U.S. Department of Transportation

FY 2024 | 2022
Performance Plan & Report

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Introduction

The mission of the U.S. Department of Transportation is 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.

In accordance with the Government Performance and Results Act of 1993, as amended by the GPRA Modernization Act of 2010, the U.S. Department of Transportation (DOT or the Department) is pleased to present its Fiscal Year (FY) 2024 Performance Plan and FY 2022 Performance Report. The Performance Plan and Report provides an overview of the Department's strategic goals and objectives included in the FY 2022 – 2026 Strategic Plan. The Plan is forward looking and defines the level of performance to be achieved during FY 2023 and 2024. The Performance Report is retrospective, providing information on the Department's progress achieving its goals and objectives in FY 2022.

In FY 2022, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), created generational investments to improve our roads, bridges, and transportation infrastructure; promote safety for all road users; help combat the climate crisis; and advance equitable access to transportation. For a few BIL-related goals, DOT is continuing to establish and track performance goals to set milestones and report on progress. The performance goals presented in the Performance Plan and Report span the Department's nine Operating Administrations and the Office of the Secretary of Transportation (OST), providing details on the work of DOT's approximately 54,000 employees across the country. Throughout this document, some specific performance goals are identified as aligning to DOT's APGs, Key Performance Indicators (KPIs), or BIL Key Results using the following labels:

- *APG:* Performance goal aligns to one of the Department's FY 2022 – 2023 APGs;
- *KPI:* Performance goal is a key performance indicator from the DOT FY 2022 – 2026 Strategic Plan; and
- *BIL:* Performance goal is BIL Key Result.

This document includes a summary of the Department's efforts to deliver greater impact through innovation, increased effectiveness and efficiency, and better customer service. This information is addressed through the Department's Response to the Office of Inspector General's FY 2023 Top Management Challenges (Appendix III). This document also includes an assessment of the completeness and reliability of the Department's performance data (Appendix IV).

Organizational Structure

Congress established DOT in 1967, consolidating 31 transportation agencies and functions under the first U.S. Secretary of Transportation, Alan S. Boyd. Approximately 54,000 DOT employees continue to bring innovations and integrity to the work of improving the safety and performance of our multi-modal transportation system.

Legislative Authorities

Congress provides the funding and legislative authorities needed to carry out DOT's mission. DOT's authorities are substantially codified under Titles 23 (highways), 46 (maritime), and 49 (aviation, railroads, and other surface modes) of the United States Code. The following are significant authorization acts for DOT's programs:

- *Infrastructure Investment and Jobs Act or IIJA, also referred to as the Bipartisan Infrastructure Law or BIL (Public Law No. 117-58: November 15, 2021):* Authorized funds to DOT for Federal-aid highways, highway safety programs, and transit programs, among other purposes. The BIL investments in infrastructure include the largest-ever Federal investment in public transit, the largest Federal investment in passenger rail since the creation of Amtrak, and the largest dedicated bridge investment since the construction of the interstate highway system.
- *Federal Aviation Administration Reauthorization Act of 2018 (Public Law No. 115-254: October 5, 2018):* Provides a five-year authorization of the Federal Aviation Administration (FAA), the first significant multi-year reauthorization since the FAA Modernization and Reform Act of 2012 (Public No. Law 112-95), and the first five-year reauthorization in over a decade. The FAA Reauthorization Act authorizes appropriations to FAA through FY 2023 and includes important changes related to increasing the safety and pace of Unmanned Aircraft Systems integration, expediting the financing and development of airport capital projects, directing FAA to advance leadership in the field of international supersonic aircraft policies, reforming the aircraft certification process, addressing aircraft noise, and ensuring safe lithium battery transport.
- *Protecting our Infrastructure of Pipelines and Enhancing Safety (PIPES Act) of 2020 along with the Consolidated Appropriations Act of 2021 (Public Law No. 116-260 Division R: December 27, 2020):* Authorized the continued oversight of the Nation's more than 3.4 million miles of oil, gas, and hazardous liquid pipelines; set forth mandates for publication of new and revised safety standards for leak detection and gas distribution pipelines; and authorized research, grants, and programs. It includes several mandates to issue regulations to improve safety of the Nation's pipelines and reduce leaks and methane emissions from pipeline facilities. The Act provides the Pipeline and Hazardous Materials Safety Administration (PHMSA) with new authority to establish pilot programs to evaluate innovative technologies and operations practices designed to enhance pipeline safety. The Act also directs PHMSA to conduct several studies, including a study on resources needed to establish a National Center of Excellence for Liquefied Natural Gas Safety.

Strategic Goals and Objectives

The FY 2022 – 2026 Strategic Plan identifies six strategic goals, which are outcome-oriented, long-term goals for the major functions and operations of DOT. Each strategic goal has associated strategic objectives, which express more specifically the impact DOT is trying to achieve, many of which support the transformational initiatives made possible by the BIL. The Department's strategic goals for FY 2022 – 2026 are:

1. *Safety:* Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.
2. *Economic Strength and Global Competitiveness:* Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.
3. *Equity:* Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.
4. *Climate and Sustainability:* Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.
5. *Transformation:* Design for the future. Invest in purpose-driven research and innovation to meet the challenges of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.
6. *Organizational Excellence:* Strengthen our world-class organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.

Strategic Goals	Strategic Objectives
Safety Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.	✓ Safe Public ✓ Safe Workers ✓ Safe Design ✓ Safe Systems ✓ Critical Infrastructure Cybersecurity
Economic Strength and Global Competitiveness Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.	✓ Job Creation and Fiscal Health ✓ High-Performing Core Assets ✓ Global Economic Leadership ✓ Resilient Supply Chains ✓ System Reliability and Connectivity
Equity Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.	✓ Expanding Access ✓ Wealth Creation ✓ Power of Community ✓ Proactive Intervention, Planning, and Capacity Building
Climate and Sustainability Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.	✓ Path to Economy-Wide Net-Zero Emissions by 2050 ✓ Infrastructure Resilience ✓ Climate Justice and Environmental Justice
Transformation Design for the future. Invest in purpose-driven research and innovation to meet the challenges of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.	✓ Matching Research and Policy to Advance Breakthroughs ✓ Experimentation ✓ Collaboration and Competitiveness ✓ Flexibility and Adaptability
Organizational Excellence Strengthen our world-class organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.	✓ Customer Service ✓ Workforce Development ✓ Data-Driven Programs and Policies ✓ Oversight, Performance, and Technical Assistance ✓ Sustainability Initiatives ✓ Enterprise Cyber Risks

Agency Priority Goals

Agency Priority Goals are mechanisms to focus leadership priorities, set outcomes, and measure results. These include goals that can be achieved within about 24 months and depend predominantly on agency implementation. The Department has five APGs spanning FY 2022 through FY 2023. These APGs reflect the Biden-Harris Administration's emphasis on climate and equity, the Department's continuing commitment to maintaining the safest transportation system in the world, and the historic investments in transportation infrastructure from BIL.

- *Roadway Safety:* Reduce roadway related fatalities. By September 30, 2023, the Department will reduce the rate of motor vehicle fatalities from 1.36 per 100 million vehicle miles traveled as of October 1, 2021, to 1.22 per 100 million vehicle miles traveled.
- *Aviation Safety:* Increase aviation safety for the flying public. By September 30, 2023, the Federal Aviation Administration's range of programs will contribute to the commercial air carrier fatality rate remaining below the target of 4.9 fatalities per 100 million persons on board and contribute to the number of general aviation fatal accidents remaining at no more than 0.94 fatal accidents per 100,000 flight hours.
- *Maintaining High-Performing Core Assets:* Improve the condition/performance of Federally funded portions of the Nation's transportation systems. By September 30, 2023, the percentage of Interstate Pavement in either good or fair condition will be maintained at 95%; the percentage of deck area on National Highway System bridges in either good or fair condition will be maintained at or above 95%; the percentage of person-miles traveled on the Interstate that are reliable will be at or above 82.8%; and the percentage of paved runways in the National Plan of Integrated Airport Systems in excellent, good, or fair condition will be maintained at 93%.
- *Equity:* Increase wealth creation opportunities for underserved communities. By September 30, 2023, DOT commits to raise small disadvantaged business utilization contract award dollars from 18.2% in FY 2021 to 20.5%. In doing so, DOT aims to increase wealth creation opportunities for underserved communities through direct procurement mechanisms.
- *Electric Vehicle Charging Infrastructure Deployment Under Bipartisan Infrastructure Law (Joint with DOE):* The BIL invests in the deployment of a National network of electric vehicle (EV) chargers as one of many important ways to address the climate crisis across the Department of Transportation, the U.S. Department of Energy, and their newly formed Joint Office of Energy and Transportation. All three entities will support building a National network of electric vehicle chargers. This is a new APG that supports the President's BIL goal of installing 500,000 EV chargers. By September 30, 2023, the Joint Office of Energy and Transportation in conjunction with DOT and DOE will complete the following critical building blocks needed for the deployment of EV charging infrastructure by:
  a. Issuing a set of minimum standards and requirements for all EV chargers deployed under the BIL programs to ensure an affordable, reliable, accessible, and equitable EV charging network;
  b. Facilitating the development and approval of State, Puerto Rico, and District of Columbia EV charging plans to establish a cohesive National EV charging network that covers all Interstates and designated highway corridors;
  c. Distributing formula funds under the National EV Infrastructure Formula Program and awarding competitive grants under the Discretionary Grant Program for Charging and Fueling Infrastructure to eligible entities following the timeline specified in BIL;
  d. Launching a Federal EV Advisory Committee; and
  e. Offering technical assistance to school districts and transit operators deploying electric school and transit buses under BIL programs.

