	4,040
Other Costs	238,193	238,193	238,193
Programs	-	-	-
TOTAL	360,000	360,000	360,000

<u>STAFFING</u>			
Direct FTEs	614	595	595

Program and Performance Statement

The Working Capital Fund finances multidisciplinary research, evaluation, analytical, and related activities undertaken at the Volpe Transportation Systems Center (Volpe Center) in Cambridge, MA. The fund is financed through negotiated agreements with other offices within the Office of the Secretary, Operating Administrations, other governmental elements, and non-governmental entities using the Center's capabilities. These agreements also define the activities undertaken at the Volpe Center.

Detailed Justification for the John A. Volpe Transportation Center Working Capital Fund

What Is This Program and What Does This Funding Level Support?

The John A. Volpe National Transportation Systems Center (Volpe Center) was established within U.S. DOT to bring a multidisciplinary technical capability and a future-oriented outlook to pressing national transportation issues in support of the DOT's Operating Administrations (OA), the Office of the Secretary (OST), other federal agencies, and external organizations.

For 55 years, the Volpe Center's strong collaborative working relationships and partnerships across DOT, and with others have led to innovative solutions that advance national and global transportation systems for the public good. As a leader in transportation systems analysis, and innovation, and with a sustained knowledge of emerging and future issues, the Volpe Center is flexible and responsive to the needs and strategic goals and priorities of the DOT.

Volpe Center programs are funded through its Working Capital Fund (WCF) on a full cost-reimbursable basis. The Volpe Center WCF is authorized under 49 U.S.C. 328 to provide applied research, development, testing, evaluation, analysis, and related activities for the DOT, other federal agencies, state and local governments, other public authorities, private organizations, and foreign countries. The Volpe Center is funded by sponsored projects paid through interagency and reimbursable agreements.

The Volpe Center seeks synergies across projects and aims to transfer best practices, lessons learned, findings, and technologies across DOT and beyond. By partnering with key administration and DOT leaders, the Center maintains a central, crosscutting role in DOT and with other key stakeholders, with an emphasis on safety, innovation, and efficiency. As a trusted, objective partner, the Volpe Center is a "systems" center that understands how local, state, regional, national and global transportation systems work and are interconnected with each other and with all major sectors of the economy.

The Volpe Center's federal multidisciplinary workforce possesses a deep knowledge of the national and global transportation systems and government operations. They work across all modes of transportation and collaborate with federal, state, and local agencies, industry, and academia. About half of the Center's federal staff hold advanced degrees. The Volpe Center's team encompasses a broad range of disciplines—including engineering, data analytics and science, IT, economics, human factors, and planning—and its technical experts proactively anticipate and address challenges, delivering sustained impact on national transportation objectives.

The Volpe Center provides leadership to advise, facilitate, and manage a wide range of high profile, complex, and often rapid-response Departmental, modal, and priority initiatives of the Secretary. Through extensive outreach and coordination, the Volpe Center supports the Department's efforts to expand its understanding of current, emerging, and future issues.

FY 2026 Anticipated Accomplishments:

- Working across all modes to strengthen transportation safety by performing incident investigations and inspections; evaluating safety technologies and analyzing and implementing advanced safety systems, e.g., Safety Management Systems (SMS); supporting safe integration of new technologies into the national transportation system, including the National Airspace System.
- Continued support to FAA on high priority air traffic control (ATC) system initiatives and support to implementation of the brand new, state-of-the-art, ATC system.
- Streamlining the environmental review and permitting process by working across DOT on National Environmental Policy Act (NEPA) and related laws, regulations, and executive orders, including those tied to consultation and permitting processes (e.g., Section 106, Section 7), to deliver transportation infrastructure projects more rapidly and efficiently.
- Supporting the safe, efficient, sustainable introduction of emerging technologies including the following: supporting implementation of the DOT AI and Freight Strategic Plans and working across all DOT modes and agencies including NASA and DOD on unmanned aircraft systems (UAS), counter UAS, Advanced Air Mobility, Supersonics, Hypersonics, Commercial Space Transportation, Connected Vehicles, Automated Vehicles, Artificial Intelligence and Machine Learning.
- Supporting the OST and OAs in implementation of competitive grant programs.
- Providing technical support to the Office of the Assistant Secretary for Research and Technology and its responsibilities under Executive Order (EO) 13905, *Strengthening National Resilience Through Responsible Use of Positioning, Navigation, and Timing (PNT) Services*.
- Supporting the Corporate Average Fuel Economy program by developing and executing detailed cost benefit analyses of national fuel economy standards.

What Benefits Will be Provided to the American Public Through This Request and Why Is This Program Necessary?

The Volpe Center's work aligns with and advances DOT's strategic goals for safety, efficiency, and innovation in support of the America First agenda. The Volpe Center delivers key technical support to the OST, DOT OAs, and its sponsoring organizations in several key areas, including:

- Improving transportation safety;
- Solving complex transportation challenges through a systems approach and sharing expertise, insights, and results across the modes;
- Integrating advanced technology and engineering into the transportation system;
- Informing transportation programs and leadership decision making;
- Using data to generate new insights and to inform data-driven decisions; and
- Accelerating the adoption of emerging technologies and best practices through outreach, capacity building technology transfer, and demonstration projects.

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TAB:

Working Capital Fund

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
WORKING CAPITAL FUND
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	73,742	112,742	173,742
Travel	598	598	598
Other Costs	671,895	895,915	934,078
Programs	-	-	-
TOTAL	746,235	1,009,255	1,108,418

STAFFING

Direct FTEs	296	348	828

Program and Performance Statement

The Working Capital Fund finances common administrative services and other centrally performed services aimed at promoting economy and efficiency. The fund is funded by agreements with the Operating Administrations (OAs) and other customers. The Working Capital Fund will allocate resources to continue the Department's implementation of a shared services environment for information technology (IT) and administrative investments.

Detailed Justification for Working Capital Fund

What Is This Program and What Does This Funding Level Support?

The Working Capital Fund (WCF) is a fee-for-service operation that normally receives no direct appropriation; its costs are paid by its customers. In FY 2027, the WCF estimates \$1.1 billion in obligations, which includes funding for 828 positions.

FY 2027 Working Capital Fund Summary (000s)	
DOT WCF Shared Services Activities	
Administration	\$269,987
Information Technology	\$593,911
Sub Total	\$863,899
Non-DOT Activities	\$244,519
TOTAL	\$1,108,418

The WCF is authorized under 49 U.S.C. 327 to support the Department of Transportation (DOT) by strategically providing high quality, timely administrative shared services to DOT customers, enabling the Operating Administrations (OAs) to focus on core transportation infrastructure goals. The WCF provides a wide range of technical and administrative shared services. It is a fully self-sustaining organization and must achieve full cost recovery which includes an equitable distribution of overhead and indirect costs. Additionally, the WCF provides some administrative services such as Human Resources (HR) Systems, Substance Abuse Awareness and Testing, Disability Resources, Work Life, personal property, Dockets operations, security administration, and procurement operations for some Non-DOT agencies.

To achieve its vital nationwide mission of efficiently and effectively planning for and executing DOT's mission, DOT seeks to continually enhance its mission delivery by improving Shared Services offerings. Shared Services efforts include identifying strategies to reduce costs and improve service delivery by consolidating separate, overlapping, and duplicative processes and functions. As an existing Shared Services provider within DOT, the WCF is the logical place for administrative and information technology (IT) to be performed and managed. The WCF already delivers these services for several OAs, and as such, has the infrastructure in place to provide them department-wide.

Two Office of the Secretary of Transportation (OST) offices provide WCF shared services:

- The **Office of the Assistant Secretary for Administration** (OASA) prioritizes and deploys resources to provide the financial management for the WCF and departmental services in human resources, security, acquisition and federal acquisitions reporting systems, information services, transportation and facilities, and space management. In

addition, OASA manages the transit benefit program for approximately 130 agencies nationwide.

- The **Office of the Chief Digital & Information Officer (OCDIO)** manages the delivery of information technology (IT) services to customers, including operating IT infrastructure and asset management that includes e-mail, file and print, enterprise hosting, hardware and software acquisition, help desk and consolidated IT services, as well as configuration and change management support. OAs contract with the OCDIO for services and reimburse the WCF for the cost of the services. In the FY 2027 President's Budget, OST requests to officially rename the **Office of the Chief Information Officer** to the **Office of the Chief Digital and Information Officer**.

WCF Shared Services in FY 2027

Planned activities for FY 2027 are organized below by their respective programmatic areas: Administration and IT.

FY 2027 DOT Activities (000s)	
Administration	\$269,987
Information Technology	\$593,911
TOTAL	\$863,899

OFFICE OF ADMINISTRATION:

Administration Activities

OASA provides DOT with a competitively priced, comprehensive range of administrative shared services while continuously improving administrative activities to ensure effective performance using best practices. The OASA staff plans, develops, evaluates, and provides support programs in the areas of security; personnel; organizational and HR development; procurement; employee wellness; occupational health and safety; personal property; mail and copy management; motor pool; parking and transit benefits; graphics; printing, photography, warehousing, distribution, and library services; and space management. OASA is expanding its use of the WCF to streamline inefficient reimbursable intra-agency agreements processes and consolidate payments.

Acquisitions & Procurement Operations

The Office of the Senior Procurement Executive serves as the Department's strategic shared services lead for the IDOT Procurement Consolidation initiative. Expanding upon traditional acquisition functions, this office delivers a comprehensive suite of end-to-end procurement solutions and strategic business advisement to all DOT Operating Administrations (excluding Federal Aviation Administration (FAA) and Great Lakes St. Lawrence Seaway Development Corporation (GLS)). By centralizing procurement, this integrated service delivery model achieves significant economies of scale and ensures a unified approach to the Department's multi-billion-dollar contract portfolio.

Building Security

The Building Security program provides security for the William T. Coleman and Norman Y. Mineta DOT Headquarters building and the Orville Wright FAA FOB-10A, and the Wilbur Wright FAA FOB-10B, which includes contract Protective Security Officer (PSO) services on a 24-hour per day basis and other physical security and access control functions.

Disability Resource Center

The Disability Resource Center (DRC) provides a centralized activity to help managers, their employees, and job applicants with disabilities maintain performance and productivity through reasonable accommodations, accessibility support, technical assistance, and inclusion strategies, in accordance with Federal law.

DOT Cross Functional Activities

Provides centralized billing for services received by the Department from multiple Federal agencies. Services include Flexible Spending Account, Federal Audit Clearing House, Cross-Agency Priority Goal/Government-Wide Policy, Government-Wide Councils, Federal Laboratory Consortium, and West Law Licenses.

DOT Property & Space Management

The Real Property and Space Management Program provides oversight and management of all DOT real property. The office provides various support services, as required, involving the Department's nationwide real property, leasing, and assets in compliance with Federal guidelines.

Cross-Government Shared Initiatives

Cross-Government Shared Initiatives serve citizens, businesses, and Federal and state government employees by delivering high-quality services.

Emergency Response Programs

This Program provides centralized billing services for the Department's Continuity of Operations (COOP) to include the consolidation of five reimbursable agreements for the Transportation Operations Center, the Department's COOP facility, and the Emergency Notification System.

Financial Management, Accounting & Administration

OASA provides WCF financial administration and guidance and support to the program offices within the WCF, including OCDIO. Financial administration includes budget formulation and execution; financial management and accounting services; and overall management and oversight of the financial operations of the WCF.

Headquarters Services Management

This program manages multiple functions within DOT Headquarters, including the Events Center, Mail Management, Motor pool, and Fitness Center. The program coordinates concession activities such as the DOT cafeteria and works with General Services Administration (GSA) to coordinate facilities operated under the Randolph-Sheppard Act.

HQ Facility Operations & Management

This program manages a diverse and complex mission-essential building management program for the Coleman Mineta DOT Headquarters facility totaling over 1.5 million usable square feet of space, which houses the Secretary of Transportation, ten OAs, and over 5,500 federal employees and contractors.

Human Resource Systems

HR Systems provides program management, oversight, and support for all of the DOT enterprise-wide HR systems, which include the Federal Personnel and Payroll System, the Oracle Business Intelligent Enterprise Edition, the Learning Management System, the Electronic Official Personnel Folder, the Workforce Transformation Tracking System / Entry on Duty System, Employee Express, the Workers' Compensation Information System, USA Performance Management, as well as the ongoing HR systems modernization.

Human Resource Services

HR Services provides leadership, guidance, and oversight to all Human Resources programs, specifically Departmental Work Life and Special Programs; Health Services; Human Capital Planning and Solutions; Human Resource Operations; Executive and Political Resources Center; Office of Innovation and Engagement; and DOT's Automated Staffing Services. These programs offer HR services; leadership development opportunities for supervisors, managers, and leaders; centralized coordination of programs that cross all DOT OAs and Secretarial Offices; seminars, resources, and referral support to employees nationwide; health services; and a full range of executive and political resources for operational services.

Information & Records Management

Information and Records Management provides a wide range of services, such as managing Dockets Operations servicing as a clearinghouse for rulemaking and non-rulemaking activity and providing expert consulting for visual information, printing, and multi-media design.

Security Operations

Security Operations programs include Security and Investigations, Personnel Security, National Industrial Security Program, Identification Media, HSPD-12, Passports, Information Security, and Technical Security. Security Operations is an integral and crucial part of DOT's effort to ensure a safe and secure working environment for its federal and contractor employees and visitors; and to protect DOT facilities, equipment, and sensitive and classified information.

Substance Abuse Awareness & Testing

The DOT Federal Employee Drug and Alcohol Testing Program, mandated by Executive Order 12564 and the Omnibus Employee Transportation Act of 1991, is the second largest program in the Federal Government with over 80,000 federal employees (DOT and Non-DOT services) in the testing pool. Services under this program are provided to all DOT OAs, TSA, USCG, and the U.S. Merchant Marine Academy.

DOT Transit Benefit Program

Transportation Services (TRANServe) delivers transit benefits and parking services to DOT OAs. TRANServe provides this fringe benefit in accordance with the Internal Revenue Code section 132(f).

Unemployment Compensation

The Department of Labor (DOL) requires a central billing point in each cabinet agency for the unemployment costs of employees. The WCF accepts unemployment compensation charges

from the DOL and bills each OA for their costs through a centralized billing service. DOL bills the DOT on a quarterly basis for their unemployment charges.

CHIEF DIGITAL & INFORMATION OFFICER:

Information Technology Activities

The OCDIO is responsible for the management and administration of the IT Shared Services portion of the Department's WCF organization and serves as the lead for the 1DOT Department-wide IT Consolidation initiative. This includes the legacy shared services infrastructure known as the Common Operating Environment (COE), consisting of telecommunications, messaging, directory services, a fully consolidated DOT headquarters network, service desk, and related support. In FY 2027, OCDIO's scope will expand to include product-oriented digital factories for management and support of consolidated IT, enabling agency mission functions, operations, and other elements of the Department's IT oversight, governance, and management functions. OCDIO provides the Department with a single source for a competitively priced, comprehensive range of IT services while continuously improving the technology, safety, and effectiveness of the Department's IT infrastructure. WCF OCDIO provides expertise to the Department with state-of-the-market technical expertise, institutional IT knowledge, and historical data that is not readily available from other sources. OCDIO works to remediate common cybersecurity vulnerabilities and weaknesses through WCF-funded strategies.

Business Management and IT Administration

Provides the overall management of the IT shared service programs and certain special projects; delivers business management and financial support to the OCDIO programs; and provides direct management and oversight of OCDIO programs, COOP and Disaster Recovery activities for OCDIO programs, Inventory Management/Help Desk software implementation and maintenance, stockroom, and administrative services.

Campus Area Network (CAN)

Provides support services for the network infrastructure, Internet connectivity, and secure connections for the DOT headquarters and connectivity between DOT HQ and other DOT buildings in the DC Metro area, including the FAA HQ (FOB-10A and FOB-10B).

This program includes support for the new OCDIO Client Service Center Incident Management Center; the maintenance for new security software and appliances; the additional bandwidth for Internet connectivity; the increased level of monitoring as required by DHS and the Trusted Internet Connection; and the Enterprise Network Operations Center (ENOC), which is part of the OCDIO Client Service Center and is responsible for the monitoring, notification, and facility management in support of OCDIO. These services are provided to customers twenty-four hours a day regardless of physical location.

This program also includes Network Engineering which provides planning, design, and implementation services for network infrastructure. It is one of the focal points in enabling the consolidation of services and establishing a consistent and secure network across DOT.

Cybersecurity As a Service (CAS)

The mission of the DOT Cybersecurity as a Service (CAS) program is to ensure the protection, integrity, availability, and confidentiality of DOT business systems and critical IT infrastructure across hundreds of geographically separate locations, including contractor facilities and cloud service providers. The program's primary function is to lead and oversee DOT's implementation of Federal cybersecurity regulations, policies, guidance, and capabilities, and ensure DOT's compliance with the Federal Information Security Modernization Act (FISMA) and other applicable statutory requirements.

Desktop Services

The OCDIO desktop, laptop, and engineering PC program provides quality, cost-effective seat management, and related support under Service Level Agreements (SLA) with customers. OCDIO has expanded support to provide desktop support for all non-FAA regional and field users.

Enterprise Licenses

OCDIO manages Department-wide enterprise license agreements such as the Microsoft Enterprise License Agreement (ELA). Centrally managed enterprise agreements facilitate efficiency and improved management, and leverage economies of scale.

Records Management as a Service

In accordance with 44 U.S.C. Chapter 31, all Federal Agencies must establish a records management program to oversee an active and continuing program for the management of the agency's records. The Records Management (RM) Office manages the program to plan, control, direct, organize, train, promote, and participate in other managerial activities involved in records creation, maintenance and use, and disposition to achieve adequate and proper documentation of the policies and transactions of the Federal Government and effective and economical management of agency operations. The program complies with all of the National Archives and Records Administration (NARA), GSA, OMB, and United States Code statutes and regulations.

Server Operations

The server operation includes all areas of server management and digital services, including departmental internet; server administration, storage, backup, and server hosting; professional services; Geographic Information System (GIS); data services; the enterprise web environment and web projects; document management; grant management; and other enterprise productivity tools. Server Operations also provides hosting services for cloud and on-premise servers, and other devices for OAs (except for FAA).

Voice, Cable & Wireless

The Voice, Cable, and Wireless (VCW) component offers customers a wide range of telecommunications services such as desktop telephone service with voice mail, wireless telephony, circuit analysis, cabling, billing analysis, inventory management, telecom coordination/customer service, teleconferencing, and customer special projects. The program also includes Email and Mobile Device Management (MDM) which allows the DOT mobile workforce to securely access email, check their calendars, and keep up with work contacts remotely.

Digital Factories

OCDIO will establish four new “digital factories” to focus on IT software and system product engineering, development, and maintenance in support of agency mission, administrative, and enterprise requirements. Each factory will support a subset of the Department’s overall technology portfolio and will provide maintenance for existing mission systems within its portfolio. Using a product-centric approach, the Department will develop new, modern solutions on which to build its systems, provide improved products and services to stakeholders, and identify and maximize efficiencies.

WCF Services in FY 2027: Non-DOT Activities

The following section outlines the **Non-DOT Activities funded by Non-DOT sources** in FY 2027 and are only provided through the Office of Administration.

FY 2027 Non-DOT Activities (000s)	
TOTAL	\$244,519

Administrative Services

The WCF provides some administrative services such as HR Systems, Substance Abuse Awareness and Testing, Disability Resources, Work Life, personal property, Dockets operations, security administration, and procurement operations for some Non-DOT agencies.

Employee Fitness Center Fees

Fees collected from DOT employees for DOT Fitness Center membership.

Non-DOT Transit Benefits & Parking

The TRANServe Program Office is a Federal Government shared services provider for transit benefits to 132 Federal agencies with approximately 150,000 participants. TRANServe provides this fringe benefit in accordance with the Internal Revenue Code section 132(f). This program receives funding under two different authorities in performing its various roles in support of DOT and Non-DOT agencies:

- Non-DOT WCF under Section 103 of the Further Consolidated Appropriations Act, 2020 (Div. H, Pub. L. 116-94); and
- FAA Employee Parking Deposits for parking spaces under GSA Federal Management Regulation.

In addition, the program provides oversight to FAA for the management of their parking fees. The Parking Office collects money from the sale of parking permits for the regular monthly parking, temporary parking, and FAA parking.

Purchase Card Rebate Program

This program receives purchase card rebates from US Bank to oversee the Departmental purchase card program. This program provides mandatory training to all OAs (including FAA) and maintains support systems throughout the Department for ensuring compliance with the Government Purchase Card (GPC) laws and regulations.

FY 2026 Anticipated Accomplishments:

OFFICE OF ADMINISTRATION: OASA is committed to developing and supporting the mission of the Department through consolidation, which allows the WCF to continue to provide superior administrative services. OASA will continue to focus on supporting the existing activities and business process standardization and will review strategies on how to best measure and evaluate the impact of DOT's consolidation efforts using business intelligence capabilities such as data analytics, performance metrics, and dashboards. The OASA aims to reduce costs, improve efficiency, and eliminate duplication by consolidating and streamlining business lines.

CHIEF DIGITAL & INFORMATION OFFICER: OCDIO will continue with the implementation of 1DOT principles and priorities, including the agency-wide IT Consolidation. The agency IT investment portfolio and budget will be realigned to support the Digital Factories and a product-centric approach to mission IT, and the Department will focus on key efficiency-oriented enterprise initiatives including transition to a new enterprise-wide e-mail and office productivity solution, improvements to IT cost tracking and management, and transition of systems from data centers to secure agency cloud infrastructure.

Funding Changes:

The FY 2027 Budget Request proposes an increase of \$99.2 million for DOT Shared Services which is related to ongoing consolidation efforts.

The funding request assumes that positions and program funding supporting HR, OCDIO, and Procurement functions within DOT are fully consolidated within OST through the WCF.

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

The WCF will continue to expand shared services (administrative and IT) across the department. Utilizing a shared services vision will reduce costs, improve efficiency, and eliminate duplication by consolidating and streamlining business lines. The WCF supports this by consolidating common services within the same organization.

Working Capital Fund Consolidated Shared Services¹ (\$000)

Operating Administration	FY 2027 Request			
	HR	Procurement	IT	Total
FHWA	\$ 10,059	14,702	88,882	113,643
FMCSA	\$ 2,344	3,169	23,709	29,222
FRA	\$ 4,313	2,708	12,650	19,671
FTA	\$ 5,538	9,959	39,113	54,610
MARAD	\$ 2,766	6,440	34,083	43,289
NHTSA	\$ 3,088	1,634	66,536	71,258
OST	\$ 5,604	1,281	707	7,592
PHMSA	\$ 3,148	1,512	27,123	31,783
TOTAL	\$ 36,860	41,405	292,803	371,068

¹ Reflected amounts are estimates and are subject to change.

**Working Capital Fund
Operating Administration Costs
And Other Expenses Estimate²
(\$000)**

Operating Administration	FY 2027 Request		
	Admin	OCIO	Total
OST	\$ 37,384	67,122	104,506
FAA	\$ 48,236	14,013	62,249
FHWA	\$ 44,064	133,333	177,397
FRA	\$ 15,605	31,618	47,224
NHTSA	\$ 20,194	98,659	118,853
FTA	\$ 23,281	56,262	79,543
GLS	\$ 742	1,137	1,879
VOLPE	\$ 1,200	5,404	6,603
MARAD	\$ 17,785	49,916	67,701
OIG	\$ 4,374	2,838	7,212
FMCSA	\$ 16,866	69,732	86,599
OST-R	\$ 6,189	6,071	12,260
PHMSA	\$ 12,370	41,254	53,624
Unspecified ³	\$ 21,696	16,551	38,247
TOTAL	\$ 248,291	593,911	863,897

² Reflected amounts are estimates and are subject to change.

³ Unspecified represents costs where the scope of the work for individual customers is not yet determined and it is not possible to determine a specific billing methodology or customer base.

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Transportation Safety Institute

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
TRANSPORTATION SAFETY INSTITUTE
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	5,772	5,772	5,772
Travel	2,020	2,020	2,020
Other Costs	17,208	17,208	17,208
Programs	-	-	-
TOTAL	25,000	25,000	25,000

STAFFING

Direct FTEs	42	39	39

Detailed Justification for the Transportation Safety Institute

What Is This Program and What Does This Funding Level Support?

The Transportation Safety Institute (TSI) provides transportation safety and security training to federal, state, and local governments, the private sector, and foreign transportation professionals on a cost-recovery (“fee-for-service”) basis. Through this high-quality instruction, TSI reduces transportation-related deaths and injuries, advancing the Department’s safety goals and creating a safer transportation system for the traveling public.

Since 1971, TSI has trained more than 1.6 million transportation professionals. Many clients represent repeat business, and TSI training is in demand domestically and internationally. Education and training are key factors in improved transportation safety, and TSI continues to enhance its safety training services to accommodate changing needs and growing demands.

TSI’s training operations program is organized into four training divisions with expertise in specific transportation safety and security topics.

- **Aviation Safety** was designated by Congress in 1963 as the National Aircraft Accident Investigation School. TSI provides mission critical aviation safety and aircraft accident investigation training for the Federal Aviation Administration (FAA), primarily for Aviation Safety Inspectors. TSI provides critical aviation safety training to federal, state, and municipal agencies, international governments, and private industry. The Division specializes in basic and advanced training courses in Aircraft and Rotorcraft Accident Investigation, and Safety Management Systems (SMS). The Aviation Safety Division provides training and technical assistance to the Interagency Committee on Aviation Policy (ICAP), Customs and Border Protection (CBP), and the Department of Defense.
- **Transit Safety and Security** provides legislatively required and voluntary safety training to the transit industry including public, private, and government professionals. The Division specializes in the development and delivery of safety and security training in the areas of SMS, system safety engineering principles, hazard management, collision/ accident investigation, crime prevention, security, substance abuse compliance and program management, and emergency management. The Division provides the training for the Federal Transit Administration (FTA) Transit Safety and Security Professional (TSSP) Program.
- **Multi-Modal Safety** provides a variety of transportation safety-related courses specializing in hazardous materials, pipeline safety, and motor carrier safety compliance for federal, state, and private industry audiences. This division develops and delivers safety courses in the areas of explosives, infectious substances, packaging, cylinders, radioactive materials, pipeline transport of both liquids and gases, and commercial motor vehicle inspections. Through continued partnership with the FAA Office of Security and Hazardous Materials Safety, this division has significantly increased the number of students trained. In addition, the number of courses conducted for the Department of Defense (DOD) and DOD Foreign Military Sales (FMS) has increased by over 100% over the past two years due to new DOD requirements that all FMS recipients take training provided by the TSI Multi-Modal Division.
- **Highway Traffic Safety** is responsible for the training of federal, state, and local highway safety professionals and law enforcement in the development, administration,

and evaluation of highway traffic safety programs. Specifically, the courses are an integral component of the National Highway Traffic Safety Administration’s (NHTSA) core competencies for employee development in highway safety program development, data analysis and evaluation, managing NHTSA grant funds, occupant protection, impaired driving, and speed management. The division revises and/or develops all curricula every two years for drug and alcohol enforcement, occupant protection and safety countermeasures, impaired driving, pedestrian/bicycle safety, and highway safety program/grant management. NHTSA and TSI also deliver crash investigation training that supports the Crash Investigation Sampling System (CISS), Fatality Analysis Reporting System (FARS), and Special Crash Investigation (SCI) programs.

FY 2026 Anticipated Accomplishments:

- Expand training products and services to the Aviation Industry, Rail Industry, Motor Carrier Industry, the Department of Defense, and other governmental agencies.
- Promote safer global transportation systems by serving domestic and international audiences.
- Deliver Rail Investigation courses to railroad inspectors and the railroad industry in collaboration with the Federal Railroad Administration (FRA).
- Expand Aviation Safety Certification by exploring new technologies that could allow for virtual accident investigation to improve student experience.
- Install state-of-the-art audiovisual components in all classrooms to enable virtual and hybrid instruction, enhancing the flexibility and accessibility of teaching. This upgrade will provide instructors with the tools needed to deliver high-quality instruction in any format.

Funding Changes:

TSI receives no direct appropriations. TSI receives funding on a cost-recovery basis (“fee-for-service”) from federal, state, and local government, the private sector, and foreign transportation stakeholders.

TSI operates under an annual appropriations provision since its inception and it is authorized under 49 USC 1115, “National Transportation Safety Board – Training”.

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

Through high-quality instruction, TSI provides valuable assistance to the department and other stakeholders and creates a safer transportation system for the traveling public. TSI has hundreds of subject matter experts currently working for numerous companies that help support our safety training in all transportation modes. This support enables cost savings to our customers. TSI will continue to enhance its safety training services to accommodate changing needs and growing demands.

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ALLOCATION ACCOUNTS

ALLOCATION ACCOUNTS

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Bureau of Transportation Statistics

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
BUREAU OF TRANSPORTATION STATISTICS
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	10,593	10,593	-
Travel	130	130	-
Other Costs	8,871	8,871	-
Programs	7,156	7,406	-
TOTAL	26,750	27,000	TBD

1/

STAFFING

Direct FTEs	51	48	48

^{1/} 2027 funding dependent upon reauthorization of Surface Transportation programs

Detailed Justification for the Bureau of Transportation Statistics

What is this program and what does this funding level support?

The Bureau of Transportation Statistics (BTS) was established to collect, analyze, and disseminate official transportation-related information to inform policy issues requiring a cross-modal, system-wide perspective. BTS is an OMB-recognized statistical agency, as defined in 44 U.S.C. § 3561, and was established in 49 U.S.C. Chapter 63 to serve the transportation community, including all levels of government and the private sector, by providing policy-neutral information on the extent, use, condition, performance, safety, and other aspects of the nation's transportation system. BTS employs innovative data collection processes and rigorous economic and statistical analysis to facilitate evidence-based decision-making and disseminates statistical information and the Department of Transportation's (DOT) research findings to its diverse customers through the Bureau's National Transportation Library. BTS also maintains reimbursable programs for the collection and publication of commercial airline information and for confidential precursor safety and proprietary supply chain data.

The United States relies on objective, credible statistics to support and inform the decisions of governments, businesses, households, and other organizations. BTS programs provide the Nation with objective, credible transportation statistics, data, and analytical tools to inform decisions in the public and private sectors. BTS data, including indicators of economic activity, are used to track changes in transportation related to supply chain disruptions. BTS data are also used to target investments in revitalizing and rebuilding highways, ports, airports, freight transportation facilities, and other critical transportation infrastructure. Through the application of statistics and analytical tools, BTS continues to provide transportation and other sector decision-makers with trusted resources and valuable insights into how our transportation system is performing.

Transportation planning and analysis require geographic and temporal specificity in BTS data sets to fine-tune spatial analyses to support optimal operations and more precise estimates of the incidence of impacts. BTS is gathering more data, more frequently, to support the performance measures increasingly used to support investment and policy decisions. BTS is meeting the demand for more frequent data updating, new methods to develop evidence, and improved access to information while honoring promises of confidentiality to respondents and limitations in the use of proprietary data.

DOT is required by the Evidence Act under 5 U.S.C. § 314 to designate a Statistical Official, which must be the head of the OMB-recognized statistical agency. The DOT Statistical Official directs and coordinates statistical policy for the Department, oversees the development of DOT data quality standards and confidentiality standards to safeguard sensitive information, and advises DOT on the validity of statistical techniques and conclusions. This role is performed by the Director of BTS consistent with authorities at 49 U.S.C. § 6302.

FY 2026 Anticipated Accomplishments:

- Modernize data ingestion and processing to enhance the efficiency and effectiveness of processes that produce key statistics and actionable analyses on commercial aviation, multimodal freight transportation, transportation economics, precursor safety, supply chain, and more than 40 monthly and weekly indicators of transportation activity.
- Publish an updated National Intercity Bus Atlas and data catalog to better understand the nation's long distance passenger travel and tourism
- Modernize the Commodity Flow Survey to provide a cost-effective basis for the next generation Freight Analysis Framework to support DOT's National Freight Policy and National Freight Strategic Plan, along with a suite of freight scenario analysis tools, both planned and in response to policymaker needs.
- Continue the Freight Logistics Optimization Works (FLOW) forum.
- Implement AI strategies for more efficient and accurate data processing, for more robust data queries, for innovative analytical products, and for effective access to and summary of information in the National Transportation Library.

Funding Changes:

The details of activities funded by this account are dependent upon reauthorization of Surface Transportation programs. While many core programs previously funded through prior reauthorizations may continue, exact funding amounts, eligibilities, and requirements are all subject to change. The Department of Transportation looks forward to working with Congress to finalize and implement a reauthorization that advances the Department's mission. Details on current programs and funding levels may be found in prior year budget submissions.

What benefits will be provided to the American public through this request and why is this program necessary?

BTS is able to support DOT's increasing transportation data, analysis, and statistical needs at a time when data needs and challenges are rapidly changing. The world is changing. Transportation technology is changing. How statistical agencies use, collect, analyze, display, and disseminate data is changing. The types of data being requested and the rapidity with which answers are demanded has both increased and accelerated.

Key benefits include, but are not limited to:

- As the Statistical Official under the Evidence Act, BTS leads efforts throughout DOT to ensure the efficient provision of timely, high quality statistics that provide effective evidence to support decisionmaking.
- BTS provides continuous monitoring of significant changes in the transportation system and its use.
- BTS' Commodity Flow Survey data and TransBorder freight data collections provide foundational data to the Freight Analysis Framework that estimates system-wide freight flow by detailed commodity classification, origin, destination, and mode. Without these estimates, the National Freight Policy (49 USC 70101) and the National Freight Strategic Plan (49 USC 70102) are not evidence-based. BTS' transportation network data contributes significantly to the development of the National Multimodal Freight Network (49 USC 70103), which is critical to targeted infrastructure and operational investments

to support the future efficient movement of goods. The Freight Analysis Framework provides key statistics that underlie State Freight Plans required for funding of projects under the National Highway Freight Program (23 USC 167).

- Transportation's key role in the economy is highlighted by BTS statistics such as the Transportation Services Index and Transportation Satellite Accounts. Through these time series indicators, policymakers, investors, and planners can understand transportation-based economic trends and the depth of reliance of major economic sectors on transportation that supports the national and regional economies.
- Beginning to establish Automated Vehicle statistical products and indicators to assist policy-relevant analyses to track the deployment and impact of AVs relative to conventional vehicles over time and seeking to fill data gaps to better understand the relationship between vehicle use and revenues for highway investment. The commercial airline information program provides essential information to the Federal Aviation Administration to guide infrastructure investments and to the Office of the Assistant Secretary for Aviation and International Affairs for oversight of the aviation industry and of consumer protection related to airline on-time performance.
- The Confidential Close Calls Program improves workplace safety by implementing safety management systems and protocols, the results of which are measured through the reduction of serious close call events and by the number of insights on potential safety problems that can be generalized from the program's participants to the broader transportation community.
- The National Transportation Library, established in U.S.C. §6304 as part of BTS, leads the implementation of DOT's Public Access Plan, which makes DOT-funded research and supporting data available to and usable by the public, industry, and the scientific community, which catalyzes innovation.

TAB:

University Transportation Centers Program

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
UNIVERSITY TRANSPORTATION CENTERS PROGRAM
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	81,500	82,000	-
TOTAL	81,500	82,000	TBD

1/

STAFFING

Direct FTEs	0	0	0

^{1/} 2027 funding dependent upon reauthorization of Surface Transportation programs

Detailed Justification for the University Transportation Centers Program

What is this program and what does this funding level support?

The University Transportation Centers (UTC) Program's role as defined by 49 U.S. Code § 5505(a)(2) is in three parts. First, it is to advance transportation expertise and technology in the varied disciplines that comprise transportation through education, research, and technology transfer at university-based consortia. Second, the UTC Program provides critical transportation knowledge base outside of the Department of Transportation (DOT). Third, it addresses critical workforce needs and educates the next generation of transportation leaders. The statute mandates UTCs be selected based on rigorous competition that includes research, education, and technology transfer activities to address research priorities identified in the legislation, and then the selected UTCs are funded for five years. Selection of the current UTCs took place in 2022-2023, and seventeen of the thirty-five selected UTCs are at universities that had not received awards in the previous round of grants, with ten never having received UTC grants before.

The UTC program provides unique benefits to DOT, state departments of transportation, transit agencies, and other transportation providers including a source of independent transportation researchers at leading universities and a steady stream of highly educated professionals in key transportation disciplines such as civil, environmental, mechanical, and electrical engineering, urban planning, construction management, computer science, business, psychology, logistics, and others. By the final year of the five-year grants, UTCs, including those that were new to the program, will have reached a level of maturity in their research and education of workforce activities and will have established strong relationships with outside sponsors that provide the matching funds required by statute.

Current research within the UTC program spans from applied to advanced levels and is becoming increasingly multimodal. To develop the multimodal transportation system for future generations, advanced research must be carried out in the present. Universities are some of the most significant research assets this country holds, and this type of multimodal advanced research belongs at universities—particularly universities well-experienced in and capable of performing advanced transportation research. The universities in the UTC program are such universities.

FY 2026 Anticipated Accomplishments:

- Successfully recompetete the 5 UTCs terminated by the Department in May 2025.
- Implementation and oversight of UTC grantee consortia for the three types of UTCs (National, Regional, and Tier 1 centers) selected under the Infrastructure Investment and Jobs Act UTC competition.
- Review of prior-year activities and reporting to determine that continued funding for next-year funding to be awarded to conduct another annual round of their research and education programs.
- Review UTC progress and prepare a report for public access. This report highlights examples of ongoing or recently completed UTC research projects by each Center, outlines the technology transfer planning and reporting requirements to guide and

strengthen the UTC's technology transfer activities, summarizes UTC program-wide performance indicators measuring productivity at individual Centers, and identifies research repositories used to disseminate results of UTC research.

- Planning and conducting meetings with the UTCs to promote information exchange and identification/sharing of best practices for UTCs.
- Provide guidance and identify opportunities for collaboration to promote UTC-grant results in:
 - Publication and delivery of technical presentations at national and regional technical conferences.
 - Conducting technical summits, seminars, webinars, and workshops for transportation professionals.
 - Development of new/improved guidelines on planning, operations, design, or maintenance issues.
 - Training of highly qualified university graduates specializing in the transportation sector.
 - Development of new technologies for application to transportation systems.
 - Delivery of national outreach activities to disseminate research findings to transportation professionals across the nation.