STRATEGIC GOAL 1
Safety

Strategic Objective 1.1: Safe Public

Protect urban and rural communities and travelers, including vulnerable populations, from health and safety risks.

The Safe Public objective is supported by 21 performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities (OST-P)[KPI]
- By September 30, 2023, the Department Will Reduce the Rate of Motor Vehicle Fatalities from 1.36 per 100 Million VMT as of October 1, 2021, to No More Than 1.22 per 100 Million VMT (NHTSA)[APG, KPI, BIL]
- Reduce Passenger Vehicle Occupant Fatalities per 100 Million Passenger Vehicle Miles Traveled (NHTSA)
- Reduce Large Truck and Bus Fatalities per 100 Million Vehicle Miles Traveled (FMCSA)
- Reduce Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations (NHTSA)
- Reduce Non-Occupant (Pedestrian/Pedalcyclist/Other Non-Occupant) Fatalities per 100,000 Population (NHTSA)
- Reduce the Number of Non-Motorized Fatalities and Serious Injuries (FHWA)
- Reduce the Race Fatality Ratio by Population (FHWA)
- Reduce the Number of Vehicle Occupants Ejected from Passenger Vehicles per 100 Emergency Medical Services Motor Vehicle Crash Dispatches (NHTSA)
- Reduce Total Number of Transit-Related Fatalities (FTA)
- Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles (FTA)
- Reduce Fatalities and Injuries on Transit from Assaults on All Persons per 100 Million Train/Bus Revenue Miles (FTA)
- Reduce Highway-Rail Grade Crossing Incidents (FRA)
- Reduce Rail Right-of-Way Trespass Incidents (FRA)
- Reduce Train Accidents (FRA)
- Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline or Surface Transportation Conveyance (PHMSA)
- Reduce the Number of Incidents Involving Death and Major Injury Resulting from the Transportation of Hazardous Materials by All Modes Including Pipelines (PHMSA)
- Increase the Number of Overall Impressions, Social Media Engagement, Web Performance, and Email Engagement for the *Our Roads, Our Safety* Campaign (FMCSA)
- Increase the Percentage of Person Trips by Transit and Active Transportation Modes from Roughly 4% in 2020 to 6% (FHWA, FRA, FTA)[KPI]
- Increase Transit Ridership in the Top Transit Cities Back to 100% of 2019 Levels (FTA)[KPI]
- Through the Safe Streets for All Program, Ensure More than 200 Communities Have Strategies to Reduce Fatalities and More than 100 Have Interventions to Reduce Fatalities and Injuries (FHWA)[BIL]

The Department has designated this objective as a focus area for improvement.

Summary of Progress

In January 2022, the Department released the National Roadway Safety Strategy (NRSS). The NRSS is a roadmap for addressing the National crisis of roadway fatalities and serious injuries. Almost 95% of the Nation's transportation deaths occur on its streets, roads, and highways. The NRSS provides concrete steps that the Department will take to address this crisis systemically and prevent these tragic and avoidable deaths and serious injuries. It is a collaborative effort between the Office of the Secretary and the Operating Administrations whose roles and responsibilities encompass roadway safety, including the Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA), National Highway Traffic Safety Administration (NHTSA), Federal Transit Administration (FTA), and Federal Railroad Administration (FRA). Notable activities to date include launching a Complete Streets initiative to prioritize the safety of all users, implementing the Drug and Alcohol Clearinghouse to help State Driver Licensing Agencies identify commercial driver's license (CDL) holders who have tested positive for a controlled substance/alcohol (with FMCSA), articulating a "road map" for the New Car Assessment Program (NCAP) to encourage safety technologies in motor vehicles (with NHTSA), monitoring motor vehicle safety of new technologies in motor vehicles through a NHTSA Standing General Order, and releasing a notice for $1 billion in funding for the Safe Streets and Roads for All (SS4A) discretionary

grant program (with FHWA). OST-P will continue to coordinate Departmental activities related to to safety to ensure high-impact activities are prioritized and completed.

DOT published the 2023 NRSS Progress Report in February 2023. The report provides an update on DOT efforts to address serious and fatal injuries on our roadways, details the Department's accomplishments related to addressing the NRSS actions in 2022, and identifies new commitments to actions under the NRSS in 2023 and beyond. In addition to the 29 actions that the Department proposed in the original release of the NRSS, DOT has included 15 additional actions that merit inclusion as top priorities over the next few years. The Office of the Assistant Secretary for Transportation Policy (OST-P) will continue to coordinate Departmental activities related to safety to ensure high-impact activities are prioritized and completed.

In May 2022, the Department published the Notice of Funding Opportunity (NOFO) for the SS4A grant program. In FY 2022, the SS4A provided $1 billion in grant funding on a competitive basis to regional, local, and Tribal governments to prevent transportation-related fatalities and serious injuries on our Nation's roadways (with awards expected in early FY 2023). This program funds the development of comprehensive safety action plans to support the long-term goal to reduce 66% of motor vehicle fatalities by 2040.

National Highway Traffic Safety Administration: NHTSA continues to implement BIL and the NRSS. The BIL authorizes numerous NHTSA programs and actions that improve traffic safety, including enhancing crash data collection and providing additional formula funds for States to address their critical safety concerns, including those of vulnerable road users.

NHTSA remains focused on achieving its mission to save lives, prevent injuries, and reduce economic costs due to road traffic crashes through grants for State highway safety programs, education, research, vehicle safety standards, enforcement, and stakeholder outreach. NHTSA is facilitating widespread distribution of proven countermeasures, such as those found in the NHTSA resource Countermeasures That Work, launching high-visibility enforcement campaigns, ensuring vehicle safety compliance, engaging in behavioral and vehicle safety research, and issuing important vehicle safety and grant rulemakings, such as:

- Adaptive Driving Beam Headlamps: This rule will improve safety for pedestrians and bicyclists by making them more visible at night and will help prevent crashes by better illuminating animals and objects in and along the road.
- Occupant Protection for Automated Driving Systems: This first-of-its-kind rule updates the occupant protection Federal Motor Vehicle Safety Standard to account for vehicles that lack the traditional manual controls associated with a human driver because they are equipped with automated driving systems. The FY 2024 President's Budget requests $26 million for research, rulemaking, and enforcement efforts to translate automation technology into safety improvements. This request will support NHTSA's continued work to address automation safety, including developing and setting safety standards, evaluating exemption petitions, overseeing safety demonstrations, creating a new team for the Agency's Office of Enforcement with a dedicated focus on more effectively overseeing the safety of automation technologies, and supporting a partnership between government and private stakeholders to collect and share safety data in order to evaluate the effectiveness of these advanced technologies.
- Side Impact Child Restraint Systems: This rule updates testing requirements for child safety seats to improve the child's protection in side-impact crashes. It is a major advancement in protecting children from serious injury in traffic crashes.
- Highway Safety Grants: This proposal charts the pathway to implement new BIL provisions governing formula grant funds for State highway safety programs. When issued as a final rule, it will influence the course of highway safety activities nationwide for years to come. The FY 2024 President's Budget requests $813 million for Highway Traffic Safety grants in FY 2024 to help States, Territorial Highway Safety Offices, and the Bureau of Indian Affairs improve safety on our Nation's roads through efforts such as promoting the use of seat belts and age-appropriate car seats and preventing impaired, distracted, and aggressive driving behaviors.

NHTSA also launched a technical assistance program in May 2022 to assist States in addressing risky driving behaviors, improve safety among vulnerable road users, promote adoption of the Safe System Approach (SSA), and improve equity in traffic safety programs. The key components of the strategy include a data deep dive to help States undertake an expanded review of data from multiple sources towards a deeper understanding of the nature of their highway safety problems; a

Strengths, Weaknesses, Opportunities, and Threats analysis; stakeholder roundtables; promotion of key countermeasure strategies; and regional action plans.

Federal Highway Administration: FHWA is working to achieve the shared goal of zero roadway deaths through collaborative implementation of the SSA and NRSS, which builds multiple layers of protection around road users and is based on the principle that although people make mistakes, those mistakes should not have fatal consequences. FHWA is advancing the SSA through its programmatic activities and by integrating the SSA into the Federal-aid safety program and discretionary safety grants. FHWA is also implementing many new safety provisions in BIL, including making improvements to the Highway Safety Improvement Program (HSIP) such as the Vulnerable Road Users Special Rule, playing a leading role in the initiation and implementation of SS4A, and updating the Manual on Uniform Traffic Control Devices. Through the Focused Approach to Safety Program, FHWA is providing technical assistance to 15 States and Puerto Rico to address the most common types of crashes that result in fatalities – roadway departures, intersection crashes, and pedestrian and bicycle crashes.

FHWA is actively promoting a total of 28 Proven Safety Countermeasures that are proven to make roads safer for all users but are underutilized. FHWA released Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges, launched a new Complete Streets website, and is creating new resources and providing technical assistance for State and local transportation agencies that are implementing a Complete Streets design model. Finally, FHWA released a final rule on Maintaining Minimum Pavement Marking Retroreflectivity to improve roadway safety in dark conditions. FHWA is also developing speed management guidance and related resources that apply the SSA to support the priority of reducing traffic speeds and speeding-related fatalities.

Federal Motor Carrier Safety Administration: FMCSA continues to implement BIL and the NRSS. FMCSA's FY 2024 total budget request of $951.3 million serves to regulate and provide safety oversight of motor carriers, commercial drivers, and commercial motor vehicles (CMVs). In addition to the funding requested in the FY 2024 President's Budget, BIL provides an additional $134.5 million in advance appropriations to provide the Agency with the resources necessary to strive for and achieve a crash-free transportation system. FMCSA and its State and local partners are focusing on roadway safety by equitably increasing highly visible CMV traffic enforcement against risky driver behavior, focusing on high crash locations, increasing investigations on carriers demonstrating the riskiest behaviors, and increasing safety audits of new entrants into the motor carrier industry. In FY 2022, FMCSA awarded State and local government agencies $470 million in Motor Carrier Safety Assistance Program (MCSAP) formula grant funding and $130 million in discretionary grant funding. The FY 2024 President's Budget requests the following for FMCSA's discretionary grant programs:

- *Motor Carrier Safety Assistance Program:* $406.5 million for grants, along with $80.0 million from BIL advance appropriations;
- *Commercial Motor Vehicle Operator Safety Training (CMVOST):* $1.3 million for grants, with an additional $2 million from BIL;
- *High-Priority Activities Program:* $60 million for grants, with an additional $26.5 million from BIL; and
- *Commercial Driver's License Program Implementation:* $43.5 million for grants, with an additional $16 million from BIL.

In addition to an increased focus on traffic enforcement inspections, the Agency launched a CMV seat belt awareness campaign in September 2022 to encourage CMV drivers to wear their seatbelts. FMCSA is also working to publish a Supplemental Notice of Proposed Rulemaking on Speed Limiters.

Federal Transit Administration: FTA worked to increase the safety of workers and riders by offering safety-related training, continuing regulation updates and rulemaking processes addressing safety and noting available FTA grants to address crime prevention. FTA's regulatory work addressed safety recommendations from prior years' analysis of data and trends, as well as new requirements coming out of BIL. The BIL provided additional funding for federal transit programs and bolstered FTA's safety oversight authorities, which will support transit's role in the SSA. FTA also issued a series of Special Directives to the Massachusetts Bay Transportation Authority and the Massachusetts Department of Public Utilities following its Safety Management Inspection of these agencies that required safety improvements of rail transit systems.

FTA also worked to improve the safety of workers and riders by helping to reduce transit-related assaults. Transit-related assaults initially decreased during the COVID-19 pandemic, but later increased with agencies

reporting higher rates of assault injuries and fatalities during the first three quarters of FY 2022. (An assault is defined as an unlawful attack by one person on another, occurring on or around transit vehicles or transit-owned property.) FTA actions to help reduce transit-related assaults included delivering assault awareness prevention training, improving the tracking and reporting of assaults, and implementing new requirements related to assaults established in BIL. On October 4, 2022, FTA issued a Special Directive to nine transit systems to submit documentation on whether and how the agency has assessed, is mitigating, and is monitoring transit worker assaults in their transit system.

As of December 2022, FTA disbursed approximately $53 billion of COVID-19 recovery funding provided by the Coronavirus Aid, Relief, and Economic Security Act; Coronavirus Response and Relief Supplemental Act; and American Rescue Plan Act to support the transit industry and increase ridership during the pandemic. While FY 2022 ridership levels have rebounded steeply, the rate of increase is not as high as anticipated, and FTA expects ridership growth to slow further to over time with higher levels of remote work in the post-COVID-19 environment. As a result, FTA is on track to exceed the target of 55% of 2019 levels of ridership for FY 2022, but it is uncertain whether double-digit improvements will occur going forward.

Federal Railroad Administration: In FY 2022, FRA announced the Railroad Crossing Elimination program and made selections under the FY 2021 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program, which will make improvements to nearly 400 grade crossings. FRA met with communities to hold town halls and worked with local police to increase patrols along the railroad right-of-way to address trespassing and grade crossing safety. These efforts have advanced FRA's support of the NRSS objectives for Safer People and Safer Roads, including FRA's new State-focused inspections program to address the highest-risk grade crossings. Challenges to meeting the goal of reducing accidents stem in part from the railroad worker shortage that has resulted in pressure on existing employees to handle greater workloads and hours.

Pipeline and Hazardous Materials Safety Administration: Over the past year, the Pipeline and Hazardous Materials Safety Administration (PHMSA) Office of Pipeline Safety has undertaken several efforts to reduce the total number of pipeline incidents/accidents and fatalities. Excavation damage causes 25% of pipeline serious incidents and 28% of pipeline fatalities, while 16% of pipeline serious incidents and 16% of pipeline fatalities occur when vehicles collide with pipeline facilities. The Office of Pipeline Safety focused on these areas through the following activities:

- Proposed the expansion of excavation damage root cause reporting for the pipeline industry to identify additional damage prevention program improvements through an update to information collection;
- Continued working with the Common Ground Alliance to reduce excavation damages to underground facilities, and encouraging pipeline operators to implement Safety Management Systems; and
- Continued working with State partners to improve their damage prevention programs and laws.

For hazardous materials, PHMSA's Office of Hazardous Materials Safety (OHMS) continued to take steps to improve compliance with new incident reporting tools and platforms. For example, OHMS has helped large-scale filers of incident reports transition from fax and paper reporting methods to electronic reporting methods, increasing compliance and timely filings. The President's FY 2024 Budget includes the following requests related to pipeline safety:

- $82 million to help States complete pipeline inspections of intrastate lines that are moving more and more product in response to international demand for U.S. natural gas and increased demand for petroleum products. PHMSA can reimburse states for up to 80% of their inspections; however, current funding only supports a less than 60% reimbursement rate. This additional funding will allow States to conduct robust, safe inspections while reducing their economic burden;
- $15 million for pipeline research, including developing failsafe delivery systems that preserve the environment as America moves to cleaner and renewable energy sources. Pipeline Safety research will focus on incidents caused by corrosion, material failure, and equipment failure, which cause 61% of all pipeline incidents; and
- $47 million for grants to first responders and local governments faced with hazardous materials routes near their homes and businesses. These grants support training of more than 100,000 emergency first responders annually, train-the-trainer programs, and safety training for incident response.

Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities (OST-P)[KPIg]

Goal 1.1.1	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	---	---	---	38,048 *(2% reduction from baseline)*	36,883 *(5% reduction from baseline)*	36,883 *(5% reduction from baseline)*
Actual	36,355	38,824*	42,915**	N/A***	N/A	N/A

By September 30, 2023, the Department will Reduce the Rate of Motor Vehicle Fatalities from 1.36 per 100 Million Vehicle Miles Traveled (VMT) as of October 21, 2021, to No More than 1.22 per 100 Million VMT (NHTSA)[APG, KPI, BIL]

Goal 1.1.2	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	1.02	1.01	1.01	1.25	1.22	1.22
Actual	1.11	1.34	1.33**	N/A***	N/A	N/A

** Baseline: https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813266*

*** The CY 2021 fatality total and rate are estimated values only and subject to change. The Fatality Analysis Reporting System (FARS) Annual Report File, which is the first source of non-estimate data, will be available in spring 2023. The final CY 2021 data are expected in December 2023. 42,925 fatalities represent an increase of about 10.5% as compared to 38,824 fatalities reported in CY 2020.*

**** A statistical projection of traffic fatalities for the first nine months of CY 2022 is estimated at 31,785. A comparison of the first nine months of CY 2020 actual data and the first nine months of CY 2022 projections results in a 12% increase.*

Leads: Office of the Assistant Secretary for Transportation Policy & National Highway Traffic Safety Administration

Almost 95% of our Nation's transportation deaths occur on America's roadways, and they are on the rise. In 2020, 38,824 people were killed in motor vehicle traffic crashes on U.S. roadways.[5] This is the largest number of fatalities since 2007 and represents a 6.8% increase from 36,355 fatalities in 2019. Over the same period of time, the fatality rate per 100 million vehicle miles traveled (VMT) increased by 21% from 1.11 in 2019 to 1.34 in 2020, which is the largest percentage increase since DOT began keeping records in 1975. These increases in the number of fatalities and the fatality rates occurred while total VMT decreased by 11% from 2019 to 2020.

A statistical projection of traffic fatalities for 2021 shows that an estimated 42,915 people died in motor vehicle traffic crashes, which is a 10.5% increase compared to 2020. A statistical projection of traffic fatalities for the first nine months of 2022 was estimated at 31,785, which is a small decline of about 0.2% compared to 31,850 fatalities NHTSA projected for the first nine months of 2021. The third quarter of 2022 represents the second straight decline in fatalities after seven consecutive quarters of year-to-year increases in fatalities beginning in Q3 of 2020.