Funding Changes:

The details of activities funded by this account are dependent upon reauthorization of Surface Transportation programs. While many core programs previously funded through prior reauthorizations may continue, exact funding amounts, eligibilities, and requirements are all subject to change. The Department of Transportation looks forward to working with Congress to finalize and implement a reauthorization that advances the Department's mission. Details on current programs and funding levels may be found in prior year budget submissions.

What benefits will be provided to the American public through this request and why is this program necessary?

Funding the UTC program results in a safer and more technologically advanced surface transportation system. The research conducted by these centers saves lives and reduces injuries. The monetary savings to the public comes through the increased safety of the system, but it also comes through reduced congestion, more resilient infrastructure, and increased access for people and goods to multiple modes of transportation.

This Program prepares the next generation of transportation leaders and experts to address not only the problems of today but also the advanced technologies of tomorrow.

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IIJA SUPPLEMENTAL

ADVANCE APPROPRIATIONS

IIJA
SUPPLEMENTAL
ADVANCE
APPROPRIATIONS

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TAB:

Operational Support Administrative
Takedown (Non-Add)

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	8,587	8,587	-
Travel	-	-	-
Other Costs	3,077	3,077	-
Programs	102,036	96,036	-
TOTAL	113,700	107,700	-

STAFFING

Direct FTEs	102	65	65

Note: Public Law 117-58 Sec 801 of Division J and as amended by Public Law 117-103 allow for up to 2% of programs administered by the Office of the Secretary to be transferred to the Operational Support account (069-X-1732) for (1) coordination of the implementation of the Infrastructure Investment and Jobs Act or (2) the award, administration, or oversight of any financial assistance programs funded under Division A, B, C, G or J of the Infrastructure Investment and Jobs Act.

Program and Performance Statement

The Operational Support account receives transfers from certain Department of Transportation financial assistance programs for the coordination, award, administration, or oversight of certain financial assistance programs. No such transfers are requested in the FY 2027 Budget.

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TAB:

National Infrastructure Investments

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
NATIONAL INFRASTRUCTURE INVESTMENTS
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	2,500,000	2,500,000	-
TOTAL	2,500,000	2,500,000	-

STAFFING

Direct FTEs	0	0	0

Note: Public Law 117-58 Sec 801 of Division J allows for up to 2% of the enacted amount or advanced appropriations amount to be transferred to the Operational Support account (069-X-1732) for administrative expenses such as personnel costs, travel, contracts, etc.

Program and Performance Statement

The National Infrastructure Investments account funds two competitive grant programs for surface transportation infrastructure projects. The National Infrastructure Project Assistance Program authorized under 49 U.S.C. 6701, provides awards for large-scale highway, freight intermodal or rail, railway-highway safety, intercity passenger rail, and certain transit projects of national or regional significance. The Local and Regional Project Assistance Program authorized under 49 U.S.C. 6702, provides awards for highway, transit, rail, port, and other projects that will have a significant local or regional impact and improve transportation infrastructure. No new funds are requested for this account in 2027.

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TAB:

National Culvert Removal, Replacement,
Restoration

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION GRANTS PROGRAM
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	200,000	200,000	-
TOTAL	200,000	200,000	-
<u>STAFFING</u>			
Direct FTEs	0	0	0

Note: Public Law 117-58 Sec 801 of Division J allows for up to 2% of the enacted amount or advanced appropriations amount to be transferred to the Operational Support account (069-X-1732) for administrative expenses such as personnel costs, travel, contracts, etc.

Program and Performance Statement

The National Culvert Removal, Replacement, and Restoration Grant Program (Culverts Grant Program) provides grants to States, local governments, and tribes to address anadromous fish passage (e.g., aquatic organism passage), primarily through the replacement, removal, repair, or improvement of culverts or weirs. The competitive grant program also prioritizes projects that would have a meaningful impact on imperiled anadromous fish stocks. The Infrastructure Investment and Jobs Act (IIJA) provided advance appropriations funding for this account from fiscal years 2022 - 2026.

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TAB:

Strengthening Mobility & Revolutionizing
Transportation

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
STRENGTHENING MOBILITY & REVOLUTIONIZING TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	100,000	100,000	-
TOTAL	100,000	100,000	-

STAFFING

Direct FTEs	0	0	0

Note: Public Law 117-58 Sec 801 of Division J allows for up to 2% of the enacted amount or advanced appropriations amount to be transferred to the Operational Support account (069-X-1732) for administrative expenses such as personnel costs, travel, contracts, etc.

Program and Performance Statement

The purpose of the SMART Grants Program is to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. The program funds projects that are focused on using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector. The Infrastructure Investment and Jobs Act (IIJA) provided advance appropriations funding for this account from fiscal years 2022 - 2026.

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TAB:

Safe Streets and Roads for All

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
SAFE STREETS AND ROADS FOR ALL
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	1,000,000	1,000,000	-
TOTAL	1,000,000	1,000,000	-

STAFFING

Direct FTEs	0	0	0

Note: Public Law 117-58 Sec 801 of Division J allows for up to 2% of the enacted amount or advanced appropriations amount to be transferred to the Operational Support account (069-X-1732) for administrative expenses such as personnel costs, travel, contracts, etc.

Program and Performance Statement

The Safe Streets and Roads for All Grant Program provides grants, on a competitive basis, to regional, local, and tribal governments to prevent roadway fatalities and serious injuries for all road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators. This Program supports the development of comprehensive safety action plans for Vision Zero or Toward Zero Deaths. Recipients also can receive funding to conduct planning, design, and development activities for specific projects and strategies, or to carry out projects and strategies identified in a comprehensive safety action plan. The Infrastructure Investment and Jobs Act (IIJA) provided advance appropriations funding for this account from fiscal years 2022 - 2026.

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University Transportation Centers Program

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
UNIVERSITY TRANSPORTATION CENTERS PROGRAM
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025	FY 2026	FY 2027
	Enacted	Enacted	Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	19,000	19,000	-
TOTAL	19,000	19,000	-
<u>STAFFING</u>			
Direct FTEs	0	0	0

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SECTION 4: RESEARCH, DEVELOPMENT, AND TECHNOLOGY

SECTION 4:
RESEARCH,
DEVELOPMENT,
AND
TECHNOLOGY

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EXHIBIT IV-1
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY OF TRANSPORTATION
FY 2027 RESEARCH, DEVELOPMENT & TECHNOLOGY BUDGET REQUEST BY GOAL
BUDGET AUTHORITY
(in thousands of dollars)

Budget Account	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request	Basic Research	Applied Research	Experimental Development/ Advanced Research	Tech Transfer
A. Transportation Planning, Research & Development (TPR&D)	20,926	32,043	22,500	-	22,500	-	-
Congressional Directives	-	9,647	-	-	-	-	-
National Capital Region Independent Review Airspace Study	-	2,000	-	-	-	-	-
Administrative Costs	20,926	20,396	22,500	-	22,500	-	-
B. Research and Technology (R&T)	49,040	74,471	40,000	-	40,000	-	-
Research Priorities	4,500	-	4,500	-	4,500	-	-
PNT, GNSS, GPS	8,000	3,000	8,000		8,000	-	-
Advanced Research Projects Agency – Infrastructure (ARPA-I)	8,000	7,000	-	-	-		-
HASSCOE	-	4,000	6,000	-	6,000	-	-
Drone Infrastructure Inspection Grant Program	-	10,000	-	-	-	-	-
Transportation Resilience and Nuclear Technology	-	30,000	-		-		
Competitive University Transportation Center (UTC) Consortia (FHWA)	[81,500]	[82,000]	[82,000]	-	[82,000]	-	-
Administrative Costs							
Research & Technology Programs	28,540	20,471	21,500	-	21,500	-	-
C. Strengthening Mobility & Revolutionizing Transportation (SMART)	[100,000]	[100,000]	-	-	-	-	-
D. University Transportation Centers (UTC)	[19,000]	[19,000]	-	-	-	-	-
Innovation	49,040	74,471	40,000				
Accountability	49,466	40,867	44,000				

FY 2027 RESEARCH, DEVELOPMENT & TECHNOLOGY SUMMARY

Research, Development & Technology (RD&T) activities within the Office of the Secretary (OST) in FY 2027 will be conducted in coordination between two offices with overarching RD&T activities within the Office of the Under Secretary of Transportation for Policy: Transportation Planning, Research and Development (TPR&D) and the Office of the Assistant Secretary for Research and Technology (OST-R). Below is a compilation of the TPR&D and OST-R detailed justifications, with additional information highlighting the specific work in these areas.

Transportation Planning, Research and Development

The Transportation Planning, Research and Development (TPR&D) account, managed by the Office of the Under Secretary of Transportation for Policy, supports the Secretary's responsibilities in implementing the department's multimodal programs and economic authorities, formulating national and international transportation policies, and supporting Administration initiatives in which transportation plays a critical role.

The TPR&D programs coordinate national, international, and multimodal transportation issues; analyze safety data and the value of transportation safety improvements; and study how to increase the economic efficiency, competitiveness, and impact of transportation. In addition, TPR&D supports modernization of environmental review and permitting, the development of safety policy to address crosscutting challenges, the integration of emerging and advanced technologies into the nation's transportation systems, and coordination of the U.S. Department of Transportation's (DOT) innovation policy, including with respect to artificial intelligence and through the Nontraditional and Emerging Transportation Technology (NETT) Council.

TPR&D research, analysis, and project development serve a variety of functions, including providing data and assessment tools necessary to determine how key programs and transportation communities are performing and supporting departmental priorities to advance the economic competitiveness of U.S. companies.

Resources in this appropriation support the following cross-modal programs and policy priorities:

Interagency Infrastructure Permitting Improvement Center (IIPIC) and On-line Permitting Dashboard

Both IIPIC and the Federal Infrastructure Permitting Dashboard (Permitting Dashboard) are established in statute to increase transparency and efficiency during the permitting process. IIPIC collaborates with DOT's operating administrations to collect and report project data online on the Permitting Dashboard in accordance with the Fixing America's Surface Transportation (FAST) Act and reporting standards issued by the Office of the Secretary (OST) that establish requirements for permitting and environmental review of infrastructure projects tracked on the Permitting Dashboard. The Permitting Dashboard also enables DOT to track major projects and review project schedules, consistent with the requirements in the

Infrastructure Investment and Jobs Act and the Fiscal Responsibility Act. The Dashboard currently tracks over 400 active DOT projects. IIPIC continues to develop new policy and technology improvements to enhance synchronized and coordinated environmental review and permitting among agencies, promote shared National Environmental Policy Act (NEPA) documents to satisfy all environmental reviews and permits, and provide easily accessible project information to inform and engage the public.

IIPIC also provides direct project assistance to projects and implements best practices to make the environmental review process more effective and efficient, including stakeholder engagement, use of liaisons and other project support staff, development of programmatic agreements, and use of a simplified process for adopting categorical exclusions. The IIPIC Program requires continued funding to support future activities to implement reforms to improve interagency coordination and advance priority projects. This includes funds necessary to maintain, operate, and enhance the Permitting Dashboard and staff to lead and collaborate on cross-DOT and interagency initiatives. Funding for IIPIC and the Permitting Dashboard will enable the continuation of work to ensure a streamlined and transparent infrastructure permitting review process, a more efficient and effective project delivery, and the advancement of the Administration priorities.

National Roadway Safety

Roadway deaths account for more than 90 percent of all transportation-related fatalities and have been above 35,000 annually since 2015. Traffic fatalities are the biggest transportation safety issue facing this Administration, and the status quo is unlikely to yield significant progress. The funds would support safety policy implementation and coordination that cross Operating Administration (OA) program areas, allow for a robust engagement with external stakeholders, enhance OST's ability to successfully implement legislation and regulations focused on safety, and enable OST to perform safety analyses that further policy development in cross-cutting roadway safety issues of interest to the Administration and Congress. The outcome would be a strengthened, coordinated effort that will improve the Department's ability to have a concerted, well-supported effort that will change the status quo for advancing national roadway safety.

International Aviation

The Office of the Assistant Secretary for Aviation and International Affairs at DOT leads the development and implementation of public policy and regulatory actions on domestic and international aviation economic issues. Its work includes ensuring consumers and shippers benefit from a deregulated, competitive domestic airline industry; improving air service and access to the national aviation system for small and rural communities; negotiating access to international aviation markets; and securing favorable outcomes for U.S. aviation stakeholders in bilateral and multilateral negotiations.

International Transportation and Trade

The Office leads DOT's international engagement with bilateral, regional, and multilateral partners on multimodal transportation issues and serves as the Department's focal point for trade negotiations. It works to eliminate technical barriers to trade, supporting exports and economic growth, and represents DOT in interagency processes while coordinating with Departmental offices to advance Executive Orders and Administration priorities. The Office also advises on

and helps develop international transportation systems and standards, advocating for cross-border regulatory compatibility through collaboration with partner agencies and foreign organizations. It supports the Secretary's engagement with international partners and promotes transportation policies that foster innovation and align with U.S. foreign policy initiatives. In addition, the Office coordinates efforts with Federal partners to improve infrastructure at land ports of entry on the Southern and Northern borders, strengthen supply chain resilience and efficiency, and serves as DOT's central hub for advancing counter-trafficking efforts across the transportation sector by federal, state, tribal, local, and private partners.

Aviation Data Research, Integration, and Analytics to Support Competition and Regional Connectivity

The Office of Aviation Analysis engages in research, integration, analysis, and presentation of aviation industry data to support existing programs and economic policy matters, including antitrust immunity cases, commercial transactions, and state of the airline industry updates for senior officials. The focus of the office's efforts will be in three areas: (1) ongoing MITRE contract work for econometrics; (2) Sabre aviation data tools, and (3) aviation data modernization technical implementation funding, working with OST-R/Bureau of Transportation Statistics Office of Airline Information. This funding supports ongoing work that is the architecture of the Department's analytical function for aviation industry commercial issues.

Office of the Assistant Secretary for Research and Technology

The Office of the Assistant Secretary for Research and Technology's RD&T Coordination Program provides strategic research direction across all modal agencies, OST, joint offices, and externally funded entities. The program is responsible for stewardship and oversight of DOT's research portfolio, advancing Presidential, Secretarial, and Congressional priorities, eliminating any potentially duplicative research activities, optimizing the effective use of Department-wide research resources, and ensuring that DOT's research activities are coordinated with the wider transportation research community. The Program advances DOT's Innovation Agenda to achieve a technologically connected and modernized multimodal transportation system of systems through internal and external scanning of research, technologies, and advancements, and carries out activities and limited studies to elevate the state of the practice in moving people and goods quickly and efficiently. Specific duties include strategic research planning; review of department-wide research budgets and OAs funding plans; aligning departmental research with policy objectives; implementing best practices in innovation development and deployment across the OAs; and working with the OAs to ensure transparency and public access to DOT's research portfolio and its products.

Research partners include DOT OAs and Secretarial Offices, other federal departments and agencies, and state, local, tribal and territorial entities. Other partners include the Transportation Research Board (TRB), TRB Cooperative Research Programs, ITS America, the American Association of State Highway and Transportation Officials, academic institutions, infrastructure owners and operators, and stakeholder groups across all modes. OST-R also partners with the private sector including the owners and operators of transportation infrastructure, and with international allies, maximizing the real-world outcomes and impacts of DOT research.

Examples of the programmatic activities include:

Research and Technology Review, Approval and Monitoring for Incorporation of Research Results

The office's approval and monitoring effort ensures that research activities are aligned with DOT Strategic Goals and Secretarial priorities and comply with statutory mandates. The effort is composed of four primary elements to ensure maximum stewardship of each modal administration's research portfolio: (a) Annual Modal Research Plans – Statutory Review, (b) Project Plan Reviews, (c) Bi-Annual Research Reviews, and (d) Incorporation of DOT Research Results into Practice (T2).

The effort uses a Performance Management Data System (PMDS) as the core data source and analysis platform. The PMDS is a project-level database of DOT's over \$1 billion research portfolio, providing the analytical tools and visualizations necessary for internal review, coordination, and progress information for the research conducted and proposed across the OAs. The PMDS also serves as a data source for meeting DOT's statutory Consolidated Research Database mandates and Public Access compliance mandates, through alignment with the DOT Research Hub. Because the OAs' work aligns with the RD&T Strategic Plan, the research review process includes an accountability component to enable alignment with Administration priorities.

The PMDS and Research Hub work together to ensure RD&T portfolio transparency, make

progress towards research coordination, meet the statutory mandate for a Consolidated Research Database, and support the requirements of federal-wide Public Access mandates. The Research Hub database consists of a web-based, publicly available centralized repository of RD&T project records obtained from each OA. These two system databases support research coordination by providing project-level access to DOT's extensive RD&T portfolio, leveraging opportunities for cross-agency and external collaboration.

Cross-Modal Research Priorities (CMRP) Program

OST-R works with federal and non-federal stakeholders to advance the development and deployment of cross-modal Secretarial research and technology transfer priorities. This Program focuses on providing a means to address research and Administration priorities that span multiple modes and/or require intensive coordination, stewardship and/or direction working with other federal and non-federal partners. This Program ensures the cost-effective leveraging of complementary research efforts underway outside DOT and ensures the effectiveness and efficiency of research and technology efforts. OST-R will implement a \$30.0 million program for research on transportation resilience and nuclear technology, directed to a university with a nuclear engineering program and experience in transportation cybersecurity and resiliency. Example priority areas include infrastructure resilience and disaster recovery, accelerated development of new and novel technologies such as AI, automated vehicles, digital infrastructure, cybersecurity, and accelerated project delivery towards a seamless system-of-systems.

Technology Transfer (T2) Program

The Infrastructure Investment and Jobs Act (IIJA) requires the Department of Transportation (DOT) to ensure that research investments lead to changes in regulations or practices (49 USC §6504). This underscores the importance of translating research findings into actionable policies and practices to enhance safety and efficiency in transportation systems. Several White House efforts are underway that are aimed at improving domestic manufacturing and ensuring that federal research innovations are patented, manufactured, commercialized and used in the U.S. OST-R's Office of RD&T will continue to build a T2 Program focused on maximizing the impact of all DOT's research products by facilitating identification of demonstrably beneficial technologies and innovations, adoption and/or commercialization and use of innovations and technologies, leading to national-scale transportation system benefits. The T2 Program will also be responsible for developing and maintaining systems to track the performance and outcomes of RD&T activities and progress. The T2 Program will be responsible for meeting multiple statutory requirements, including Incorporation of Department of Transportation Research, annual T2 reporting for the Department, and Public Access to Federally Funded Research.

Positioning, Navigation, and Timing & Spectrum Management

OST-R leads federal civil agency positioning, navigation, and timing (PNT) requirements, evaluation of technologies, and architecture development to enhance PNT resiliency in support of national and homeland security across all modes. OST-R ensures protection of the civil Global Positioning System (GPS) service and other PNT and spectrum-dependent safety-of-life transportation capabilities from harmful interference; and assesses availability and obtains access to the radiofrequency spectrum to meet current and future transportation needs. OST-R continues to lead the civil agencies in assessing PNT vulnerabilities across all civil sectors, including PNT dependencies in critical infrastructures in support of Executive Order 13905 and Space Policy

Directive 7 (SPD-7). The OST-R's role in this process is essential because transportation safety and efficiency, both domestically and internationally, depend on uninterrupted, accurate PNT services. Aviation, surface, and maritime navigation, rail operations, commercial trucking, and other critical infrastructure sectors rely on GPS timing and positioning.

In this role, OST-R continues to implement the Complementary Positioning, Navigation, and Timing (CPNT) Action Plan, conducting field testing of commercially available CPNT solutions, characterizing performance of these systems in GPS-denied environments, and developing performance standards to guide critical infrastructure owners and operators in obtaining their own GPS backup systems. These objectives support the Secretary's priorities for transportation safety, as well as fostering technology innovation in transportation by preparing for the future through the engagement of new navigation, surveillance, and communications radio frequency spectrum dependent systems to ensure safety without undermining innovative emerging capabilities.

Highly Automated Systems Safety Center of Excellence

Established under P.L. 116-94, the HASS COE is the Department's lead technical authority for the review, assessment, and validation of automation technologies. By leveraging multidisciplinary expertise and fostering collaboration with industry, academia, and federal partners – including NASA, DoD, DOE, and DHS – the Center ensures the U.S. remains a global leader in safe, secure automation.

In FY 2027, the Center will prioritize the safety and efficiency of the national transportation network through advanced risk mitigation. Utilizing a newly established Agentic AI evaluation capability in partnership with the Department of Defense (DoD), the Center will stress-test cyber-physical assets against sophisticated digital threats from adversaries and criminal actors. These efforts are reinforced by the HASS COE cyber-physical test lab, which will conduct end-to-end vulnerability assessments on critical Intelligent Transportation System (ITS) components and simulate systemic disruptions on multi-state Autonomous Vehicle (AV) corridors. This ensures infrastructure resilience and the uninterrupted flow of commerce against modern digital risks.

To enable the seamless and safe movement of goods and people, the HASS COE is maturing high-precision navigation technologies that operate independently of legacy systems. In partnership with the Office of Naval Research and MARAD, the Center will conduct sea trials of quantum gravimetry to provide a resilient navigation alternative in GPS-denied environments. Simultaneously, the Center will execute the next phase of the Mobile Network Aviation Assessment Program (MNAAP) and deploy AI-powered drones for infrastructure inspections. This nationwide test, conducted alongside mobile network operators and manufacturers, aims to operationalize a secure, centimeter-level precision environment for high-density aviation traffic. This initiative provides the necessary anonymity for national security while ensuring universal digital awareness for all airspace users. To support these deployments, the Center is developing industry-standard test vectors to verify that autonomous systems can identify and reject advanced "spoofing" attacks, setting a global benchmark for GNSS security.

The final pillar of the FY 2027 agenda focuses on transforming complex data into actionable practices to accelerate public trust and market adoption. The Center will deliver a cross-modal software architecture to synthesize disparate safety research into a unified statistical baseline,

reducing industry barriers and providing the validated evidence needed for rapid deployment. This framework is supported by an updated probabilistic latent-risk evaluation methodology that uses field data to preemptively identify safety-critical anomalies.

Furthermore, the HASS COE will mature a mode-agnostic standard taxonomy framework for cross-modal research and testing. To bridge the gap between research and real-world application, the Center will release a joint report with DHS/FLETC on tactical driving for first responders, ensuring safety integration remains proactive across all modes. Finally, the Center will expand peer exchanges between national, state, and local practitioners to scale applied research findings and resources nationwide.

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SECTION 5: INFORMATION TECHNOLOGY
BUDGET NARRATIVE

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FY 2027 Budget**Department of Transportation (DOT) Information Technology Budget Request****Office of the Secretary of Transportation**

(Budget Authority in Thousands)

Budget Account	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
OST IT (OST)			
<i>CIO Shared Services WCF</i>	\$28,706	\$31,279	\$26,589
<i>OST Modal IT</i>	\$59,561	\$1,707	\$1,000
<i>OST IT WCF</i>	\$5,941	\$60,545	\$85,692
<i>Cyber Appropriations</i>	\$49,000	\$60,000	\$75,000
OST IT Total	\$143,208	\$153,531	\$188,281
Office of Research and Technology (OST-R)			
<i>CIO Shared Services WCF</i>	\$5,598	\$6,447	\$5,606
<i>OST IT WCF</i>	\$18,080	\$18,552	\$22,459
OST-R Total	\$23,678	\$24,999	\$28,065
Volpe			
<i>Shared Services WCF</i>	\$4,688	\$4,979	\$4,707
<i>OST IT</i>	\$22,699	\$23,093	\$22,539
Volpe Total	\$27,387	\$28,072	\$27,246
Total	\$194,273	\$206,602	\$243,592

Note: Totals may not add due to rounding.

The Office of the Secretary of Transportation (OST) is requesting **\$243.6 million** in FY 2027 for information technologies (IT) that support the full spectrum of OST, Cyber, Office of Research and Technology (OST-R), and Volpe programs as well as the Department's initiative to transform and consolidate the management of all IT solutions centrally by the Office of the Chief Digital and Information Officer (OCDIO).

IT Shared Services (SS) through the Working Capital Fund (WCF)

OCDIO will continue to provide all modes with IT Shared Services to achieve economies of scale and increase consistency of cybersecurity protections across the Department. The Departmental consolidation of IT commodity and services will continue into FY 2027 through the use of transfer accounts. IT Shared Services include IT functions and activities dedicated to basic support services, including network operations, end-user computing, telecommunications services, and server operations.

- OST requests **\$26.6 million** from the OST offices and **\$10.3 million** from the OST-R and Volpe accounts for IT Shared Services. OST's share was based on actual IT consumption in prior years as well as planned future consumption. OCDIO, in collaboration with OST,

assumed a one-to-one cost estimate to transition all IT to OCDIO. OST will only be charged for services rendered.

OST IT Modal

The FY 2027 request for **\$1 million** in OST IT Modal for the estimated full-year costs for the three statutorily required positions funded by the OST CIO S&E appropriation.

OST IT WCF

The following major mission-critical IT systems will be maintained through the WCF FTA in FY 2027. This list is only a subset of all IT systems that support FTA and are reported in CIMS.

- **DOT IT Security and Compliance Program** – OST requests **\$75 million** in the Cyber Appropriation account development, modernization, and enhancement (DME) and operation and maintenance (O&M). DOT-wide IT Security and Compliance Support. The Chief Information Officer (CIO) is committed to providing department-wide protection of information and IT infrastructure assets against the risk of loss, misuse, disclosure, or damage due to security vulnerabilities. This funding supports cyber security initiatives, including accelerating the implementation of DOT's Zero Trust Strategy/Cybersecurity Framework; making necessary upgrades to network and IT infrastructure; enhancing identity management and authentication capabilities; securing and protecting data; testing and assessment of IT against business, security, and other requirements; implementing federal cyber security initiatives; and implementing enhanced security controls on agency computers and mobile devices.
- **Other IT maintenance and support contributions** – OST requests **\$75.9 million** across OST and **\$22.5 million** in OST-R for DME and O&M of these systems to provide IT program and project management, strategic planning, and other technology in alignment with OST OCDIO's mission. They include but are not limited to direct CIO support and administration, Amazon Web Services support, Section 508 compliance, Aviation Decisions Data Systems, Grants Notification system, and Airline Performance and Economic Information System.
- **Delphi** – OST requests **\$2.2 million** in the S&E account for DME and O&M. Delphi is the Department's financial management and data repository system that provides its users with the ability to search, browse, maintain, share, classify, register, and standardize financially administered items through a web-based application. It includes a real-time invoicing tool that improves efficiency and data transparency by reducing the time between invoice submission and payment. Delphi also provides grant recipients with accurate invoice status reporting capabilities.
- **Consolidated Automated System for Time and Labor Entry (CASTLE)** – OST requests **\$0.2 million** in the S&E account for DME and O&M. CASTLE records DOT's employee Time and Attendance (T&A).
- **Enterprise Service Center (ESC) Procurement Information System for Management (PRISM)** – OST requests **\$1.4 million** in the S&E account for DME and O&M. ESC PRISM supports multiple purchasing sites, electronic routing and approval, requisitioning, electronic notifications, contract management, and post award processing and closeout.

- **Non-CIO IT Working Capital Fund** – OST requests a total of **\$3.9 million** from the S&E budget account. Non-CIO IT WCF services and systems include, but are not limited to, the Workers Compensation Information System, the Personnel Security Enterprise System (PSES), and the Human Resources (HR) & Payroll Services. The Office of the Assistant Secretary for Administration (OST-M) contributes the majority of the total Non-CIO IT WCF for OST.
- **DOT Agency WCF Contribution Passthrough** – OST requests **\$2.1 million** for DOT's contribution to the inter-agency agreement systems, such as Financial Management LoB, Grants.gov, and Integrated Award Environment shared by multiple Federal Agencies.

Volpe OST IT

Volpe requests **\$22.5 million** for DME and O&M of these systems to provide IT program and project management, strategic planning, and other technology in alignment with OST OCDIO's mission.

FY 2027 Budget**Department of Transportation (DOT) Information Technology Budget Summary**

(Budget Authority in Thousands)

Operating Administration (OA)	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Federal Aviation Administration (FAA)	\$3,752,232	\$3,946,637	\$4,226,324
Federal Highway Administration (FHWA)	\$128,958	\$131,750	\$129,831
Federal Motor Carrier Safety Administration (FMCSA)	\$100,200	\$64,200	\$64,200
Federal Railroad Administration (FRA)	\$27,888	\$30,803	\$26,888
Federal Transit Administration (FTA)	\$49,402	\$44,066	\$51,358
Great Lakes St. Lawrence Seaway Development Corporation (GLS)	\$3,388	\$3,863	\$3,412
Maritime Administration (MARAD)	\$48,116	\$45,307	\$55,334
National Highway Traffic Safety Administration (NHTSA)	\$103,207	\$106,018	\$92,609
Office of Inspector General (OIG)	\$15,937	\$16,183	\$15,967
Office of the Secretary (OST)	\$194,273	\$206,602	\$243,592
Pipeline and Hazardous Materials Safety Administration (PHMSA)	\$47,254	\$42,264	\$39,878
<i>DOT Total</i>	\$4,470,855	\$4,637,693	\$4,949,393

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Legacy Commodity Subtotal	\$219,443	\$261,408	\$263,689
Shared Services Subtotal	\$57,223	\$130,009	\$312,586
Programmatic IT Subtotal	\$4,194,189	\$4,246,276	\$4,373,118
<i>DOT Total</i>	\$4,470,855	\$4,637,693	\$4,949,393

Note: Totals may not add due to rounding.

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SECTION 6: TEN-YEAR HISTORY TABLE

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TEN-YEAR
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Ten-Year History of Budget Authority, Appropriations and User Fees
(\$ in thousands)
Office of the Secretary

	FY 2018 <u>Actual</u>	FY 2019 <u>Actual</u>	FY 2020 <u>Actual</u>	FY 2021 <u>Actual</u>	FY 2022 <u>Actual</u>	FY 2023 <u>Actual</u>	FY 2024 <u>Actual</u>	FY 2025 <u>Actual</u>	FY 2026 <u>Enacted</u>	FY 2027 <u>Request</u>
SALARIES AND EXPENSES	111,898	113,910	115,490	126,174	141,500	171,014	191,295	191,295	187,344	223,850
FINANCIAL MANAGEMENT CAPITAL	3,000	2,000	2,000	2,000	5,000	5,000	5,000	5,000	5,000	5,000
OFFICE OF CIVIL RIGHTS	9,500	9,470	9,470	9,600	11,564	14,800	18,228	18,228	11,761	- ^{1/}
OFFICE OF SMALL BUSINESS PROGRAMS	3,999	3,488	4,646	4,714	4,977	5,132	5,330	5,330	5,330	- ^{1/}
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	8,500	7,879	10,879	9,350	29,863	36,543	24,369	20,926	32,043	22,500
NATIONAL INFRASTRUCTURE INVESTMENTS	0	900,000	1,000,000	1,000,000	775,000	800,000	345,000	345,000	145,000	-
MINORITY BUSINESS RESOURCE CENTER	500	500	- ^{2/}	-	-	-	-	-	-	-
CYBER SECURITY INITIATIVES	10,000	15,000	15,000	22,000	39,400	48,100	49,000	49,000	60,000	75,000
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	3,000	5,000	5,000	5,000	3,800	8,850	9,558	9,558	9,250	5,000
RESEARCH AND TECHNOLOGY	8,465	8,471	21,000	22,800	51,363	48,996	49,040	49,040	74,471	40,000
ESSENTIAL AIR SERVICE	[119,129]	[145,437]	[114,869]	[82,887]	[90,887]	[134,132]	[158,778]	[161,127]	[167,023]	[173,706] ^{3/}
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	0	175,000	162,000	141,724	350,000	354,827	348,554	450,000	513,637	142,000
THRIVING COMMUNITIES	-	-	-	-	25,000	25,000	-	-	-	-
JOHN A. VOLPE TRANSPORTATION CENTER EXCHANGE BUILDING	-	-	-	-	-	4,500	-	-	-	-
RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT	-	-	-	-	-	-	25,000	25,000	10,000	-
DOT HEADQUARTERS BUILDING	-	-	-	-	-	-	-	-	-	60,000
DC SAFE AND BEAUTIFUL	-	-	-	-	-	-	-	-	-	403,000

1/ Funding for the Office of Small Business Programs account and the Office of Civil Rights account is being requested in the Salaries and Expenses appropriation account.

2/ The Minority Business Resource Center merged into the Office of Small Business Programs account.

3/ Overflight fees collected by FAA.

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SECTION 7: OIG AND GAO
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Count	Status	GAO/OIG	OA	Report Date	Report Number	Rec #	Report Title	Recommendation Text	Current TAD	Not Implemented Category	Justification for Not Implementing/Notes
1	Rulemaking	GAO	OST	9/13/2012	GAO-12-902	3	Slot-Controlled Airports: FAA's Rules Could Be Improved to Enhance Competition and Use of Available Capacity	To help maximize the use of available capacity at slot-controlled airports, enhance competition through greater airline access to slots, and enhance transparency of slot information, apply slot rules to individual slots, as opposed to pools of slots within a slot period.	N/A	Rulemaking	DOT is evaluating options for a long-term rulemaking solution.
2	Rulemaking	GAO	OST	9/13/2012	GAO-12-902	6	Slot-Controlled Airports: FAA's Rules Could Be Improved to Enhance Competition and Use of Available Capacity	With respect to possible future regulatory action, consider requiring airlines to schedule a certain percentage, or all, of their slot allocations, similar to practices maintained elsewhere in the world.	N/A	Rulemaking	DOT is evaluating options for a long-term rulemaking solution.
3	Open	GAO	FAA	10/4/2012	GAO-13-36	2	General Aviation Safety: Additional FAA Efforts Could Help Identify and Mitigate Safety Risks	To enhance FAA's efforts to improve general aviation safety, improve measures of general aviation activity by requiring the collection of the number of hours that general aviation aircraft fly over a period of time (flight hours). FAA should explore ways to do this that minimize the impact on the general aviation community, such as by collecting the data at regular events (e.g., during registration renewals or at annual maintenance inspections) that are already required.	12/31/2025	Non-Concur	N/A
4	Open	GAO	FAA	10/4/2012	GAO-13-36	3	General Aviation Safety: Additional FAA Efforts Could Help Identify and Mitigate Safety Risks	To enhance FAA's efforts to improve general aviation safety, and to ensure that ongoing safety issues are addressed, set specific general aviation safety improvement goals--such as targets for fatal accident reductions--for individual industry segments using a data-driven, risk management approach.	12/31/2025	Non-Concur	N/A
5	Open	GAO	FAA	10/4/2012	GAO-13-36	4	General Aviation Safety: Additional FAA Efforts Could Help Identify and Mitigate Safety Risks	To enhance FAA's efforts to improve general aviation safety, and to determine whether the programs and activities underlying the 5-year strategy are successful and if additional actions are needed, develop performance measures for each significant program and activity underlying the 5-year strategy.	12/31/2025	Non-Concur	N/A
6	Open	GAO	FHWA	12/13/2012	GAO-13-77	1	Highway Trust Fund: Pilot Program Could Help Determine the Viability of Mileage Fees for Certain Vehicles	To ensure that up-to-date data are available on the road damages imposed by all vehicle types compared with the revenues each contributes to the National Highway Trust Fund, revise and publish the agency's Highway Cost Allocation Study and update it periodically as warranted.	11/30/2025	Partial Concur	FHWA will only conduct a cost allocation study if legislation is passed mandating a study. Unless Congress is ready to adjust the fuel tax, it would not be a prudent use of FHWA resources.
7	Open Impasse	GAO	FMCSA	2/3/2014	GAO-14-114	1	Federal Motor Carrier Safety: Modifying the Compliance, Safety, Accountability Program Would Improve the Ability to Identify High Risk Carriers	To improve the CSA program, revise the SMS methodology to better account for limitations in drawing comparisons of safety performance information across carriers; in doing so, the Secretary of Transportation should direct the FMCSA Administrator to conduct a formal analysis that specifically identifies (1) limitations in the data used to calculate SMS scores including variability in the carrier population and the quality and quantity of data available for carrier safety performance assessments, and (2) limitations in the resulting SMS scores including their precision, confidence, and reliability for the purposes for which they are used.	6/30/2026	Non-Concur	The Department non-concurred. The agency published the federal register notice (FRN) on the proposed enhanced carrier Safety Measurement System (SMS) on November 20, 2024. We have reviewed the comments received from this FRN and have a proposed new SMS methodology. We are awaiting the decision from agency leadership on when to move forward with the SMS enhancements, based on agency priorities and available resources. Additionally, FMCSA IT has to update necessary systems that are impacted by new SMS methodology. Completion will subject to IT resources. As a result, FMCSA is requesting a revised target action date of June 30, 2026 to provide GAO with the Agency's decision on SMS enhancements and subsequent implementation plan.
8	Open	OIG	FAA	6/5/2014	FI2014052	4	Weaknesses Exist in FAA's Security Controls for the Traffic Flow Management System (FOUO)	Sensitive	12/31/2025	N/A	N/A
9	Open	OIG	FAA	7/9/2014	AV2014062	4	FAA Lacks the Metrics and Data Needed to Accurately Measure the Outcomes of Its Controller Productivity Initiatives	Require controllers to maintain their own time-on-position records by signing in and out in Cru-X/ART.	12/31/2025	N/A	N/A
10	Open	OIG	MARAD	12/10/2015	ST2016011	8	Weaknesses in MARAD's Management Controls for Risk Mitigation, Workforce Development, and Program Implementation Hinder the Agency's Ability To Meet Its Mission	Update existing MAOs in accordance with established timelines.	1/31/2021	N/A	N/A
11	Open	GAO	FAA	12/16/2015	GAO-16-127	1	Air Travel and Communicable Diseases: Comprehensive Federal Plan Needed for U.S. Aviation System's Preparedness	To help improve the U.S. aviation sector's preparedness for future communicable disease threats from abroad, work with relevant stakeholders, such as the Department of Health and Human Services, to develop a national aviation-preparedness plan for communicable disease outbreaks. Such a plan could establish a mechanism for coordination between the aviation and public health sectors and provides clear and transparent planning assumptions for a variety of types and levels of communicable disease threats.	12/31/2025	N/A	N/A
12	Open	OIG	FAA	2/4/2016	FI2016019	6	Security Controls over FAA's Large TRACON Facilities (SSI)	Sensitive	8/29/2025	N/A	N/A
13	Open	OIG	FAA	5/31/2016	AV2016067	8	FAA Lacks Sufficient Oversight of the Aircraft Rescue and Fire Fighting Program	Develop a process to ensure the Office of Airports reports its Aircraft Rescue and Fire Fighting enforcement actions to FAA's Enforcement Information System database according to FAA Order 2150.3B.	3/31/2025	N/A	N/A
14	Open	GAO	FHWA	6/8/2016	GAO-16-575	3	Highway Safety: More Robust DOT Oversight of Guardrails and Other Roadside Hardware Could Further Enhance Safety	To promote the transition to improve crash test standards, to strengthen FHWA's oversight of the roadside safety hardware's crash-testing process, and to make more information available to states and industry on how roadside safety hardware performs in actual conditions, provide additional guidance to crash test labs and accreditation bodies to ensure that labs have a clear separation between device development and testing in cases where lab employees test devices that were developed within their parent organization.	6/30/2026	N/A	N/A
15	Open	GAO	FHWA	6/8/2016	GAO-16-575	4	Highway Safety: More Robust DOT Oversight of Guardrails and Other Roadside Hardware Could Further Enhance Safety	To promote the transition to improved crash-test standards, to strengthen FHWA's oversight of the roadside safety hardware's crash-testing process, and to make more information available to states and industry on how roadside safety hardware performs in actual conditions, develop a process for third-party verification of results from crash-test labs.	11/30/2025	N/A	Section 11517 of the Infrastructure Investment and Jobs (IIJA) Act/Bipartisan Infrastructure Law (BIL) requires the Secretary, to the maximum extent practical, to "develop a process for third party verification of fullscale crash testing results from crash test labs, including a method for formally verifying the testing outcomes and providing for an independent pass/fail determination." FHWA will continue to write eligibility letters for roadside safety hardware until further notice.

16	Open	GAO	FHWA	6/8/2016	GAO-16-575	5	Highway Safety: More Robust DOT Oversight of Guardrails and Other Roadside Hardware Could Further Enhance Safety	To promote the transition to improved crash test standards, to strengthen FHWA's oversight of the roadside safety hardware's crash-testing process, and to make ore information available to states and industry on how roadside safety hardware performs in actual conditions, support additional research and disseminate results on roadside safety hardware's in-service performance, either as part of future phases of FHWA's current pilot study on guardrail end terminals' performance or as part of FHWA's broader research portfolio.	1/1/2030	N/A	FHWA conducted a pilot which established model protocols for States to conduct their own in-service performance evaluations. However making any kind of statistically valid performance assessment on a particular device would require 5-6 years of data.
17	Open	GAO	FAA	7/28/2016	GAO-16-679	1	Aviation Safety: FAA's Risk-Based Oversight for Repair Stations Could Benefit from Additional Airline Data and Performance Metrics	Develop and implement a process in Flight Standards for incorporating into SAS the volume of critical maintenance that each U.S. airline contracts to repair stations.	12/31/2026	Non-Concur	N/A
18	Open	OIG	OST	10/13/2016	FI2017001	2	DOT Cybersecurity Incident Handling and Reporting is Ineffective and Incomplete (FOUO)	Establish policy and controls for the use of maintenance data terminals to reduce the incidence of malware on these terminals	10/31/2025	N/A	N/A
19	Open	OIG	OST	10/13/2016	FI2017001	4	DOT Cybersecurity Incident Handling and Reporting is Ineffective and Incomplete (FOUO)	Require OAs to provide their network maps to the Cyber Security Management Center.	10/31/2025	N/A	N/A
20	Open	OIG	OST	11/16/2016	FI2017008	3	FISMA 2016: DOT Continues to make progress, but the Department's information security posture is still not effective	Take action to work with FAA, FHWA, FMCSA, FTA, MARAD, NHTSA, and OST to develop risk acceptance memos for the expired systems identified in this report.	7/1/2025	N/A	N/A
21	Pending Closure	OIG	OST	11/16/2016	FI2017008	4	FISMA 2016: DOT Continues to make progress, but the Department's information security posture is still not effective	The Deputy Secretary, or his designee, take action to work with OST COE, FTA, and FAA, the common control providers, to report and update risk acceptance for shared controls that are not implemented in DOT's Repository (e.g., CSAM) per FISMA, OMB, and DOT requirements.	9/30/2023	N/A	N/A
22	Open	OIG	OST	11/16/2016	FI2017008	7	FISMA 2016: DOT Continues to make progress, but the Department's information security posture is still not effective	The Deputy Secretary, or his designee, take action to identify and document OST COE compensating controls when used to address security weaknesses in CSAM and system authorizations.	12/31/2023	N/A	N/A
23	Open	GAO	OST	11/30/2016	GAO-17-8	1	IT Workforce: Key Practices Help Ensure Strong Integrated Program Teams; Selected Departments Need to Assess Skill Gaps	To facilitate the analysis of gaps between the current skills and future needs, the development of strategies for filling the gaps, and succession planning, address the shortfalls in IT workforce planning noted in this report, including the following actions: (1) establish a time frame for when the department is to finalize its draft workforce planning process and maintain that process; (2) develop staffing requirements for all positions; (3) assess competency and staffing needs regularly for all positions; (4) assess gaps in staffing for all components of the workforce; (5) develop strategies and plans to address gaps in competencies and staffing; (6) implement activities that address gaps, including an IT acquisition cadre, cross-functional training of acquisition and program personnel, a career path for program managers, and use of special hiring authorities, if justified and cost-effective (7) monitor the department's progress in addressing competency and staffing gaps; and (8) report to department leadership on progress in addressing competency and staffing gaps.	9/30/2025	N/A	N/A
24	Open	GAO	OST	12/14/2016	GAO-17-20	1	DOT Discretionary Grants: Problems with Hurricane Sandy Transit Grant Selection Process Highlight the Need for Additional Accountability	Given DOT's new discretionary grant programs and similar challenges we have found with previous DOT programs, issue a directive that governs department-wide and modal administration discretionary grant programs. Such a directive should include requirements to (1) develop a plan for evaluating project proposals in advance of issuing a notice of funding availability that defines the stages of the process, including how the process will be overseen to ensure a consistent review of applications; (2) document key decisions, including the reason for any rating changes and the officials responsible for those changes, and how high-level concerns raised during the process were addressed; and (3) align stated program purpose and policy priorities with the evaluation and selection process.	12/31/2025	N/A	N/A
25	Open	OIG	FAA	1/11/2017	AV2017020	5	Although FAA Has Taken Steps To Improve Its Operational Contingency Plans, Significant Work Remains To Mitigate the Effects of Major System Disruptions	Develop airspace divestment plans for oceanic airspace, and develop and implement the technical requirements needed to support all new plans.	12/31/2025	N/A	N/A
26	Open	GAO	FAA	3/23/2017	GAO-17-366	1	Commercial Space Launch Insurance: Weakness in FAA's Insurance Calculation May Expose the Federal Government to Excess Risk	To help ensure that the government is not exposed to more liability risk than intended, prioritize the development of a plan to address the identified weakness in the cost-of-casualty amount, including setting time frames for action, and update the amount based on current information.	6/30/2025	N/A	N/A
27	Open	OIG	FHWA	4/27/2017	SA2017044	1	Report on the Single Audit of the Hopi Tribe, Kykotsmovi, AZ	Ensure the Tribe complies with Procurement, Suspension and Debarment Requirements.	9/30/2026	N/A	N/A
28	Open	OIG	FHWA	4/27/2017	SA2017044	2	Report on the Single Audit of the Hopi Tribe, Kykotsmovi, AZ	Recover \$25,646 from the Tribe, if applicable.	9/30/2026	N/A	N/A
29	Open	OIG	FAA	5/31/2017	FI2017051	4	FAA's Security Controls Are Insufficient for Its En Route Automation Modernization Program (SSI)	Sensitive	12/31/2025	N/A	N/A
30	Open	OIG	FTA	6/6/2017	SA2017052	2	Report on the Single of the City of Tracy, Tracy, CA	Recovers \$147,515 from the City, if applicable.	3/31/2026	N/A	N/A
31	Pending Closure	GAO	OST	7/27/2017	GAO-17-637	3	AIR AMBULANCE: Data Collection and Transparency Needed to Enhance DOT Oversight	To increase transparency and obtain information to better inform decisions on whether to investigate potentially unfair or deceptive practices in the air ambulance industry, assess available federal and industry data and determine what further information could assist in the evaluation of future complaints or concerns regarding unfair or deceptive practices.	3/31/2026	N/A	N/A
32	Pending Closure	GAO	OST	7/27/2017	GAO-17-637	4	Air Ambulance: Data Collection and Transparency Needed to Enhance DOT Oversight	To increase transparency and obtain information to better inform decision on whether to investigate potentially unfair or deceptive practices in the air ambulance industry, consider consumer disclosure requirements for air ambulance providers, which could include information such as established prices charged, business model and entity that establishes prices, and extent of contracting with insurance.	3/31/2026	N/A	N/A
33	Open	OIG	FTA	9/11/2017	SA2017076	4	Report on Single Audit of the State of Nebraska, Lincoln, NE	Recovers \$438,118 from the State, if applicable.	3/31/2026	N/A	N/A
34	Open	OIG	FTA	9/11/2017	SA2017082	1	Report on Single Audit of the Puerto Rico Metropolitan Bus Authority, San Juan, PR	Ensures that the Authority complies with equipment and real property management requirements.	3/31/2026	N/A	N/A
35	Open	OIG	FHWA	9/11/2017	SA2017095	1	Report on Single Audit of the Turtle Mountain Band Of Chippewa Indians, Belcourt, ND	Ensures that the Tribe complies with activities allowed or unallowed and allowable costs/cost principles requirements.	9/30/2026	N/A	N/A
36	Open	OIG	FHWA	9/11/2017	SA2017095	2	Report on Single Audit of the Turtle Mountain Band Of Chippewa Indians, Belcourt, ND	Determine an amount of questioned costs and recover from the Tribe, if applicable. Recover \$675	9/30/2026	N/A	N/A
37	Open	OIG	OST	9/20/2017	ZA2017098	14	DOT and FAA Lack Adequate Controls Over Their Use and Management of Other Transaction Agreements	Update the Financial Assistance Guidance Manual and other policies to reflect current authorities and oversight needs for OTAs, and clarify which provisions of the manual and other policies apply to these agreements.	4/30/2026	N/A	N/A
38	Open	GAO	OST	9/21/2017	GAO-17-464	1	Telecommunications: Agencies Need to Apply Transition Planning Practices to Reduce Potential Delays and Added Costs	Verify the completeness of DOT's inventory of current telecommunications assets and services and establishes a process for ongoing maintenance of the inventory.	7/31/2025	N/A	N/A
39	Open	GAO	OST	9/21/2017	GAO-17-464	2	Telecommunications: Agencies Need to Apply Transition Planning Practices to Reduce Potential Delays and Added Costs	Identify the agency's future telecommunications needs, areas for optimization, and costs and benefits of new technology; and complete efforts to align DOT's approach with its long-term plans and enterprise architecture.	7/31/2025	N/A	N/A

40	Open	GAO	OST	9/21/2017	GAO-17-464	4	Telecommunications: Agencies Need to Apply Transition Planning Practices to Reduce Potential Delays and Added Costs	Identify the resources needed for the full transition, justify requests for transition resources, identify staff resources needed for the full transition, and fully analyze training needs for staff assisting with the transition.	7/31/2025	N/A	N/A
41	Open	GAO	OST	9/21/2017	GAO-17-464	5	Telecommunications: Agencies Need to Apply Transition Planning Practices to Reduce Potential Delays and Added Costs	Fully demonstrate that DOT's transition goals and measures align with its mission; completely identify transition risks related to information security, critical systems, and continuity of operations; and fully identify mission-critical priorities in the transition timeline.	7/31/2025	N/A	N/A
42	Open	GAO	OST	11/30/2017	GAO-18-132	1	Automated Vehicles: Comprehensive Plan Could Help DOT Address Challenges	Develop and implement a comprehensive plan to better manage departmental initiatives related to automated vehicles. This plan should include leading principles such as goals, priorities, steps to achieve results, milestones, and performance measures to track progress.	9/30/2025	N/A	N/A
43	Open	OIG	FHWA	1/10/2018	ST2018014	1	FHWA Lacks Detailed Guidance on Infrastructure Resilience for Emergency Relief Projects and a Process To Track Related Improvements	Revise the Emergency Relief Manual to include a definition of resilience improvement and identify procedures States should use to incorporate resilience into ERP-funded projects.	2/1/2026	N/A	N/A
44	Open	OIG	FHWA	1/10/2018	ST2018014	3	FHWA Lacks Detailed Guidance on Infrastructure Resilience for Emergency Relief Projects and a Process To Track Related Improvements	Develop and implement a process to track the consideration of resilience improvements for emergency relief projects and their associated costs.	2/1/2026	N/A	N/A
45	Open	GAO	FAA	1/16/2018	GAO-18-57	1	Commercial Space Launch Insurance: FAA Needs to Fully Address Mandated Requirements	Fulfill the CSLCA mandate to include ensuring a balance of risk between the federal government and launch companies as part of FAA's MPL methodology evaluation by reexamining the current probability thresholds.	12/31/2025	N/A	N/A
46	Open	GAO	FAA	1/16/2018	GAO-18-57	2	Commercial Space Launch Insurance: FAA Needs to Fully Address Mandated Requirements	Fulfill the CSLCA mandate to analyze the cost impact of implementing its revised MPL methodology by evaluating the impact on the direct costs of launch companies and the federal government.	12/31/2025	N/A	N/A
47	Open	GAO	FAA	1/16/2018	GAO-18-57	3	Commercial Space Launch Insurance: FAA Needs to Fully Address Mandated Requirements	Fulfill the CSLCA mandate to evaluate its MPL methodology in consultation with the commercial space sector and insurance providers by consulting with those entities on the cost impact of its revised MPL methodology, including an updated cost-of-casualty amount, on the launch industry and the federal government.	12/31/2025	N/A	N/A
48	Open	GAO	FAA	1/16/2018	GAO-18-57	4	Commercial Space Launch Insurance: FAA Needs to Fully Address Mandated Requirements	Establish an estimated completion date for developing and implementing a plan to establish guidance on the most appropriate MPL methodologies and tools to use for each launch.	12/31/2025	N/A	N/A
49	Open	OIG	OST	1/24/2018	FI2018017	5	FISMA 2017: DOT's Information Security Posture Is Still Not Effective	Implement controls to continuously monitor and work with components to ensure network administrators are informed and action is taken to disable system accounts when users no longer require access or have been inactive beyond established thresholds.	3/1/2022	N/A	N/A
50	Open Impasse	GAO	FHWA	1/30/2018	GAO-18-222	1	Highway and Transit Projects: Evaluation Guidance Needed for States with National Environmental Policy Act Authority	Offer and provide guidance or technical assistance to NEPA assignment states on developing evaluation methodologies, including baseline time frames and timeliness measures.	N/A	Impasse	FHWA agreed to clarify environmental review start times to provide more consistent information for tracking project review time frames; however, FHWA agreed to offer and provide guidance or technical assistance on evaluation methodologies only if requested by NEPA assignment states to comply with Congressional intent.
51	Open	OIG	FAA	1/31/2018	AV2018020	4	FAA Completed STARS at Large TRACONS, but Challenges in Delivering NextGen Capabilities Remain	Resolve the electrical configuration issue of the STARS rack assemblies at each of the 11 TRACONS by either (a) obtaining approval for the configuration from a nationally recognized testing laboratory or (b) assessing and documenting risks posed by the STARS rack assemblies installed at each of the 11 facilities and FAA's acceptance of that risk on air traffic operations.	9/30/2026	N/A	N/A
52	Open	OIG	FMCSA	1/31/2018	ST2018019	1	Estimates Show Commercial Driver Detention Increases Crash Risks and Costs, but Current Data Limit Further Analysis	Collaborate with industry stakeholders to develop and implement a plan to collect and analyze reliable, accurate, and representative data on the frequency and severity of driver detention times.	9/30/2027	N/A	N/A
53	Pending Closure	OIG	FTA	3/19/2018	SA2018035	3	Report on Single Audit of the Washington Metropolitan Area Transit Authority, Washington, DC	We recommend FTA recovers \$76,572 from the Authority, if applicable.	3/31/2026	N/A	N/A
54	Open	OIG	FAA	6/27/2018	AV2018057	5	Underlying Data Quality Issues Hinder the Staffing and Placement of FAA's Maintenance Technicians	Determine if the newly standardized LDR data are reliable for direct maintenance workloads in the Technical Operations Staffing Model, and if so, develop and implement an action plan with milestones to replace the workload assessments with LDR data.	10/31/2025	N/A	N/A
55	Open	GAO	OST	7/11/2018	GAO-18-381	2	Paperwork Reduction Act: Agencies Could Better Leverage Review Processes and Public Outreach to Improve Burden Estimates	Leverage existing consultation with stakeholders and the public to explicitly seek input on the estimated burden on the imposed by information collections.	9/30/2025	N/A	N/A
56	Pending Closure	GAO	OST	8/2/2018	GAO-18-93	1	Federal Chief Information Officers: Critical Actions Needed to Address Shortcomings and Challenges in Implementing Responsibilities	Ensure that the Department's IT management policies address the role of the CIO for key responsibilities in the five areas we identified.	Pending GAO Closure - DOT submitted a request for closure in March 2025	N/A	N/A
57	Open	OIG	FTA	8/22/2018	SA2018073	2	Report on Single Audit of the State of Nebraska, Lincoln, NE	We recommend FTA recovers \$99,226 from the State, if applicable.	3/31/2026	N/A	N/A
58	Pending Closure	OIG	FTA	9/10/2018	SA2018078	2	Report on Single Audit of the Capital Area Transportation Authority, Lansing, MI	We recommend FTA recovers \$30,641 from the Authority, if applicable.	3/31/2026	N/A	N/A
59	Pending Closure	OIG	FHWA	9/10/2018	SA2018079	6	Report on Single Audit of the State of Montana, Helena, MT	Ensures that the State complies with the special tests and provisions requirements.	9/30/2026	N/A	N/A
60	Open	OIG	FTA	9/10/2018	SA2018080	2	Report on a Single Audit of the City and County of Honolulu, HI	Recovers \$24,080,771 from the City and County, if applicable.	3/31/2026	N/A	N/A
61	Open	OIG	OST	9/10/2018	SA2018084	1	Report on a Single Audit of the City of Atlanta, Atlanta, GA	Ensures that the City complies with reporting requirements.	3/2/2026	N/A	N/A
62	Open	OIG	OST	9/10/2018	SA2018084	2	Report on a Single Audit of the City of Atlanta, Atlanta, GA	Ensures that the City complies with subrecipient monitoring requirements.	3/2/2026	N/A	N/A
63	Open	OIG	FHWA	9/10/2018	SA2018085	1	Report on a Single Audit of the Crow Tribe of Indians, Crow Agency, MT	Ensures that the Tribe complies with the cash management requirements.	9/30/2026	N/A	N/A
64	Open	OIG	FHWA	9/10/2018	SA2018085	2	Report on a Single Audit of the Crow Tribe of Indians, Crow Agency, MT	Recovers \$3,077,574 from the Tribe, if applicable.	9/30/2026	N/A	N/A
65	Open	OIG	FHWA	9/10/2018	SA2018085	3	Report on a Single Audit of the Crow Tribe of Indians, Crow Agency, MT	Ensures that the Tribe complies with the activities allowed/allowable costs and cost principles requirements.	9/30/2026	N/A	N/A
66	Open	OIG	FHWA	9/10/2018	SA2018085	4	Report on a Single Audit of the Crow Tribe of Indians, Crow Agency, MT	Recovers \$22,691 from the Tribe, if applicable.	9/30/2026	N/A	N/A
67	Open	OIG	FHWA	9/10/2018	SA2018085	5	Report on a Single Audit of the Crow Tribe of Indians, Crow Agency, MT	Ensures that the Tribe complies with the equipment and real property requirements.	9/30/2026	N/A	N/A
68	Open	OIG	FHWA	9/10/2018	SA2018085	6	Report on a Single Audit of the Crow Tribe of Indians, Crow Agency, MT	Ensures that the Tribe complies with the period of performance requirements.	9/30/2026	N/A	N/A

69	Open	OIG	FHWA	9/10/2018	SA2018085	7	Report on a Single Audit of the Crow Tribe of Indians, Crow Agency, MT	Ensures that the Tribe complies with the special tests and provisions requirements.	9/30/2026	N/A	N/A
70	Open	OIG	FHWA	9/11/2018	SA2018094	1	Report on a Single Audit of the Commonwealth of the Northern Mariana Islands, Saipan, MP	Ensures that the Commonwealth complies with the equipment and real property management requirements.	9/30/2026	N/A	N/A
71	Open	OIG	FRA	9/12/2018	SA2018098	1	Report on a Single Audit of the National Railroad Passenger Corporations & Subsidiaries (AMTRAK), Washington, DC	Ensures that AMTRAK complies with the equipment and real property management requirements.	9/30/2026	N/A	N/A
72	Open	OIG	FAA	11/27/2018	AV2019013	1	FAA Remains Several Years Away From A Standardized Controller Scheduling Tool	Develop an implementation plan for deploying a scheduling system for controllers that includes schedule milestones, system requirements, risk assessment and mitigation, and funding requirements.	9/30/2025	N/A	N/A
73	Open	OIG	FAA	11/27/2018	AV2019013	2	FAA Remains Several Years Away From A Standardized Controller Scheduling Tool	Assess and quantify the expected benefits of a customized controller scheduling tool.	9/30/2026	N/A	N/A
74	Pending Closure	OIG	FAA	12/4/2018	FI2019014	2	DOT has not met federal targets for implementing components of its information security continuous monitoring program	To improve the accuracy and completeness of the data FAA uses to report on its CAP goal metrics, the Federal Aviation Administrator needs to implement procedures that: define the requirements for selecting the operating systems to be monitored; criteria for determining which tools should be used to collect data for the CAP goal metrics; and verify the accuracy and completeness of the CAP goal metrics.	1/30/2026	N/A	N/A
75	Open	OIG	FHWA	2/13/2019	SA2019017	1	Report on a Single Audit of the Kiowa Tribe of Oklahoma, Carnegie, OK	Ensures that the Tribe complies with the procurement and suspension and debarment requirements.	9/30/2026	N/A	N/A
76	Open	OIG	FHWA	2/13/2019	SA2019017	2	Report on a Single Audit of the Kiowa Tribe of Oklahoma, Carnegie, OK	We recommend that FHWA recovers \$1,531,442 from the Tribe, if applicable.	9/30/2026	N/A	N/A
77	Open Impasse	GAO	OST	3/11/2019	GAO-19-279	4	Surface Transportation: Action Needed to Guide Implementation of Build America Bureau and Improve Application Process	Ensure that the Build America Bureau develop and adopt a public statement that outlines DOT's and the Bureau's policy goals and appetite for risk for the TIFIA and RRIF financing programs.	N/A	Impasse	The Department partially concurred. The loan programs in the Bureau cover a diverse portfolio of public, private, highway, transit, rail, intermodal, airport and seaport projects that range widely in size, complexity, location and financial structure. Given that diversity, a single statement designed to cover the whole portfolio would, by necessity, make the program inaccessible to some project sponsors. The Bureau has a due diligence process designed to appropriately vet the creditworthiness and potential risk of projects seeking credit assistance.
78	Pending Closure	OIG	OST	3/20/2019	FI2019023	11	FISMA 2018: DOT's Information Security Program and Practices	Using NIST guidance, test and authorize CDM applications (such as BigFix) that have been placed into operation on DOT's networks without proper security control assessments.	3/1/2022	N/A	N/A
79	Open	OIG	OST	3/20/2019	FI2019023	4	FISMA 2018: DOT's Information Security Program and Practices	Direct OST to prioritize and resolve COE security weaknesses identified by assessor, and develop POA&Ms that realistically reflect resources and timeframes for completions of these actions.	12/1/2021	N/A	N/A
80	Open	OIG	OST	3/20/2019	FI2019023	5	FISMA 2018: DOT's Information Security Program and Practices	Direct OST to establish MOUs that delineate the responsibilities for COE common controls with each of the following OAs: FHWA, FMCSA, FRA, FTA, OIG, MARAD, SLSDC, and NHTSA.	4/1/2022	N/A	N/A
81	Open	GAO	FHWA	3/20/2019	GAO-19-22	2	Tribal Consultation: Additional Federal Actions Needed for Infrastructure Projects	Document in the agency's tribal consultation policy how agency officials are to communicate with tribes about how tribal input from consultation was considered in agency decisions on infrastructure projects.	12/31/2025	N/A	N/A
82	Pending Closure	GAO	OST	3/26/2019	GAO-19-172	1	Small Community Air Service Development	Clarify in the SCASDP evaluation plan how reviewers should assess a grant application's alignment with the priority and secondary selection criteria and assign the application rating categories.	Pending GAO Closure - DOT submitted a request for closure in 2025	N/A	N/A
83	Open	GAO	OST	4/4/2019	GAO-19-58	3	Cloud Computing: Agencies Have Increased Usage and Realized Benefits, but Cost and Savings Data Need to Be Better Tracked	Establish a consistent and repeatable mechanism to track savings and cost avoidances from the migration and deployment of cloud services.	9/30/2026	N/A	N/A
84	Open	OIG	OST	5/1/2019	ZA2019051	14	Stronger Guidance and Internal Controls Would Enhance DOT's Management of Highway and Vehicle Safety R&D Agreements	Revise DOT financial assistance policies to specify what officials are authorized to approve justifications for awarding financial assistance without full and open competition.	4/30/2026	N/A	N/A
85	Open	OIG	OST	5/1/2019	ZA2019051	15	Stronger Guidance and Internal Controls Would Enhance DOT's Management of Highway and Vehicle Safety R&D Agreements	Develop and issue guidance to OAs for clearly identifying awards as R & D.	4/30/2026	N/A	N/A
86	Open	GAO	OST	6/26/2019	GAO-19-541	1	Discretionary Transportation Grants: Actions Needed to Improve Consistency and Transparency in DOT's Application Evaluations	Ensure that DOT, in its notice of funding opportunity and evaluation plan for each remaining INFRA-funding cycle, clarify the circumstances under which DOT may select applicants to receive requests for additional information.	12/31/2025	N/A	N/A
87	Open	GAO	OST	6/26/2019	GAO-19-541	2	Discretionary Transportation Grants: Actions Needed to Improve Consistency and Transparency in DOT's Application Evaluations	Develop procedures for each remaining INFRA-funding cycle to ensure that when additional information is requested from an applicant, the specific rationale behind the request is documented (for example, to promote geographic diversity among projects), as well as to ensure that DOT documents the rationale if similar projects were not afforded an opportunity to provide additional information.	12/31/2025	N/A	N/A
88	Open	GAO	OST	6/26/2019	GAO-19-541	3	Discretionary Transportation Grants: Actions Needed to Improve Consistency and Transparency in DOT's Application Evaluations	Ensure that DOT provides information to applicants in its notice of funding opportunity for each remaining INFRA-funding cycle regarding (1) how scores on merit criteria are used, if at all, to determine whether projects advance to the Secretary for selection, and (2) how, if at all, DOT plans to use merit scores to determine which projects should receive an award.	12/31/2025	N/A	N/A
89	Open	OIG	MARAD	7/24/2019	FI2019057	5	The Maritime Administration's Information Technology Infrastructure Is at Risk for Compromise (FOUO)	Encrypt PII data on personal and network drives in accordance with DOT Chief Information Officer Departmental Privacy Risk Management Policy.	5/1/2025	N/A	N/A
90	Open	OIG	MARAD	7/24/2019	FI2019057	7	The Maritime Administration's Information Technology Infrastructure Is at Risk for Compromise (FOUO)	Develop a plan and address identified high and medium vulnerabilities on any remaining legacy websites and verify that new websites are being assessed for vulnerabilities.	5/1/2025	N/A	N/A
91	Open	GAO	OST	7/25/2019	GAO-19-384	1	Cybersecurity: Agencies Need to Fully Establish Risk Management Programs and Address Challenges	Fully develop a cybersecurity risk management strategy that includes the key elements identified in this report. (Recommendation 26)	8/1/2025	N/A	N/A
92	Open	GAO	OST	7/25/2019	GAO-19-384	2	Cybersecurity: Agencies Need to Fully Establish Risk Management Programs and Address Challenges	Update the Department's policies to require an organization-wide risk assessment. (Recommendation 27)	8/1/2025	N/A	N/A
93	Open	OIG	FHWA	9/10/2019	SA2019068	1	Report on a Single Audit of the Crooked Creek Traditional Council, Crooked Creek, AK	Ensures that the Council complies with the activities allowed or unallowed requirements.	9/30/2026	N/A	N/A
94	Open	OIG	FHWA	9/10/2019	SA2019068	2	Report on a Single Audit of the Crooked Creek Traditional Council, Crooked Creek, AK	Recovers \$194,821 from the Council, if applicable.	9/30/2026	N/A	N/A
95	Open	OIG	FHWA	9/10/2019	SA2019071	1	Report on a Single Audit of the Association of Village Council Presidents, Bethel, AK	Ensures that the Council complies with the procurement and suspension and debarment requirements.	9/30/2026	N/A	N/A

96	Open	OIG	FTA	9/17/2019	SA2019078	1	Report on a Single Audit of the Puerto Rico Metropolitan Bus Authority, San Juan, PR	Ensures that the Authority complies with the equipment and real property management requirements.	3/31/2026	N/A	N/A
97	Open	OIG	FTA	9/18/2019	SA2019080	1	Report on a Single Audit of the State of Nebraska, Lincoln, Nebraska	Ensures the State complies with the allowable costs/cost principles and subrecipient monitoring requirements.	3/31/2026	N/A	N/A
98	Open	OIG	FTA	9/18/2019	SA2019080	2	Report on a Single Audit of the State of Nebraska, Lincoln, Nebraska	Recovers \$232,750 (2018-067) from the State, if applicable.	3/31/2026	N/A	N/A
99	Open	OIG	FTA	9/18/2019	SA2019080	3	Report on a Single Audit of the State of Nebraska, Lincoln, Nebraska	Recovers \$71,167 (2018-068) from the State, if applicable.	3/31/2026	N/A	N/A
100	Open	OIG	FMCSA	9/25/2019	ST2019084	1	FMCSA's Plan Addresses Recommendations on Prioritizing Safety Interventions but Lacks Implementation Details	For the fifth NAS recommendation, provide (a) cost estimates that account for staffing, enforcement, and data collection; and (b) benchmarks for completion.	6/30/2026	N/A	N/A
101	Open	OIG	FMCSA	9/25/2019	ST2019084	2	FMCSA's Plan Addresses Recommendations on Prioritizing Safety Interventions but Lacks Implementation Details	For the fourth and sixth NAS recommendations, provide (a) cost estimates that account for staffing, enforcement, and data collection; (b) benchmarks for completion; and (c) potential programmatic reforms, revisions to regulations, or proposals for legislation.	6/30/2026	N/A	N/A
102	Open	OIG	OST	9/30/2019	ZA2019087	5	DOT Needs To Strengthen Its Oversight of IAAs with Volpe	Comply with DOT Order 1200.9's financial completion and IAA closeout process requirements for the IAAs identified in table 3 of this report, and determine whether to close them and deobligate the appropriate portions of the \$5,966,933 we identified. Implementing this recommendation across the 854 IAAs in our audit universe could potentially put up to \$33.3 million in funds to better use.	12/31/2026	N/A	N/A
103	Open	OIG	OST	10/16/2019	SA2020001	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending August 31, 2019	Determine the allowability of the questioned transactions and recover \$1,005,222.00, if applicable.	3/2/2026	N/A	N/A
104	Pending Closure	OIG	OST	10/23/2019	QC2020002	1	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Perform a review of all Plans of Action and Milestone (POA&M) items closed during the audit period to include supporting documentation and re-approve their closure.	6/1/2025	N/A	N/A
105	Open	OIG	OST	10/23/2019	QC2020002	3	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with the OA CIOs to review current assessment and authorization processes and implement a validation process to ensure updated security plans, ATOs and risk assessments are reviewed and updated to reflect all system (including privacy) controls, vulnerabilities, and that current risks are clearly presented to the authorizing officials.	9/1/2021	N/A	N/A
106	Open	OIG	OST	10/23/2019	QC2020002	4	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with the OA CIOs to develop mechanisms to ensure updated system security plans and assessments of security controls (that were previously assessed as not satisfied or partially satisfied) reflect current operational environments, including an accurate status of the implementation of system security controls, and all applicable security controls are properly evaluated.	12/15/2031	N/A	N/A
107	Open	OIG	OST	10/23/2019	QC2020002	5	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Document OA subnets and OA responsibilities for devices and systems operating on the Common Operating Environment.	7/1/2025	N/A	N/A
108	Open	OIG	OST	10/23/2019	QC2020002	6	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Document and implement network segmentation to reduce the attack surface or susceptibility of vulnerable and sensitive OA assets in the Common Operating Environment.	12/31/2021	N/A	N/A
109	Open	OIG	OST	11/4/2019	ZA2020006	5	Gaps in Internal Controls Impede the Department's Management of Working Capital Fund Laptops	Update DOT Order 4410.4 to include a. Defining roles and responsibilities of DOT offices and personnel with respect to management of WCF laptop computers. b. Requiring hand receipts or a similar form whenever an accountable property asset (e.g., laptop) is assigned or unassigned to/from a user. c. Requiring record retention of records from hand receipts or a similar control with the appropriate property official. d. Establishing a timeframe for submitting Reports of Survey to OFIAM.	2/16/2026	N/A	N/A
110	Open	OIG	OST	11/4/2019	ZA2020006	8	Gaps in Internal Controls Impede the Department's Management of Working Capital Fund Laptops	Develop and implement procedures for conducting the annual property inventory to include obtaining missing hand receipts or similar control and timely resolution of discrepancies for WCF laptops. Implementation of this recommendation could result in \$2.9 million in funds put to better use.	2/16/2026	N/A	N/A
111	Open	GAO	OST	11/21/2019	GAO-20-81	1	Federal Research: Additional Actions Needed to Improve Public Access to Research Results	The Secretary of Transportation should fully develop and implement a mechanism to ensure researcher compliance with the public access plan and associated requirements.	12/31/2025	N/A	N/A
112	Open	GAO	FAA	12/17/2019	GAO-20-136	2	FAA Should Improve Drone-Related Cost Information and Consider Options to Recover Costs	The Administrator of the Federal Aviation Administration, as part of UAS integration-planning efforts, should use available guidance on effective fee design to incorporate steps that will inform future fee-design considerations. For example, FAA may choose to incorporate these additional steps into its annual UAS implementation plan so that—as existing activities are adapted for UAS users or new regulations, services, or systems are introduced—costs and fee design options are considered.	12/31/2025	N/A	N/A
113	Open	OIG	OST	1/29/2020	SA2020016	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 4-Month Period Ending December 31, 2019	Determine the allowability of the questioned transactions and recover \$1,135,453, if applicable.	3/2/2026	N/A	N/A
114	Open	OIG	FAA	2/11/2020	AV2020019	10	FAA Has Not Effectively Overseen Southwest Airlines' Systems for Managing Safety Risks	Develop and implement guidance on how to evaluate air carrier safety risk assessments to ensure the carrier has performed a comprehensive analysis, identified root causes, and established appropriate corrective actions.	6/30/2025	N/A	N/A
115	Open	OIG	FAA	2/11/2020	AV2020019	11	FAA Has Not Effectively Overseen Southwest Airlines' Systems for Managing Safety Risks	Develop and implement inspector guidance on how to evaluate air carrier safety culture and how it should be factored into oversight decisions.	6/30/2025	N/A	N/A
116	Open	GAO	FAA	3/25/2020	GAO-20-164	10	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should, as part of IT modernization, develop an approach to check OFAC sanctions data on owners and related individuals and entities with potentially significant responsibilities for aircraft ownership for coordination with OFAC and to flag sanctioned individuals and entities across aircraft registration and dealer systems.	12/31/2025	N/A	N/A
117	Open	GAO	FAA	3/25/2020	GAO-20-164	11	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should use data collected as part of IT modernization as well as current data sources to identify and analyze patterns of activity indicative of fraud or abuse, based on information from declarations of international operations, postal addresses, sanctions listings, and other sources, and information on dealers, noncitizen corporations, and individuals and entities with significant responsibilities for aircraft ownership.	12/31/2025	N/A	N/A
118	Open	GAO	FAA	3/25/2020	GAO-20-164	12	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should develop and implement risk-based mitigation actions to address potential fraud and abuse identified through data analyses.	12/31/2025	N/A	N/A
119	Open	GAO	FAA	3/25/2020	GAO-20-164	13	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should develop mechanisms, including regulations if necessary, for dealer suspension and revocation.	6/30/2026	N/A	N/A
120	Open	GAO	FAA	3/25/2020	GAO-20-164	14	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA, in coordination with relevant law-enforcement agencies, should enhance coordination within the Aircraft Registry Task Force through collaborative mechanisms such as written agreements and use of liaison positions.	12/31/2025	N/A	N/A