CY 2022 Accomplishments

The Department released the NRSS in January 2022, which describes the major actions DOT will take to make a meaningful difference over the next few years in achieving zero roadway fatalities. At the core of this strategy is a Department-wide adoption of the SSA, which focuses on five key objectives: safer people, safer roads, safer vehicles, safer speeds, and post-crash care. Notable accomplishments since the release of the NRSS in January 2022 include:

- The Department issued a call for applications for $1 billion in roadway safety funding for regional, Tribal, and local governments through the new SS4A discretionary grant program. The deadline for applications was September 15, 2022, and the

[5] At the time of publication, CY 2020 is the most recent year for which finalized data are available. It was also a leap year, with 112 fatalities on February 29, 2020.

Department received more than 700 applications from all 50 States and Puerto Rico.

- FHWA submitted Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges in March 2022 and is encouraging States and communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction, and operations.
- NHTSA enhanced safety monitoring of new technologies in motor vehicles through a Standing General Order on crash reporting.
- NHTSA issued a request for comment on NCAP, proposing to add four more technologies to the ratings including: blind spot detection, blind spot intervention, lane keeping support, and pedestrian automatic emergency braking.
- NHTSA issued several important vehicle safety and grant rulemakings regarding Adaptive Driving Beam Headlamps, Occupant Protection for Automated Driving Systems, Side Impact Child Restraint Systems, and Uniform Procedures for State Highway Safety Grant Programs.
- FMCSA began implementing the October 2021 Drug and Alcohol Clearinghouse final rule requiring State Driver Licensing Agencies to access and use information obtained through FMCSA's Clearinghouse and take licensing actions against CDL holders who have drug or alcohol violations in the system and are not cleared to return to duty.

CY 2023 – 2024 Plans for Progress

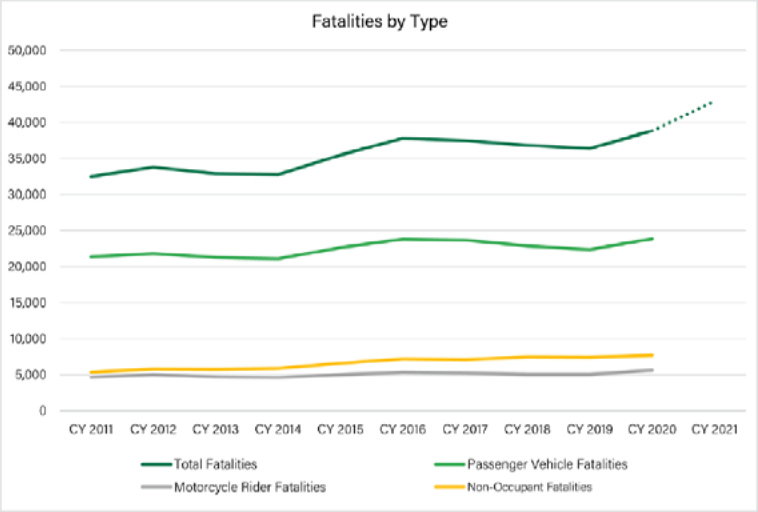
In CY 2023 and 2024, the Department will launch new BIL programs, coordinate and improve existing programs, and implement a foundational set of principles to guide the SSA. Long-term safety gains will be achieved via three activities: (1) implementing funding from BIL, (2) carrying out Departmental actions in the NRSS, and (3) conducting a complementary campaign to encourage external stakeholders to take tangible, substantive actions to advance roadway safety. To track progress and improve transparency, the Department will provide publicly available information on the status of these actions on the DOT NRSS website on a quarterly basis.

DOT will continue to provide funding to local, Tribal, and regional governments through the SS4A program. By the end of CY 2023, the Department expects to initiate two NOFOs, announce awards for the FY 2022 NOFO, and begin establishing grant agreements for the FY 2022 grant recipients. These critical funds will activate additional actions among DOT partners to improve short-term safety outcomes while investing in interventions with long-term benefits. The Department will also continue to coordinate roadway safety activities across Operating Administrations to ensure high-impact activities are prioritized and completed, positioning program activities to achieve the challenging targets of 36,883 motor vehicle-related fatalities and 1.22 motor vehicle-related fatalities per 100 million VMT by the end of CY 2023.

The BIL contains numerous NHTSA programs and deliverables to address traffic safety, such as enhancing crash data collection, providing additional formula funds for States to address their critical safety needs including those of vulnerable road users, and advancing vehicle safety through a variety of rulemakings. These rulemakings include proposed automatic emergency braking rules for light and heavy vehicles and for pedestrians and NCAP upgrades. NHTSA remains focused on achieving its mission through stakeholder outreach, facilitating widespread distribution of proven countermeasures, advancing vehicle safety through robust vehicle safety compliance and enforcement activities, conducting behavioral and vehicle safety research, issuing safety-related rulemakings, and ensuring the safe deployment of advanced vehicle technologies, including automated driving systems.

FHWA continues to implement improvements to the HSIP; advance the SSA; and support transportation agencies as they plan, design, and operate streets and networks that prioritize safety, comfort, and connectivity. The FY 2024 President's Budget includes $3.1 billion for the HSIP to reduce the number of lives lost on our Nation's highways, bridges, and roads. In addition, the Budget includes $245 million for the Railway-Highway Crossing Program, a set-aside from the HSIP that supports projects to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. FHWA also provides technical assistance to 15 States and Puerto Rico to promote Proven Safety Countermeasures; advance equity by addressing safety disparities; and address the most common types of crashes that result in fatalities.

FMCSA is developing and implementing data-driven regulations that prioritize safety and focus on motor carriers and drivers that exhibit safety risks, as well as educational messages targeted toward carriers, commercial drivers, and the traveling public. Further, FMCSA partners with local, State, Territorial, and other Federal agencies; the motor carrier industry; and safety groups to identify and implement strategies to reduce bus- and truck-related crashes.



Reduce Passenger Vehicle Occupant Fatalities per 100 Million Passenger Vehicle Miles Traveled (NHTSA)

Goal 1.1.3	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	0.74	0.74	0.74	0.73	0.75	0.75
Actual	0.90	1.15	N/A*	N/A	N/A	N/A

** This fatality rate is calculated using passenger VMT, which will be available for CY 2021 in April 2023. Passenger vehicle occupant fatalities are estimated to be 25,008, a five percent increase over the prior year, based on projections released in May 2022: Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2021 (DOT HS 813 298).*

Lead: National Highway Traffic Safety Administration

This performance goal a sub-metric of DOT's Roadway Safety APG. Passenger vehicles include cars and light trucks (e.g., Sports Utility Vehicles, pickup trucks, vans, and other light trucks) that weigh 10,000 pounds or less. They represent more than 90% of the vehicle fleet in the United States. NHTSA's research suggests that driving patterns and behaviors changed significantly throughout the COVID-19 pandemic. Drivers who remained on the roads engaged in riskier behavior including speeding, failing to wear seat belts, and driving under the influence of alcohol or other drugs. Overall, passenger vehicle occupant fatalities increased nine percent in CY 2020 compared to CY 2019, and the increase in risky driving behaviors continued in CY 2021.

CY 2022 Accomplishments

In CY 2022, NHTSA issued a wide range of rules, reports, and communications campaigns to improve the safety of passenger vehicles, including:

- A new report, Female Crash Fatality Risk Relative to Males for Similar Physical Impacts, which found the estimated difference in female fatality risk compared to male fatality risk to be significantly reduced in newer vehicles, starting as early as model year 2000;
- A final rule on rear underride protection, which improves protection for drivers and passengers in light vehicles in the event of rear underride crashes;
- The formation of an Advisory Committee on Underride Protection, which will provide advice and recommendations to the Secretary of Transportation on safety regulations to reduce underride crashes and fatalities relating to underride crashes;
- A final rule on child restraint systems, which updates test requirements for child safety seats to improve the protection of children during side impact crashes;
- A summary report, Standing General Order on Crash Reporting for Automated Driving Systems, on the initial round of data collected through NHTSA's Standing General Order, which requires identified manufacturers and operators to report to certain crashes involving vehicles equipped with automated driving systems or SAE Level 2 advanced driver assistance systems; and

- The Cybersecurity Best Practices for the Safety of Modern Vehicles report, which leverages Agency research, industry voluntary standards, and learnings from the motor vehicle cybersecurity research conducted over the past several years to improve vehicle cybersecurity for safety.

CY 2023 – 2024 Plans for Progress

NHTSA continues to conduct research into risky driver behaviors and is currently working to implement BIL and key safety provisions in NRSS, including:

- Establishing a state-of-the-art laboratory to analyze data from Event Data Recorders, which will provide investigators with the immediate and independent analytic capability to assist in safety investigations of potential vehicle defects, crash events, and cybersecurity and odometer tampering events;
- Conducting accelerated research into the effectiveness assessment of an expanded list of lifesaving vehicle technologies, improvements in gender equity in crash outcomes, focused emphasis on vulnerable road user safety, targeted human factors research into distraction impacts of new technologies, and high-voltage battery safety research; and
- Continuing activities described in the *Drug-Impaired Driving* section of the DOT Learning Agenda.

Additional activities planned over the next year include publishing Notices of Proposed Rulemakings (NPRMs) on light vehicle automatic emergency braking, heavy vehicle automatic emergency braking, and seat belt warning systems and a Request for Comment to upgrade the NCAP – Pedestrian Protection Program.