121	Open	GAO	FAA	3/25/2020	GAO-20-164	15	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA, in coordination with relevant law-enforcement agencies, should develop a mechanism to provide declarations of international operations for law-enforcement purposes.	9/30/2025	N/A	N/A
122	Open	GAO	FAA	3/25/2020	GAO-20-164	4	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should collect and record information on individual registrants, initially including name, address, date of birth, and driver's license or pilot's license, or both, with subsequent PII elements informed by the risk assessment, once completed.	6/30/2026	N/A	N/A
123	Open	GAO	FAA	3/25/2020	GAO-20-164	5	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should collect and record information on legal entities not traded publicly - on each individual and entity that owns more than 25 percent of the aircraft; for individuals: name, date of birth, physical address, and driver's license or pilot's license, or both; and for entities: name, physical address, state of residence, and taxpayer identification number.	6/30/2026	N/A	N/A
124	Open	GAO	FAA	3/25/2020	GAO-20-164	6	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should verify aircraft registration applicants' and dealers' eligibility and information.	6/30/2026	N/A	N/A
125	Open	GAO	FAA	3/25/2020	GAO-20-164	7	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should increase aircraft registration and dealer fees to ensure the fees are sufficient to cover the costs of FAA efforts to collect and verify applicant information while keeping pace with inflation.	6/30/2028	N/A	N/A
126	Open	GAO	FAA	3/25/2020	GAO-20-164	9	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should link information on owners and related individuals and entities with significant responsibilities for aircraft ownership through a common identifier.	12/31/2025	N/A	N/A
127	Open	OIG	OST	5/4/2020	SA2020032	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending March 31 2020	Determine the allowability of the questioned transactions and recover \$2,227,535, if applicable.	3/2/2026	N/A	N/A
128	Open	OIG	OST	5/27/2020	EC2020036	2	Changes in Airline Service Differ Significantly for Smaller Communities, but Limited Data on Ancillary Fees Hinders Further Analysis	The Office of Aviation Analysis develop a process to regularly collect, maintain, and use information from airlines' website disclosures of all fees charged for optional or ancillary services as a screening mechanism for significant changes in these fees. For each mainline carrier and posted fee, this information should include—but not necessarily be limited to—identification of the type of each service and its price (or price range).	12/31/2025	N/A	N/A
129	Open Impasse	GAO	FTA	7/16/2020	GAO-20-512	1	Capital Investment Grants Program: FTA Should Improve the Effectiveness and Transparency of Its Reviews	The FTA Administrator should take steps to provide information to Congress and sponsors to better clarify how FTA applies the methods and factors it considers when performing its review of sponsors' projects. Clarification could include how FTA uses documents, such as project roadmaps, to help sponsors advance through the development process; estimated time frames for reviewing submissions and responding to sponsors' requests; and how FTA considers geographic diversity of projects in its decision-making	N/A	Non-Concur	The Department non-concurred. FTA already provides ample information to both Congress and Capital Investment Grant (CIG) project sponsors on how it applies the methods and factors used to perform CIG project reviews. FTA intends to continue its current practices described previously to GAO to share information with Congress and project sponsors.
130	Open Impasse	GAO	FTA	7/16/2020	GAO-20-512	3	Capital Investment Grants Program: FTA Should Improve the Effectiveness and Transparency of Its Reviews	The FTA Administrator should take steps to ensure its staff communicates information, such as the reason why a project is not advancing, to sponsors in a timely manner and in writing upon the sponsor's request.	N/A	Non-Concur	The Department non-concurred. FTA regularly communicates with all CIG project sponsors, including holding regular and recurring conference calls and meetings, via email communications, and formal written letters explaining any advancement approvals or denials. FTA intends to continue its team approach to overseeing CIG projects, whereby FTA staff with expertise in various disciplines (planners, engineers, lawyers, etc.) participate in the regular communications with project sponsors to provide guidance and clarity on FTA requirements and procedures.
131	Open	OIG	OST	8/5/2020	SA2020041	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3 Month Period Ending June 30, 2020	Determine the allowability of the questioned transactions and recover \$3,440,165, if applicable.	3/2/2026	N/A	N/A
132	Open	GAO	PHMSA	8/6/2020	GAO-20-619	5	Natural Gas Exports: Updated Guidance and Regulations Could Improve Facility Permitting Processes	The Administrator of PHMSA should conduct a standards-specific review of regulations that incorporate standards and, if necessary, update the regulations or document its decision for not updating them.	8/3/2026	N/A	N/A
133	Open	GAO	OST	10/13/2020	GAO-21-109	2	Aviation Consumer Protection: Increased Transparency Could Help Build Confidence in DOT's Enforcement Approach	The Assistant General Counsel should take steps to provide transparency and clarity into the results of OACP's enforcement of consume including investigations that do not result in a consent order. Such information could be aggregated data about cases, investigations, or warning letters.	3/31/2026	N/A	N/A
134	Open	OIG	OST	10/23/2020	QC2021003	10	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Consolidate to the enterprise Tenable Nessus system to ensure accessibility of baseline compliance and/or vulnerability assessment capabilities.	10/1/2022	N/A	N/A
135	Open	OIG	OST	10/23/2020	QC2021003	11	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Ensure that missing security patches are either applied in accordance with DOT policy or that vulnerable software is otherwise remediated on the affected endpoints. In addition, ensure that missing security patches attributable to specific mission/business requirements are identified, control weaknesses are appropriately documented in POA&Ms, and that the authorizing official is aware of and has accepted risk for the associated weaknesses.	10/1/2022	N/A	N/A
136	Open	OIG	OST	10/23/2020	QC2021003	12	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Document and implement a process to identify software end of life dates and require the development of implementation plans to eliminate unsupported software.	7/1/2025	N/A	N/A
137	Pending Closure	OIG	OST	10/23/2020	QC2021003	13	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with FAA to secure a reliable funding stream for background reinvestigations.	7/1/2025	N/A	N/A
138	Open	OIG	OST	10/23/2020	QC2021003	17	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with the PHMSA CIO to ensure an alternate storage site (including necessary agreements) is described within contingency plans to permit the transfer and resumption of information system operations for essential missions/business functions consistent with recovery time objectives when the primary processing capabilities are unavailable, for those systems in accordance with the requirements of the Cybersecurity Compendium and NIST guidance.	10/1/2022	N/A	N/A
139	Open	OIG	OST	10/23/2020	QC2021003	5	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Coordinate with appropriate offices within the Office of Secretary to develop and implement a strategy and solution(s) to ensure that supervisors, contracting officers, and contracting officer representatives enforce personnel onboarding and off boarding procedures, completion of the DOT Rules of Behavior and other IT requirements prior to being granted access to DOT networks, systems, and information, or have existing access revoked upon separation, in accordance with DOT policy.	7/1/2025	N/A	N/A

140	Open	OIG	OST	10/23/2020	QC2021003	6	Quality Control Review of the Independent Auditor’s Report on the Assessment of DOT’s Information Security Program and Practices	Strengthen its oversight of the configuration management processes performed by OAs to ensure configuration management plans are developed, kept up-to-date, and document requirements for each system.	10/1/2022	N/A	N/A
141	Open	OIG	OST	10/23/2020	QC2021003	8	Quality Control Review of the Independent Auditor’s Report on the Assessment of DOT’s Information Security Program and Practices	Work with OAs to implement oversight to address configuration change weaknesses and to ensure configuration changes to the information systems are properly documented and tracked through implementation, and undergo a post-implementation review to verify procedures are followed.	10/1/2022	N/A	N/A
142	Open	OIG	OST	10/23/2020	QC2021003	9	Quality Control Review of the Independent Auditor’s Report on the Assessment of DOT’s Information Security Program and Practices	Ensure that baseline configuration deviations are monitored and deviations are approved to ensure that baseline compliance reports demonstrate a consistent and accurate application of baseline standards.	10/1/2022	N/A	N/A
143	Open	GAO	FAA	11/9/2020	GAO-21-94	1	Aviation Safety: FAA's Office of Aviation Safety Should Take Additional Actions to Ensure Its Workforce Has Needed Skills	The Associate Administrator for Aviation Safety should assess organization-wide gaps in identified critical competencies for the Office of Aviation Safety's inspector and engineer workforces on a recurring basis.	6/30/2025	N/A	N/A
144	Open	GAO	FAA	11/9/2020	GAO-21-94	2	Aviation Safety: FAA's Office of Aviation Safety Should Take Additional Actions to Ensure Its Workforce Has Needed Skills	The Associate Administrator for Aviation Safety should assess training curricula for the Office of Aviation Safety's inspector and engineer workforces on a recurring basis to ensure that training courses as a whole align with critical competencies needed to address agency mission and goals.	6/30/2025	N/A	N/A
145	Open	OIG	FAA	11/13/2020	QC2021007	2	Quality Control Review of the Independent Auditor’s Report on the Federal Aviation Administration’s Audited Consolidated Financial Statements for Fiscal Years 2020 and 2019	KPMG recommended that FAA management design and implement procedures to consistently and timely perform and document user account access reviews as required by standards for effective internal control systems and/or internal policies.	12/31/2025	N/A	N/A
146	Open	GAO	FAA	11/16/2020	GAO-21-85	4	Aviation Certification: FAA Needs to Strengthen Its Design Review Process for Small Airplanes	The Executive Director of the Aircraft Certification Service should provide information to staff to address their uncertainty regarding (1) the circumstances in which an issue paper is required, and (2) how to ensure staff’s concerns are documented and resolved in situations in which staff are not to use an issue paper.	12/31/2025	N/A	N/A
147	Open	GAO	OST	12/15/2020	GAO-21-171	1	Information and Communications Technology: Federal Agencies Need to Take Urgent Action to Manage Supply Chain Risks	Sensitive	6/30/2025	N/A	N/A
148	Open	GAO	OST	12/15/2020	GAO-21-171	2	Information and Communications Technology: Federal Agencies Need to Take Urgent Action to Manage Supply Chain Risks	Sensitive	6/30/2025	N/A	N/A
149	Open	GAO	OST	12/15/2020	GAO-21-171	3	Information and Communications Technology: Federal Agencies Need to Take Urgent Action to Manage Supply Chain Risks	Sensitive	6/30/2025	N/A	N/A
150	Open	GAO	OST	12/15/2020	GAO-21-171	4	Information and Communications Technology: Federal Agencies Need to Take Urgent Action to Manage Supply Chain Risks	Sensitive	6/30/2025	N/A	N/A
151	Open	GAO	OST	12/15/2020	GAO-21-171	5	Information and Communications Technology: Federal Agencies Need to Take Urgent Action to Manage Supply Chain Risks	Sensitive	6/30/2025	N/A	N/A
152	Open	GAO	OST	12/15/2020	GAO-21-171	6	Information and Communications Technology: Federal Agencies Need to Take Urgent Action to Manage Supply Chain Risks	Sensitive	6/30/2025	N/A	N/A
153	Open	GAO	OST	12/15/2020	GAO-21-171	7	Information and Communications Technology: Federal Agencies Need to Take Urgent Action to Manage Supply Chain Risks	Sensitive	6/30/2025	N/A	N/A
154	Open	GAO	OST	12/18/2020	GAO-21-197	1	Automated Technologies: DOT Should Take Steps to Ensure Its Workforce Has Skills Needed to Oversee Safety	The Director of DOT's Department of Human Resources should complete efforts to identify all cybersecurity occupations across the agency, and incorporate those related to overseeing the cybersecurity of automated technologies into its workforce planning efforts, such as the Workforce Transformation Chart.	8/1/2025	N/A	N/A
155	Open	GAO	OST	12/18/2020	GAO-21-197	2	Automated Technologies: DOT Should Take Steps to Ensure Its Workforce Has Skills Needed to Oversee Safety	The Director of DOT's Department of Human Resources should assess skill gaps in key occupations that are involved in overseeing the safety of automated technologies.	8/1/2025	N/A	N/A
156	Open	GAO	OST	12/18/2020	GAO-21-197	3	Automated Technologies: DOT Should Take Steps to Ensure Its Workforce Has Skills Needed to Oversee Safety	The Director of DOT's Department of Human Resources should regularly measure the progress of strategies implemented to close skill gaps such as on an annual basis and ensure modal administrations offer training to close those gaps.	8/1/2025	N/A	N/A
157	Open	GAO	OST	12/18/2020	GAO-21-197	4	Automated Technologies: DOT Should Take Steps to Ensure Its Workforce Has Skills Needed to Oversee Safety	The Director of DOT's Department of Human Resources should collect and analyze information on the effectiveness of recruiting strategies, such as special payment authorities, in attracting staff to occupations that oversee the safety of automated technologies, and share effective strategies with modal administrations.	8/1/2025	N/A	N/A
158	Open	GAO	FAA	12/22/2020	GAO-21-154	1	Commercial Space Transportation: FAA Should Examine a Range of Options to Support U.S. Launch Infrastructure	We recommend that the Associate Administrator for AST provide Congress the results of an examination of a range of options including funding and financing tools, as well as alternatives to making funding available to support space transportation infrastructure. This examination should include a discussion of trade-offs and whether and how, if at all, each approach would contribute to national policy goals.	12/31/2025	N/A	N/A
159	Open	GAO	FAA	1/7/2021	GAO-21-200	1	Aircraft Noise: Better Information Sharing Could Improve Responses to Washington, D.C. Area Helicopter Noise Concerns	The Administrator of the FAA should direct the Office of Environment and Energy to develop a mechanism to exchange helicopter noise information with operators in the D.C. area.	9/30/2025	N/A	N/A
160	Open	OIG	OST	1/27/2021	QC2021008	2	Quality Control Review of the Independent Auditor’s Report on the Department of Transportation’s Audited Consolidated Financial Statements for Fiscal Years 2020 and 2019	KPMG recommends that DOT management design and implement procedures to consistently and timely perform and document user account access reviews as required by standards for effective internal control systems and/or internal policy.	12/31/2025	N/A	N/A
161	Open	GAO	FAA	1/28/2021	GAO-21-165	1	Unmanned Aircraft Systems: FAA Could Strengthen Its Implementation of a Drone Traffic Management System by Improving Communication and Measuring Performance	The Administrator of the Federal Aviation Administration should provide stakeholders with additional information on the timing and substance of future UTM testing and implementation efforts, using FAA's UTM website or other appropriate means.	9/30/2025	N/A	N/A
162	Open	GAO	FAA	1/28/2021	GAO-21-165	2	Unmanned Aircraft Systems: FAA Could Strengthen Its Implementation of a Drone Traffic Management System by Improving Communication and Measuring Performance	The Administrator of the Federal Aviation Administration should develop performance goals and measures for its UTM implementation plan.	9/30/2025	N/A	N/A
163	Open	OIG	OST	2/10/2021	SA2021018	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2020	Determine the allowability of the questioned transactions and recover \$5,130,999, if applicable.	3/31/2026	N/A	N/A
164	Open	OIG	FAA	2/23/2021	AV2021020	1	Weaknesses in FAA's Certification and Delegation Processes Hindered Its Oversight of the 737 MAX 8	Update the Changed Product Rule to address the integration of technological advances and exceptions.	12/31/2025	N/A	N/A

165	Open	OIG	FAA	2/23/2021	AV2021020	7	Weaknesses in FAA's Certification and Delegation Processes Hindered Its Oversight of the 737 MAX 8	Establish and implement policies and procedures for the Aircraft Evaluation Group related to its role in the certification process that require, at a minimum: formal documentation of approvals; documentation of operational flight test parameters, procedures, and outcomes; expanded written guidance on the FSB process; and improved consistency of procedures between AEG offices.	9/30/2025	N/A	N/A
166	Pending Closure	GAO	FAA	5/13/2021	GAO-21-310	1	FAA Workforce: Better Assessing Employees' Skill Gaps Could Help FAA Prepare for Changes in Technology	The Assistant Administrator for Human Resource Management should ensure that planned skill gap assessments, conducted in coordination with FAA offices, are based on quantitative information about gaps in all critical skills for employees across all mission-critical occupations.	Pending GAO Closure - DOT submitted a request for closure in September 2025	N/A	N/A
167	Open	OIG	OST	5/19/2021	AV2021024	2	DOT Appropriately Relied on Unsubsidized Carriers in Accordance With Its Policy but Conducted Limited Oversight of the Essential Air Service Communities They Serve	Conduct periodic reviews of the level of basic essential air service in accordance with Federal regulations.	10/1/2026	N/A	N/A
168	Open	GAO	NHTSA	5/20/2021	GAO-21-405	2	Pedestrians and Cyclists: Better Information to States and Enhanced Performance Management Could Help DOT Improve Safety	The NHTSA Administrator should more fully use performance management practices to guide its pedestrian and cyclist safety activities, such as (1) by developing performance measures for NHTSA and the program offices responsible for implementing pedestrian and cyclist safety activities to demonstrate how these activities contribute to safety goals, and (2) by using performance information to make any necessary changes to advance pedestrian and cyclist safety efforts.	8/31/2026	N/A	N/A
169	Open	OIG	OST	5/26/2021	SA2021025	2	Summary Report on Significant Single Audit Findings for the 3-Month Period Ending March 31, 2021	Determine the allowability of the questioned transactions and recover \$8,008,786, if applicable.	3/2/2026	N/A	N/A
170	Open	OIG	MARAD	7/7/2021	ST2021028	2	MARAD's Actions To Address Congressionally Specified NAPA Recommendations	Track implementation of the plan with milestones.	8/29/2025	N/A	N/A
171	Open	OIG	FAA	8/2/2021	IT2021033	4	FAA Is Taking Steps To Properly Categorize High-Impact Information Systems, but Security Risks Remain Until High Security Controls Are Implemented (SSI)	Sensitive	7/31/2025	N/A	N/A
172	Open	OIG	FAA	8/2/2021	IT2021033	6	FAA Is Taking Steps To Properly Categorize High-Impact Information Systems, but Security Risks Remain Until High Security Controls Are Implemented (SSI)	Sensitive	9/1/2025	N/A	N/A
173	Open	OIG	FAA	8/11/2021	AV2021034	6	FAA Can Increase Its Inspector Staffing Model's Effectiveness by Implementing System Improvements and Maximizing Its Capabilities	Track progress on implementing the Office Workload List, including milestones to show when the Agency anticipates using information from the system to assist with inspector staffing decisions.	6/30/2025	N/A	N/A
174	Open	OIG	FAA	8/11/2021	AV2021034	7	FAA Can Increase Its Inspector Staffing Model's Effectiveness by Implementing System Improvements and Maximizing Its Capabilities	Update information regarding implementation of the Designee Management System, including milestones to show when FAA anticipates fully integrating individual designees into the system and how it intends to use the system's data to determine whether to adjust its inspector workforce staffing levels and responsibilities.	6/30/2025	N/A	N/A
175	Open	OIG	FAA	8/18/2021	AV2021035	1	FAA's Approach for Establishing and Modifying Air Traffic Controller Staffing Levels Needs Improvement To Properly Identify Staffing Needs at Contract Towers	Analyze and document the justification for the FAA Contract Tower (FCT) Program's minimum staffing requirements.	6/30/2025	N/A	N/A
176	Open	OIG	FAA	8/18/2021	AV2021035	2	FAA's Approach for Establishing and Modifying Air Traffic Controller Staffing Levels Needs Improvement To Properly Identify Staffing Needs at Contract Towers	Develop and implement an internal process to periodically review, and maintain supporting records for FCT controller staffing minimums.	6/30/2025	N/A	N/A
177	Open	OIG	OST	8/31/2021	SA2021036	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending June 30, 2021	Determine the allowability of the questioned transactions and recover \$32,153,264, if applicable.	3/2/2026	N/A	N/A
178	Open	GAO	FAA	9/28/2021	GAO-21-103933	1	Aircraft Noise: FAA Could Improve Outreach Through Enhanced Noise Metrics, Communication, and Support to Communities	The Administrator of the Federal Aviation Administration should identify appropriate supplemental noise metrics, such as the "number above" metric, and circumstances for their use to aid in FAA's internal assessments of noise impacts related to proposed PBN flight path changes.	12/31/2025	N/A	N/A
179	Open	GAO	FAA	9/28/2021	GAO-21-103933	2	FAA Could Improve Outreach Through Enhanced Noise Metrics, Communication, and Support to Communities	The Administrator of the Federal Aviation Administration should update guidance to incorporate additional communication tools that more clearly convey expected impacts, such as other noise metrics and visualization tools related to proposed PBN implementation.	12/31/2025	N/A	N/A
180	Pending Closure	GAO	OST	10/14/2021	GAO-22-104677	20	Small Business Research Programs: Agencies Should Further Improve Award Timeliness	The Secretary of Transportation should evaluate the effectiveness of steps taken to improve SBIR award timeliness and take any necessary additional steps in order to consistently meet SBA award timeliness guidelines.	Pending GAO Closure - DOT submitted a request for closure in September 2025	N/A	N/A
181	Open	OIG	FAA	10/20/2021	AV2022004	3	FAA Lacks Effective Oversight Controls To Determine Whether American Airlines Appropriately Identifies, Assesses, and Mitigates Aircraft Maintenance Risks	Develop and implement a management control to ensure inspectors require air carriers to provide written root cause analyses and that these analyses do not specifically identify human factors issues as root causes.	6/30/2025	N/A	N/A
182	Open	OIG	FTA	10/20/2021	IT2022005	13	FTA Does Not Effectively Assess Security Controls or Remediate Cybersecurity Weaknesses To Ensure the Proper Safeguards Are in Place To Protect Its Financial Management Systems	Sensitive	6/30/2026	N/A	N/A
183	Open	OIG	OST	10/25/2021	QC2022006	1	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Develop and communicate an organization wide Supply Chain Risk Management strategy and implementation plan to guide and govern supply chain risks.	7/1/2025	N/A	N/A
184	Open	OIG	OST	10/25/2021	QC2022006	2	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Undertake a strategic analysis of the Inspector General FISMA Metrics and the weaknesses identified in the audit, to develop a multi-year strategy and approach to include objective milestones, and resource commitments by the Department and the CIO that address the corrective actions necessary to show steady, measurable improvements towards an effective information security program.	7/1/2025	N/A	N/A
185	Open	OIG	OST	10/25/2021	QC2022006	3	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with the Federal Aviation Administration's CIO and Federal Motor Carrier Safety Administration's Information Security System Manager (ISSM), to investigate and remediate cross-site scripting vulnerabilities identified in public facing web applications.	8/31/2022	N/A	N/A
186	Open	OIG	OST	10/25/2021	QC2022006	4	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work and coordinate with system owners to identify and remediate weak and default authentication mechanisms within their systems and the Common Operating Environment.	3/31/2023	N/A	N/A

187	Open	OIG	OST	10/25/2021	QC2022006	5	Quality Control Review of the Independent Auditor’s Report on the Assessment of DOT’s Information Security Program and Practices	Develop and implement a process to facilitate centralized monitoring, oversight (by ISSMs and their alternates) and escalation efforts to ensure the timely completion of required security awareness training and role based training for all DOT personnel leveraging an automated integrated solution(s) and dashboards.	7/1/2025	N/A	N/A
188	Open	OIG	OST	11/10/2021	SA2022010	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending September 30 2021	Determine the allowability of the questioned transactions and recover \$9,236,974, if applicable.	3/2/2026	N/A	N/A
189	Open	OIG	FAA	11/12/2021	QC2022013	2	Quality Control Review of the Independent Auditor’s Report on the FAA’s Audited Consolidated Financial Statements for Fiscal Years 2021 and 2020 (SSI)	KPMG recommends FAA design and implement procedures to consistently and timely perform and document user account access reviews as required by standards for effective internal control systems and/or internal policy.	12/31/2025	N/A	N/A
190	Open	OIG	OST	11/15/2021	QC2022015	2	Quality Control Review of the Independent Auditor’s Report on the Department of Transportation’s Audited Consolidated Financial Statements for Fiscal Years 2021 and 2020	KPMG recommends that DOT management design and implement procedures to consistently and timely perform and document user account access reviews as required by standards for effective internal control systems and/or internal policy.	12/31/2025	N/A	N/A
191	Open	OIG	OST	11/15/2021	QC2022015	4	Quality Control Review of the Independent Auditor’s Report on the Department of Transportation’s Audited Consolidated Financial Statements for Fiscal Years 2021 and 2020	KPMG recommends that DOT management design and implement procedures related to the retention of appropriate supporting evidence of internal controls, including but not limited to, access administration, access recertification, audit log review, and patch management.	12/31/2025	N/A	N/A
192	Open	GAO	FHWA	1/10/2022	GAO-22-104299	1	Highway Trust Fund: Federal Highway Administration Should Develop and Apply Criteria to Assess How Pilot Projects Could Inform Expanded Use of Mileage Fee Systems	The Deputy Administrator of FHWA should develop and apply criteria to assess the scalability of the Surface Transportation System Funding Alternatives (STSFA) pilot projects.	12/31/2025	N/A	N/A
193	Pending Closure	OIG	FAA	1/31/2022	QC2022018	6	Quality Control Review of the Management Letter for the Federal Aviation Administration’s Audited Consolidated Financial Statements for Fiscal Years 2021 and 2020	KPMG recommends that FAA ensure that policies and procedures for revoking access to the shared services center for separated users include: Timely notifying shared services center managers of FAA employees that have separated from the agency to ensure that access is removed; and Enforcing the timeline for removal of separated employees from shared services center, by reviewing active user listings on a periodic basis to ensure that no separated employees still have access.	3/2/2026	N/A	N/A
194	Open	OIG	OST	2/9/2022	SA2022021	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2021	Determine the allowability of the questioned transactions and recover \$5,409,880, if applicable.	3/2/2026	N/A	N/A
195	Open	OIG	FHWA	2/15/2022	FS2022022	1	Outdated Policies Hinder FHWA’s Ability To Oversee Unobligated Emergency Relief Funds	Direct the Office of Infrastructure to follow the FHWA Emergency Relief (ER) Manual regarding deallocations of unobligated funds.	2/1/2026	N/A	N/A
196	Open	OIG	FHWA	2/15/2022	FS2022022	3	Outdated Policies Hinder FHWA’s Ability To Oversee Unobligated Emergency Relief Funds	Update the ER Manual’s quick release procedures to clarify the documentation needed for funding approval and the responsibilities to maintain sufficient evidence of required approvals for quick release requests submitted in accordance with emergency relief policy and program requirements.	2/1/2026	N/A	N/A
197	Open	OIG	FHWA	2/15/2022	FS2022022	5	Outdated Policies Hinder FHWA’s Ability To Oversee Unobligated Emergency Relief Funds	Update the ER Manual to incorporate the requirements in FHWA Order 5182.1, including the routine review of unobligated balances so that funds can be deallocated when no longer needed.	2/1/2026	N/A	N/A
198	Open	OIG	OST	3/23/2022	FS2022024	3	DOT Does Not Ensure Compliance With All Single Audit Provisions of OMB’s Uniform Guidance	Require the SAAO to develop and implement a policy to ensure Operating Administrations (OA) meet Uniform Guidance’s requirements for Federal awarding agencies.	4/1/2026	N/A	N/A
199	Open	OIG	OST	3/23/2022	FS2022024	4	DOT Does Not Ensure Compliance With All Single Audit Provisions of OMB’s Uniform Guidance	Require the SAAO to develop and implement processes to ensure that OAs confirm its recipients’ single audits and reporting packages are completed and timely submitted to the Federal Audit Clearinghouse (FAC).	4/1/2026	N/A	N/A
200	Open	OIG	OST	3/23/2022	FS2022024	5	DOT Does Not Ensure Compliance With All Single Audit Provisions of OMB’s Uniform Guidance	Require the SAAO to develop and implement processes that ensure OAs download single audit reports from FAC’s Image Management System and OAs identify and track single audit findings directly related to their programs.	4/1/2026	N/A	N/A
201	Open	OIG	OST	3/23/2022	FS2022024	6	DOT Does Not Ensure Compliance With All Single Audit Provisions of OMB’s Uniform Guidance	Require the SAAO to develop and implement processes that ensure OAs issue timely management decisions on all single audit findings affecting their programs.	4/1/2026	N/A	N/A
202	Open	OIG	OST	3/23/2022	FS2022024	7	DOT Does Not Ensure Compliance With All Single Audit Provisions of OMB’s Uniform Guidance	Require the SAAO to develop and implement processes that ensure OAs follow up on single audit findings and verify that OAs recipients took appropriate and timely corrective actions.	4/1/2026	N/A	N/A
203	Open	OIG	FAA	3/30/2022	AV2022026	1	While FAA Is Coordinating With Other Agencies on Counter-UAS, Delays in Testing Detection and Mitigation Systems Could Impact Aviation Safety	Conduct a UAS detection and C-UAS program assessment that includes a determination of future resource needs and organizational structure based on how to best align those resources.	12/31/2025	N/A	N/A
204	Open	OIG	FAA	3/30/2022	AV2022026	2	While FAA Is Coordinating With Other Agencies on Counter-UAS, Delays in Testing Detection and Mitigation Systems Could Impact Aviation Safety	Evaluate the UAS detection and C-UAS coordination request process to identify and correct inefficiencies to improve timeliness in anticipation of future program growth.	12/31/2025	N/A	N/A
205	Open	OIG	FAA	3/30/2022	AV2022026	3	While FAA Is Coordinating With Other Agencies on Counter-UAS, Delays in Testing Detection and Mitigation Systems Could Impact Aviation Safety	Finalize internal UAS detection and C-UAS request processing and document retention guidance.	12/31/2025	N/A	N/A
206	Pending Closure	GAO	NHTSA	4/26/2022	GAO-22-104635	1	Implementing Leading Practices Could Improve Management of Mandated Rulemakings and Reports	The NHTSA Deputy Administrator should update NHTSA’s rulemaking procedures to require the use of leading project schedule management practices for the activities needed to draft a proposed rule	Pending GAO Closure - DOT submitted a request for closure in September 2025	N/A	N/A
207	Pending Closure	GAO	NHTSA	4/26/2022	GAO-22-104635	2	Implementing Leading Practices Could Improve Management of Mandated Rulemakings and Reports	The NHTSA Deputy Administrator should update NHTSA’s procedures for developing reports to Congress to require the use of leading project schedule management practices for the activities needed to draft a report	Pending GAO Closure - DOT submitted a request for closure in September 2025	N/A	N/A
208	Pending Closure	GAO	NHTSA	4/26/2022	GAO-22-104635	3	Implementing Leading Practices Could Improve Management of Mandated Rulemakings and Reports	The NHTSA Deputy Administrator should provide additional information on incomplete rulemakings to Congress, including the substantive activities that NHTSA completed between rulemaking milestones. NHTSA could consider providing this information as part of the biannual reports required by the Infrastructure Investment and Jobs Act.	Pending GAO Closure - DOT submitted a request for closure in September 2025	N/A	N/A
209	Open	OIG	OST	5/18/2022	SA2022029	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending March 31, 2022	Determine the allowability of the questioned transactions and recover \$3,534,794, if applicable.	3/2/2026	N/A	N/A

210	Open	OIG	FHWA	7/20/2022	ST2022031	1	Opportunities Exist for FHWA To Strengthen Its Oversight of Contract Change Orders Under the Federal-aid Highway Program	Enhance the Fiscal Management Information System or develop an agency-wide data management process to provide FHWA personnel with access to change order information for performing their oversight, which includes identifying and monitoring change orders.	12/31/2025	N/A	N/A
211	Open	OIG	FHWA	7/20/2022	ST2022031	2	Opportunities Exist for FHWA To Strengthen Its Oversight of Contract Change Orders Under the Federal-aid Highway Program	Evaluate and revise as necessary the Agency processes, including Compliance Assessment Program reviews, to include an oversight methodology that can generate accurate, statistically valid, and representative compliance results for change orders.	12/31/2025	N/A	N/A
212	Open	OIG	FHWA	7/20/2022	ST2022031	3	Opportunities Exist for FHWA To Strengthen Its Oversight of Contract Change Orders Under the Federal-aid Highway Program	Develop and implement guidance for use by FHWA and States that a. includes a consistent definition of "change order," b. delineates the differences between a major change and a significant change; and c. further clarifies what may constitute a major change.	12/31/2025	N/A	N/A
213	Open	OIG	FHWA	7/20/2022	ST2022031	4	Opportunities Exist for FHWA To Strengthen Its Oversight of Contract Change Orders Under the Federal-aid Highway Program	Update FHWA's Contract Administration Core Curriculum Manual, dated October 2014, to clearly reflect that FHWA may assign its change order approval responsibilities to State DOTs through Stewardship and Oversight Agreements.	12/31/2025	N/A	N/A
214	Open	OIG	FAA	7/27/2022	AV2022034	2	FAA Has Opportunities To Better Inform International Pilot Training for Boeing Aircraft Through Enhanced Transparency and Oversight	Develop and implement a process to evaluate existing Boeing airplane flight manuals to determine whether they contain required normal, non-normal, and emergency procedures that are necessary for the safe operation of the aircraft. Within this process, include methods to determine what corrective actions are needed if deficiencies are identified.	9/30/2025	N/A	N/A
215	Open	OIG	FAA	7/27/2022	AV2022034	3	FAA Has Opportunities To Better Inform International Pilot Training for Boeing Aircraft Through Enhanced Transparency and Oversight	Develop and implement a documented process to identify what information manufacturers must include in airplane flight manuals.	9/30/2025	N/A	N/A
216	Open	GAO	FHWA	7/28/2022	GAO-22-104578	1	National Highways: Analysis of Available Data Could Better Ensure Equitable Pavement Condition	The Deputy Administrator of FHWA should analyze pavement condition data, such as Highway Performance Monitoring System data, to examine the concentration of poor pavement in specific areas within states and differences in pavement condition by community or other characteristics, which could include race and ethnicity, poverty, or population density. Such an analysis could also incorporate more recent pavement condition data, control for additional factors that may affect pavement condition, or include statistical modeling of pavement conditions within a state.	12/31/2025	N/A	N/A
217	Open	GAO	FHWA	7/28/2022	GAO-22-104578	2	National Highways: Analysis of Available Data Could Better Ensure Equitable Pavement Condition	Based on the outcome of FHWA's analyses of pavement condition data, the Deputy Administrator of FHWA should identify potential strategies to help states detect and address issues that could contribute to concentrations in poor pavement and differences in pavement condition by community or other characteristics, which could include race and ethnicity, poverty, or population density.	12/31/2025	N/A	N/A
218	Open	OIG	OST	8/3/2022	SA2022035	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3 Month Period Ending June 30, 2022	Determine the allowability of the questioned transactions and recover \$7,148,093, if applicable.	3/2/2026	N/A	N/A
219	Open	GAO	FAA	8/18/2022	GAO-22-104664	1	Aviation Safety: FAA Should Strengthen Efforts to Address the Illegal Practice of Intentionally Aiming Lasers at Aircraft	The FAA Administrator should determine what information from pilots and crewmembers would be most useful for investigating laser incidents, and how best to collect the information and to share it with law enforcement.	12/31/2025	N/A	N/A
220	Open	GAO	MARAD	9/12/2022	GAO-22-105160	1	Actions Needed to Enhance Cargo Preference Oversight	Report publicly, on an annual basis, the cargo preference data it receives to provide information on the total cargo volumes and amounts shipped on U.S.- and foreign-flag vessels for each federal agency.	6/30/2025	N/A	N/A
221	Open	GAO	MARAD	9/12/2022	GAO-22-105160	2	Actions Needed to Enhance Cargo Preference Oversight	Develop regulations to oversee and enforce compliance with cargo preference requirements. These steps should include evaluating options for overcoming challenges to developing such regulations, such as: (1) using a negotiated rulemaking as a means to address challenges achieving consensus on how to implement cargo preference requirements, and (2) developing and communicating a legislative proposal to address statutory challenges MARAD has identified.	6/30/2025	N/A	N/A
222	Open	GAO	OST	9/22/2022	GAO-22-105065	2	Privacy: Dedicated Leadership Can Improve Programs and Address Challenges	The Secretary of Transportation should incorporate privacy into an organization-wide risk management strategy that includes a determination of risk tolerance. (Recommendation 34)	8/1/2025	N/A	N/A
223	Open	OIG	OST	9/28/2022	QC2022042	1	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	The Department should ensure that adequate resources are made available and are prioritized to validate the accuracy and completeness of asset inventory counts prior to submission to the Department of Homeland Security (DHS) as part of CIO FISMA Metrics.	9/30/2023	N/A	N/A
224	Open	OIG	OST	9/28/2022	QC2022042	2	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Coordinate with the components to develop or revise their plans to fully transition the remaining information systems to enable and enforce PIV, except those that are subject to exclusions that are documented and approved.	9/30/2023	N/A	N/A
225	Open	OIG	OST	9/28/2022	QC2022042	3	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	FAA should develop and implement procedures to perform periodic reviews of mobile devices to ensure non-compliant mobile devices are upgraded to the current operating system release.	9/30/2023	N/A	N/A
226	Open	OIG	OST	9/28/2022	QC2022042	4	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Strengthen processes to ensure privileged account reviews are completed and privileged account activities are logged and periodically reviewed, in accordance with DOT policy	7/1/2025	N/A	N/A
227	Open	OIG	OST	9/28/2022	QC2022042	5	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	In coordination with the OA system owners, complete DOT's plans to implement existing solutions where possible and create a plan to address all exceptions where there is not a current solution for encryption of data at rest and in transit.	7/1/2025	N/A	N/A
228	Open	OIG	OST	9/28/2022	QC2022042	6	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	In coordination with the OA system owners, complete the deployment of DOT's data loss prevention controls to include the utilization or activation of enhanced DLP features available within existing tools and to develop and implement policies and procedures which eliminate or restrict the ability of users to connect mass storage devices to DOT networks and systems.	9/30/2023	N/A	N/A
229	Open	OIG	OST	9/28/2022	QC2022042	7	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Enhance current procedures to implement and require the retention of records to track when computer media are sanitized prior to disposal or reuse and implement procedures to validate the remediation of computer media that have failed media sanitization upon return to DOT.	7/1/2025	N/A	N/A
230	Open	OIG	OST	9/28/2022	QC2022042	8	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	In coordination with the OA system owners, strengthen DOT's oversight of the contingency planning processes to ensure contingency planning documentation is developed, updated, and tested in a timely manner, in accordance with policy.	9/30/2024	N/A	N/A
231	Pending Closure	OIG	FAA	11/14/2022	QC2023007	1	Quality Control Review of the Independent Auditor's Report on the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends FAA design and implement procedures to consistently and timely perform and document user account access reviews as required by standards for effective internal control systems and/or internal policy.	3/2/2026	N/A	N/A

232	Pending Closure	OIG	FAA	11/14/2022	QC2023007	2	Quality Control Review of the Independent Auditor’s Report on the Federal Aviation Administration’s Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends FAA design and implement procedures to consistently and timely notify account administrators of separations as required by internal policy.	3/2/2026	N/A	N/A
233	Pending Closure	GAO	OST	11/15/2022	GAO-23-104956	3	Disaster Recovery: Actions Needed to Improve the Federal Approach	The Secretary of Transportation should, in consultation with the Recovery Support Function Leadership Group, identify and take steps to better manage fragmentation between its disaster recovery programs and other federal programs, including consideration of the options identified in this report. If DOT determines that it needs authority for actions that it seeks to implement, it should request that authority from Congress.	Pending GAO Closure - DOT submitted a request for closure in September 2025	N/A	N/A
234	Open	GAO	OST	11/17/2022	GAO-23-105639	1	Discretionary Transportation Grants: DOT Should Better Communicate Federal Share Requirements to Applicants	The Secretary of Transportation should enhance DOT’s internal procedures to ensure that DOT’s RAISE NOFOs clearly communicate how DOT calculates the federal share for eligibility purposes, in alignment with OMB Guidance, and ensure that DOT’s supplementary materials for applicants are consistent with the information in the RAISE NOFOs.	8/1/2025	N/A	N/A
235	Open	GAO	OST	11/17/2022	GAO-23-105639	2	Discretionary Transportation Grants: DOT Should Better Communicate Federal Share Requirements to Applicants	The Secretary of Transportation should enhance DOT’s internal procedures to ensure that DOT discloses in its RAISE NOFOs whether an applicant’s federal share will or will not be used as a criterion for selecting RAISE grants, and if so, how it will be considered. Such procedures could include a checklist to help ensure that NOFOs align with OMB Guidance for communicating federal share requirements.	8/1/2025	N/A	N/A
236	Open	GAO	OST	12/1/2022	GAO-23-105327	7	Critical Infrastructure: Actions Needed to Better Secure Internet-Connected Devices	The Secretary of Transportation should direct the Director, Office of Intelligence, Security and Emergency Response to jointly work with the Administrator of DHS’s Transportation Security Administration and the Commandant of the U.S. Coast Guard, as co-SRMAs for the transportation systems sector, to use the National Plan to develop a sector-specific plan that includes metrics for measuring the effectiveness of their efforts to enhance the cybersecurity of their sector’s IoT and OT environments.	9/30/2025	N/A	N/A
237	Pending Closure	GAO	OST	12/15/2022	GAO-23-105335	1	GPS Disruptions: DOT Could Improve Efforts to Identify Interference Incidents and Strengthen Resilience	The Secretary of DOT should ensure the Assistant Secretary for Research and Technology documents DOT’s process to identify GPS interference incidents affecting transportation safety across modes, including identifying the necessary controls and data sources to ensure that the process results in complete and accurate information.	Pending GAO Closure - DOT submitted a request for closure in September 2025	N/A	N/A
238	Open	OIG	OST	12/19/2022	FS2023010	2	The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Develop and implement procedures for timely collection of servicing fees and advisor fees in accordance with TIFIA program requirements.	2/27/2026	N/A	N/A
239	Open	OIG	OST	12/19/2022	FS2023010	3	The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Develop an accurate reporting system to identify and monitor payments not received on the date they are due.	2/27/2026	N/A	N/A
240	Pending Closure	OIG	OST	12/19/2022	FS2023010	4	The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Reimburse the \$200,000 advisor fee overpayment referenced in this report.	4/1/2026	N/A	N/A
241	Open	OIG	OST	12/19/2022	FS2023010	6	The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Develop and implement a uniform policy identifying what documentation borrowers must submit with requisition request and disseminate to Operating Administrations.	2/27/2026	N/A	N/A
242	Open	OIG	OST	12/19/2022	FS2023010	8	The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Develop and implement a process for revoking access to Bureau systems for separating Bureau employees.	2/27/2026	N/A	N/A
243	Open	GAO	OST	12/20/2022	GAO-23-105562	6	Information Management: Agencies Need to Streamline Electronic Services	The Secretary of Transportation should establish a reasonable time frame for when the Department of Transportation will be able to accept remote identity proofing with authentication, digitally accept access and consent forms from individuals who were properly identity proofed and authenticated, and post access and consent forms on the department’s privacy program website.	10/31/2025	N/A	N/A
244	Open	OIG	FHWA	1/17/2023	ST2023012	1	FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Revise the October 2015 guidance on structures subject to the national tunnel inspection standards to clarify which structures align with the definition of a tunnel and explain how potential non-tunnel structures conflict with the definition.	3/31/2026	N/A	N/A
245	Open	OIG	FHWA	1/17/2023	ST2023012	10	FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	As part of the next update to the tunnel safety program compliance review manual, solicit and consider external stakeholder input on the Agency’s review procedures to include States, Federal agencies, and interested and knowledgeable private organizations and individuals.	6/30/2026	N/A	N/A
246	Open	OIG	FHWA	1/17/2023	ST2023012	11	FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Update the guidance for the national critical findings database to clarify its scope and incorporate comprehensive controls for ensuring the quality of the reported data. Solicit external stakeholder input in developing the updated guidance and communicate it to all stakeholders.	3/31/2026	N/A	N/A
247	Open	OIG	FHWA	1/17/2023	ST2023012	2	FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Issue guidance for FHWA Divisions on how to verify that State DOTs, Federal agencies, and tribal governments have reported all highway tunnels to the national tunnel inventory; and for informing those stakeholders of methods they could employ to identify all structures considered to be highway tunnels.	6/30/2026	N/A	N/A
248	Open	OIG	FHWA	1/17/2023	ST2023012	7	FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Assess the process for conducting compliance reviews of other Federal agencies and implement any recommended changes to ensure the reviews are effectively staffed and sufficiently independent.	12/31/2025	N/A	N/A
249	Open	OIG	FHWA	1/17/2023	ST2023012	9	FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Update the tunnel safety program compliance review manual to incorporate existing review process flexibilities, such as when unusual or unique circumstances impact tunnel inspection intervals.	6/30/2026	N/A	N/A
250	Open	OIG	FAA	1/25/2023	PT2023013	4	FAA’s Office of Audit and Evaluation Adheres to Investigative Practice Standards but Lacks Comprehensive Standard Operating Procedures	Revise FAA Order 1100.167B to readjust duties that are inconsistent with the limitations established by the Aircraft Certification, Safety, and Accountability Act of 2020.	12/31/2025	N/A	N/A
251	Open	GAO	FAA	1/26/2023	GAO-23-105189	1	DRONES: FAA Should Improve Its Approach to Integrating Drones into the National Airspace System	The FAA Administrator should develop a drone integration strategy that includes all seven elements of a comprehensive strategy.	12/31/2025	N/A	N/A
252	Open	GAO	FAA	1/26/2023	GAO-23-105189	2	DRONES: FAA Should Improve Its Approach to Integrating Drones into the National Airspace System	The Administrator of FAA should evaluate its current documentation to identify options to more clearly communicate how applicants can satisfy drone operational request requirements, and communicate FAA’s internal process for reviewing and approving operational requests.	12/31/2025	N/A	N/A
253	Open	GAO	FAA	1/26/2023	GAO-23-105189	4	DRONES: FAA Should Improve Its Approach to Integrating Drones into the National Airspace System	The Administrator of FAA should implement the formal lessons-learned process it develops for its ongoing drone integration activities, including Part 107 waiver reviews and the BEYOND program.	12/31/2025	N/A	N/A

254	Open	OIG	FHWA	2/1/2023	ZA2023014	4	DOT's Oversight Is Not Sufficient To Ensure the City of Seattle Meets Requirements for Managing Federal Transportation Funds	Advise WSDOT as part of stewardship and oversight activities to include change orders in WSDOT's next project management review of SDOT.	12/31/2025	N/A	N/A
255	Open	OIG	FHWA	2/1/2023	ZA2023014	5	DOT's Oversight Is Not Sufficient To Ensure the City of Seattle Meets Requirements for Managing Federal Transportation Funds	Direct the FHWA WA Division to review WSDOT's established process of reviewing subrecipients' supporting documentation for internal staffing charges (e.g., billing records, invoices, timecards) to ensure compliance with 2 CFR 200.403.	12/31/2025	N/A	N/A
256	Open	OIG	FAA	2/8/2023	QC2023016	5	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that ESC management create monitoring procedures over the existing management review of the JV control logs monthly reconciliation to ensure the consistent operation of the control, as defined within policy.	12/31/2025	N/A	N/A
257	Open	OIG	FAA	2/8/2023	QC2023018	12	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management design and implement controls to ensure that the population generated to support the disclosure of future minimum lease payments is complete and accurate.	12/31/2025	N/A	N/A
258	Open	OIG	FAA	2/8/2023	QC2023018	14	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management design and implement control activities to monitor the effective operation of its process controls related to provisioning new payroll shared service center access requests.	12/31/2025	N/A	N/A
259	Open	OIG	FAA	2/8/2023	QC2023018	15	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management develop policies and procedures for maintaining completed and authorized payroll shared service center access forms for new user access requests in a secure centralized location.	12/31/2025	N/A	N/A
260	Open	OIG	FAA	2/8/2023	QC2023018	16	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management design and implement control activities to monitor the effective operation of its process controls related to monitoring FAA employees' payroll shared service center access.	12/31/2025	N/A	N/A
261	Open	OIG	FAA	2/8/2023	QC2023018	17	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management take measures to ensure that FAA has sufficient control operator personnel available to support the annual recertification of FAA employees with payroll shared service center access within the reporting timeline prescribed by DOT.	12/31/2025	N/A	N/A
262	Open	OIG	FAA	2/8/2023	QC2023018	3	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management perform a risk assessment to consider the potential impact of discrepancies between vendor-submitted invoice web portal amounts and the vendor-submitted supporting documentation, and respond to the level of risk identified as appropriate.	12/31/2025	N/A	N/A
263	Open	OIG	OST	2/15/2023	SA2023019	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3 Month Period Ending September 30, 2022	Determine the allowability of the questioned transactions and recover \$3,546,767, if applicable.	3/31/2026	N/A	N/A
264	Open	OIG	FAA	2/28/2023	FS2023020	1	FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Develop and implement procedures to verify that airport sponsors have provided evidence satisfactory to FAA that the airport sponsor has or will obtain good title to land, prior to requesting reimbursement for costs associated with noise compatibility land acquisition. Implementing this recommendation could put up to \$2,077,796 in funds to better use by requiring that only costs associated with completed noise land acquisitions are reimbursed.	12/31/2025	N/A	N/A
265	Open	OIG	FAA	2/28/2023	FS2023020	3	FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Update the Noise Land Management and Requirements for Disposal of Noise Land or Development Land Funded with AIP policy to establish a reasonable schedule for FAA Airport District Offices and Regional Offices to review Noise Land Inventory and Reuse Plans for accuracy and consistency with FAA policy.	12/31/2025	N/A	N/A
266	Open	OIG	FAA	2/28/2023	FS2023020	4	FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Update and implement procedures to require airport sponsors to maintain Noise Land Inventory and Reuse Plans in electronic format available for FAA review, upon request.	12/31/2025	N/A	N/A
267	Open	OIG	FAA	2/28/2023	FS2023020	5	FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Require all airport sponsors that have acquired noise land to identify noise land eligible for disposal via sale and verify that noise land sales revenues are used in accordance with Federal law. Based on our review of five airports, implementing this recommendation could put up to \$38,530,768 in funds to better use by generating revenue that could be reinvested in the program.	12/31/2025	N/A	N/A
268	Open	OIG	FAA	2/28/2023	FS2023020	6	FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Update guidance to clarify for airport sponsors when noise land should be considered no longer needed for eligible current or planned airport purposes and disposed of in accordance with FAA policy.	12/31/2025	N/A	N/A
269	Open	OIG	FAA	2/28/2023	FS2023020	7	FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Update guidance for Noise Land Inventory and Reuse Plans to require that the Noise Land Inventory include original acquisition dates, estimated or final completion dates for proposed or completed methods of disposal, and the date of FAA approval.	12/31/2025	N/A	N/A
270	Open	OIG	FAA	2/28/2023	FS2023020	8	FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Update guidance for Noise Land Inventory and Reuse Plans to require that the Noise Land Inventory include the Federal share of the sale price at the time of sale and how sales proceeds were used. Implementing this recommendation could put up to \$66,160 in funds to better use by properly accounting for noise land disposal proceeds in accordance with Federal law.	12/31/2025	N/A	N/A
271	Open	OIG	FAA	2/28/2023	FS2023020	9	FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Require the Rhode Island T.F. Green International Airport, Phoenix Sky Harbor International Airport, and Harry Reid International Airport to develop and submit for FAA's approval current Noise Land Inventory and Reuse Plans after implementation of recommendations 4, 7, and 8.	12/31/2025	N/A	N/A
272	Open	OIG	OST	3/22/2023	SA2023023	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2022	Determine the allowability of the questioned transactions and recover \$5,538,037, if applicable.	3/2/2026	N/A	N/A
273	Open	OIG	FAA	4/12/2023	AV2023024	2	FAA's Office of Investigations and Professional Responsibility Needs To Enhance Internal Controls for Conducting Administrative Investigations	Revise Security and Hazardous Materials Safety Order 1600.20 guidance to avoid overlap or contradiction with similar procedures contained in FAA Order 1600.38.	6/30/2025	N/A	N/A
274	Open	OIG	FAA	4/26/2023	AV2023025	2	FAA Has Completed 737 MAX Return to Service Efforts, but Opportunities Exist To Improve the Agency's Risk Assessments and Certification Processes	Revise the Transport Airplane Risk Assessment Methodology (TARAM) handbook to incorporate current safety data, including available international data when appropriate.	9/30/2025	N/A	N/A
275	Open	OIG	FAA	4/26/2023	AV2023025	3	FAA Has Completed 737 MAX Return to Service Efforts, but Opportunities Exist To Improve the Agency's Risk Assessments and Certification Processes	Review the TARAM handbook's quantitative safety guidelines to determine if they still meet the Agency's needs, and implement identified corrections as appropriate.	9/30/2025	N/A	N/A
276	Open	OIG	FAA	4/26/2023	AV2023025	5	FAA Has Completed 737 MAX Return to Service Efforts, but Opportunities Exist To Improve the Agency's Risk Assessments and Certification Processes	Review the TARAM and Transport Airplane Safety Manual (TASM), address any identified key differences the two documents, and integrate TASM into TARAM when appropriate.	9/30/2025	N/A	N/A
277	Open	OIG	FAA	4/26/2023	AV2023025	7	FAA Has Completed 737 MAX Return to Service Efforts, but Opportunities Exist To Improve the Agency's Risk Assessments and Certification Processes	Identify lessons learned related to the application of the 737 MAX recertification and the Continued Operational Safety process that have not yet been addressed and include them into airplane certification and safety evaluation processes.	11/30/2025	N/A	N/A
278	Open	OIG	FAA	5/2/2023	AV2023027	1	Opportunities Exist for FAA To Strengthen Its Workforce Planning and Training Processes for Maintenance Technicians	Establish and implement a maintenance technician workforce plan that considers factors such as average training time, training requirements, and staffing turnover for a period longer than 1 year.	6/30/2025	N/A	N/A

279	Open	OIG	OST	5/3/2023	SA2023026	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending March 31, 2023	Determine the allowability of the questioned transactions and recover \$14,886,138, if applicable.	3/2/2026	N/A	N/A
280	Open	GAO	OST	5/15/2023	GAO-23-106031	2	Cybersecurity: DOT Defined Roles and Responsibilities, but Additional Oversight Needed	The Secretary of Transportation should direct the DOT CIO to collaborate with human resources officials to develop and implement a policy requiring that OA senior IT managers' performance plans include cybersecurity-related performance expectations.	3/31/2026	N/A	N/A
281	Open	GAO	OST	5/15/2023	GAO-23-106031	3	Cybersecurity: DOT Defined Roles and Responsibilities, but Additional Oversight Needed	The Secretary of Transportation should ensure that the DOT CIO participates in the performance reviews of OA CIO equivalents.	3/31/2026	N/A	N/A
282	Pending Closure	GAO	OST	5/24/2023	GAO-23-105575	2	Highway Infrastructure: Better Alignment with Leading Practices Would Improve DOT's Reconnecting Communities Pilot Program	The Secretary of Transportation should develop and implement a plan to collect and analyze data and evaluate results of the Reconnecting Communities Pilot program. Such a plan should detail the specific data to be collected, a methodology for assessing this data, and a plan for evaluating the pilot program's results with timelines for completion.	3/31/2026	N/A	N/A
283	Open	OIG	OST	5/24/2023	ZA2023030	2	Fragmented Processes Weaken DOT's Accountability for Contractor Employee PIV Cards	Establish, document, and implement a process for the Department to track contractor employees' PIV cards and record the dates the cards are collected and deactivated.	2/16/2026	N/A	N/A
284	Open	OIG	OST	5/24/2023	ZA2023030	3	Fragmented Processes Weaken DOT's Accountability for Contractor Employee PIV Cards	Designate in writing points of accountability for overseeing the entirety of contractor employee PIV card collection and deactivation processes.	2/16/2026	N/A	N/A
285	Open	OIG	OST	5/24/2023	ZA2023030	4	Fragmented Processes Weaken DOT's Accountability for Contractor Employee PIV Cards	Update or supplement the DOT PIV Card Program Order to define "promptly" in all uses throughout the Order.	2/16/2026	N/A	N/A
286	Open	OIG	OST	5/24/2023	ZA2023030	5	Fragmented Processes Weaken DOT's Accountability for Contractor Employee PIV Cards	Develop and implement required annual training for all staff involved in contractor employee PIV card processes and a procedure to verify the training has occurred. The training attendees should include all staff listed in the DOT PIV Card Program Order who could potentially be involved and anyone else an individual OA assigns to this task.	2/16/2026	N/A	N/A
287	Open	OIG	OST	5/24/2023	ZA2023030	6	Fragmented Processes Weaken DOT's Accountability for Contractor Employee PIV Cards	Update or supplement the DOT PIV Card Program Order to address the deactivation process in all instances where PIV cards are no longer needed. This should include establishing the accountable officials as well as concrete metrics when deactivation should occur from when the card is no longer needed.	2/16/2026	N/A	N/A
288	Open	OIG	OST	6/20/2023	ST2023034	2	DOT Should Enhance Its Fraud Risk Assessment Processes for IJIA-Funded Surface Transportation Programs	Provide guidance to OAs on how to identify and assess fraud risks in their programs, including guidance on specific tools, methods, and sources for gathering information about fraud risks. This guidance should also address the leading practices for identifying and assessing the likelihood and impact of inherent fraud risks, determining fraud risk tolerance, examining the suitability of existing controls, prioritizing residual fraud risks, and documenting the program's fraud risk profile to inform managers' decisions on their responses to assessed risks.	2/2/2026	N/A	N/A
289	Open	OIG	FAA	6/21/2023	AV2023035	2	FAA Faces Controller Staffing Challenges as Air Traffic Operations Return to Pre-Pandemic Levels at Critical Facilities	Implement a new labor distribution system that includes features such as timekeeping, overtime and Controller-in-Charge tracking, and real-time leave balances.	9/30/2025	N/A	N/A
290	Open	OIG	FAA	6/21/2023	AV2023036	3	FAA Has Deployed a Prototype System for Monitoring Commercial Space Operations but Faces Integration Challenges	Determine the workload impact of commercial space operations at air traffic facilities, and take action as needed.	11/30/2025	N/A	N/A
291	Open	OIG	FAA	6/21/2023	AV2023036	4	FAA Has Deployed a Prototype System for Monitoring Commercial Space Operations but Faces Integration Challenges	Identify the specific direct tasks associated with commercial space operations, determine if they should be included in the en-route controller workload model, and if so, incorporate them in the next updated model.	1/31/2026	N/A	N/A
292	Open	OIG	OST	8/15/2023	SA2023041	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending June 30, 2023	Determine the allowability of the questioned transactions and recover \$2,892,004, if applicable.	6/30/2026	N/A	N/A
293	Open	OIG	OST	8/30/2023	IT2023043	10	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from FRA's cloud-based system owner for its Cloud Application Services—Software-as-a-Service—to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as, required by FedRAMP. b. Update the Privacy Impact Analysis for the Railroad Compliance System to ensure the proper privacy controls are in place to identify and protect personally identifiable information and other sensitive information.	9/30/2025	N/A	N/A
294	Open	OIG	OST	8/30/2023	IT2023043	11	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from NHTSA's cloud-based system owner for the Web System—Platform-as-a-Service and Infrastructure-as-a-Service—to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as required by FedRAMP. b. Develop and implement a process to review audit logs and analyze vulnerability scan reports on its Platform-as-a-Service on a weekly basis to check for various risks, including software flaws per NHTSA's audit and accountability plan.	3/2/2026	N/A	N/A
295	Open	OIG	OST	8/30/2023	IT2023043	13	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from PHMSA's cloud-based system owner for the Pipeline Risk Management Information System—Infrastructure-as-a-service—and PHMSA Data Mart—Infrastructure-as-a-service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as FedRAMP requires for Pipeline Risk Management Information System. b. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as FedRAMP requires for PHMSA Data Mart.	12/1/2025	N/A	N/A

296	Pending Closure	OIG	OST	8/30/2023	IT2023043	14	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from FMCSA's cloud-based system owner for the Cloud Environment—Infrastructure-as-a-service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use as required by FedRAMP. b. Complete its annual security authorization process and obtain a full Authorization to Operate for its cloud information system to ensure all systems risks have been properly identified and accepted in accordance with departmental cybersecurity policies. c. Develop and implement a process to enforce multifactor authentication for privileged and non-privileged network accounts. d. Update the Privacy Threshold Assessment and Privacy Impact Analysis to protect the privacy of its system users' personally identifiable information and other sensitive information.	9/30/2025	N/A	N/A
297	Open	OIG	OST	8/30/2023	IT2023043	16	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from OST's cloud-based system owner for the Infrastructure and Operations Common Operating Environment (COE)—Software-as-a-Service, Infrastructure-as-a-service, and Platform-as-a-Service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as required by FedRAMP. b. Develop security baseline configuration settings and a checklist and assess whether the COE cloud-based system is properly configured and the network secure. c. Develop and implement a process to conduct reviews of the system audit logs to enhance its ability to identify suspicious, inappropriate, unusual, or malevolent activity. d. Develop and implement a process that requires timely updates to security patches that address software flaws which mitigate the risks associated with mission-related operating system patches and data exfiltration. e. Develop a Privacy Impact Analysis to identify and protect personally identifiable information and other sensitive information hosted in the COE cloud.	12/1/2025	N/A	N/A
298	Open	OIG	OST	8/30/2023	IT2023043	18	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct departmental security officials working with appropriate procurement officials to verify that service level agreements contain a requirement to report security incidents to DOT's Security Operations Center and require confirmation of completion.	9/30/2025	N/A	N/A
299	Open	OIG	OST	8/30/2023	IT2023043	19	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Develop and implement a process that enables FAA's Security Operations Center to receive the necessary log data for ensuring proper cybersecurity incident monitoring for all departmental cloud-based systems.	2/1/2026	N/A	N/A
300	Open	OIG	OST	8/30/2023	IT2023043	2	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Incorporate the required standard cloud security clauses in the Department's enterprise cloud service contracts as well as other cloud services contracts for FAA, MARAD, and OST to ensure the cloud services are secure.	9/30/2025	N/A	N/A
301	Open	OIG	OST	8/30/2023	IT2023043	20	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Report DOT plans for fully adopting multifactor authentication and encryption for data at rest and in transit in accordance with Executive Order 14028.	2/1/2026	N/A	N/A
302	Open	OIG	OST	8/30/2023	IT2023043	3	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Working with the appropriate DOT procurement officials for FAA, FMCSA, FHWA, MARAD, FRA, NHTSA, PHMSA, and OST, set up service level agreements as required, with each of their cloud service providers to define and set agency expectations and cloud service provider-specific responsibilities.	9/30/2025	N/A	N/A
303	Open	OIG	OST	8/30/2023	IT2023043	5	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from OST's cloud-based system owner for the Federal Human Resources Navigator—Software-as-a-Service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as required by FedRAMP. b. Use personal identity verification cards as the primary authentication mechanism to ensure secure system login. c. Develop a Privacy Impact Analysis to help identify and manage personally identifiable information and privacy risks. d. Identify a security official to review system audit log files. e. Develop and implement a process to remove extracted data containing sensitive information within 90 days of extraction in accordance with DOT requirements.	11/1/2025	N/A	N/A
304	Open	OIG	OST	8/30/2023	IT2023043	8	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from MARAD's cloud-based system owner for US Merchant Marine Academy/Campus Labs—Software-as-a-Service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization, as required by FedRAMP. b. Complete an annual security authorization process and obtain a full authorization to operate for its Software-as-a-Service cloud information system to ensure all system risks have been properly identified and accepted in accordance with departmental cybersecurity policies. c. Update its privacy threshold assessment and, if applicable, Privacy Impact Analysis to protect privacy, personally identifiable information, and other sensitive information stored in the cloud.	12/1/2025	N/A	N/A
305	Pending Closure	GAO	FMCSA	9/19/2023	GAO-23-105972	1	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	The FMCSA Administrator should make data on all categories of complaints available to the public, as appropriate, and in line with DOT's Data Management Policy.	6/30/2026	N/A	N/A
306	Pending Closure	GAO	FMCSA	9/19/2023	GAO-23-105972	10	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	The FMCSA Administrator should ensure the National Consumer Complaint Database website appropriately targets key audiences, including by defining acronyms and technical terms, and providing more detailed or relevant examples of complaints that may be filed by truck and bus drivers.	6/30/2026	N/A	N/A
307	Pending Closure	GAO	FMCSA	9/19/2023	GAO-23-105972	11	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	The FMCSA Administrator should ensure the National Consumer Complaint Database website contains information that is appropriately accessible for users with limited English proficiency.	6/30/2026	N/A	N/A
308	Pending Closure	GAO	FMCSA	9/19/2023	GAO-23-105972	12	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	The FMCSA Administrator should ensure the National Consumer Complaint Database website has performance standards, such as goals and measures, and that the website is assessed against the performance standards.	6/30/2026	N/A	N/A
309	Pending Closure	GAO	FMCSA	9/19/2023	GAO-23-105972	13	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	The FMCSA Administrator should ensure the National Consumer Complaint Database website is tested with external users on a regular basis.	6/30/2026	N/A	N/A
310	Pending Closure	GAO	FMCSA	9/19/2023	GAO-23-105972	14	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	The FMCSA Administrator should develop an outreach plan for its National Consumer Complaint Database website that aligns with leading practices for outreach.	6/30/2026	N/A	N/A

311	Pending Closure	GAO	FMCSA	9/19/2023	GAO-23-105972	2	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	The FMCSA Administrator should ensure FMCSA updates its complaint review guidance to define each category of complaint (i.e., ADA, coercion, harassment, hazardous materials, household goods, safety, and other commercial complaints) and link allegations to these categories.	6/30/2026	N/A	N/A
312	Pending Closure	GAO	FMCSA	9/19/2023	GAO-23-105972	3	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	The FMCSA Administrator should ensure FMCSA updates its complaint review guidance to define the characteristics a complaint must have, such as who submitted the complaint and the nature of the incident, to qualify as a motorist complaint.	6/30/2026	N/A	N/A
313	Pending Closure	GAO	FMCSA	9/19/2023	GAO-23-105972	4	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	The FMCSA Administrator should ensure FMCSA updates its complaint review guidance to define the complaint status options and provide instructions on when to use the complaint status and activity type options.	6/30/2026	N/A	N/A
314	Pending Closure	GAO	FMCSA	9/19/2023	GAO-23-105972	5	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	The FMCSA Administrator should ensure FMCSA updates its complaint review guidance to provide clear and comprehensive procedures on how to review all categories of complaints, such as step-by-step instructions or flow charts.	6/30/2026	N/A	N/A
315	Pending Closure	GAO	FMCSA	9/19/2023	GAO-23-105972	6	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	The FMCSA Administrator should ensure FMCSA updates its complaint review guidance to require that key determinations are documented in complaint case files.	6/30/2026	N/A	N/A
316	Pending Closure	GAO	FMCSA	9/19/2023	GAO-23-105972	8	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	The FMCSA Administrator should ensure FMCSA updates its complaint review guidance to require managers to review reports on the status of complaints as part of their oversight of complaint review.	6/30/2026	N/A	N/A
317	Pending Closure	GAO	FMCSA	9/19/2023	GAO-23-105972	9	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	The FMCSA Administrator should ensure the National Consumer Complaint Database website is consistently mobile-friendly.	6/30/2026	N/A	N/A
318	Open	OIG	OST	9/27/2023	QC2023047	1	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security System Program and Practices	Develop and implement DOT's zero trust architecture plan for network traffic that cannot be routed through traditional Trusted-Internet Connections (TIC) access points as required by OMB M-19-26, Update to the TIC Initiative.	8/31/2024	N/A	N/A
319	Open	OIG	OST	9/27/2023	QC2023047	2	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security System Program and Practices	In coordination with Federal Aviation Administration (FAA), complete the pilot and testing of TIC 3.0 use cases and revise FAA policies to reflect requirements in OMB M-19-26, Update to TIC Initiative.	8/31/2024	N/A	N/A
320	Open	OIG	OST	10/30/2023	IT2024001	6	DOT Needs To Improve Its High-Value Assets Governance Program To Effectively Identify, Prioritize, and Secure Its Most Critical Systems (CUI/SSI)	Sensitive	9/1/2025	N/A	N/A
321	Open	OIG	OST	10/30/2023	IT2024001	7	DOT Needs To Improve Its High-Value Assets Governance Program To Effectively Identify, Prioritize, and Secure Its Most Critical Systems (CUI/SSI)	Sensitive	9/1/2025	N/A	N/A
322	Open	GAO	OST	11/6/2023	GAO-24-106280	2	Discretionary Transportation Grants: DOT Should Better Align Its Application Evaluation Process with Federal Guidance	The Secretary of Transportation should ensure RAISE officials implement oversight steps to assess the consistency of ratings across evaluation teams in the merit review phase and document these steps in the RAISE evaluation plan.	8/1/2025	N/A	N/A
323	Pending Closure	GAO	OST	11/6/2023	GAO-24-106280	3	Discretionary Transportation Grants: DOT Should Better Align Its Application Evaluation Process with Federal Guidance	The Secretary of Transportation should ensure RAISE officials develop an enhanced process to verify that DOT documents all decisions to include projects with a negative benefit-cost analysis rating on the Highly Rated List prior to sending the Highly Rated List to the Secretary of Transportation.	Pending GAO Closure - DOT submitted a request for closure in September 2025	N/A	N/A
324	Open	GAO	OST	11/6/2023	GAO-24-106280	4	Discretionary Transportation Grants: DOT Should Better Align Its Application Evaluation Process with Federal Guidance	The Secretary of Transportation should ensure that the RAISE NOFO identifies all selection factors, such as those used when creating a selection portfolio or other process to facilitate award decisions.	8/1/2025	N/A	N/A
325	Open Impasse	GAO	OST	11/6/2023	GAO-24-106280	5	Discretionary Transportation Grants: DOT Should Better Align Its Application Evaluation Process with Federal Guidance	The Secretary of Transportation should ensure that RAISE officials document a specific rationale explaining why all non-awarded Highly Rated projects were not selected for an award.	N/A	Non-Concur	The Department does not concur with the recommendation. The Department believes that its portfolio process adequately documents why projects are not selected and that no further documentation is necessary.
326	Open	GAO	FAA	11/9/2023	GAO-24-105254	1	AIR TRAFFIC CONTROL MODERNIZATION: Program Management Improvements Could Help FAA Address NextGen Delays and Challenges	The FAA Administrator should develop an updated life-cycle cost estimate for NextGen, measure FAA's performance against it, and create a schedule for updating the life-cycle cost estimate regularly.	9/30/2030	N/A	N/A
327	Open	GAO	FAA	11/9/2023	GAO-24-105254	2	AIR TRAFFIC CONTROL MODERNIZATION: Program Management Improvements Could Help FAA Address NextGen Delays and Challenges	The FAA Administrator should develop and document a detailed risk mitigation plan focused on NextGen, which outlines how FAA identifies and prioritizes high-level risks to the NextGen program, provides alternatives for mitigation, and provides a rationale for the selected mitigation approaches.	12/31/2025	N/A	N/A
328	Open	GAO	FAA	11/9/2023	GAO-24-105254	4	AIR TRAFFIC CONTROL MODERNIZATION: Program Management Improvements Could Help FAA Address NextGen Delays and Challenges	The FAA Administrator should include information in future NextGen Performance and Accountability reports to make clear which individual programs within NextGen are awaiting or have received revised cost, schedule, and performance goals, as well as those that FAA does not intend to rebaseline.	12/31/2025	N/A	N/A
329	Open	OIG	GLS	11/13/2023	QC2024005	1	Quality Control Review of the Independent Auditor's Report on the Great Lakes St. Lawrence Seaway Development Corporation's Audited Financial Statements for Fiscal Years 2023 and 2022	GLS should amend its procedures relating to the annual count and valuation of OM&S to include verification of unit and total costs. This should include locating or reconstructing source documentation for the total quantity on hand for each item and matching the costs entered in the system to the source documents.	6/30/2025	N/A	N/A
330	Open	OIG	GLS	11/13/2023	QC2024005	2	Quality Control Review of the Independent Auditor's Report on the Great Lakes St. Lawrence Seaway Development Corporation's Audited Financial Statements for Fiscal Years 2023 and 2022	GLS should determine how average costs are calculated within the inventory tracking system. If the average cost in the system for specific inventory items does not represent the average cost of inventory on hand, the average cost in the system should be periodically adjusted when the annual inventory is performed or at year-end.	6/30/2025	N/A	N/A
331	Open	OIG	FAA	11/14/2023	QC2024006	1	Quality Control Review of the Independent Auditor's Report on the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that FAA management design and perform procedures to consistently approve and document new or modified user account and recertification requests and timely remove separated users as required by internal policy and standards for effective internal control systems.	12/31/2025	N/A	N/A
332	Open	OIG	FHWA	11/15/2023	QC2024007	2	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	FHWA management consider the increased IJIA funding and subsequent increase in expenses and develop an estimation methodology responsive to fluctuations in future expenses.	12/31/2025	N/A	N/A
333	Open	OIG	FHWA	11/15/2023	QC2024007	3	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	FHWA management review and update accounting policies and operating procedures to capitalize costs for the construction and procurement of non-heritage fixed assets on behalf of FLMA partners.	12/31/2025	N/A	N/A

334	Open	OIG	FHWA	11/15/2023	QC2024007	4	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	FHWA management establish and maintain communications channels with FLMA partners and establish protocols for communicating asset-level detail for projects required by each agency's property accountants.	12/31/2025	N/A	N/A
335	Open	OIG	FHWA	11/15/2023	QC2024007	5	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	FHWA management perform an assessment of costs expensed for completed fixed asset construction projects to determine materiality and record correcting accounting entries as needed.	12/31/2025	N/A	N/A
336	Open	OIG	OST	11/15/2023	QC2024007	6	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	DOT management perform procedures to consistently approve and document new or modified user account and recertification requests and timely remove separated users as required by internal policy and standards for effective internal control systems.	12/31/2025	N/A	N/A
337	Open	OIG	OST	11/15/2023	QC2024007	7	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	DOT management update policies and procedures to assign backup responsibilities for control operators.	12/31/2025	N/A	N/A
338	Open	OIG	OST	11/15/2023	QC2024007	8	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	DOT management provide training to system administrators on documented procedures.	12/31/2025	N/A	N/A
339	Open	OIG	OST	11/15/2023	QC2024007	9	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	DOT management conduct monitoring to assess whether control operators are performing control activities in accordance with policy.	12/31/2025	N/A	N/A
340	Open	OIG	OST	11/20/2023	FS2024008	1	DOT's Policies and DNP Portal Use Are Not Sufficient To Comply With the DNP Initiative	Assess the appropriateness of the databases in the DNP portal and document a reasonable justification for any databases that OST determines are not appropriate.	12/1/2025	N/A	N/A
341	Open	OIG	OST	11/20/2023	FS2024008	2	DOT's Policies and DNP Portal Use Are Not Sufficient To Comply With the DNP Initiative	For those DNP portal databases that OST deems appropriate, develop, and implement policies and procedures to ensure recipient eligibility is verified in the DNP portal prior to making payment.	12/1/2025	N/A	N/A
342	Open	OIG	OST	11/21/2023	SA2024009	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending September 30, 2023	Determine the allowability of the questioned transactions and recover \$6,464,590 if applicable.	3/2/2026	N/A	N/A
343	Open	GAO	OST	12/4/2023	GAO-24-105658	1	Cybersecurity: Federal Agencies Made Progress, but Need to Fully Implement Incident Response Requirements	The Secretary of Transportation should ensure that the agency fully implements all event logging requirements as directed by OMB guidance. (Recommendation 12)	8/1/2025	N/A	N/A
344	Open	GAO	FAA	12/7/2023	GAO-24-105561	1	Commercial Space Transportation: FAA Should Improve Its Mishap Investigation Process	The Administrator of FAA should direct the Office of Commercial Space Transportation to develop criteria for determining when the agency will authorize a launch operator to lead a mishap investigation on FAA's behalf.	12/31/2025	N/A	N/A
345	Open	GAO	OST	12/12/2023	GAO-24-105980	25	Artificial Intelligence: Agencies Have Begun Implementation but Need to Complete Key Requirements	The Secretary of Transportation should ensure that the department updates its AI use case inventory to include all the required information, at minimum, and takes steps to ensure that the data in the inventory aligns with provided instructions. (Recommendation 25)	9/30/2025	N/A	N/A
346	Open	OIG	FAA	12/13/2023	AV2024011	2	FAA Addresses Resiliency in IJIA Aviation Programs but Lacks Data and a Framework for Prioritizing Climate Change Projects	Update FAA advisory circulars on long-term aviation infrastructure as necessary to address resiliency and climate change effects in airport infrastructure projects.	9/30/2025	N/A	N/A
347	Pending Closure	GAO	NHTSA	1/9/2024	GAO-24-106356	1	Vehicle Safety: Opportunities to Improve Repair Rates for Recalled Vehicles	The Administrator of NHTSA should develop a plan for regularly conducting research to identify the factors that influence vehicle remedies in response to recalls.	Pending GAO Closure - DOT submitted a request for closure in September 2025	N/A	N/A
348	Pending Closure	GAO	NHTSA	1/9/2024	GAO-24-106356	2	Vehicle Safety: Opportunities to Improve Repair Rates for Recalled Vehicles	The Administrator of NHTSA should more fully implement a lessons-learned process to identify lessons from its own and manufacturers' collaborative efforts with third parties that could help to improve recall completion rates.	Pending GAO Closure - DOT submitted a request for closure in September 2025	N/A	N/A
349	Open	GAO	FAA	1/10/2024	GAO-24-106040	2	Aviation Certification: FAA Should Evaluate Effectiveness of the International Validation Process	The Administrator of FAA should identify the quality information and performance metrics the agency needs to track progress toward the goals it identifies for the international validations process and how it will collect that information, which may include changes to agency data systems or dashboards.	12/31/2025	N/A	N/A
350	Open	GAO	FAA	1/10/2024	GAO-24-106040	3	Aviation Certification: FAA Should Evaluate Effectiveness of the International Validation Process	The Administrator of FAA should use the information FAA collects to assess the results of and inform decisions about any needed improvements to the international validations process.	9/30/2025	N/A	N/A
351	Open	GAO	FAA	1/10/2024	GAO-24-106040	4	Aviation Certification: FAA Should Evaluate Effectiveness of the International Validation Process	The Administrator of FAA should establish a time frame and develop an action plan for FAA's efforts to develop its approach for assessing the international validations process.	12/31/2025	N/A	N/A