Reduce Large Truck and Bus Fatalities per 100 Million Vehicle Miles Traveled (FMCSA)

Goal 1.1.4	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	0.114	0.114	0.114	0.114	0.114	0.114
Actual	0.161	0.177	0.172*	N/A	N/A	N/A

** The Motor Carrier Management Information System was created by FMCSA and contains FMCSA's crash file, which includes information on all trucks and buses involved in reportable crashes. The data are being used until NHTSA releases the CY 2021 FARS large truck and bus fatality rate, which is expected March 2023. Motor Carrier Management Information System and FARS large truck and bus crash data are similar, but FMCSA defers to FARS so that all final data are from the same source.*

Lead: Federal Motor Carrier Safety Administration

This performance goal is a sub-metric of DOT's Roadway Safety APG. The metric is determined by dividing the total large truck and bus fatalities for the calendar year by the calendar year total VMT. NHTSA projects that an estimated 42,915 people died in motor vehicle traffic crashes in 2021, of which 5,539 involved large trucks and buses. This number represents 13% of all roadway fatalities and produces an estimated fatality rate of 0.172. In CY 2021, the estimated percentage of large truck and bus fatalities increased by more than seven percent (414) from 2020 (5,125 fatalities). In CY 2020, there were an estimated 5,125 fatalities (13.2% of total fatalities) in crashes involving a large truck or bus, resulting in a fatality rate of 0.177 per 100 million VMT.

CY 2022 Accomplishments

FMCSA and State partners have conducted 12,545 investigations in CY 2022, resulting in 2,586 acute violations, which are considered the most serious violations. This is an increase of 5.5% from CY 2021 (11,896) and four percent from FY 2020 (12,075). The top three acute violations in CY 2022 included allowing a driver to operate with suspended or revoked CDL; failing to implement an alcohol and/or drug testing program; and failing to implement random controlled substance or alcohol testing program.

FMCSA and State Partners have conducted 562,614 Traffic Enforcement Inspections in CY 2022, resulting in 848,372 violations. This is an increase of 1.7% from FY 2021 (553,024) and 13.3% from FY 2020 (496,582). The top driver traffic enforcement violations were:

- Speeding violations – all categories (137,151);
- Failure to obey traffic control device (63,697);
- Failing to use seat belt while operating a CMV (53,389); and
- Lane restriction violation (40,394).

FMCSA continues to implement the Commercial Driver's License Drug and Alcohol Clearinghouse final rule. As of December 1, 2022, FMCSA's Drug and Alcohol Clearinghouse had 3,458,703 registered users, State Driver's License Agencies ran more than 16,632,986 queries, and 181,702 violations were reported. State Driver's License Agencies must take licensing actions against commercial drivers who have drugs or alcohol violations in the system and who are not cleared to return to duty. As of December 1, 2022, 117,291 CDL and commercial learner's permit holders were listed in "Prohibited Status" and 89,229 had not yet started the Return-to-Duty process.

CY 2023 – 2024 Plans for Progress

FMCSA will continue to focus on investigations and traffic enforcement investigations addressing risky driver behaviors. The FY 2024 President's Budget requested $43.5 million for Commercial Driver's License Program implementation. These discretionary grants, in addition to the $16 million BIL advanced appropriations, are awarded to State Driver's License agencies responsible for the development, implementation, and maintenance of the CDL program. States must disqualify prohibited drivers identified by the Agency's Drug and Alcohol Clearinghouse. In FY 2024, the States will also be completing implementation of the electronic Commercial Driver's License Information System data exchange of driver history records of information between States. State Driver Licensing Agencies will be able to improve accuracy of CDL driver records and to evaluate additional opportunities to use these more accurate records to identify and take unsafe drivers off the road more expeditiously. The CY 2022 and 2023 fatality rate targets remain unchanged due to the steady 2018 and 2019 fatality rates and the uncertainty of the effects of the COVID-19 pandemic. FMCSA will conduct a data analysis and reevaluate the CY 2024 and future fatality rate targets with the rollout of the NRSS and as the Agency returns to normal operations.

Reduce Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations (NHTSA)

Goal 1.1.5	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	62	61	61	62.75	61.2	61.2
Actual	58.33	67.08	N/A*	N/A	N/A	N/A

** The number of motorcycle registrations, which is required to calculate this rate-based metric, will not be available until March 2023.*

Lead: National Highway Traffic Safety Administration

This performance goal is a sub-metric of the DOT Roadway Safety APG. The motorcycle fatality rate is measured by the number of motorcycle fatality riders per 100,000 motorcycle registrations. This rate includes fatalities of riders of motorcycles, scooters, minibikes, and mopeds. Motorcyclists remain overrepresented in vehicle fatalities and are disproportionately impacted by factors such as speed and impaired driving. In CY 2020, motorcycles made up three percent of all registered vehicles and accounted for only 0.6% of all VMT. Per registered vehicle in CY 2020, the fatality rate for motorcyclists (67.08) was six times the fatality rate for passenger car occupants (10.79) and 10 times the fatality rate for light-truck occupants (6.90). In CY 2021, there were an estimated 6,101 motorcyclist fatalities, a projected increase of nine percent over CY 2020 (highest number since first data collection in 1975).[6]

CY 2022 Accomplishments

In CY 2022, NHTSA promoted the availability of motorcyclist safety materials in advance of Motorcyclist Safety Awareness Month in May.[7] NHTSA delivered training to State Highway Safety Office professionals and relevant stakeholders to enhance and improve motorcyclist safety programs and conducted program assessments to help States identify opportunities to strengthen their motorcycle safety programs. NHTSA also participated in pivotal stakeholder conferences focused on National collaboration in addressing motorcyclist crashes and fatalities and developed and disseminated resources to address the need to raise awareness of motorcyclists' safety in driver education. Research conducted on motorcyclist safety was posted on the National Transportation Library website.

[6] The 2020 Fact Sheet for motorcycles is located here: 2020 Data: Motorcycles
[7] For more information on safety risks and countermeasures for motorcyclists, visit: Motorcycle Safety: Helmets, Motorists, Road Awareness

CY 2023 – 2024 Plans for Progress

To reduce the number of motorcycle fatalities, NHTSA is working to promote safer riding behaviors of motorcyclists through National media campaigns, develop and enhance materials to support the development of Nationwide efforts focused on the reduction of motorcycle crashes and fatalities, deliver education and technical assistance, and conduct research on the safety of motorcyclists. In CY 2023 and 2024, NHTSA plans to initiate new research on motorcycle crash avoidance technologies, including electronic stability control, cornering anti-lock braking systems, and motorcycle stability control. Additionally, NHTSA will update its foundational motorcycle safety documents and develop materials that raise awareness of motorcyclists' safety and vulnerability as road users. Lastly, NHTSA will continue to coordinate and support assessments on State motorcycle safety programs.

Reduce Non-Occupant (Pedestrian/Pedalcyclist/Other Non-Occupant) Fatalities per 100,000 Population (NHTSA)

Goal 1.1.6	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	2.10	2.10	2.10	2.19	2.13	2.13
Actual	2.24	2.34	N/A*	N/A	N/A	N/A

** Data for "other non-occupant" fatalities, which are required to calculate this metric, are expected to be available March 2023.*

Lead: National Highway Traffic Safety Administration

This performance goal is a sub-metric of the DOT Roadway Safety APG. Non-occupants of motor vehicles include pedestrians such as joggers, bicyclists, skateboard riders, and others on non-motorized conveyances, as well as people riding on animals who are in crashes with motor vehicles. They are the most vulnerable road users, as they face increased risk of injuries from crashes compared to motor vehicle occupants. In CY 2020, 6,516 pedestrians were killed in traffic crashes in the U.S., which equates to 18 pedestrians per day and 125 pedestrians per week. This means that on average, a pedestrian was killed every 81 minutes in a traffic crash. Additionally, 938 bicyclists and other pedalcyclists were killed in U.S. traffic crashes in CY 2020, accounting for 2.4% of all traffic fatalities that year. In CY 2021, an estimated 7,342 pedestrians were killed in traffic crashes in the United States, which equates to an average of a pedestrian being killed every 72 minutes in a traffic crash, while an estimated 985 pedal cyclists were killed in traffic crashes.

CY 2022 Accomplishments

In CY 2022, NHTSA released the National Pedestrian Safety Resource Guide 2022, which highlights a Safe System element for each week throughout National Pedestrian Safety Month in October and provides corresponding data and talking points, related resources and materials, sample social media, and suggested State and/or local activities that can be used for community engagement, outreach, and education. NHTSA also conducted several State program assessments to help States identify opportunities for improvements in their behavioral safety programs to protect non-occupants. NHTSA provided training for State Highway Safety Office professionals and other relevant stakeholders on pedestrian safety. Research conducted on pedestrian and bicyclist safety was posted on the National Transportation Library website, including:

- Pedestrian/Bicycles Safety in Numbers Program Evaluation (August 2022);
- Understanding and Using New Pedestrian and Bicycle Facilities (July 2022); and
- Safety in Numbers, a Literature Review (June 2022).

Additionally, NHTSA completed the development of and launched a National paid media campaign to educate drivers and the public of the dangers of illegally passing stopped school buses and the associated risks for child pedestrians. Education and outreach efforts focused on pedestrian safety when it comes to the safe loading and unloading of school buses and the risks related to illegally passing school buses.