352	Open Impasse	GAO	OST	1/10/2024	GAO-24-106378	2	Discretionary Transportation Grants: DOT Should Improve Transparency in the Infrastructure for Rebuilding America Program	The Secretary of Transportation should clearly define, in the Multimodal Project Discretionary Grant program evaluation plan and Notice of Funding Opportunity, how an application may qualify as an exemplary project of national or regional significance that generates significant benefits in one of the project outcome areas.	N/A	Non-Concur	The Department does not concur. Per the evaluation guidelines, the Senior Review Team, with its varied and significant experience, has the discretion to determine, based on the pool of applications, which projects are exemplary projects of national or regional significance that generate significant benefits in one of the project outcome areas. Furthermore, the direction to identify highly recommended projects based on their categorization of being “exemplary” is a statutory mandate from Congress for the Mega program that the Department determined was also suitable to evaluate INFRA grants under the same NOFO and evaluation process. Specifically, that statute reads: “(i) Highly recommended.—The Secretary shall assign a rating of “highly recommended” to projects that, in the determination of the Secretary—(I) are exemplary projects of national or regional significance; and (II) would provide significant public benefit, as determined based on the applicable criteria described in this subsection, if funded under the program.” Accordingly, as authorized by statute, the determination of exemplary is at the discretion of the Secretary (and his delegated advisors—the Senior Review Team members). The records from the Senior Review Team meetings document these determinations and explain how they relate to the program criteria. Based on the discretion of the Secretary (and his or her delegated advisors on the Senior Review Team), the Department does not believe further clarification in the NOFO regarding how a project may be exemplary is necessary. The
353	Open	GAO	OST	1/25/2024	GAO-24-106122	2	Federal Regulations: Selected Emerging Technologies Highlights the Need for Legislative Analysis and Enhanced Coordination	The Secretary of Transportation should provide the public with information on the NETT Council’s completed and planned efforts to evaluate relevant emerging technologies.	9/30/2025	N/A	N/A
354	Open	GAO	OST	1/30/2024	GAO-24-106221	1	Critical Infrastructure Protection: Agencies Need to Enhance Oversight of Ransomware Practices and Assess Federal Support	The Secretary of Transportation should, in coordination with CISA, co-SRMAs, and sector entities, assess ransomware risks to the transportation systems sector. (Recommendation 9)	9/30/2025	N/A	N/A
355	Open Impasse	GAO	OST	1/30/2024	GAO-24-106221	2	Critical Infrastructure Protection: Agencies Need to Enhance Oversight of Ransomware Practices and Assess Federal Support	The Secretary of Transportation should, in coordination with CISA, co-SRMAs, and sector entities, determine the extent to which the transportation systems sector is adopting leading cybersecurity practices that help reduce the sector’s risk of ransomware. (Recommendation 10)	N/A	Non-Concur	The Department does not concur. Determining measures of adoption would provide a snapshot in time, reflecting voluntarily provided information that the Department and co-SRMAs can neither verify nor cite as comprehensive—the same challenges the Department raised with GAO based on prior experience measuring sector adoption of the National Institute of Standards and Technology’s cybersecurity framework. While coordinating ongoing NSM-22 implementation efforts with its co-SRMA partners, DOT will propose and pursue collective co-SRMA activities that align with NSM-22 efforts. For example, while the co-SRMAs engage private sector stakeholders on risk assessment or risk management tasks, we can also highlight the existing best practices readily available to mitigate ransomware risks. Whether an entity is applying best practices or not does not change the composition of the best practices themselves, which is why DOT seeks to center its efforts on encouraging such cyber hygiene.
356	Open Impasse	GAO	OST	1/30/2024	GAO-24-106221	3	Critical Infrastructure Protection: Agencies Need to Enhance Oversight of Ransomware Practices and Assess Federal Support	The Secretary of Transportation should, in coordination with CISA, co-SRMAs, and sector entities, develop and implement routine evaluation procedures that measure the effectiveness of federal support in helping reduce the risk of ransomware to the transportation systems sector. (Recommendation 11)	N/A	Partial Concur	The Department partially concurs. As this recommendation applies broadly to non-SRMA federal support (e.g., from CISA and the Federal Bureau of Investigation (FBI), DOT contends that, for a more comprehensive evaluation, an appropriate cross-sector lead would be DHS/CISA, in coordination with the FBI and SRMAs. In discussions with DHS, there is an avenue for the DHS/CISA to spearhead the effort and the Department agrees to collaborate with CISA, co-SRMAs, and sector entities to address the recommendation.
357	Open	OIG	FAA	1/31/2024	QC2024015	1	Quality Control Review of the Management Letter for the Federal Aviation Administration’s Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that FAA management require privileged users on the Windows virtual machine environment to authenticate using MFA. If it is not technically feasible, then we recommend that Windows security settings are updated to require a minimum password length for privileged accounts to 16 characters and maximum password age to be updated to 60 days.	12/31/2025	N/A	N/A
358	Open	OIG	FAA	1/31/2024	QC2024015	2	Quality Control Review of the Management Letter for the Federal Aviation Administration’s Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that FAA management design and implement documented control activities to monitor the effective operation of its existing process controls related to: Provisioning of new access requests for the service organization’s system; and Monitoring FAA employees’ access to the service organization’s system.	12/31/2025	N/A	N/A
359	Open	OIG	FAA	1/31/2024	QC2024015	3	Quality Control Review of the Management Letter for the Federal Aviation Administration’s Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that FAA management take measures to ensure that FAA has sufficient control operator personnel available to support the annual recertification of FAA employees with system access within the reporting timeline prescribed by DOT.	12/31/2025	N/A	N/A
360	Open	OIG	FAA	1/31/2024	QC2024015	4	Quality Control Review of the Management Letter for the Federal Aviation Administration’s Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that FAA design and implement a procedure to identify and timely record contracting actions within the general ledger that were executed outside of the standard business process (i.e., CO authorizations documented outside of the procurement system).	12/31/2025	N/A	N/A
361	Open	OIG	FAA	1/31/2024	QC2024015	5	Quality Control Review of the Management Letter for the Federal Aviation Administration’s Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that FAA update its procurement policy to define the period of time permitted to document a contractor’s oral agreement.	12/31/2025	N/A	N/A

362	Open	OIG	FAA	1/31/2024	QC2024015	6	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that FAA reinforce existing controls, to review individual lease payment schedules upon lease commencement or modification to ensure that the schedules are consistent with the underlying terms of the lease.	12/31/2025	N/A	N/A
363	Open	OIG	FAA	1/31/2024	QC2024015	7	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that FAA design and implement procedures within its existing PP&E Accrual to obtain a complete listing of trailing costs related to completed assets and accrue for such assets that have remaining CIP balances as of the period-end.	12/31/2025	N/A	N/A
364	Open	OIG	FAA	1/31/2024	QC2024015	8	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that management design and implement procedures to verify the completeness and accuracy of the non-LOI accrual average billing cycle data input used in the estimate calculation.	12/31/2025	N/A	N/A
365	Open	OIG	FAA	1/31/2024	QC2024016	5	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that ESC management review and update the journal voucher control log reconciliation process to ensure it is properly designed to identify all potential deviations from policy throughout the fiscal year.	12/31/2025	N/A	N/A
366	Open	OIG	FAA	1/31/2024	QC2024016	6	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that ESC management create monitoring procedures over the journal voucher control log to ensure complete and accurate documentation over manual journal vouchers is maintained.	12/31/2025	N/A	N/A
367	Open	OIG	MARAD	1/31/2024	QC2024016	7	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that MARAD management, in conjunction with their accounting service provider, ESC, develop a PP&E roll forward control that contains all activity within the relevant PP&E accounts by disclosure category, including additions, annual cost adjustments, year to date depreciation, capitalizations from construction in progress to other categories, and retirements.	12/31/2025	N/A	N/A
368	Open	OIG	FAA	2/21/2024	ZA2024018	1	FAA Did Not Fully Follow Its Processes When Awarding and Administering CARES Act-Funded Airport Development Grants and Contracts	Revise procedures for reviewing and approving grant application packages to add steps to verify that the applications are complete and accurate.	6/30/2025	N/A	N/A
369	Open	OIG	FRA	3/27/2024	ST2024020	15	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Document the current RCS configuration that shows formulas for calculations performed by the system and data sources.	5/7/2026	N/A	N/A
370	Open	OIG	FRA	3/27/2024	ST2024020	18	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Finalize the process document for conducting a baseline review of all passenger railroads subject to 49 C.F.R. § 228.407 and complete the baseline review.	10/7/2026	N/A	N/A
371	Open	GAO	NHTSA	3/28/2024	GAO-24-106255	5	Driver Assistance Technologies: NHTSA Should Take Action to Enhance Consumer Understanding of Capabilities and Limitations	The Administrator of NHTSA should communicate progress on meeting time frames established in its roadmap for developing a system for rating the technologies and redesigning the new car sticker and provide updated milestones and reasons for delays as needed.	3/31/2026	N/A	N/A
372	Open	OIG	FHWA	4/1/2024	ST2024021	1	Opportunities Exist To Improve FHWA's Oversight of STIPs Including Those With IIJA-Funded Projects	Provide FHWA Division Offices and State DOTs with all planned IIJA guidance areas and associated targeted completion dates.	12/31/2025	N/A	N/A
373	Open	OIG	FHWA	4/1/2024	ST2024021	2	Opportunities Exist To Improve FHWA's Oversight of STIPs Including Those With IIJA-Funded Projects	Identify a list of any outstanding technical assistance requests from Division Offices and State DOTs for IIJA guidance clarifications and fulfill them.	12/31/2025	N/A	N/A
374	Open	GAO	PHMSA	4/3/2024	GAO-24-106690	1	Gas Pipeline Safety: Better Data and Planning Would Improve Implementation of Regulatory Changes	The Administrator of PHMSA should, as PHMSA considers possible changes to the potential impact radius calculation, evaluate what additional data are needed from operators to better understand the actual impact of pipeline incidents.	12/31/2026	N/A	N/A
375	Open	GAO	FAA	4/17/2024	GAO-24-107195	1	Aviation Safety: Federal Efforts to Address Unauthorized Drone Flights Near Airports	As part of ongoing efforts to develop an overarching strategy for drone integration, the Administrator of FAA should ensure that the strategy reflects plans for assessing how drone detection and mitigation technology will affect technologies aimed at allowing increased and routine drone traffic, particularly at airports.	9/30/2025	N/A	N/A
376	Open	OIG	OST	5/8/2024	SA2024024	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2023	Determine the allowability of the questioned transactions and recover \$29,997 if applicable.	5/31/2026	N/A	N/A
377	Open	OIG	OST	5/8/2024	SA2024024	3	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2023	Works with FHWA to determine the allowability of the questioned tribal transactions and recover \$10,210,603, if applicable.	5/31/2026	N/A	N/A
378	Open	OIG	FTA	5/20/2024	FS2024025	2	FTA's Oversight of Federally Funded Real Property Is Insufficient To Ensure Grant Recipients Meet Federal Reporting and Disposal Requirements	Develop and implement a process to identify and provide oversight of real property to active recipients with new grants that do not receive a triennial or State management review.	6/30/2026	N/A	N/A
379	Open	OIG	FTA	5/20/2024	FS2024025	3	FTA's Oversight of Federally Funded Real Property Is Insufficient To Ensure Grant Recipients Meet Federal Reporting and Disposal Requirements	Update FTA's Contractors Manual to require contractors to request a current and complete real property inventory that complies with FTA Circular 5010.1E reporting requirements and require contractors to review and verify that the real property inventory complies with FTA reporting requirements.	6/30/2026	N/A	N/A
380	Open	OIG	FTA	5/20/2024	FS2024025	8	FTA's Oversight of Federally Funded Real Property Is Insufficient To Ensure Grant Recipients Meet Federal Reporting and Disposal Requirements	Establish and implement a process to verify that FTA's financial interest in real property dispositions is managed in accordance with FTA Circular 5010.1E. Implementing this recommendation could put up to \$996,877 in funds to better use.	6/30/2026	N/A	N/A
381	Open	OIG	FTA	5/21/2024	ZA2024026	4	FTA's Oversight of Its Region 9 Recipients Is Insufficient To Confirm Compliance With CARES Act Funding Requirements	For FTA funds identified at elevated risk for misuse, implement written procedures to strengthen the Agency's ability to assess expense eligibility prior to recipients receiving payments. Implementing this recommendation could put up to \$446.9 million in Region 9 funds to better use by improving FTA's ability to identify unsupported costs and ineligible expenses before issuing CARES Act payments. This could also result in hundreds of millions in Agency funds put to better use among the other nine FTA regions.	12/31/2026	N/A	N/A
382	Open	GAO	FAA	6/6/2024	GAO-24-106158	1	Drones: Actions Needed to Better Support Remote Identification in the National Airspace	The Administrator of FAA should develop resources to help tribal, state, and local law enforcement use Remote ID.	11/30/2025	N/A	N/A
383	Open	GAO	FAA	6/6/2024	GAO-24-106158	2	Drones: Actions Needed to Better Support Remote Identification in the National Airspace	The Administrator of FAA should develop a plan and timeline for deploying FAA's interface in collaboration with DHS and DOJ.	5/31/2025	N/A	N/A
384	Open	GAO	FAA	6/6/2024	GAO-24-106158	4	Drones: Actions Needed to Better Support Remote Identification in the National Airspace	The Administrator of FAA should identify a path forward for how to provide real-time, networked data about the location and status of drones. This could include identifying and assessing short-term and long-term options and clarifying roles and responsibilities.	5/31/2025	N/A	N/A
385	Open	OIG	OST	7/3/2024	FS2024030	1	DOT's Working Capital Fund Oversight and Management Are Insufficient To Achieve Cost Recovery for IT Services	OCIO to update and publish billing rates to approximate cost recovery in accordance with 49 U.S. Code (U.S.C.) § 327. Implementing this recommendation could put up to \$194 million in funds for better use.	12/31/2025	N/A	N/A
386	Open	OIG	OST	7/3/2024	FS2024030	2	DOT's Working Capital Fund Oversight and Management Are Insufficient To Achieve Cost Recovery for IT Services	OFM to develop procedures to prevent future overbillings such as the \$16,949.05 overbilled and identified in this report as a questioned cost.	12/31/2025	N/A	N/A
387	Open	OIG	OST	7/3/2024	FS2024030	3	DOT's Working Capital Fund Oversight and Management Are Insufficient To Achieve Cost Recovery for IT Services	OCIO to develop and implement a review process to validate the charges in its Financial Management System are accurate prior to providing OFM documentation used to bill customers.	12/31/2025	N/A	N/A
388	Open	OIG	OST	7/3/2024	FS2024030	4	DOT's Working Capital Fund Oversight and Management Are Insufficient To Achieve Cost Recovery for IT Services	OCIO to follow the procedures for reporting WCF transactions to OFM, including the \$14.7 million identified in this report in accordance with DOT Order 2300.3B.	10/1/2026	N/A	N/A

389	Open	OIG	OST	7/3/2024	FS2024030	6	DOT's Working Capital Fund Oversight and Management Are Insufficient To Achieve Cost Recovery for IT Services	OCIO to develop a process for identifying severable services on IAAs to ensure that billing occurs in the correct fund year in accordance with the DOT Order and the Principles of Federal Appropriations Law.	12/31/2025	N/A	N/A
390	Open	OIG	OST	7/3/2024	FS2024030	8	DOT's Working Capital Fund Oversight and Management Are Insufficient To Achieve Cost Recovery for IT Services	OCIO to follow OFM policies and procedures for collecting advance payments prior to providing products or services and review the \$29.5 million in questioned costs identified in this report after implementing recommendation 7.	12/31/2025	N/A	N/A
391	Open	OIG	OST	7/3/2024	FS2024030	9	DOT's Working Capital Fund Oversight and Management Are Insufficient To Achieve Cost Recovery for IT Services	OFM to develop and implement written procedures for determining if the WCF is recovering costs and identifying advances and excess funds that should be returned to Treasury.	12/31/2025	N/A	N/A
392	Open	OIG	FAA	7/17/2024	AV2024031	1	FAA Has Begun To Deploy TFDM, but Cost Growth Has Resulted in Significant Program Changes and Delayed Benefits	Develop a cost-benefit analysis to assess whether FAA should reconsider the decision to remove the Data Comm requirement for a two-way interface between TFDM and TDLs.	6/30/2025	N/A	N/A
393	Open	OIG	FAA	7/17/2024	AV2024031	2	FAA Has Begun To Deploy TFDM, but Cost Growth Has Resulted in Significant Program Changes and Delayed Benefits	Evaluate and resolve human factors issues within TFDM to improve how the system provides critical flight information to controllers.	7/31/2025	N/A	N/A
394	Open	OIG	FAA	7/17/2024	AV2024031	3	FAA Has Begun To Deploy TFDM, but Cost Growth Has Resulted in Significant Program Changes and Delayed Benefits	Perform an assessment to determine if more scenario-based exercises are needed to improve future training and if so, implement revised TFDM training.	5/31/2025	N/A	N/A
395	Open	OIG	FAA	7/23/2024	AV2024032	3	FAA's Acquisition and Fiscal Law Division's Work Environment Impacts Its Ability To Provide Legal Advice in Support of a Safe National Airspace System	Implement an action plan to address needs identified in the independent workplace survey.	6/30/2025	N/A	N/A
396	Pending Closure	OIG	FAA	7/23/2024	AV2024032	4	FAA's Acquisition and Fiscal Law Division's Work Environment Impacts Its Ability To Provide Legal Advice in Support of a Safe National Airspace System	Provide training to all AGC-500 attorneys on the capabilities and use of the modified Case Document Management System.	12/31/2024	N/A	N/A
397	Pending Closure	OIG	FAA	7/23/2024	AV2024032	5	FAA's Acquisition and Fiscal Law Division's Work Environment Impacts Its Ability To Provide Legal Advice in Support of a Safe National Airspace System	Develop a management control that ensures that the attorneys use the Case Document Management System to input, track, and monitor their work, including all case-related communications.	12/31/2024	N/A	N/A
398	Closed – No Longer Valid	GAO	OST	7/23/2024	GAO-24-105652	1	Transportation Equity: DOT Could Improve Some Performance Goals to Better Assess Progress	The Secretary of Transportation should ensure each equity performance goal has a target or target milestone for the current and subsequent year in DOT's annual performance plan.	N/A	New Executive Order Removed Requirement	DOT published its FY 2026 annual performance plan and, in alignment with Executive Order 14151, 'Ending Radical And Wasteful Government DEI Programs And Preferencing,' equity is not a metric in DOT's annual performance plan. DOT's FY 2026 annual performance plan does not include the 14 equity performance goals included in its FY 2025 annual performance plan that we evaluated because the requirement is no longer valid.
399	Closed – No Longer Valid	GAO	OST	7/23/2024	GAO-24-105652	2	Transportation Equity: DOT Could Improve Some Performance Goals to Better Assess Progress	The Secretary of Transportation should clarify the performance measures or associated methodology descriptions for the equity performance goals we identified as being inconsistent with the practice of clarity.	N/A	New Executive Order Removed Requirement	DOT published its FY 2026 annual performance plan and, in alignment with Executive Order 14151, 'Ending Radical And Wasteful Government DEI Programs And Preferencing,' equity is not a metric in DOT's annual performance plan. DOT's FY 2026 annual performance plan does not include the 14 equity performance goals included in its FY 2025 annual performance plan that we evaluated because the requirement is no longer valid.
400	Closed – No Longer Valid	GAO	OST	7/23/2024	GAO-24-105652	3	Transportation Equity: DOT Could Improve Some Performance Goals to Better Assess Progress	The Secretary of Transportation should revise the descriptions of accuracy and reliability in DOT's annual performance report for the equity performance goals we identified as not having a sufficient description.	N/A	New Executive Order Removed Requirement	DOT published its FY 2026 annual performance plan and, in alignment with Executive Order 14151, 'Ending Radical And Wasteful Government DEI Programs And Preferencing,' equity is not a metric in DOT's annual performance plan. DOT's FY 2026 annual performance plan does not include the 14 equity performance goals included in its FY 2025 annual performance plan that we evaluated because the requirement is no longer valid.
401	Open	OIG	FTA	7/31/2024	ZA2024033	1	FTA's Oversight of SEPTA's Compliance With Buy America Rolling Stock Requirements Faced Several Challenges	Initiate actions to establish requirements for recipients (or third-party auditors) for how manufacturers' rolling stock documentation will be reviewed when conducting pre-award and post-delivery audits.	9/30/2026	N/A	N/A
402	Open	OIG	FTA	7/31/2024	ZA2024033	2	FTA's Oversight of SEPTA's Compliance With Buy America Rolling Stock Requirements Faced Several Challenges	Initiate actions to establish requirements for recipients (or third-party auditors) to maintain pre-award and post-delivery audit documentation in a manner that protects manufacturers' sensitive data while also providing supporting evidence of the work described in the audit.	9/30/2026	N/A	N/A
403	Open	OIG	FTA	7/31/2024	ZA2024033	4	FTA's Oversight of SEPTA's Compliance With Buy America Rolling Stock Requirements Faced Several Challenges	Initiate actions to establish requirements for recipients (or their auditors) to document their verification of suppliers' Buy America information.	9/30/2026	N/A	N/A
404	Open	OIG	FTA	7/31/2024	ZA2024033	5	FTA's Oversight of SEPTA's Compliance With Buy America Rolling Stock Requirements Faced Several Challenges	Develop and implement Buy America policies or guidance as to how to account for hardware and domestic shipping costs when computing domestic content percentages.	9/30/2026	N/A	N/A
405	Open	GAO	MARAD	8/6/2024	GAO-24-106875	1	U.S. Merchant Marine Academy: Actions Needed to Sustain Progress on Facility and Infrastructure Improvements	The Administrator of the Maritime Administration should take steps to ensure that the U.S. Merchant Marine Academy maintains continuous leadership in the Academy's Office of Facilities and Infrastructure. Such steps should include establishing a dedicated leadership and implementation team in the Office of Facilities and Infrastructure and succession planning for leadership positions in that office.	9/30/2025	N/A	N/A
406	Open	GAO	MARAD	8/6/2024	GAO-24-106875	2	U.S. Merchant Marine Academy: Actions Needed to Sustain Progress on Facility and Infrastructure Improvements	The Administrator of the Maritime Administration should ensure that the U.S. Merchant Marine Academy conducts strategic workforce planning to determine the needed resources, capabilities, and any skill gaps in the Office of Facilities and Infrastructure.	9/30/2025	N/A	N/A
407	Open	GAO	MARAD	8/6/2024	GAO-24-106875	3	U.S. Merchant Marine Academy: Actions Needed to Sustain Progress on Facility and Infrastructure Improvements	The Administrator of the Maritime Administration should ensure that the U.S. Merchant Marine Academy develops and implements cost estimating policies and procedures for facility and infrastructure projects that align with best practices for cost estimating.	9/30/2025	N/A	N/A
408	Open Impasse	GAO	OST	8/12/2024	GAO-24-106882	1	Discretionary Transportation Grants: DOT Should Fully Document Key Selection Decisions for Its Rural Program	The Secretary of Transportation should ensure Rural program officials fully document the rationale behind key decisions related to advancing and selecting applications for award.	N/A	Non-Concur	The Department does not concur. The Department believes documentation of key decisions is full and complete in accordance with the program's evaluation guidelines and the Department's Guide to Financial Assistance.
409	Open	OIG	OST	8/14/2024	SA2024034	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending March 31, 2024	Determine the allowability of the questioned transactions and recover \$2,576,852 if applicable.	3/2/2026	N/A	N/A

410	Open	OIG	OST	8/14/2024	SA2024034	3	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending March 31, 2024	Work with FTA to determine allowability of the questioned tribal transactions and recover \$105,674, if applicable.	3/2/2026	N/A	N/A
411	Open	OIG	GLS	8/21/2024	FS2024036	1	GLS Lacks Effective Controls To Reliably Estimate Seaway Infrastructure Program Costs	Develop and implement a formal cost-estimating process that incorporates, as applicable, the best practices in the Government Accountability Office Cost Guide to better ensure that SIP project estimates are reliable.	6/30/2025	N/A	N/A
412	Open	OIG	GLS	8/21/2024	FS2024036	2	GLS Lacks Effective Controls To Reliably Estimate Seaway Infrastructure Program Costs	Establish controls to ensure independent Government cost estimates are performed in accordance with Federal regulations.	6/30/2025	N/A	N/A
413	Open	OIG	GLS	8/21/2024	FS2024036	3	GLS Lacks Effective Controls To Reliably Estimate Seaway Infrastructure Program Costs	Develop and implement policies and procedures to document and retain copies of all independent Government estimates for SIP projects in contract files.	6/30/2025	N/A	N/A
414	Open	OIG	GLS	8/21/2024	FS2024036	4	GLS Lacks Effective Controls To Reliably Estimate Seaway Infrastructure Program Costs	Develop and implement a formal written process for capturing total costs and associated support for completed SIP projects to ensure accurate and timely reporting.	6/30/2025	N/A	N/A
415	Open	OIG	OST	8/28/2024	SA2024037	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending June 30, 2024	Determine the allowability of the questioned transactions and recover \$919,266, if applicable.	6/30/2026	N/A	N/A
416	Open	OIG	OST	8/28/2024	SA2024037	3	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending June 30, 2024	Work with FTA to determine the allowability of the questioned tribal transactions and recover \$116,487, if applicable.	3/2/2026	N/A	N/A
417	Open	GAO	OST	9/20/2024	GAO-24-106137	1	Cloud Computing: Agencies Need to Address Key OMB Procurement Requirements	The Secretary of Transportation should ensure that the CIO of Transportation develops guidance to put a cloud SLA in place with every vendor when a cloud solution is deployed. The guidance should include language that addresses OMB's four required elements for SLAs, including: continuous awareness of the confidentiality, integrity, and availability of its assets; a detailed description of roles and responsibilities; clear performance metrics; and remediation plans for non-compliance. (Recommendation 21)	12/30/2026	N/A	N/A
418	Open	GAO	OST	9/20/2024	GAO-24-106137	2	Cloud Computing: Agencies Need to Address Key OMB Procurement Requirements	The Secretary of Transportation should ensure that the CIO of Transportation updates its guidance regarding standardizing cloud SLAs. (Recommendation 22)	12/30/2026	N/A	N/A
419	Open	GAO	OST	9/20/2024	GAO-24-106137	3	Cloud Computing: Agencies Need to Address Key OMB Procurement Requirements	The Secretary of Transportation should ensure that the CIO of Transportation develops guidance to require that contracts affecting the agency's high value assets that are managed and operated in the cloud include language that provides the agency with continuous visibility of the asset. (Recommendation 23)	12/30/2026	N/A	N/A
420	Open	GAO	OST	9/20/2024	GAO-24-106137	4	Cloud Computing: Agencies Need to Address Key OMB Procurement Requirements	The Secretary of Transportation should ensure that the CIO of Transportation updates its existing contracts for HVAs that are managed and operated in the cloud to meet OMB's requirement once guidance from the CIO Council is available on language that provides the agency with continuous visibility of the asset. If modifying the existing contract is not practical, the agency should incorporate language into the contract that will meet OMB's requirement upon option exercise or issuance of a new award. (Recommendation 24)	12/30/2026	N/A	N/A
421	Open	GAO	FAA	9/23/2024	GAO-24-107001	1	Air Traffic Control: FAA Actions Are Urgently Needed to Modernize Aging Systems	The Administrator of FAA should report to Congress on how it is mitigating risks of all unsustainable and critical systems that are identified in the annual operational risk assessments.	9/30/2025	N/A	N/A
422	Open	GAO	FAA	9/23/2024	GAO-24-107001	3	Air Traffic Control: FAA Actions Are Urgently Needed to Modernize Aging Systems	The Administrator of FAA should ensure that ATC modernization investments, including FENS and Aeronautical Information Management Modernization Enhancement 1, establish baselines in an expeditious manner.	9/30/2025	N/A	N/A
423	Open	OIG	OST	9/25/2024	FS2024039	1	DOT's Internal Controls for Capitalized Equipment Management Are Outdated and Ineffective	Update DOT Orders 4410.4 and 4600.2B to incorporate the requirements of Public Law Number (Pub. L. No.) 115-419.	7/31/2026	N/A	N/A
424	Open	OIG	OST	9/25/2024	FS2024039	2	DOT's Internal Controls for Capitalized Equipment Management Are Outdated and Ineffective	Direct the Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA), Maritime Administration (MARAD), and Federal Railroad Administration (FRA) to update the relevant orders or guidance to incorporate the requirements of Pub. L. No. 115-419 and require confirmation of completion. These orders and guidance are FHWA Order 4300.1; NHTSA Order 440-1D; MARAD's Property, Plant, and Equipment Desk Guide; and FRA Order 4601.1E.	4/1/2026	N/A	N/A
425	Open	OIG	OST	9/25/2024	FS2024039	4	DOT's Internal Controls for Capitalized Equipment Management Are Outdated and Ineffective	Direct FRA's Office of the Chief Financial Officer to capitalize FRA's eligible equipment in accordance with DOT Order 2700.13 and provide confirmation of completion.	4/1/2026	N/A	N/A
426	Open	OIG	OST	9/25/2024	FS2024039	5	DOT's Internal Controls for Capitalized Equipment Management Are Outdated and Ineffective	Update DOT Order 2700.13 to direct Operating Administrations to develop and implement a process to validate and reconcile capitalized equipment listings with DOT's Delphi financial system and provide confirmation of completion.	4/1/2026	N/A	N/A
427	Open	OIG	OST	9/25/2024	FS2024039	7	DOT's Internal Controls for Capitalized Equipment Management Are Outdated and Ineffective	Update DOT Order 2700.13 to clarify when Operating Administrations deviations from established DOT capitalization thresholds must be approved by the Office of the Secretary and implement a requirement for documentation justifying higher or lower thresholds.	4/1/2026	N/A	N/A
428	Open	OIG	NHTSA	9/25/2024	FS2024040	1	NHTSA Lacks Adequate Internal Controls To Comply With ONDCP's Requirements for Drug Control Fund Reporting	Develop and implement standard operating procedures to identify and calculate reliable drug control-related obligations.	5/29/2026	N/A	N/A
429	Open	OIG	NHTSA	9/25/2024	FS2024040	2	NHTSA Lacks Adequate Internal Controls To Comply With ONDCP's Requirements for Drug Control Fund Reporting	Develop and implement a methodology that can be applied to data in NHTSA's financial system to track drug control-related obligations, by budget decision unit and drug control function.	5/29/2026	N/A	N/A
430	Open	OIG	NHTSA	9/25/2024	FS2024040	4	NHTSA Lacks Adequate Internal Controls To Comply With ONDCP's Requirements for Drug Control Fund Reporting	Develop a budget formulation methodology that provides a reasonable basis for consistent estimation of NHTSA's drug control budget that fairly quantifies its financial commitment to drug control activities and provides the methodology to the Office of National Drug Control Policy for approval.	5/29/2026	N/A	N/A
431	Pending Closure	GAO	FTA	9/25/2024	GAO-24-106847	2	Nonemergency Medical Transportation: Leading Practices Would Help the Federal Transit Administration Evaluate Its Pilot Program	The Administrator of FTA should ensure that FTA consolidates and publishes information about using FTA funding for NEMT. This may include developing resources through the CCAM national technical assistance center that identify which FTA programs are relevant, provide examples of FTA-funded projects, and direct applicants, recipients, and other stakeholders to related NEMT resources using embedded links.	3/31/2026	N/A	N/A
432	Open	OIG	OST	9/30/2024	IT2024041	1	DOT Uses Continuous Monitoring Tools To Automate Cybersecurity Monitoring But Needs To More Effectively Detect, Prevent, and Report Cybersecurity Threats	OCIO to implement a process to verify that DOT's operating systems comply with applicable Departmental and Defense Information Systems Agency Security Technical Implementation Guides configuration settings.	12/31/2025	N/A	N/A
433	Open	OIG	OST	9/30/2024	IT2024041	2	DOT Uses Continuous Monitoring Tools To Automate Cybersecurity Monitoring But Needs To More Effectively Detect, Prevent, and Report Cybersecurity Threats	OCIO to remediate vulnerabilities or develop other compensating controls in systems supporting DOT's Continuous Diagnostic and Mitigation program, tools, and network endpoints in accordance with the timeframes set forth in Cybersecurity and Infrastructure Security Agency's managed catalog of known exploited vulnerabilities.	12/31/2025	N/A	N/A
434	Open	OIG	OST	9/30/2024	IT2024041	3	DOT Uses Continuous Monitoring Tools To Automate Cybersecurity Monitoring But Needs To More Effectively Detect, Prevent, and Report Cybersecurity Threats	FAA's Air Traffic Organization System Owners and National Airspace System (NAS) Cyber Operations to implement procedures to perform near real-time cyber monitoring activities on the remaining 62 NAS systems in accordance with DOT and FAA cybersecurity requirements and provide a timeline for completion.	12/31/2025	N/A	N/A

435	Open	OIG	OST	9/30/2024	IT2024041	5	DOT Uses Continuous Monitoring Tools To Automate Cybersecurity Monitoring But Needs To More Effectively Detect, Prevent, and Report Cybersecurity Threats	FAA's Research and Development division to implement a process to verify that FAA's operating systems comply with applicable Departmental, FAA, and Defense Information Systems Agency Security Technical Implementation Guides configuration settings.	12/31/2025	N/A	N/A
436	Pending Closure	OIG	OST	9/30/2024	QC2024042	1	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with the Cyber Security Assessment and Management (CSAM) system owner to resolve the technical issues to ensure the CSAM Plan of Action and Milestones (POA&M) reporting function is accurate and conduct oversight of the Operating Administrations to ensure that the POA&M entries meet the requirements of Information Technology (IT) Implementation Memorandum 2023-010A, DOT Supplemental Requirements for IT Security POA&M Management.	8/31/2025	N/A	N/A
437	Open	OIG	OST	9/30/2024	QC2024042	10	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Document and implement a plan to issue policy, implementation instructions, procedures, and configuration guidance to support Departmental enterprise event logging in accordance with OMB M-21-31, Improving the Federal Government's Investigative and Remediation Capabilities Related to Cybersecurity Incidents.	8/31/2025	N/A	N/A
438	Pending Closure	OIG	OST	9/30/2024	QC2024042	2	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Strengthen procedures for maintaining a comprehensive and accurate cloud system inventory, which includes reconciling CSAM data to the listing of cloud service providers submitted by the Operating Administrations.	8/31/2025	N/A	N/A
439	Pending Closure	OIG	OST	9/30/2024	QC2024042	3	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Enforce password polices to ensure passwords are harder to guess and extend the timeframe in which individuals can enter the next password. Further, use cryptographically protected channels to transmit passwords.	8/31/2025	N/A	N/A
440	Open	OIG	OST	9/30/2024	QC2024042	4	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Document and implement procedures to review on a periodic basis users with administrative rights and privileged groups with access to domain controllers.	8/31/2025	N/A	N/A
441	Open	OIG	OST	9/30/2024	QC2024042	5	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Implement protections to restrict access to system tools used to create and manage shadow copies of the hard drive.	8/31/2025	N/A	N/A
442	Pending Closure	OIG	OST	9/30/2024	QC2024042	6	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Document and implement procedures to analyze user account passwords against lists of commonly used and compromised passwords and require users to reset weak or compromised passwords.	8/31/2025	N/A	N/A
443	Open	OIG	OST	9/30/2024	QC2024042	7	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Direct the DOT Information Assurance and Privacy Management Office and Breach Assessment and Response Team to implement annual testing of the Breach Notification Controls, as required by DOT Order 1351.19, Personally Identifiable Information Breach Notification Controls.	8/31/2025	N/A	N/A
444	Pending Closure	OIG	OST	9/30/2024	QC2024042	8	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Complete the DOT workforce assessment, which includes the entire DOT IT and cybersecurity workforce.	8/31/2025	N/A	N/A
445	Open	OIG	OST	9/30/2024	QC2024042	9	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Update the Office of Chief Information Officer Cybersecurity Incident Response Plan to incorporate lessons learned from the security incident and ensure that it reviews and updates the plan annually.	8/31/2025	N/A	N/A
446	Open	OIG	FAA	10/9/2024	AV2025002	1	FAA's Oversight Processes for Identifying and Resolving Boeing Production Issues Are Not Effective	Develop and implement inspector guidance on how to assess risk within Boeing manufacturing facilities.	9/30/2025	N/A	N/A
447	Open	OIG	FAA	10/9/2024	AV2025002	11	FAA's Oversight Processes for Identifying and Resolving Boeing Production Issues Are Not Effective	Train inspectors on updated guidance and system updates for the Aircraft Certification Audit Information System and the Compliance and Enforcement Action system.	3/31/2028	N/A	N/A
448	Open	OIG	FAA	10/9/2024	AV2025002	15	FAA's Oversight Processes for Identifying and Resolving Boeing Production Issues Are Not Effective	Evaluate the impact of ongoing policy revisions and additional internal review requirements on FAA inspectors' abilities to address allegations of undue pressure in a timely manner. Develop and implement corrective actions based on the evaluation.	9/30/2025	N/A	N/A
449	Open	OIG	FAA	10/9/2024	AV2025002	2	FAA's Oversight Processes for Identifying and Resolving Boeing Production Issues Are Not Effective	Develop and implement a structured oversight approach for planning and performing audits to provide a comprehensive assessment of Boeing production.	3/31/2026	N/A	N/A
450	Open	OIG	FAA	10/9/2024	AV2025002	3	FAA's Oversight Processes for Identifying and Resolving Boeing Production Issues Are Not Effective	Assess the Aircraft Certification Audit Information System to determine whether the system incorporates the functions that the inspectors need to plan and manage effective audits. Based on the assessment results, implement changes to the system as appropriate.	9/30/2027	N/A	N/A
451	Open	OIG	FAA	10/9/2024	AV2025002	4	FAA's Oversight Processes for Identifying and Resolving Boeing Production Issues Are Not Effective	Clarify FAA Order 8120.23A defining isolated and systemic findings and how inspectors should categorize these findings.	3/31/2026	N/A	N/A
452	Open	OIG	FAA	10/9/2024	AV2025002	5	FAA's Oversight Processes for Identifying and Resolving Boeing Production Issues Are Not Effective	Revise guidance to require inspectors to evaluate Boeing's risk assessments of suppliers, including subtier suppliers, and incorporate the results of those assessments into FAA's audit planning.	9/30/2027	N/A	N/A
453	Open	OIG	FAA	10/9/2024	AV2025002	6	FAA's Oversight Processes for Identifying and Resolving Boeing Production Issues Are Not Effective	Enhance inspector guidance to account for the number of Boeing suppliers, including subtier suppliers; what each supplier manufactures; and the number of audits needed to ensure Boeing effectively controls its suppliers.	9/30/2027	N/A	N/A
454	Open	OIG	FAA	10/9/2024	AV2025002	7	FAA's Oversight Processes for Identifying and Resolving Boeing Production Issues Are Not Effective	Develop and implement procedures that require FAA to disposition recommendations from joint FAA and industry reviews related to Boeing production and manufacturing.	9/30/2025	N/A	N/A
455	Open	OIG	FAA	10/9/2024	AV2025002	8	FAA's Oversight Processes for Identifying and Resolving Boeing Production Issues Are Not Effective	Develop and implement guidance requiring inspectors to evaluate Boeing's supplier control, including review of first article inspections, to verify suppliers can produce conforming parts.	3/31/2026	N/A	N/A
456	Open	OIG	FAA	10/9/2024	AV2025002	9	FAA's Oversight Processes for Identifying and Resolving Boeing Production Issues Are Not Effective	Assess whether the Compliance and Enforcement Action system has the functionality that inspectors need to manage noncompliances, including the ability to track deadlines and identify potential repetitive issues. Implement changes to the system as appropriate based on the assessment results.	9/30/2027	N/A	N/A
457	Open	OIG	OST	10/23/2024	AV2025003	1	The Bureau of Transportation Statistics Verifies the Accuracy of Flight Delay and Cancellation Data but Can Do More To Assess Its Completeness and Consistency	Update and formalize the Agency's standard operating procedures for collecting, processing, and disseminating airline on-time performance data and make sure that these procedures are disseminated internally and available to all relevant staff.	11/30/2025	N/A	N/A
458	Open	OIG	OST	10/23/2024	AV2025003	2	The Bureau of Transportation Statistics Verifies the Accuracy of Flight Delay and Cancellation Data but Can Do More To Assess Its Completeness and Consistency	Conduct an assessment of whether the BTS Data Administrator position and any other position should be designated as mission critical.	11/30/2025	N/A	N/A
459	Open	OIG	OST	10/23/2024	AV2025003	3	The Bureau of Transportation Statistics Verifies the Accuracy of Flight Delay and Cancellation Data but Can Do More To Assess Its Completeness and Consistency	Develop succession plans for any mission-critical positions.	11/30/2025	N/A	N/A
460	Open	OIG	OST	10/23/2024	AV2025003	4	The Bureau of Transportation Statistics Verifies the Accuracy of Flight Delay and Cancellation Data but Can Do More To Assess Its Completeness and Consistency	Develop and implement a process to verify that carriers are reporting on-time performance data for all flights.	9/30/2025	N/A	N/A
461	Open	OIG	OST	10/23/2024	AV2025003	5	The Bureau of Transportation Statistics Verifies the Accuracy of Flight Delay and Cancellation Data but Can Do More To Assess Its Completeness and Consistency	Evaluate the Agency's technical directives to identify areas where it could provide clarifying or additional guidance to promote consistency in the data reported by carriers.	9/30/2025	N/A	N/A

462	Open	OIG	OST	10/23/2024	AV2025003	6	The Bureau of Transportation Statistics Verifies the Accuracy of Flight Delay and Cancellation Data but Can Do More To Assess Its Completeness and Consistency	Work with FAA to understand no-matches in the National Airspace System(NAS) delay data between BTS' Airline Service Quality Performance (ASQP)and FAA's Aviation System Performance Metrics (ASPM) databases; and improve the consistency of air carrier-reported NAS delay data by providing additional carrier guidance as applicable.	9/30/2025	N/A	N/A
463	Open	OIG	OST	10/23/2024	AV2025003	7	The Bureau of Transportation Statistics Verifies the Accuracy of Flight Delay and Cancellation Data but Can Do More To Assess Its Completeness and Consistency	Develop and implement a process to assess the consistency across air carriers' reporting of causes of delay data.	9/30/2025	N/A	N/A
464	Open	GAO	OST	11/13/2024	GAO-25-107114	1	Cloud Computing: Selected Agencies Need to Implement Updated Guidance for Managing Restrictive Licenses	The Secretary of Transportation should update and implement guidance to fully address identifying, analyzing, and mitigating the impacts of restrictive software licensing practices on cloud computing efforts. (Recommendation 3)	9/30/2025	N/A	N/A
465	Open	GAO	OST	11/13/2024	GAO-25-107114	2	Cloud Computing: Selected Agencies Need to Implement Updated Guidance for Managing Restrictive Licenses	The Secretary of Transportation should assign and document responsibility for identifying and managing potential impacts of restrictive software licensing practices across the department. (Recommendation 4)	9/30/2025	N/A	N/A
466	Open	OIG	GLS	11/13/2024	QC2025007	1	Quality Control Review of the Independent Auditor's Report on the Great Lakes St. Lawrence Seaway Development Corporation's Audited Financial Statements for Fiscal Years 2024 and 2023	GLS should amend its procedures relating to the annual count and valuation of operating materials and supplies to include verification of unit and total costs. This should include locating or reconstructing source documentation for the total quantity on hand for each item and matching the costs entered in the system to the source documents.	6/30/2025	N/A	N/A
467	Open	OIG	GLS	11/13/2024	QC2025007	2	Quality Control Review of the Independent Auditor's Report on the Great Lakes St. Lawrence Seaway Development Corporation's Audited Financial Statements for Fiscal Years 2024 and 2023	GLS should determine how average costs are calculated within the inventory tracking system. If the average cost in the system for specific inventory items does not represent the average cost of inventory on hand, the average cost in the system should be periodically adjusted when the annual inventory is performed or at year-end.	6/30/2025	N/A	N/A
468	Open	OIG	GLS	11/13/2024	QC2025007	3	Quality Control Review of the Independent Auditor's Report on the Great Lakes St. Lawrence Seaway Development Corporation's Audited Financial Statements for Fiscal Years 2024 and 2023	GLS should continue executing its corrective action plan and complete the review of the unit and total costs of inventory items.	6/30/2025	N/A	N/A
469	Open	OIG	GLS	11/13/2024	QC2025007	4	Quality Control Review of the Independent Auditor's Report on the Great Lakes St. Lawrence Seaway Development Corporation's Audited Financial Statements for Fiscal Years 2024 and 2023	Proactively and independently initiate discussions with Legal Counsel on an at least quarterly basis in order to identify contingent liabilities which should be recognized and/or disclosed in the Corporation's financial statements and footnotes so that appropriate entries can be recorded, and/or notes disclosures prepared, prior to the finalization of the financial statements and footnotes.	6/30/2025	N/A	N/A
470	Open	OIG	GLS	11/13/2024	QC2025007	5	Quality Control Review of the Independent Auditor's Report on the Great Lakes St. Lawrence Seaway Development Corporation's Audited Financial Statements for Fiscal Years 2024 and 2023	Document the actions taken to verify that the information received is complete and whether information is needed from other sources to complete the financial reporting process.	6/30/2025	N/A	N/A
471	Open	OIG	GLS	11/13/2024	QC2025007	6	Quality Control Review of the Independent Auditor's Report on the Great Lakes St. Lawrence Seaway Development Corporation's Audited Financial Statements for Fiscal Years 2024 and 2023	Update the Corporation's standard operating procedures to incorporate timely inquiries of legal counsel during the preparation of the financial statements and footnotes.	6/30/2025	N/A	N/A
472	Open	GAO	OST	11/14/2024	GAO-25-107041	33	IT Portfolio Management: OMB and Agencies Are Not Fully Addressing Selected Statutory Requirements	The Secretary of Transportation should direct the department CIO to work with OMB to ensure that annual reviews of their IT portfolio are conducted in conjunction with the Federal CIO and the Chief Operating Officer or Deputy Secretary (or equivalent), as prescribed by FITARA.	9/30/2026	N/A	N/A
473	Open	OIG	OST	11/15/2024	QC2025010	1	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that DOT management implement processes to perform administrative functions without the use of shared accounts.	12/31/2025	N/A	N/A
474	Open	OIG	OST	11/15/2024	QC2025010	2	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that DOT management design and implement controls over privileged access to certain systems, including provisioning new or modified access and periodic recertification of accounts.	12/31/2025	N/A	N/A
475	Open	OIG	OST	11/15/2024	QC2025010	3	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that DOT management re-enforce requirements for controls to consistently approve and document new or modified user account, user termination, and recertification requests as required by internal policy and standards for effective internal control systems.	12/31/2025	N/A	N/A
476	Open	OIG	OST	11/20/2024	SA2025011	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending September 30, 2024	Determine the allowability of the questioned transactions and recover \$338,801, if applicable.	5/31/2026	N/A	N/A
477	Open	OIG	OST	11/25/2024	IT2025012	1	DOT Needs To Increase Adherence to Cybersecurity Policies To Protect FHWA's IT Infrastructure From the Risk of Further Compromise	OCIO to develop and implement a plan to remediate all identified critical, high, and medium vulnerabilities identified on OCIO devices providing services to Federal Highway information technology infrastructure within organization defined time periods required by DOT's Security Weakness Management Guide.	1/30/2026	N/A	N/A
478	Open	OIG	OST	11/25/2024	IT2025012	2	DOT Needs To Increase Adherence to Cybersecurity Policies To Protect FHWA's IT Infrastructure From the Risk of Further Compromise	OCIO to work with DOT's Operating Administrations and components to ensure least privilege and boundary protection controls are in place to restrict the logical access to only users authenticated to the IT systems and services for which they are authorized.	12/31/2025	N/A	N/A
479	Open	OIG	OST	11/25/2024	IT2025012	3	DOT Needs To Increase Adherence to Cybersecurity Policies To Protect FHWA's IT Infrastructure From the Risk of Further Compromise	OCIO to enforce DOT security policy for removal of default credentials and harden the device configurations for all identified compromised devices and devices that could be similarly compromised, including IT shared services/common operating environment network printers per the Departmental Cybersecurity Compendium security requirements to ensure data security.	1/30/2026	N/A	N/A
480	Open Unresolved	OIG	OST	11/25/2024	IT2025012	4	DOT Needs To Increase Adherence to Cybersecurity Policies To Protect FHWA's IT Infrastructure From the Risk of Further Compromise	OCIO to establish a cybersecurity process to comply with NIST Special Publication 800-115, Technical Guide to Information Security Testing and Assessment and the Department Cybersecurity Incident Response Plan requirements to effectively communicate and coordinate with OIG any planned significant changes that could impact an OIG security assessment and penetration testing audit before the audit begins and when taking action to implement said changes, to ensure coordination as per the Rules of Engagement requirements and to prevent interruption of OIG penetration testing activities.	Under Audit Resolution Process	N/A	N/A
481	Open Unresolved	OIG	OST	11/25/2024	IT2025012	5	DOT Needs To Increase Adherence to Cybersecurity Policies To Protect FHWA's IT Infrastructure From the Risk of Further Compromise	OCIO to establish a cybersecurity process to comply with the Department Cybersecurity Incident Response Plan requirements for departmental officials impacted by an incident to review audit logs and follow containment procedures to adequately support after-the-fact investigations of potential security incidents	Under Audit Resolution Process	N/A	N/A
482	Open	OIG	OST	11/25/2024	IT2025012	6	DOT Needs To Increase Adherence to Cybersecurity Policies To Protect FHWA's IT Infrastructure From the Risk of Further Compromise	OCIO to enforce DOT policy for audit log retention for the proper timeframe of 12 months.	1/30/2026	N/A	N/A

483	Pending Closure	OIG	FHWA	11/25/2024	IT2025012	7	DOT Needs To Increase Adherence to Cybersecurity Policies To Protect FHWA's IT Infrastructure From the Risk of Further Compromise	FHWA to enforce DOT security policy for removal of default credentials and harden the device configurations for all identified compromised devices and devices that could be similarly compromised, including FHWA network printers per the Departmental Cybersecurity Compendium security requirements to ensure data security.	11/3/2025	N/A	N/A
484	Pending Closure	OIG	FHWA	11/25/2024	IT2025012	8	DOT Needs To Increase Adherence to Cybersecurity Policies To Protect FHWA's IT Infrastructure From the Risk of Further Compromise	FHWA to conduct incident response exercises with appropriate personnel that test the retrieval of security audit logs in the event of an incident.	11/3/2025	N/A	N/A
485	Open	OIG	MARAD	12/4/2024	IT2025013	1	MARAD Has Not Established a Compliant Information Management System for USMMA's Sexual Assault Prevention and Response Program	Direct U.S. Merchant Marine Academy (USMMA) Sexual Assault Prevention and Response (SAPR) Program officials to work with appropriate USMMA IT officials to ensure that data collected and used for tracking claims and incidents of sexual assault and sexual harassment is secure in accordance with NDAA requirements.	3/31/2026	N/A	N/A
486	Open	OIG	MARAD	12/4/2024	IT2025013	3	MARAD Has Not Established a Compliant Information Management System for USMMA's Sexual Assault Prevention and Response Program	Direct U.S. Merchant Marine Academy (USMMA) Sexual Assault Prevention and Response (SAPR) Program officials to work with the USMMA's IT officials to implement the necessary security controls in the following areas: access control, encryption, audit logging, data exfiltration, data integrity, and backup, to mitigate possible cybersecurity risks to the SAPR Program's sensitive information in the interim to the extent possible until a new system is implemented and verify completion.	2/6/2026	N/A	N/A
487	Open	OIG	MARAD	12/4/2024	IT2025013	4	MARAD Has Not Established a Compliant Information Management System for USMMA's Sexual Assault Prevention and Response Program	Direct the Maritime Administration's Privacy Officer to complete a privacy impact analysis to ensure personally identifiable information used by the U.S. Merchant Marine Academy (USMMA) Sexual Assault Prevention and Response (SAPR)'s Program is secure based on Federal requirements and verify completion.	2/6/2026	N/A	N/A
488	Open	GAO	FHWA	12/11/2024	GAO-25-107227	1	Bridge Investment Program: DOT Should Refine Processes to Improve Consistency	The FHWA Administrator should improve instructions for reviewers on how to conduct and document their evaluation of applications in the Bridge Investment Program evaluation plan. For example, FHWA could provide examples of narratives for the different scores for each criterion or clarify whether applicants must meet each part of a criterion to receive particular scores.	9/30/2025	N/A	N/A
489	Open	GAO	FHWA	12/11/2024	GAO-25-107227	2	Bridge Investment Program: DOT Should Refine Processes to Improve Consistency	The FHWA Administrator should create additional instructions for reviewers on how to conduct and document the quality control process to ensure all applications are consistently evaluated.	9/30/2025	N/A	N/A
490	Open	OIG	FHWA	1/29/2025	QC2025015	1	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that FHWA management clearly and consistently communicate change management requirements per the FHWA Configuration and Change Management Process policy to the control operators.	12/31/2025	N/A	N/A
491	Open	OIG	OST	1/29/2025	QC2025015	10	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that OST perform a more robust review in completing the consolidated Legal Letter and Management Schedule to ensure the process/control is performed accurately and completely.	12/31/2025	N/A	N/A
492	Open	OIG	FHWA	1/29/2025	QC2025015	11	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that FHWA management develop an estimation methodology responsive to fluctuations in future expenses.	12/31/2025	N/A	N/A
493	Open	OIG	FHWA	1/29/2025	QC2025015	2	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that FHWA management review and update accounting policies and operating procedures to capitalize costs for the construction and procurement of non-heritage fixed assets on behalf of FLH's FLMA partners.	12/31/2025	N/A	N/A
494	Open	OIG	FHWA	1/29/2025	QC2025015	3	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that FHWA management establish and maintain communications channels with FLMA partners of other ongoing projects and establish protocols for communicating asset-level detail for projects required by each agency's property accountants.	12/31/2025	N/A	N/A
495	Open	OIG	FHWA	1/29/2025	QC2025015	4	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that FHWA management complete performance of an assessment of costs expensed for completed fixed asset construction projects to determine materiality and record remaining correcting accounting entries as needed.	12/31/2025	N/A	N/A
496	Open	OIG	OST	1/29/2025	QC2025015	5	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that ESC enhance the design of the CTA control procedures to ensure that all information used in the reconciliations are complete and accurate, including adequate consideration of transactions that may impact period-end financial reporting.	12/31/2025	N/A	N/A
497	Open	OIG	OST	1/29/2025	QC2025015	6	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that ESC document in its Standard Operating Procedure and communicate clearly defined objectives and requirements related to compliance with the Treasury requirement to reconcile all pertinent activity at the BETC level.	12/31/2025	N/A	N/A
498	Open	OIG	OST	1/29/2025	QC2025015	7	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that ESC perform a review of the population of journal entries prior to the finalization of quarterly financials to ensure the complete population of journal entries was subject to the approval control during the period.	12/31/2025	N/A	N/A
499	Open	OIG	OST	1/29/2025	QC2025015	8	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that ESC perform a review of the population of journal entries prior to the finalization of quarterly financials to ensure all journal entries were recorded.	12/31/2025	N/A	N/A
500	Open	OIG	OST	1/29/2025	QC2025015	9	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that OST establish (or revise), communicate, and enforce an internal timeline, inclusive of a deadline(s) for when Operating Administrations need to provide their respective information to OST-B30 and the General Counsel office, that allows for sufficient time to gather, review, and draft the consolidated Legal Letter and Management Schedule.	12/31/2025	N/A	N/A
501	Open	OIG	OST	2/5/2025	ST2025017	1	DOT Can Improve Workforce Planning Procedures and Metrics for Estimating Needs and Assessing Capacity To Deliver IJA Programs	Develop and implement guidance for DOT Operating Administrations and OST that addresses methods for estimating workforce needs—including appropriate data sources and methods for estimating workforce demand and the frequency or triggers for updating their estimates—and standards for documenting these planning procedures.	3/31/2026	N/A	N/A
502	Open	OIG	OST	2/5/2025	ST2025017	2	DOT Can Improve Workforce Planning Procedures and Metrics for Estimating Needs and Assessing Capacity To Deliver IJA Programs	Revise departmental Infrastructure Investment and Jobs Act (IIJA) hiring reports to include the current number of onboard IJA employees in addition to reports on IJA hiring selections.	3/31/2026	N/A	N/A
503	Open	OIG	OST	2/12/2025	IT2025018	2	DOT Is Taking Steps To Manage and Secure Its Mobile Devices, but Further Actions Are Needed	Direct FAA to update its policies and procedures and implement corresponding controls and processes to align with the Department's new requirements for mobile device management identified in its Information Technology Implementation Memo (ITIM) 2023-009, and verify completion.	9/30/2025	N/A	N/A
504	Pending Closure	OIG	OST	2/12/2025	IT2025018	3	DOT Is Taking Steps To Manage and Secure Its Mobile Devices, but Further Actions Are Needed	Direct FAA to develop and implement a process to identify and maintain an accurate mobile device inventory in accordance with National Institute for Standards and Technology (NIST) Special Publications 800-124, and verify completion.	1/5/2026	N/A	N/A
505	Open	OIG	OST	2/12/2025	IT2025018	4	DOT Is Taking Steps To Manage and Secure Its Mobile Devices, but Further Actions Are Needed	Direct FAA to update and enforce its process to identify and disconnect mobile and MIFI devices with zero usage (considering mission-critical exceptions) in accordance with Executive Order 13589, and verify completion. Completing this recommendation could put up to \$422,838.60 to better use.	4/1/2026	N/A	N/A

506	Open	OIG	OST	2/12/2025	IT2025018	5	DOT Is Taking Steps To Manage and Secure Its Mobile Devices, but Further Actions Are Needed	Direct USMMA to update its policies and procedures and implement corresponding controls and processes to align with the Department's new requirements for mobile device management identified in its ITIM 2023-009, and verify completion.	9/30/2025	N/A	N/A
507	Open	OIG	OST	2/12/2025	IT2025018	6	DOT Is Taking Steps To Manage and Secure Its Mobile Devices, but Further Actions Are Needed	Direct USMMA to develop and implement a process to conduct vulnerability assessments on its mobile device solution component and update the solution with the latest available patches/software updates to address specific vulnerabilities in accordance with NIST SP 800-124, and verify completion.	5/30/2025	N/A	N/A
508	Open	OIG	FAA	2/12/2025	QC2025020	1	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that FAA management formally communicate to procurement system users' supervisors their responsibility to ensure that the system administrators are notified by the individual users or their supervisors when individuals separate from FAA.	12/31/2025	N/A	N/A
509	Open	OIG	FAA	2/12/2025	QC2025020	10	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that FAA management analyze the reasons for the change in the calculated average billing cycle for FY 2024 and document the impact on its grant accrual methodology as part of its annual retrospective review.	12/31/2025	N/A	N/A
510	Open	OIG	FAA	2/12/2025	QC2025020	11	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that FAA management design and implement a policy or procedure to ensure the consistent fund classification of IJIA grants payable and related gross costs activity.	12/31/2025	N/A	N/A
511	Open	OIG	FAA	2/12/2025	QC2025020	12	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that the ESC enforce its existing policy on evidencing the review and approval of journal vouchers (e.g., evidencing review manual journal vouchers with signature and/or certified electronic timestamp).	12/31/2025	N/A	N/A
512	Open	OIG	FAA	2/12/2025	QC2025020	13	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that the ESC perform procedures to validate that FAA journal vouchers it recorded during FY2024 were authorized per its policy.	12/31/2025	N/A	N/A
513	Open	OIG	FAA	2/12/2025	QC2025020	14	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that the ESC design a procedure to review the impact of proposed changes to its manual journal voucher controls prior to implementation.	12/31/2025	N/A	N/A
514	Open	OIG	FAA	2/12/2025	QC2025020	15	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that AFM-300 update its quarterly financial reporting checklist or similar documentation to review amounts reported as federal transfers and non-federal donations during the period and verify that the corresponding journal entries are prepared accurately.	12/31/2025	N/A	N/A
515	Open	OIG	FAA	2/12/2025	QC2025020	2	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that FAA management provide procurement system administrators additional resources or tools, such as a reviewer checklist, to help facilitate adequate review of the procurement system New User ID Form and the annual procurement system User Recertification Request Forms prior to provisioning or recertifying user access to the procurement system, to include verifying that users are provisioned with the appropriate roles and approval thresholds.	12/31/2025	N/A	N/A
516	Open	OIG	FAA	2/12/2025	QC2025020	3	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that FAA management design and implement a monitoring control to ensure procurement system administrators consistently verify that the procurement system new user and recertification forms were completed appropriately and signed by the authorized supervisor or COR for all active users prior to provisioning or recertifying user access to the procurement system.	12/31/2025	N/A	N/A
517	Open	OIG	FAA	2/12/2025	QC2025020	4	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that FAA management implement measures to ensure the timely and accurate completion of the annual recertification of FAA employees with access to the service organization's payroll system, in accordance with the reporting timeline prescribed by DOT (e.g., identifying specific individuals to serve as backup control operators, modifying the annual recertification timeline, or adopting other effective measures).	12/31/2025	N/A	N/A
518	Open	OIG	FAA	2/12/2025	QC2025020	5	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that FAA design and implement a procedure to identify and timely record contracting actions within the general ledger that were executed outside of the standard business process (i.e., CO authorizations documented outside of the procurement system).	12/31/2025	N/A	N/A
519	Open	OIG	FAA	2/12/2025	QC2025020	6	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that FAA design and implement a procedure to periodically assess the risk associated with the final project allocations of costs incurred for project obligations with both capitalized and expensed costs, particularly when there has been a change in the scope of the project or there have been de-obligations of project funding. If management determines the risk related to the cost allocation is material, perform additional procedures to respond to the risk identified and determine if adjustments to project cost allocations are necessary.	12/31/2025	N/A	N/A
520	Open	OIG	FAA	2/12/2025	QC2025020	7	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that FAA ensure that its detailed financial reporting procedures for identifying and disclosing intragovernmental lease payments are consistent with its existing SFFAS 54 accounting policy for intragovernmental leases.	12/31/2025	N/A	N/A
521	Open	OIG	FAA	2/12/2025	QC2025020	8	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that FAA management enforce its existing grant monitoring control procedures, such as strengthen quarterly inactive obligation reviews and requiring regions to certify completion of their dashboard review periodically and consider prioritizing the review of potential inactive grants based on historical grantee disbursement activity.	12/31/2025	N/A	N/A
522	Open	OIG	FAA	2/12/2025	QC2025020	9	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2024 and 2023	KPMG recommends that FAA management design and implement a procedure to review Q4 IJIA grant expense activity, used in the additional IJIA accrual, for outliers in the data (e.g., journal vouchers or unusually large invoices).	12/31/2025	N/A	N/A
523	Open	GAO	MARAD	2/13/2025	GAO-25-107460	1	Maritime Administration: Actions Needed to Help Address Workforce Challenges	Ensure that managers, employees, and stakeholders are involved in developing the forthcoming strategic workforce plan, by identifying the means and frequency for involving them in the plan's development.	9/30/2025	N/A	N/A
524	Open	GAO	MARAD	2/13/2025	GAO-25-107460	2	Maritime Administration: Actions Needed to Help Address Workforce Challenges	Assess critical skills needed to achieve MARAD's future goals and develop a strategy to address any future skill gaps identified within the forthcoming strategic workforce plan.	9/30/2025	N/A	N/A
525	Open	GAO	MARAD	2/13/2025	GAO-25-107460	3	Maritime Administration: Actions Needed to Help Address Workforce Challenges	Build the capability needed to support workforce strategies, such as by determining how MARAD will incorporate hiring flexibilities or streamline any administrative processes needed to implement the forthcoming strategic workforce plan.	6/30/2026	N/A	N/A
526	Open	GAO	MARAD	2/13/2025	GAO-25-107460	4	Maritime Administration: Actions Needed to Help Address Workforce Challenges	Develop a process to monitor and evaluate progress toward any goals ultimately identified in the forthcoming strategic workforce plan, to include creating a set of quantifiable measures of effectiveness that will help gauge progress in implementing the agency's forthcoming strategic workforce plan.	6/30/2026	N/A	N/A
527	Open	OIG	FHWA	2/18/2025	ST2025022	1	FHWA Lacks Adequate Guidance and Procedures for Its Oversight of Construction Quality Assurance	Establish requirements for complete and current Division approvals of State Department of Transportation (State DOT) construction quality assurance programs.	12/31/2026	N/A	N/A
528	Open	OIG	FHWA	2/18/2025	ST2025022	10	FHWA Lacks Adequate Guidance and Procedures for Its Oversight of Construction Quality Assurance	Update the Agency's webpage on detecting and reporting fraud in consultation with the Office of Inspector General to correct inaccurate and out-of-date information.	12/31/2026	N/A	N/A

529	Open	OIG	FHWA	2/18/2025	ST2025022	11	FHWA Lacks Adequate Guidance and Procedures for Its Oversight of Construction Quality Assurance	Develop and implement an Agencywide construction quality assurance fraud risk strategy, with associated guidance and training, that Divisions can use to prevent, detect, and respond to fraud risks.	12/31/2027	N/A	N/A
530	Open	OIG	FHWA	2/18/2025	ST2025022	12	FHWA Lacks Adequate Guidance and Procedures for Its Oversight of Construction Quality Assurance	Update FHWA construction quality assurance related webpages to correct out-of-date information.	12/31/2026	N/A	N/A
531	Open	OIG	FHWA	2/18/2025	ST2025022	13	FHWA Lacks Adequate Guidance and Procedures for Its Oversight of Construction Quality Assurance	Implement controls for maintaining current and complete construction quality assurance information on FHWA's website, including program office webpages and those on the Policy and Guidance Center.	12/31/2026	N/A	N/A
532	Open	OIG	FHWA	2/18/2025	ST2025022	2	FHWA Lacks Adequate Guidance and Procedures for Its Oversight of Construction Quality Assurance	Implement controls to ensure that all applicable construction quality assurance program documents used on State DOT and locally-administered National Highway System (NHS) projects are approved by Divisions and referenced in Stewardship and Oversight Agreements as required.	12/31/2026	N/A	N/A
533	Open	OIG	FHWA	2/18/2025	ST2025022	3	FHWA Lacks Adequate Guidance and Procedures for Its Oversight of Construction Quality Assurance	Require Divisions to develop and implement written procedures for conducting appropriate oversight of State DOT construction quality assurance programs and addressing the minimum oversight areas as described in FHWA's 2006 policy on construction quality assurance.	12/31/2026	N/A	N/A
534	Open	OIG	FHWA	2/18/2025	ST2025022	4	FHWA Lacks Adequate Guidance and Procedures for Its Oversight of Construction Quality Assurance	Assess the project materials certifications related to the \$24.3 million in questioned costs we identified. Develop an action plan to confirm that materials submitted under these certificates conform to required standards and take appropriate remedial action, if necessary.	12/31/2026	N/A	N/A
535	Open	OIG	FHWA	2/18/2025	ST2025022	5	FHWA Lacks Adequate Guidance and Procedures for Its Oversight of Construction Quality Assurance	Develop and implement guidance for Divisions' review of materials certifications, including verification that certifications conform to required standards, and establish a uniform definition for exceptions that State DOTs should report.	12/31/2026	N/A	N/A
536	Open	OIG	FHWA	2/18/2025	ST2025022	6	FHWA Lacks Adequate Guidance and Procedures for Its Oversight of Construction Quality Assurance	Update the Agency's guidance on construction monitoring to establish minimum requirements for Divisions' oversight on construction inspection.	12/31/2026	N/A	N/A
537	Open	OIG	FHWA	2/18/2025	ST2025022	7	FHWA Lacks Adequate Guidance and Procedures for Its Oversight of Construction Quality Assurance	Assess the risk of construction quality assurance on locally-administered NHS projects whose local agencies are direct recipients of Federal-aid funds and implement actions to mitigate risks.	12/31/2026	N/A	N/A
538	Open	OIG	FHWA	2/18/2025	ST2025022	8	FHWA Lacks Adequate Guidance and Procedures for Its Oversight of Construction Quality Assurance	Update the Agency's construction quality assurance stewardship review process to address all aspects of compliance and Division oversight. The updated process should address the tracking of States' compliance status and Divisions' required oversight activities.	12/31/2026	N/A	N/A
539	Open	OIG	FHWA	2/18/2025	ST2025022	9	FHWA Lacks Adequate Guidance and Procedures for Its Oversight of Construction Quality Assurance	Update the Agency's construction quality assurance assessment process to incorporate a systematic assessment of fraud risks affecting the program.	12/31/2026	N/A	N/A
540	Open	OIG	OST	2/19/2025	SA2025024	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2024	OIG recommends that OST determine the allowability of the questioned transactions and recover \$933,026 if applicable.	3/2/2026	N/A	N/A
541	Open	OIG	OST	2/19/2025	SA2025024	3	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2024	OIG recommends that OST work with the Federal Highway Administration to determine the allowability of questioned tribal transactions and recover \$5,803,740, if applicable.	3/2/2026	N/A	N/A
542	Open	OIG	OST	2/19/2025	SA2025024	4	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2024	OIG recommends that OST work with the Federal Transit Administration to determine the allowability of questioned tribal transactions and recover \$136,402, if applicable.	3/2/2026	N/A	N/A
543	Open	OIG	FAA	3/12/2025	AV2025026	1	FAA Has Taken Steps To Prevent and Mitigate Runway Incursions, but Work Remains To Improve Data Analytics and Implement Key Initiatives	Complete development and implementation of the Integrated Safety Dashboard and include milestones for full deployment and use of the system by FAA's lines of business.	12/31/2025	N/A	N/A
544	Open	OIG	FAA	3/12/2025	AV2025026	2	FAA Has Taken Steps To Prevent and Mitigate Runway Incursions, but Work Remains To Improve Data Analytics and Implement Key Initiatives	Establish procedures for how FAA will use the Integrated Safety Dashboard to analyze safety data, identify trends, and make decisions, as well as develop metrics to determine whether these efforts prevent and mitigate runway incursions.	12/31/2025	N/A	N/A
545	Open	OIG	FAA	3/12/2025	AV2025026	3	FAA Has Taken Steps To Prevent and Mitigate Runway Incursions, but Work Remains To Improve Data Analytics and Implement Key Initiatives	Implement the recommendations from the draft MITRE report along with developing an implementation plan.	12/31/2025	N/A	N/A
546	Open	OIG	FAA	3/12/2025	AV2025026	4	FAA Has Taken Steps To Prevent and Mitigate Runway Incursions, but Work Remains To Improve Data Analytics and Implement Key Initiatives	Continue developing detailed cost and schedule estimates to complete the Agency's "Technology Sprint" Initiative, as well as estimates for sustaining its legacy surface surveillance technologies.	12/31/2025	N/A	N/A
547	Open	OIG	FAA	3/12/2025	AV2025026	5	FAA Has Taken Steps To Prevent and Mitigate Runway Incursions, but Work Remains To Improve Data Analytics and Implement Key Initiatives	Until implemented, provide quarterly updates, using existing reporting mechanisms, to internal and external stakeholders, including Congress, on the Agency's progress in implementing the Safety Review Team's recommendations. This includes updating target action dates for implementing the recommendations, highlighting recommendations that are considered safety critical, and those FAA has exclusive control over to implement.	12/31/2025	N/A	N/A
548	Pending Closure	OIG	FMCSA	4/23/2025	ST2025028	1	FMCSA's Procedures To Oversee IJIA-Funded Motor Carrier Safety Assistance Program Grants Are Insufficient	Issue guidelines that clearly and comprehensively address MCSAP oversight responsibilities, to include: (a) reimbursement request review steps and documentation in support of these steps, (b) expectations for program and process reviews as well as onsite monitoring, and (c) documentation and supervisory reviews of quarterly report monitoring.	3/30/2026	N/A	N/A
549	Pending Closure	OIG	FMCSA	4/23/2025	ST2025028	4	FMCSA's Procedures To Oversee IJIA-Funded Motor Carrier Safety Assistance Program Grants Are Insufficient	Revise monitoring plan guidelines to: (a) incorporate supervisory review and approvals of monitoring plans; (b) verify plans are fully completed include rationale for any activities not completed; and (c) update the plan template, as needed, to reflect these changes.	3/30/2026	N/A	N/A
550	Open	GAO	FHWA	4/24/2025	GAO-25-107115	1	Railway-Highway Crossings: Improvements Needed to Federal Technical Assistance About Pedestrian Projects Related to Trespassing	Review the RHCP technical assistance materials and update them to add information about the types of pedestrian projects related to trespassing that might be eligible for RHCP funding. This could include providing examples of noteworthy projects.	5/31/2026	N/A	N/A
551	Open	OIG	FRA	5/14/2025	ST2025029	12	FRA Needs To Improve Its Inspection and Data Collection Processes to Effectively Oversee Compliance with the Roadway Worker Protection Regulation	Add a warning or disclaimer to future Annual Enforcement Reports that include legacy cases stating that the number of violations associated with cases and the violation totals published in Appendix A may be incorrect.	4/30/2026	N/A	N/A
552	Open	OIG	FRA	5/14/2025	ST2025029	2	FRA Needs To Improve Its Inspection and Data Collection Processes to Effectively Oversee Compliance with the Roadway Worker Protection Regulation	Train all safety inspectors and Specialists on how to accurately capture Roadway Worker Protection inspection activities using the correct Roadway Worker Protection activity codes and, when needed, descriptions of their work.	5/7/2026	N/A	N/A
553	Open	OIG	FRA	5/14/2025	ST2025029	9	FRA Needs To Improve Its Inspection and Data Collection Processes to Effectively Oversee Compliance with the Roadway Worker Protection Regulation	Develop, document, and implement quality assurance/quality controls and standardized on-demand reporting for FRA's new Secure Site.	11/20/2026	N/A	N/A
554	Open	OIG	OST	5/21/2025	SA2025031	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending March 31, 2025	Determine the allowability of the questioned transactions and recover \$1,241,528 if applicable.	5/1/2026	N/A	N/A