CY 2023 – 2024 Plans for Progress

NHTSA will undertake several activities to address non-occupant fatalities in CY 2023 and 2024 including:

- Promoting the safety of pedestrians and bicyclists through training, educational materials, and National campaigns;
- Coordinating and conducting pedestrian and bicycle State program assessments;

- Conducting pedestrian research to complete and assess test tools to determine effective vehicle countermeasures to address pedestrian safety;
- Developing and promulgating standards to improve vehicle hood designs for pedestrian crash protection;
- Updating the NCAP to include new crash avoidance systems and pedestrian protections;
- Reviewing the Illegal Passing Laws report that identifies and describes all illegal passing laws in each State relating to school buses (required by BIL);
- Reviewing Drivers Education Materials including driver manuals, handbooks, and other materials in all States to determine whether and how the illegal passing of school buses is addressed in those materials (required by BIL); and
- Continuing activities described in the Pedestrian and Cyclist Safety section of the DOT Learning Agenda.

Reduce the Number of Non-Motorized Fatalities and Serious Injuries (FHWA)

Goal 1.1.7	CY 2022	CY 2023	CY 2024
Target	27,357	25,659	24,709
Actual	N/A	N/A	N/A

Lead: Federal Highway Administration

Non-motorized fatalities are defined using the following FARS person attribute codes: Pedestrian, Bicyclist, Other Bicyclists, and Persons on Personal Conveyances.[8] Non-motorized serious injuries are defined as when the injured person is, or is equivalent to, a pedestrian or a pedalcyclist, as defined in the Manual on Classification of Motor Vehicle Traffic Crashes. FHWA combines the numbers to account for the volatility of small data sets in some States and to minimize the number of safety performance measures that States must report.

Fatalities among pedestrians and bicyclists have been increasing faster than roadway fatalities overall in the past decade. In CY 2020, pedestrian fatalities increased by 3.9% compared to CY 2019, the highest number since CY 1989, and bicyclist fatalities increased 9.2% compared to CY 2019, the highest number since 1987. In addition, 34 States demonstrated that at least 15% of their total annual fatalities in CY 2020 were vulnerable road users. This resulted in those States triggering the HSIP's Vulnerable Road Users Safety Special Rule for FY 2023 and will require more funding for pedestrian and bicycle safety projects.

CY 2022 Accomplishments

FHWA's Focused Approach to Safety provides additional resources to eligible high priority States to address the Nation's most critical safety challenges through additional program technical assistance. Pedestrian and Bicyclist Safety is a Focused Approach to Safety Focus Area. The Focused Approach to Safety provides additional resources to eligible high priority States to address the Nation's most critical safety challenges through additional program technical assistance. In December 2022, FHWA launched a Nighttime Visibility for Safety initiative under Every Day Counts Round 7, which promotes pedestrian conspicuity and enhancing lighting to improve safety for all users. In addition, FHWA has developed numerous resources to help State and local agencies improve vulnerable road user safety.

CY 2023 – 2024 Plans for Progress

In CY 2023 and 2024, FHWA will continue its Complete Streets efforts; provide technical assistance and outreach to States and local agencies, particularly those identified in the Focused Approach to Safety initiative; promote Proven Safety Countermeasures; provide resources and tools to stakeholders; develop additional resources to help State and local agencies improve vulnerable road user safety; and conduct walking and biking research, among other efforts. Additional actions that FHWA will take to reduce fatalities and serious injuries are outlined in the NRSS. FHWA also will continue activities described in the Pedestrian and Cyclist Safety section of the DOT Learning Agenda.

[8] The previous non-occupant measure includes occupants of a motor vehicle not in transport and occupants of a non-motor vehicle transport device, which would have different treatment strategies.

Reduce the Race Fatality Ratio by Population (FHWA)

Goal 1.1.8		CY 2019 (Baseline)	CY 2022	CY 2023	CY 2024
White	Target	N/A	1.01	1.01	1.01
	Actual	1.01	N/A	N/A	N/A
Black	Target	N/A	1.11	1.11	1.08
	Actual	1.23	N/A	N/A	N/A
American Indian	Target	N/A	1.46	1.38	1.25
	Actual	1.9	N/A	N/A	N/A
Pacific Islander	Target	N/A	0.39	0.39	0.39
	Actual	0.39	N/A	N/A	N/A

Lead: Federal Highway Administration

The race fatality ratio by population indicator represents the National percentage of fatalities per race over the percentage of population per race. Despite considerable data limitations, available information indicates there are racial disparities in the number of people killed in roadway crashes. Certain groups experience disproportionate, adverse safety impacts on the Nation's roadways. Fatalities among Black people increased by 23% between 2019 and 2020, compared to an overall increase in fatalities of 7.2%. People who are American Indian and Alaska Native have roadway fatality rates more than double the National rate on a per population basis.

These inequities are systemic issues attributed to historic disinvestment and inequitable decision-making in the planning, design, maintenance, and operations of roadways in underserved communities, which are defined in Executive Order 13985 on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government as "populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life." These include persons otherwise adversely affected by persistent poverty or inequality.

The targets for this performance goal represent an incremental decrease for each race rate to reach a race fatality ratio by population of 1.0 by CY 2026. The FY 2024 President's Budget requests $24 million for the Tribal Transportation Program safety set-aside to prevent and reduce deaths or serious injuries in transportation-related crashes on Tribal lands.

CY 2022 Accomplishments

By addressing the disparate traffic safety outcomes for underserved communities, FHWA will make more rapid progress toward the goal of zero deaths. To this end, FHWA established an Equity in Safety Working Group that includes representatives from multiple FHWA program offices and Divisions. The Equity in Safety Working Group is developing resources to increase capacity in the areas of equity and transportation safety and is working to integrate equity into many of FHWA's products and programs.

CY 2023 – 2024 Plans for Progress

To address disparities in crash fatalities for underserved communities, the Equity in Safety Workgroup plans to conduct and support a number of activities including holding a webinar series, developing an equity in safety website, creating presentations that integrate equity and safety into the content, holding peer exchanges and

trainings on equity to increase capacity for transportation professionals, and developing noteworthy practices and articles to promote equity in transportation safety. FHWA also will promote equity in safety in guidance documents, NOFOs, and through education and training to stakeholders. For example, the SS4A grant program uses equity considerations as an evaluation criterion and equity is a required component of developing or completing an Action Plan Grant. Applications that benefit low-income and underserved communities will fare more favorably during the scoring process. FHWA is also updating a Speed Safety Camera Guide that comprehensively incorporates equity considerations to fully realize the technology's proven safety benefits while proactively limiting disparate impacts of Speed Safety Camera programs on underserved communities.

Reduce the Number of Vehicle Occupants Ejected from Passenger Vehicles per 100 Emergency Medical Services Motor Vehicle Crash Dispatches (NHTSA)

Goal 1.1.9	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	1.1	1.0	1.0	1.0	1.1	1.1
Actual	0.76	1.55	1.45	1.42	N/A	N/A

Lead: National Highway Traffic Safety Administration

Ejection from a vehicle is one of the most injurious events that can happen to a person in a crash, and seat belts are the single most effective vehicle safety technology that can reduce vehicle ejection and resulting injuries. Of the 23,824 passenger vehicle occupants killed in FY 2020, 23% (5,419) were ejected from vehicles, a 21% increase from 4,493 occupants ejected and killed in FY 2019. Among passenger vehicle occupant fatalities in traffic crashes when restraint use was known, 90% of occupants ejected were unrestrained.[5]

FY 2022 Accomplishments

NHTSA conducted the National Click it or Ticket seat belt enforcement mobilization in May 2022. This major initiative engages law enforcement agencies Nationwide in coordinated seat belt enforcement activities to complement a National education campaign on the importance of wearing a seat belt. The Agency promoted child passenger safety in September through nationwide Child Passenger Safety Week activities. NHTSA also conducted multiple State program assessments to help State Highway Safety Offices identify opportunities for improvements and released several research reports that were posted on the NHTSA website and on the National Transportation Library website.

FY 2023 – 2024 Plans for Progress

In FY 2023 and 2024, NHTSA will continue to conduct Click It or Ticket to promote seat belt use. This major initiative engages law enforcement agencies Nationwide in coordinated seat belt enforcement activities to complement a National education campaign on the importance of wearing a seat belt. To support efforts to prevent child passenger ejections, NHTSA will continue its child passenger safety work, including promoting the new hybrid curriculum to train child passenger safety technicians. Additionally, NHTSA continues to enhance real-time reporting of Emergency Medical Services responses to traffic crashes, including initial patient condition, indicators of alcohol- and drug-impairment, and patient outcomes. This information is provided through the National Emergency Medical Services Dashboard: Traffic Crashes. Additional plans include:

- Publishing a final rule to require motorcoach advanced glazing and anti-ejection safety countermeasures to prevent partial and complete ejection of motorcoach passengers, including children;
- Publishing an NPRM to require seat belts to be installed in limousines at each designated seating position, including on side-facing seats;
- Developing and assessing a campaign to increase rear seat belt use among specific populations with lower use rates;
- Implementing and assessing the Rural High Five Seat Belt program in Arkansas and Kentucky, which uses enforcement, education, and engineering to increase observed seat belt use in five counties in each State; and
- Assessing the Missouri public education campaign, Buckle Up. Phone Down.

[5] Among passenger vehicle occupant fatalities in traffic crashes when restraint use was known.

Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles (FTA)

Goal 1.1.10	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	247.4	242.5	237.6
Actual	228.1	236.3	N/A	N/A

Reduce Total Number of Transit-Related Fatalities (FTA)

Goal 1.1.11	FY 2021	FY 2022	FY 2023	FY 2024
Target	255	255	306	300
Actual	293	319	N/A	N/A

Reduce Fatalities and Injuries from Assaults on All Persons per 100 Million Train/Bus Revenue Miles (FTA)

Goal 1.1.12	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	60.2	59.0	57.8
Actual	46.4	61.6	N/A	N/A

Lead: Federal Transit Administration

In FY 2021, there were 228.1 fatalities and injuries resulting from collisions and derailments per 100 million train/bus revenue miles and 5,824 total fatalities and injuries resulting from collisions and derailments.[6] The FY 2022 target for this measure was set at a two percent reduction from the rate of the previous three years. The FY 2023 and FY 2024 targets are based on a two percent annual reduction from the previous year's target. In FY 2021, there were 46.4 fatalities and injuries on transit resulting from assault that occurred in or around transit vehicles, or on transit-owned property, per 100 million train/bus revenue miles and 1,185 total fatalities and injuries on transit resulting from assault. An assault is defined as an unlawful attack by one person upon another.

Transit-related assaults initially decreased during the COVID-19 pandemic, but more recently have increased with agencies reporting higher rates of assault injuries and fatalities during the first three quarters of FY 2022. FTA is taking action to help reduce transit-related assaults, including delivering assault awareness prevention training, improving the tracking and reporting of assaults, and implementing new requirements related to assaults established in BIL. Targets identified for this measure consider the increase in assault injuries and fatalities observed during FY 2022.

FY 2022 Accomplishments

In FY 2022, FTA undertook several actions to address the rates of overall fatalities, fatalities and injuries resulting from collisions and derailments, and fatalities and injuries resulting from assaults. FTA began updates for the Public Transportation Agency Safety Plan (PTASP) regulation, Public Transportation Safety Certification Training Program, the State Safety Oversight regulation, and the National Public Transportation Safety Plan. FTA also initiated a new rulemaking for Rail Transit Roadway Worker Protection.

Through the PTASP Technical Assistance Center, FTA supported transit agencies in implementing new PTASP

[6] "Train/Bus Revenue Miles" is defined as the sum of revenue miles per train (per all rail-guided vehicles) and revenue miles for buses, vanpools, and demand-response vehicles.

requirements in BIL, including the requirement for transit agencies in large, urbanized areas to establish compliant Safety Committees by July 31, 2022, and have Safety Committee-approved PTASPs by December 31, 2022. The PTASP Technical Assistance Center addressed 228 help desk inquiries, completed 11 voluntary Agency Safety Plan reviews, delivered six webinars with more than 2,300 attendees, and published 16 guidance documents.

FTA also issued more than 50 Special Directives and four Safety Advisories to the transit industry, addressing specific safety concerns including transit worker assault, and establishing State Safety Oversight Agency risk-based inspections programs. FTA Delivered 49 transit safety-related courses, including 23 Public Transportation Safety Certification Training Program courses, which resulted in 2,647 course completions and 1,374 individuals being trained. FTA also successfully facilitated the hybrid annual Joint State Safety Oversight and Rail Transit Agency Workshop.

FY 2023 – 2024 Plans for Progress

In FY 2023 and 2024, FTA will continue to provide the following:

- Technical assistance to support transit agencies in implementing their Agency Safety Plans using a Safety Management Systems approach;
- Oversight of the State Safety Oversight Agencies that oversee rail transit safety;
- Audits of Drug and Alcohol Compliance programs;
- Training courses under the Public Transportation Safety Certification Training Program; and
- Support for research and demonstration of innovative approaches to mitigate safety risk.

Through its safety risk management process, FTA will continue to evaluate transit safety risk for potential mitigation, including safety concerns identified through National Transportation Safety Board recommendations.

During FY 2023, FTA will publish proposed updates to the PTASP regulation, Public Transportation Safety Certification Training Program regulation, State Safety Oversight regulation, Rail Transit Roadway Worker Protection proposed regulation, and the National Public Transportation Safety Plan. FTA anticipates publishing final rules and guidance in FY 2024.

FTA is also developing a risk-based safety performance and oversight data monitoring framework that will utilize existing safety performance and oversight data to identify potential risk areas. The framework will be used to detect potential safety risks in advance so that FTA can provide oversight and technical assistance to State Safety Oversight Agencies and Rail Transit Agencies.

Reduce Highway-Rail Grade Crossing Incidents (FRA)

Goal 1.1.13	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	--	2,165	2,057	1,967	2,062	1,958**
Actual	2,289*	1,957*	2,091*	2,170*	N/A	N/A

Reduce Rail Right-of-Way Trespass Incidents (FRA)

Goal 1.1.14	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	1,015	964	1,007	1,127	1,070**
Actual	1,044*	1,040*	1,026*	1,186*	N/A	N/A

** Preliminary data are as of December 9, 2022 (subject to revision for five years per the FRA Guide for Preparing Accident/Incident Reports dated July 1, 2011) and might differ from prior-year data based on the latest information available.*

*** FY 2024 targets will be revised after FY 2023 actuals become available in November 2023.*

Lead: Federal Railroad Administration

Highway-rail grade crossing and trespass incidents account for almost all rail-related deaths. A highway-rail incident is any collision between rail and highway users at a public or private crossing. A trespass incident is any trespassing event that causes a death or injury in a rail right-of-way, other than at a highway-rail grade crossing. Targets are developed using a five percent reduction to the previous year's actual total.

FY 2022 Accomplishments

FRA completed five State focus inspections to assist States in identifying improvements required at the highest-risk grade crossings. These inspections will inform the States' project plans and enable them to prepare an application for FRA grant funding. Other outreach efforts completed in FY 2022 included townhalls and sheriff meetings in Florida and California, the Boston Trespass Summit, multi-modal highway-rail grade crossing summit webinars and other technical assistance for the new Railroad Crossing Elimination Program, and FY 2021 selections for the CRISI grant program. Finally, FRA collaborated with FTA and NHTSA to launch a National rail grade crossing safety ad campaign to increase public awareness about being safe around rail grade crossings.

FY 2023 – 2024 Plans for Progress

FRA's Office of Railroad Safety continues to examine new approaches to increase safety at grade crossings and reduce trespassing along railways. FRA will conduct additional State Focus Inspections to expand upon the five completed in FY 2022. These inspections will identify the issues local communities, elected officials, and law enforcement can address and will enable the State to prioritize projects to apply for funding available under BIL. FRA believes that this focus on the challenges indicated above, the comprehensive system audits of individual railroads that the Agency began in FY 2021, and the grant funding provided under BIL will enable the Agency and the industry to achieve the new targets.

The BIL strengthened the CRISI program by clarifying the eligibility of trespass prevention projects. FRA will continue making selections under this program for FY 2023 and FY 2024 to provide resources for trespass prevention capital projects, enforcement of State and local trespass and grade crossing laws, and suicide prevention. FRA will also make selections under the newly established Railroad Crossing Elimination program. The robust funding provided through this program will assist in addressing complex grade separations and other grade crossing improvements. The FY 2024 President's Budget requests $760 million for the CRISI and Railroad Crossing Elimination programs, in addition to the $1.6 billion provided for these programs in FY 2024 through BIL advance appropriations. To save lives, prevent injuries, and maintain freight and passenger mobility near grade crossings and railroad property, FRA will continue to fund safety projects, conduct outreach, provide technical assistance, form partnerships, and conduct research and data analysis to identify root causes and contributing factors and recommend actions industry can take to prevent rail accidents.

Reduce Train Accidents (FRA)

Goal 1.1.15	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	1,921	1,566	1,507	1,624	1,542**
Actual	2,027*	1,692*	1,652*	1,709*	N/A	N/A

** Preliminary data are as of December 9, 2022 (subject to revision for five years per the FRA Guide for Preparing Accident/Incident Reports dated July 1, 2011) and might differ from prior-year data based on the latest information available.*

*** FY 2024 targets will be revised after FY 2023 actuals become available in November 2023.*

Lead: Federal Railroad Administration

Train accidents are defined as incidents involving damage to on-track rail equipment above the annual reporting threshold of $11,500 for FY 2023 and exclude grade crossing and trespass incidents. Targets were developed by applying a five percent reduction to the previous year's total number of accidents.

FY 2022 Accomplishments

In addition to FRA's ongoing inspections, FRA began conducting railroad system audits in FY 2021 to gain an understanding of potential systemic safety issues on a railroad. In FY 2022, system audits were conducted on the Norfolk Southern, Amtrak, and Pan Am Railway railroads and an audit report and debriefing were

submitted to the railroads. FRA will conduct follow up with the railroads for recommended actions to improve safety. FRA also began implementing a number of safety-focused BIL requirements, including conducting audits of the training, qualification, and certification programs of railroad locomotive engineers and conductors; initiating a comprehensive rail safety review of Amtrak; and partnering with the National Academies of Science to conduct a study of the operation and safety of trains longer than 7,500 feet.