555	Open	OIG	OST	5/21/2025	SA2025031	3	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending March 31, 2025	Work with the Federal Highway Administration to determine the allowability of questioned tribal transactions and recover \$1,442,356 if applicable.	5/1/2026	N/A	N/A
556	Pending Closure	GAO	FHWA	6/18/2025	GAO-25-107366	1	Federal Highways: DOT Should Improve Communications on Its Cost-Effectiveness Tool for Emissions Reductions	The Administrator of FHWA should provide ongoing formal communications to state DOTs and MPOs on the CMAQ cost effectiveness tables beyond their initial release, including information on the statutory requirement that state DOTs and MPOs consider the tables when selecting CMAQ projects.	12/30/2025	N/A	N/A
557	Open	GAO	FTA	6/18/2025	GAO-25-107672	1	DOT Should Tailor Technical Assistance Provided to New and Potential Applicants	The Administrator of FTA should take steps to tailor its technical assistance for new and potential project sponsors to clarify program requirements, processes, and timelines during the pre-entry and early Project Development phases of the CIG program. Such technical assistance could include workshops for potential sponsors or connecting new and potential sponsors with more experienced sponsors.	Under 180-day Letter Review Process	N/A	N/A
558	Open	OIG	PHMSA	6/23/2025	ST2025033	1	Opportunities Exist for PHMSA To Improve Procedures and Data Quality To Administer the HazMat Emergency Preparedness Fund and Grant Program More Effectively	Revise the registration and fee assessment processes to provide reasonable assurance that the data PHMSA uses to assess registration fees are accurate and verifiable.	Under 180-day Letter Review Process	N/A	N/A
559	Open	OIG	PHMSA	6/23/2025	ST2025033	2	Opportunities Exist for PHMSA To Improve Procedures and Data Quality To Administer the HazMat Emergency Preparedness Fund and Grant Program More Effectively	Develop and implement a better registration and fee process to ensure data quality. This should include features that can automatically identify potential data problems and make improvements to the system's data fields and controls.	5/29/2026	N/A	N/A
560	Open	OIG	FAA	6/30/2025	AV2025034	1	FAA Has Made Progress in Advancing BVLOS Drone Operations but Can Do More To Achieve Program Goals and Improve Data Analysis	Update the Key Performance Indicators as BEYOND continues into its next phase tailored to specific lead participant operational objectives and FAA goals.	5/31/2026	N/A	N/A
561	Open	OIG	FAA	6/30/2025	AV2025034	2	FAA Has Made Progress in Advancing BVLOS Drone Operations but Can Do More To Achieve Program Goals and Improve Data Analysis	Create a mechanism in BEYOND to add new lead participants to both replace lead participants who drop out of the program and to enhance geographic and programmatic diversity.	5/31/2026	N/A	N/A
562	Open	OIG	FAA	6/30/2025	AV2025034	3	FAA Has Made Progress in Advancing BVLOS Drone Operations but Can Do More To Achieve Program Goals and Improve Data Analysis	Consolidate all BVLOS drone flight data across multiple programs and FAA offices into a single searchable repository to enable comprehensive trending and analysis.	5/31/2026	N/A	N/A
563	Open	OIG	FAA	6/30/2025	AV2025034	4	FAA Has Made Progress in Advancing BVLOS Drone Operations but Can Do More To Achieve Program Goals and Improve Data Analysis	Develop and implement a process to enhance clarity and transparency across lines of business with program participants regarding how the Agency is using collected drone operational flight data to inform policy efforts and identify any informational gaps and opportunities.	5/31/2026	N/A	N/A
564	Open	OIG	FAA	6/30/2025	AV2025034	5	FAA Has Made Progress in Advancing BVLOS Drone Operations but Can Do More To Achieve Program Goals and Improve Data Analysis	Develop and implement a process to validate drone partnership program data that enhances accuracy and reduces manual workload.	5/31/2026	N/A	N/A
565	Open	OIG	FAA	6/30/2025	AV2025034	6	FAA Has Made Progress in Advancing BVLOS Drone Operations but Can Do More To Achieve Program Goals and Improve Data Analysis	Issue a formal policy on how to incorporate societal and economic benefit data into future operational assessments for specific BVLOS drone operations.	5/31/2026	N/A	N/A
566	Open	OIG	FAA	6/30/2025	AV2025034	7	FAA Has Made Progress in Advancing BVLOS Drone Operations but Can Do More To Achieve Program Goals and Improve Data Analysis	Develop and implement a standardized approach to commence a new community engagement collection and education effort in the next phase of BEYOND.	5/31/2026	N/A	N/A
567	Open	GAO	MARAD	6/30/2025	GAO-25-107304	1	Commercial Shipbuilding: Maritime Administration Needs to Improve Financial Assistance Programs	The Administrator of the Maritime Administration should develop measurable goals for the Capital Construction Fund Program to identify the results the program seeks to achieve, and then develop a process to collect information to measure progress and use that information to assess progress on a regular basis.	9/30/2026	N/A	N/A
568	Open	GAO	MARAD	6/30/2025	GAO-25-107304	2	Commercial Shipbuilding: Maritime Administration Needs to Improve Financial Assistance Programs	The Administrator of the Maritime Administration should develop measurable goals for the Construction Reserve Fund Program to identify the results the program seeks to achieve, and then develop a process to collect information to measure progress and use that information to assess progress on a regular basis.	9/30/2026	N/A	N/A
569	Open	GAO	MARAD	6/30/2025	GAO-25-107304	3	Commercial Shipbuilding: Maritime Administration Needs to Improve Financial Assistance Programs	The Administrator of the Maritime Administration should develop measurable goals for the Federal Ship Financing Program to identify the results the program seeks to achieve, and then develop a process to collect information to measure progress and use that information to assess progress on a regular basis.	9/30/2026	N/A	N/A
570	Open	GAO	MARAD	6/30/2025	GAO-25-107304	4	Commercial Shipbuilding: Maritime Administration Needs to Improve Financial Assistance Programs	The Administrator of the Maritime Administration should assess the potential effects of either combining the Construction Reserve Fund Program and the Capital Construction Fund Program or eliminating the Construction Reserve Fund Program and, if warranted, develop a legislative proposal for congressional consideration.	9/30/2026	N/A	N/A
571	Open	GAO	MARAD	6/30/2025	GAO-25-107304	5	Commercial Shipbuilding: Maritime Administration Needs to Improve Financial Assistance Programs	The Administrator of the Maritime Administration should develop measurable goals for the Small Shipyard Grant program to identify the results the program seeks to achieve, and then develop a process to collect information to measure progress and use that information to assess progress on a regular basis.	9/30/2026	N/A	N/A
572	Open	GAO	MARAD	6/30/2025	GAO-25-107304	6	Commercial Shipbuilding: Maritime Administration Needs to Improve Financial Assistance Programs	The Administrator of the Maritime Administration should document the agency's decision rationale for selecting or not selecting applications to receive Small Shipyard Grant program awards.	6/30/2026	N/A	N/A
573	Open	GAO	MARAD	6/30/2025	GAO-25-107304	7	Commercial Shipbuilding: Maritime Administration Needs to Improve Financial Assistance Programs	The Administrator of the Maritime Administration should notify all applicants to the Small Shipyard Grant program of their award status and how to request feedback on unsuccessful applications.	6/30/2026	N/A	N/A
574	Open	GAO	FAA	7/8/2025	GAO-25-107697	1	Aviation Research and Development: FAA Could Improve Its Reporting on Safety Programs	The Secretary of Transportation should direct FAA to report on the percentage of its appropriated funds, including the programs and funding amounts, from the Research, Engineering, and Development account that are used for safety R&D projects, as part of its annual reporting process.	Under 180-day Letter Review Process	N/A	N/A
575	Open	OIG	NHTSA	7/9/2025	ST2025035	1	NHTSA's Special Crash Investigations Program Lacked Adequate Procedures in Key Program Areas	Revise NHTSA's Special Crash Investigation Procedures Manual to include processes for: a. identifying, and prioritizing crashes to investigate; b. selecting types of crashes for investigation that are likely to produce the most useful results to improve safety and that align with the program's mission; c. assigning crashes to the investigators; d. documenting crashes considered but not selected for investigation; e. adopting an investigation scheduling process that includes tracking and monitoring functions to encourage timeliness and provide early warning of, and document delays in, completing crash investigations; f. establishing realistic timelines and assessing the impact of delays on crash investigation timelines and, if assessments show timelines are not realistic, adjust schedule requirements as needed; g. developing a post-investigation process to assess the impact of each crash investigation; and h. periodically assessing and updating the procedure manual.	12/31/2027	N/A	N/A
576	Open	OIG	NHTSA	7/9/2025	ST2025035	2	NHTSA's Special Crash Investigations Program Lacked Adequate Procedures in Key Program Areas	Revise the document retention policy and procedure to include a schedule for all supporting evidence for special crash investigations.	7/31/2026	N/A	N/A

577	Open	OIG	NHTSA	7/9/2025	ST2025035	3	NHTSA's Special Crash Investigations Program Lacked Adequate Procedures in Key Program Areas	Develop, document, and implement a written process to periodically assess and communicate to decisionmakers, stakeholders, and the public how NHTSA's SCI Program investigations are used to identify and influence highway safety improvements	12/31/2027	N/A	N/A
578	Open	GAO	OST	7/17/2025	GAO-25-107289	6	Information Technology: Agencies Need to Plan for Modernizing Critical Decades-Old Legacy Systems		12/1/2026	N/A	N/A
579	Open	GAO	FHWA	7/22/2025	GAO-25-106992	2	Electric Vehicle Infrastructure: Improved Performance Management Needs to Be Part of Any Related Federal Efforts	The Secretary of Transportation should direct the FHWA Administrator to fully implement a performance management framework for NEVI that defines and assesses progress toward performance goals.	Under 180-day Letter Review Process	N/A	N/A
580	Open	GAO	FHWA	7/22/2025	GAO-25-106992	3	Electric Vehicle Infrastructure: Improved Performance Management Needs to Be Part of Any Related Federal Efforts	The Secretary of Transportation should direct the FHWA Administrator to fully implement a performance management framework for CFI that defines and assesses progress toward performance goals.	Under 180-day Letter Review Process	N/A	N/A
581	Open	OIG	FAA	7/23/2025	AV2025036	1	FAA Can Improve the Reliability of Overall Benefit and Cost Projections for NextGen by Fully Assessing the Impact of External Factors	Develop and adopt, as appropriate, a process for systematically identifying key external factors and refining how they are incorporated in business cases as required by OMB Circular A-94.	Under 180-day Letter Review Process	N/A	N/A
582	Open	GAO	OST	7/23/2025	GAO-25-107334	1	Air Cargo: DOT Should Communicate Data Limitations and Identify Stakeholder Challenges	The Secretary of Transportation should ensure that the Director of BTS fully assesses the reliability of air cargo data in the Freight Analysis Framework and National Transportation Atlas Database and communicates the limitations of the data.	9/30/2026	N/A	N/A
583	Open	GAO	OST	7/23/2025	GAO-25-107334	2	Air Cargo: DOT Should Communicate Data Limitations and Identify Stakeholder Challenges	The Secretary of Transportation should ensure that the Assistant Secretary for Multimodal Freight Infrastructure and Policy evaluates existing sources of information and routinely communicates with air cargo stakeholders, to identify challenges to the efficient movement of air cargo and determine whether the agency needs to take steps to help address the challenges.	3/31/2026	N/A	N/A
584	Open	GAO	OST	7/24/2025	GAO-25-107166	1	Infrastructure Investment and Jobs Act: DOT Should Better Communicate Funding Status and Assess Risks	The Secretary of Transportation should provide complete information to Congress on the amount of obligations and outlays for DOT's IJIA formula and discretionary grant programs.	1/29/2027	N/A	N/A
585	Open	GAO	OST	7/24/2025	GAO-25-107166	2	Infrastructure Investment and Jobs Act: DOT Should Better Communicate Funding Status and Assess Risks	The Secretary of Transportation should assess the risks posed by challenges that IJIA awardees face in signing grant agreements and take steps to respond to those risks. Such an assessment should comprehensively identify risks, assess their likelihood and severity, and monitor them.	3/31/2026	N/A	N/A
586	Open	OIG	FAA	7/28/2025	AV2025038	1	FAA Has Not Resolved Persistent Issues With SkyWest's Maintenance Practices	Provide training or formal instruction to managers and inspectors on how to identify and resolve systemic hazards.	7/1/2026	N/A	N/A
587	Open	OIG	FAA	7/28/2025	AV2025038	2	FAA Has Not Resolved Persistent Issues With SkyWest's Maintenance Practices	Establish clear procedures on how Certificate Management Offices should address significant delays in obtaining air carrier data, including defining an escalation process.	7/1/2026	N/A	N/A
588	Open	OIG	FAA	7/28/2025	AV2025038	3	FAA Has Not Resolved Persistent Issues With SkyWest's Maintenance Practices	Provide formal guidance to Certificate Management Offices to aid in consistent internal communication and Compliance Action processing during periods of key personnel turnover.	7/1/2026	N/A	N/A
589	Open	OIG	FAA	7/28/2025	AV2025038	4	FAA Has Not Resolved Persistent Issues With SkyWest's Maintenance Practices	Reinforce a structured resolution process within the Compliance Action framework that includes documented escalation procedures, mediation steps, and clear criteria for resolving inspector disagreements to ensure consistency and improve adherence to FAA policy.	7/1/2026	N/A	N/A
590	Open	OIG	FAA	7/28/2025	AV2025038	5	FAA Has Not Resolved Persistent Issues With SkyWest's Maintenance Practices	Clarify within inspector guidance the proper use of General Correspondence letters to ensure they are not used in place of Compliance Action letters.	7/1/2026	N/A	N/A
591	Open	OIG	FAA	7/28/2025	AV2025038	6	FAA Has Not Resolved Persistent Issues With SkyWest's Maintenance Practices	Reinforce through inspector training the process for identification of repeat findings and the comprehensive resolution of these findings.	7/1/2026	N/A	N/A
592	Open	OIG	FAA	7/28/2025	AV2025038	7	FAA Has Not Resolved Persistent Issues With SkyWest's Maintenance Practices	Update guidance and provide training for Principal Inspectors on the proper categorization of actions used to address inspector findings in Safety Assurance System.	7/1/2026	N/A	N/A
593	Open	OIG	FHWA	7/28/2025	FI2025037	1	FHWA Can Strengthen Oversight and Provide Additional Guidance To Improve Federal-aid Recipients' Buy America Compliance	Issue best practices for Buy America materials certification, including standardized templates which detail required data fields, such as identifying project information.	12/31/2026	N/A	N/A
594	Open	OIG	FHWA	7/28/2025	FI2025037	2	FHWA Can Strengthen Oversight and Provide Additional Guidance To Improve Federal-aid Recipients' Buy America Compliance	Update guidance for FHWA's minimal use threshold, including the definition of "total contract cost."	12/31/2026	N/A	N/A
595	Open	OIG	FHWA	7/28/2025	FI2025037	3	FHWA Can Strengthen Oversight and Provide Additional Guidance To Improve Federal-aid Recipients' Buy America Compliance	For the \$594,000 in questioned costs relating to Seattle Department of Transportation's West Seattle Bridge project, review materials certification documents relating to cathodic protection system and clamp straps incorporated into the project without adequate documentation at the time of our audit. Should any amount be found to be unsupported or unallowable, provide justification for accepting the costs or take appropriate corrective actions.	12/31/2026	N/A	N/A
596	Open	OIG	FHWA	7/28/2025	FI2025037	4	FHWA Can Strengthen Oversight and Provide Additional Guidance To Improve Federal-aid Recipients' Buy America Compliance	Enhance oversight reviews to include greater focus on Buy America compliance.	12/31/2027	N/A	N/A
597	Open	OIG	FHWA	7/28/2025	FI2025037	5	FHWA Can Strengthen Oversight and Provide Additional Guidance To Improve Federal-aid Recipients' Buy America Compliance	Increase awareness of Buy America requirements to include documenting certification of shop and field welding consumables and processes.	12/31/2026	N/A	N/A
598	Open	OIG	FHWA	7/28/2025	FI2025037	6	FHWA Can Strengthen Oversight and Provide Additional Guidance To Improve Federal-aid Recipients' Buy America Compliance	For the \$160,336 in questioned costs related to Texas Department of Transportation's (TxDOT) I-10 and I-35 projects, work with TxDOT to confirm Buy America compliance for those foreign materials and determine if any amount is unsupported or unallowable under Buy America rules. Should any amount be found unsupported or unallowable, provide a justification for accepting the costs or take appropriate corrective actions.	12/31/2026	N/A	N/A
599	Open	OIG	FTA	8/13/2025	ST2025039	1	FTA's Oversight of State Safety Oversight Agencies Could Be Enhanced Through Communication, Audit Process, and Data Management Improvements	Develop and provide to State Safety Oversight (SSO) program audit participants a methodology—the steps the FTA Audit Team will take and the indicators the audit team will look at to determine whether or not the SSOA is in compliance with the regulation.	1/29/2027	N/A	N/A
600	Open	OIG	FTA	8/13/2025	ST2025039	2	FTA's Oversight of State Safety Oversight Agencies Could Be Enhanced Through Communication, Audit Process, and Data Management Improvements	Develop and implement quality control procedures to address identified oversight gaps. The procedures should include a process to ensure findings specify suitable criteria, minimum documentation requirements, examples of model evidentiary documentation, and a requirement that the rationale for compliance and audit methodology decisions be included in the audit documentation.	8/31/2026	N/A	N/A
601	Open	OIG	FTA	8/13/2025	ST2025039	3	FTA's Oversight of State Safety Oversight Agencies Could Be Enhanced Through Communication, Audit Process, and Data Management Improvements	Develop and implement a plan for how OTrak will accommodate future changes to the SSO audit structure, such as those anticipated as a result of the implementation of risk-based inspections.	8/31/2026	N/A	N/A
602	Open	OIG	FTA	8/13/2025	ST2025039	4	FTA's Oversight of State Safety Oversight Agencies Could Be Enhanced Through Communication, Audit Process, and Data Management Improvements	Establish and implement supervisory review of OTrak data entries to identify un- or mis-recorded entries and improve the reliability of OTrak data.	8/31/2026	N/A	N/A

603	Open	OIG	OST	8/21/2025	SA2025040	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending June 30, 2025	Determine the allowability of the questioned transactions and recover \$27,114, if applicable.	Under 180-day Letter Review Process	N/A	N/A
604	Open	GAO	FAA	8/28/2025	GAO-25-108597	1	Aviation Meteorologists: Urgent Actions Needed to Address Staffing Concerns	The Administrator of FAA, in close consultation with NWS, should fully identify potential risks to the safety and efficiency of the NAS caused by current meteorologist staffing levels and take urgent action to address them.	3/31/2026	N/A	N/A
605	Open	OIG	OST	9/2/2025	FI2025042	1	DOT's Working Capital Fund Is Not Fully Transparent Regarding Costs and Types of Services Provided to Customers	Update WCF customer documentation to provide a clear understanding of how their advance payments are used regarding what services were provided and at what costs for both estimated and actuals.	5/29/2026	N/A	N/A
606	Open	OIG	OST	9/2/2025	FI2025042	2	DOT's Working Capital Fund Is Not Fully Transparent Regarding Costs and Types of Services Provided to Customers	Review and take corrective action to address the approximately \$1.2 million in questioned costs based on errors and unsupported charges included in customer bills.	5/29/2026	N/A	N/A
607	Open	OIG	OST	9/2/2025	FI2025042	3	DOT's Working Capital Fund Is Not Fully Transparent Regarding Costs and Types of Services Provided to Customers	Review and take corrective action to address the approximately \$443,062 in questioned costs based on issues with WCF-funded employees' salaries, benefits, and bonuses identified in the report.	5/29/2026	N/A	N/A
608	Open	OIG	OST	9/2/2025	FI2025042	4	DOT's Working Capital Fund Is Not Fully Transparent Regarding Costs and Types of Services Provided to Customers	Reassess DOT's WCF management structure to evaluate how best to consolidate it under one central office to better promote and provide for economy and efficiency in WCF activities.	5/29/2026	N/A	N/A
609	Open	OIG	OST	9/2/2025	FI2025042	5	DOT's Working Capital Fund Is Not Fully Transparent Regarding Costs and Types of Services Provided to Customers	Develop and implement a written standard operating procedure to accurately track and maintain DOT's WCF-funded employees—including a regular assessment of employees' work contributions to the delivery of WCF services to customers.	5/29/2026	N/A	N/A
610	Open	OIG	OST	9/2/2025	FI2025042	6	DOT's Working Capital Fund Is Not Fully Transparent Regarding Costs and Types of Services Provided to Customers	Document and implement the policy and decision tree the WCF Improvement Project reported it is developing to help better determine what positions should be WCF-funded.	5/29/2026	N/A	N/A
611	Open	OIG	OST	9/2/2025	FI2025042	7	DOT's Working Capital Fund Is Not Fully Transparent Regarding Costs and Types of Services Provided to Customers	Formally institute the workforce planning system the WCF Improvement Project reported it is working to implement to better track and oversee each WCF-funded employee.	5/29/2026	N/A	N/A
612	Open	GAO	FTA	9/5/2025	GAO-25-107455	1	RURAL AND TRIBAL TRANSIT: The Federal Transit Administration Should Evaluate Its Efforts to Help Improve Accessibility and Service	The Administrator of FTA should establish a process to regularly assess the effectiveness of FTA's efforts in assisting rural and tribal communities' access and use of funding programs in support of its objectives, such as to remove barriers to transit access. Such an assessment could include, for example, identifying additional steps that FTA could take related to the streamlining of program requirements or other challenges communities may face.	Under 180-day Letter Review Process	N/A	N/A
613	Open	GAO	OST	9/11/2025	GAO-26-107392	48	FUTURE OF CYBERSECURITY: Federal Actions Needed to Prepare for Quantum Computing Threat		9/30/2026	N/A	N/A
614	Open	GAO	OST	9/11/2025	GAO-26-107392	49	FUTURE OF CYBERSECURITY: Federal Actions Needed to Prepare for Quantum Computing Threat		9/30/2026	N/A	N/A
615	Open	GAO	OST	9/11/2025	GAO-26-107392	50	FUTURE OF CYBERSECURITY: Federal Actions Needed to Prepare for Quantum Computing Threat		12/30/2026	N/A	N/A
616	Open	OIG	FAA	9/17/2025	AV2025044	1	FAA's Oversight of Infrastructure Investment and Jobs Act Funds is Hindered by Unclear Policies and Internal Control Challenges	Clarify for project managers the types of changes to an airport sponsor's condition that would trigger the need for a project manager to conduct an interim risk assessment of the sponsor's overall risk level.	5/1/2026	N/A	N/A
617	Open	OIG	FAA	9/17/2025	AV2025044	2	FAA's Oversight of Infrastructure Investment and Jobs Act Funds is Hindered by Unclear Policies and Internal Control Challenges	Clarify the grant payment policy on how a project manager should use the Project Manager Assessment Checklist to determine an airport sponsor's grant payment risk level and how project managers should document that risk level.	5/1/2026	N/A	N/A
618	Open	OIG	FAA	9/17/2025	AV2025044	3	FAA's Oversight of Infrastructure Investment and Jobs Act Funds is Hindered by Unclear Policies and Internal Control Challenges	Determine whether the \$338 million questioned in this report as unsupported costs are supported and allowable.	12/15/2025	N/A	N/A
619	Open	OIG	FAA	9/17/2025	AV2025044	4	FAA's Oversight of Infrastructure Investment and Jobs Act Funds is Hindered by Unclear Policies and Internal Control Challenges	Recover any of the \$338 million questioned in this report as unsupported costs that are determined to be unsupported or unallowable.	12/15/2025	N/A	N/A
620	Open	OIG	FAA	9/17/2025	AV2025044	5	FAA's Oversight of Infrastructure Investment and Jobs Act Funds is Hindered by Unclear Policies and Internal Control Challenges	Provide formal training to project managers on how to conduct risk assessments, determine risk levels, and conduct oversight in accordance with FAA's Airport Improvement Program, grant oversight, and grant payment policies.	9/30/2026	N/A	N/A
621	Open	OIG	FAA	9/17/2025	AV2025044	6	FAA's Oversight of Infrastructure Investment and Jobs Act Funds is Hindered by Unclear Policies and Internal Control Challenges	Establish a process to provide reasonable assurance that project managers comply with FAA's Airport Improvement Program, grant oversight, and grant payment policies for the assessment of airport sponsors' risks and approval of sponsors' grant payment requests.	9/30/2026	N/A	N/A
622	Open	OIG	OST	9/17/2025	AV2025045	2	DOT Changed Its Processes To Address Rising Consumer Complaints but Can Enhance Its Procedures To Hold Airlines Accountable	Develop and implement formal, written procedures for OACP staff to verify airlines' refund data that reduces civil penalties before giving credits and offsets.	6/30/2026	N/A	N/A
623	Open	OIG	FAA	9/30/2025	AV2025050	1	FAA Can Improve Its Guidance and Documentation Practices to More Effectively Administer the International Aviation Safety Assessment Program	Update and track IASA program milestones to improve timeliness and mitigate risk from civil aviation authorities under assessment.	11/5/2026	N/A	N/A
624	Open	OIG	FAA	9/30/2025	AV2025050	2	FAA Can Improve Its Guidance and Documentation Practices to More Effectively Administer the International Aviation Safety Assessment Program	Establish and implement processes to ensure routine upkeep of program documents, including checklists.	4/30/2026	N/A	N/A
625	Open	OIG	FAA	9/30/2025	AV2025050	3	FAA Can Improve Its Guidance and Documentation Practices to More Effectively Administer the International Aviation Safety Assessment Program	Create and implement a process to document when exceptions to the normal IASA in-country assessment process are appropriate and how they should be handled.	2/26/2026	N/A	N/A
626	Open	OIG	FAA	9/30/2025	AV2025050	4	FAA Can Improve Its Guidance and Documentation Practices to More Effectively Administer the International Aviation Safety Assessment Program	Develop and implement a policy to maintain a historical record of all interim and completed Risk Assessment Tools for future trend analyses.	2/26/2026	N/A	N/A
627	Open	OIG	FAA	9/30/2025	AV2025050	5	FAA Can Improve Its Guidance and Documentation Practices to More Effectively Administer the International Aviation Safety Assessment Program	Establish a formal prioritization methodology for new assessments, reassessments, technical assistance, and other duties.	11/5/2026	N/A	N/A
628	Open	OIG	FAA	9/30/2025	AV2025050	6	FAA Can Improve Its Guidance and Documentation Practices to More Effectively Administer the International Aviation Safety Assessment Program	Formalize process of how and when Operations Specifications for foreign air carriers are limited when a risk is identified.	2/26/2026	N/A	N/A
629	Open	OIG	FAA	9/30/2025	AV2025050	7	FAA Can Improve Its Guidance and Documentation Practices to More Effectively Administer the International Aviation Safety Assessment Program	Finalize the proposed changes and related updates to FAA Order 8900.1, Volume 12.	4/29/2027	N/A	N/A

630	Open	OIG	OST	9/30/2025	QC2025049	1	Quality Control Review of the Independent Auditor’s Report on the Assessment of DOT’s Information Security Program and Practices	Establish and implement guidance for performing Cybersecurity Framework 2.0 activities through policies and procedures, including the development of current and target cybersecurity profiles which consider anticipated changes in DOT’s cybersecurity posture.	9/30/2026	N/A	N/A
631	Open	OIG	OST	9/30/2025	QC2025049	2	Quality Control Review of the Independent Auditor’s Report on the Assessment of DOT’s Information Security Program and Practices	Define and implement policies and procedures that utilize standard data elements and taxonomy to develop and maintain an up-to-date inventory of all software assets and associated licenses, including Executive Order-critical software.	5/30/2026	N/A	N/A
632	Pending Closure	OIG	OST	9/30/2025	QC2025049	3	Quality Control Review of the Independent Auditor’s Report on the Assessment of DOT’s Information Security Program and Practices	Document policies and procedures for developing and maintaining a comprehensive and accurate inventory of data and the corresponding metadata for DOT’s data types.	10/30/2025	N/A	N/A
633	Pending Closure	OIG	OST	9/30/2025	QC2025049	4	Quality Control Review of the Independent Auditor’s Report on the Assessment of DOT’s Information Security Program and Practices	Create and maintain a comprehensive inventory of data and corresponding metadata.	10/30/2025	N/A	N/A
634	Open	OIG	OST	9/30/2025	QC2025049	5	Quality Control Review of the Independent Auditor’s Report on the Assessment of DOT’s Information Security Program and Practices	Work with Federal Aviation Administration (FAA) CIO to secure a reliable funding stream for continuous vetting.	2/28/2026	N/A	N/A
635	Open	OIG	OST	9/30/2025	QC2025049	6	Quality Control Review of the Independent Auditor’s Report on the Assessment of DOT’s Information Security Program and Practices	Work with FAA CIO to initiate and complete the background investigation of FAA employees in public trust positions.	10/30/2026	N/A	N/A
636	Open	OIG	OST	9/30/2025	QC2025049	7	Quality Control Review of the Independent Auditor’s Report on the Assessment of DOT’s Information Security Program and Practices	Work with FAA CIO to enroll FAA employees into continuous vettingthrough Trusted Workforce.	11/30/2026	N/A	N/A

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SECTION 8: ELIMINATE
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Eliminate Useless Reports Act Submission
Department of Transportation
Proposed Changes to Reporting Requirements

Per the Eliminate Useless Reports Act of 2024 (P.L. 118-172), DOT proposes changes to the following reporting requirements.

(Note: Plans or reports marked with an asterisk were included in House Document No. 118-97.)

OA	Plan or Report	Proposed Action	Justification for Proposed Action	Citation	Congressional Committees
FAA	Airway Capital Investment Plan	Sunset	Since 1990, FAA has worked to prepare a Capital Investment Plan for submission to Congress and publication before the beginning of each fiscal year. Despite best intentions, the annual reports require extensive time to prepare and review and so eventually become outdated in the process. The last version was published in 2018 and the full document, complete with appendices, was over 400 pages. Since FY 2016, FAA has included a focused 5-year capital investment plan in its annual budget request and will continue to do so. These plans provide Congress more timely and relevant information, rendering the annual report required by 49 U.S.C. 44501(b) unnecessary.	49 U.S.C. 44501(b)	House THUD Senate THUD
FHWA	Vulnerable Road User Research Progress Update	Sunset	FHWA developed and submitted to Congress the Vulnerable Road User (VRU) Research Plan in September 2023. FHWA submitted the first progress update on the research plan to Congress in May 2024. The information required to be included in the progress update reports is already made publicly available from other sources. These sources include FHWA websites (Guide for Maintaining Active Transportation Infrastructure for Enhanced Safety, and the Pedestrian and Bicycle Crash Analysis Tool), Pedestrian and Bicycle Information Center, Repository & Open Science Access Portal (ROSA P), Transportation Safety for Tribes, and the National Academies Transportation Research Board. Eliminating this reporting requirement would allow FHWA to redirect resources toward higher-impact activities.	IIJA (P.L. 117-58) section 11122(d)(2)	House T&I Senate EPW

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OA	Plan or Report	Proposed Action	Justification for Proposed Action	Citation	Congressional Committees
FHWA	Research and Technology Development and Deployment – Technology Innovation and Deployment Program *	Sunset	This report is duplicative of other statutorily mandated reports, including the Annual Modal Research Plan (49 U.S.C. 6501) and the Annual Funding and Performance Plan Reports (49 U.S.C. 6502(b) and (c)).	23 U.S.C. 503(c)(2)(D)	House T&I Senate EPW
FHWA	Bridge Investment Program - Large Projects Annual Report	Modify / Reduce Frequency	This report is contingent upon the applications from the last set of applications and selected awards. FHWA recommends that reports only be required within two months after the announcement of a new round of Large Bridge awards.	23 U.S.C. 124(g)(6)	House T&I House THUD Senate EPW Senate THUD
FHWA	Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Program – Annual Reports *	Consolidate	Statute currently requires both annual reports and a final report. Recommend consolidating the annual reports and final report into one report to reduce administrative burden.	23 U.S.C. 176(g)(2)	House T&I Senate EPW
FHWA	Wildlife Crossing Pilot Program Annual Report *	Reduce Frequency	Statute currently requires annual reports with no specified end date. Recommend one report in 2026 and one after all selections have been made to reduce administrative burden.	23 U.S.C. 171(h)	House T&I Senate EPW
FHWA	Non-Highway Recreational Fuel Study	Sunset	The most recent report is complete, and since all the research has been complete, FHWA recommends eliminating the Agency’s reporting requirement entirely. The report is currently required every 5 years.	IIJA (P.L. 117-58) section 11512	House T&I Senate EPW

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OA	Plan or Report	Proposed Action	Justification for Proposed Action	Citation	Congressional Committees
FHWA	National Motor Vehicle Per-Mile User Fee Pilot	Reduce Frequency	Section 13002 of the IIJA requires a report to Congress on the results of State pilots and findings of the Advisory Board. Annual reports are redundant and detract from the Advisory Board's focus on providing recommendations for a National Pilot. Recommend a single report at the end of the pilot test with results and recommendations on the best-balanced path forward.	IIJA (P.L. 117-58) section 13002(n)	House T&I Senate EPW
FHWA	National Environmental Policy Act (NEPA) of 1969 Reporting Program	Sunset	The information in this report is publicly available on the Federal Permitting Dashboard, making the report unnecessary and not an effective use of resources.	23 U.S.C.157(b)	House T&I Senate EPW
FHWA	Expedient Decisions and Reviews on the Status and Progress of Certain Environmental Impact Statements (EIS) and Environmental Assessments (EA) in each State	Sunset	The information in this report is publicly available on the Federal Permitting Dashboard, making the report unnecessary and not an effective use of resources.	23 U.S.C. 139(h)(8)(B)	House T&I Senate EPW
FHWA	Program for Eliminating Duplication of Environmental Reviews – Report	Sunset	This program was created under FAST Act section 1309, effective on October 1, 2015. No State has applied to participate in this program.	23 U.S.C. 330(j)	House T&I Senate EPW
FMCSA	Status of Statutory Rulemaking Requirements	Sunset	FMCSA has submitted several of these reports. This is a status report of specified FAST Act rulemakings, most of which are complete, and any statutorily required rulemaking that has not occurred within two years, such as the automatic emergency braking rule, that are required by the IIJA. Given the Department of Transportation Significant Rulemaking report, the Unified Agenda, which provides public access to rulemaking statuses, and ex parte rules, which prohibit the Agency from sharing certain information with the public during the rulemaking process, this FAST Act Section 5307 report does not serve a beneficial purpose to Congress, the Agency, or industry.	FAST Act (P.L. 114-9) section 5307	House T&I Senate CST

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OA	Plan or Report	Proposed Action	Justification for Proposed Action	Citation	Congressional Committees
FMCSA	Commercial Driver's License Skills Test Delays Annual Report	Sunset	FMCSA does not have a mechanism to obtain consistent, valid data from all States to provide a meaningful report. There is no Federal regulation or requirement for States to schedule skills tests within a certain time frame, and FMCSA has no authority or ability to address commercial driver's license (CDL) skills testing delays. States monitor and control this process. Eliminating this reporting requirement would allow FMCSA to redirect resources toward higher-impact activities.	FAST Act (P.L. 114-9) section 5506	House T&I Senate CST
FMCSA	Financial Responsibility Report	Sunset	To provide a meaningful report, FMCSA would need access to data that the Agency does not have. Much of the information necessary for FMCSA to examine the adequacy of the current minimum financial responsibility requirements more fully is not readily available to the Agency, as many lawsuits are settled out of court and are subject to non-disclosure agreements. Moreover, much of the insurance company information is proprietary. Accordingly, each report FMCSA has submitted draws the same conclusion – that FMCSA is not able to provide a broader assessment of the appropriateness of the motor carrier financial responsibility requirements.	MAP-21 (P.L. 112-141) section 32104	House T&I Senate CST
FMCSA	Waiver, Exemption, and Pilot Program Report *	Sunset	This reporting requirement is duplicative. FMCSA must publicly post, contemporaneously, any waivers, exemptions, and pilot program actions – in addition to having public comment periods for each. This report only compiles the existing public information and is administratively burdensome. Eliminating this reporting requirement would allow FMCSA to redirect resources toward higher-impact activities.	49 U.S.C. section 31315(e)	House T&I Senate CST
FTA	Low or No Emission Vehicle Component Performance Reports	Sunset	Since enactment of the Federal Public Transportation Act of 2015, bus manufacturers have not requested testing for low- or no-emission components through the Low or No Emission Component Assessment Program, so there has been nothing to report under this reporting requirement.	49 U.S.C. 5312(h)(3)	House T&I Senate Banking
FTA	Annual Report on Leasing Arrangements	Sunset	This report is no longer useful because capital leasing activities have decreased greatly in recent years. From FY 2016 to FY 2023, total funding for capital leases decreased from \$47.2 million to \$4.6 million.	FAST Act (P.L. 114-94) sections 3019(c)(4) and (5)	House T&I Senate Banking

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OA	Plan or Report	Proposed Action	Justification for Proposed Action	Citation	Congressional Committees
FTA	Annual Report on Workforce Development	Sunset	FTA currently reports on the status and outcomes of the Innovative Public Transportation Frontline Workforce Development Program (as required by 49 U.S.C. 5314(b)(2)(E)) within the Annual Report on Technical Assistance (which is required by 5314(a)(3)). FTA proposes to eliminate the (b)(2)(E) statutory requirement, which directs DOT to include policy recommendations to improve program effectiveness, which DOT generally does not provide to Congress in technical reports. FTA would continue reporting on the status and outcomes of the Innovative Public Transportation Frontline Workforce Development Program within the Annual Report on Technical Assistance.	49 U.S.C. 5314(b)(2)(E)	House T&I House Science House THUD Senate Banking Senate THUD
FRA	Actions to Implement Unmet Statutory Mandates and Address Open Recommendations Regarding Railroad Safety	Sunset	Section 106 of the Rail Safety Improvement Act of 2008 requires the Secretary of Transportation to annually transmit a report to Congress on actions taken to implement unmet rail-safety related statutory mandates and open railroad safety recommendations made by National Transportation Safety Board (NTSB) or the DOT Office of Inspector General (OIG). Most of the information mandated by statute to be included in the report is available online. For example, the NTSB CAROL database (https://carol.nts.gov/) contains all relevant information, including FRA responses, to open NTSB recommendations related to rail safety. Similarly, OIG maintains a website (https://www.oig.dot.gov/recommendation-dashboard) with information on the status of each OIG recommendation issued to FRA. Though information related to FRA's actions to address unmet statutory mandates is not available directly online, upon request, FRA and DOT leadership routinely brief Congressional representatives and staff on the status of FRA's efforts to address such mandates. The elimination of this annual reporting requirement would allow DOT to better utilize FRA's rail safety resources to support FRA's core safety mission.	Section 106 of the Rail Safety Improvement Act of 2008 (P.L. 110-432)	House T&I Senate CST

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OA	Plan or Report	Proposed Action	Justification for Proposed Action	Citation	Congressional Committees
PHMSA	Annual Report to Congress on the Status of Open Recommendations on Hazardous Materials and Pipelines issued by the National Transportation Safety Board and the Department of Transportation Office of Inspector General	Sunset	The OIG Report required in Public Law 108-426 Section 6(a)(2), contained a list of 39 open NTSB pipeline and hazardous materials recommendations from 1989 through 2004 (https://www.oig.dot.gov/sites/default/files/av2006003.pdf). PHMSA has closed all but one of the 39 NTSB recommendations since the issuance of the OIG Report. For the remaining open recommendation, PHMSA has implemented a range of other outreach initiatives to address the intent of H-04-23, including publishing informational safety bulletins and conducting webinars, identifying and retiring non-compliant nurse tanks as part of multi-agency strike force operations, and incorporating nurse tank compliance in PHMSA's Systems Integrity Safety Program. These initiatives will achieve a level of safety that meets or exceeds a testing mandate and will influence standard industry practices without the need for additional regulation. Since PHMSA has taken action to address this recommendation and this is the last open recommendation from the 2005 OIG Report, the annual report to Congress required under Section 6(b)(2) is no longer necessary and should be eliminated after PHMSA issues its 2026 Annual Report to Congress informing Congress of the status of this recommendation.	Section 6(b)(2) of the Norman Y. Mineta Research and Special Programs Improvement Act (P.L. 108-426) 49 U.S.C. 108 note	House T&I House Energy and Commerce Senate CST
PHMSA	National Transportation Safety Board (NTSB) Calendar Year Recommendations on Pipeline Safety	Sunset	This report is duplicative of information available on NTSB's public-facing website, providing no new information to Congress or the public. Eliminating this reporting requirement would allow PHMSA and the Department to redirect resources toward higher-impact initiatives.	Section 19(c) of the Pipeline Safety Improvement Act of 2002 (P.L. 107-355) 49 U.S.C. 1135 note	Senate CST
PHMSA	Biennial Report on the Implementation of Pipeline Safety Standards	Sunset	This biennial report to Congress is duplicative of information available on PHMSA's public-facing website and in PHMSA's Pipeline Safety Research and Development (R&D) Update Report, which is published every two years pursuant to 49 U.S.C. 60101 note and provides the status and results-to-date of implementation of the five-year R&D program plan. The biennial report prescribed in 49 U.S.C. 60124 provides no new information to Congress or the public. Eliminating it would allow PHMSA and the Department to redirect resources toward higher-impact initiatives.	Section 1(e) of Revision of Title 49, United States Code Annotated, "Transportation" (P.L. 103-272) 49 U.S.C. 60124	House T&I House Energy and Commerce Senate CST