FY 2023 – 2024 Plans for Progress

FRA will accomplish the goal of reducing train accidents through its comprehensive safety program that targets audits and inspections of railroads with the highest risk to safety. FRA will conduct additional rail system audits to identify potential systemic safety issues and will follow up on audits conducted in previous years to ensure railroads implement corrective actions and establish a culture of safety. FRA subject matter experts will also provide ongoing technical assistance to railroads and field personnel to address challenges, such as training and operational testing. When needed to promote compliance, FRA will use civil penalties and other enforcement tools. Further, FRA will oversee the testing and implementation of technology to ensure its introduction to operations does not increase the risk to employees and the public. FRA will continue to focus on hours-of-service compliance to minimize the impact of fatigue on railroad safety. The FY 2024 President's Budget requests continued funding for FRA's core safety programs, such as its fleet of Automated Track Inspection Program vehicles that collect data on track geometry and rail integrity across the network and the Confidential Close Call Reporting System that enables railroad employees to report close calls and unsafe events and conditions.

Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline or Surface Transportation Conveyance (PHMSA)

Goal 1.1.16	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	25	24	22	22	22	21
Actual	25	17	19*	13*	N/A	N/A

Reduce the Number of Incidents Involving Death and Major Injury Resulting from the Transportation of Hazardous Materials by All Modes Including Pipelines (PHMSA)

Goal 1.1.17	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	62	61	61	61	58	55
Actual	49	42	38*	18*	N/A	N/A

** Preliminary estimate. Data are not considered final until the one-year modification period after submission has passed. During this time, OHMS works with the filer and relevant authorities to determine if injuries or fatalities are in-scope to OHMS reporting due to being caused by the release of hazardous materials.*

Lead: Pipeline and Hazardous Materials Safety Administration

PHMSA tracks incidents involving deaths or major injuries, evacuations, fires, and explosions to determine whether any fatalities or injuries were related to the transport of hazardous materials by pipeline or other modes. For pipelines, PHMSA collects these data from pipeline operators' reports. PHMSA requires operators to report incidents online through the PHMSA Portal. PHMSA plans on collecting additional excavation damage data from pipeline operators to explore root causes of these incidents. For all other modes, PHMSA collects hazardous materials transportation incident data from reports submitted directly to the Agency and through other sources (e.g., State and local law enforcement and first responder reports). PHMSA maintains these data in the Hazardous Materials Information System.

FY 2022 Accomplishments

PHMSA met the target for reducing fatalities caused by the release of hazardous materials via pipeline, supporting the Department's safety goal. PHMSA took a holistic approach at addressing pipeline safety through multiple initiatives including rulemakings, research and development, excavation damage prevention, and activities above and beyond compliance with the minimum Federal regulations, including:

- Published the Valve Installation and Minimum Rupture Detection Standards final rule to improve pipeline system performance when ruptures occur and limit the volume released from gas transmission and hazardous liquid pipelines;
- Worked to advance leak detection and repair through research, development, and deployment of modern safety tools and technologies to improve the early detection of leaks;
- Worked with the Common Ground Alliance to reduce excavation damages to pipeline facilities;
- Encouraged pipeline operators to implement Safety Management Systems and assess safety culture; and
- Worked with State partners to improve the States' damage prevention programs and damage prevention laws.

For hazardous materials via surface transportation, post-COVID-19 changes to traffic patterns and congestion and an increased percentage of highway vehicles equipped with electronic stability controls and other equipment to prevent rollover have decreased the probability of traffic incidents resulting in deaths and injuries.

FY 2023 – 2024 Plans for Progress

In FY 2023 and 2024, PHMSA will fulfill mandates called for in the PIPES Act of 2020 by developing safety standards and regulations, hiring safety inspectors to oversee National pipeline facility operations, and making new investments to attract and retain the best and brightest safety engineers. PHMSA will continue efforts to implement BIL and the Natural Gas Distribution Infrastructure Safety and Modernization (NGDISM) Grant Program by making its second and third sets of awards, which will continue to ensure safer pipeline systems, reduced methane emissions, and affordable energy to those who most need it. With respect to hazardous materials safety, PHMSA will focus on research in the following strategic areas:

- Emerging battery safety issues with lithium and sodium-ion batteries;
- Examining the safety of "nurse" tanks that transport anhydrous ammonia to America's farmers;
- Continuing to look into safer methods for transporting energy products such as hydrogen and liquefied natural gas; and
- Continuing to refine best practices for responding to hazardous materials incidents by updating the Emergency Response Guidebook.

Increase the Number of Overall Impressions, Social Media Engagement, Web Performance, and Email Engagement for the *Our Roads, Our Safety* Campaign (FMCSA)

Goal 1.1.18	FY 2022	FY 2023	FY 2024
Target Milestone	Establish baseline to determine campaign reach and web activity.	5% increase from FY 2022 baseline	10% increase from FY 2022 baseline
Actual Milestone	Launched campaign on September 14, 2022, which includes a mix of advertising through radio, websites, and social media.*	N/A	N/A

** Baseline will be established approximately six months after campaign launch (estimated March 2023).*

Lead: Federal Motor Carrier Safety Administration

The goal of this metric is for advertisements to increase the amount of traffic directed to the Our Roads, Our Safety website, which provides communication tools and safe driving resources to State and local partners and the public. *Our Roads, Our Safety* is a National safety campaign encouraging all road users to share the road safely with large trucks and buses. As part of the campaign, FMCSA offers a wide range of materials to help raise awareness about safe riding, walking, and driving practices around large trucks and buses.

FY 2022 Accomplishments

The seat belt compliance rate among is about 86% for CMVs and 90% for passenger vehicles. In FY 2020, 831 CMV drivers and their passengers were killed in large truck crashes, and at least 43% were not wearing seat belts. The *CMV Safety Belt Campaign*, part of *Our Roads, Our Safety*, aligns with the NRSS and aims to increase CMV driver seat belt usage. In FY 2022, FMCSA developed the creative concept and toolkit with input from the Our Roads, Our Safety partners. The campaign launched on September 14, 2022, and includes a mix of advertising through radio, websites, and social media. The CMV Safety Belt Tool Kit, Tips for Truck and Bus Drivers, and the "Y I Buckle Up" public service announcement can be accessed at the FMCSA seatbelt website.

FY 2023 – 2024 Plans for Progress

The strategy to achieve the *Our Roads, Our Safety* campaign's goal of educating the American public is two-fold: directly disseminating safe driving tips and information via paid, owned, and earned media tactics; and directing stakeholders to the Our Roads, Our Safety outreach toolkit, which provides them with turn-key educational resources they can share with their networks. By increasing the overall impressions of its campaign advertisements, FMCSA will ensure an increased number of people have seen this safety information. In addition, by increasing traffic to the FMCSA website, including its outreach toolkit, FMCSA will equip more users with helpful information they can disseminate to their networks.

Increase the Percentage of Person Trips by Transit and Active Transportation Modes from Roughly 4% in 2020 to 6% (FTA)[KPI]

Goal 1.1.19	FY 2022	FY 2023	FY 2024
Target Milestone	Collect and analyze data to establish future year targets.	To be determined based on data collected in FY 2022.	Collect and analyze data to establish future year targets.
Actual Milestone	N/A*	N/A	N/A

** Data will be available in June 2023.*

Lead: Federal Transit Administration

DOT supports improving equity, sustainability, and overall public health and combating climate change by creating safe, accessible, and comfortable opportunities to participate in active transportation modes (e.g., public transportation and on-road and off-road facilities for pedestrians, bicyclists, and micromobility). These facilities also can provide access to and from transit. Increasing the percent of trips by transit and active transportation modes is one way to reduce harmful emissions, in alignment with the Safe Public objective to protect travelers from health and safety risks. Pedestrian and bicycle projects are eligible under many DOT programs, including broad eligibility under the Surface Transportation Block Grant Program and the Transportation Alternatives Set-Aside. Most Federal-aid highway programs allow funds to be flexed for eligible transit projects, as described in BIL program guidance.

FY 2022 Accomplishments

In January 2022, FHWA rolled out the NextGen National Household Travel Survey (NHTS), which has two components: a traditional survey conducted every other year and the annual origin destination data for 583 zones by mode. The Agency released the 2020 origin destination data, documentation, and tools in June 2022 and the survey reached the 50% target for surveys returned by July. The survey concluded in January 2023 and the 2021 NextGen NHTS origin destination data is scheduled to be released in spring 2023.

Since March 2021, FHWA has led a Complete Streets initiative to work with State, Tribal, and local transportation agencies across the United States to support implementation of a Complete Streets design model that prioritizes safety, comfort, and connectivity to destinations for everyone who uses the street network. A Steering Committee provides leadership direction for a Working Group with members from across FHWA and FTA. In March 2022, FHWA released *Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges*, which identified areas of opportunity for FHWA. The Complete Streets Working Group used these findings to develop a workplan and launch numerous activities, including: providing Complete Streets trainings and briefings; incorporating

Complete Streets into BIL policy products; posting Request for Information on Improving Road Safety for All Users; and conducting an assessment of State maturity in Complete Streets implementation, which is currently underway.

In FY 2022, FHWA and FTA held a series of Flex Funding Webinars on "flexing" or transferring funds to promote safer routes to transit and better community connections through Complete Streets. Many of FHWA's Federal-aid highway programs directly support bicycle lanes, pedestrian walkways, trails, lighting, and other projects that enhance safety and access to transit. To promote the flexing of Federal funds, FHWA and FTA created a webpage that provides resources for project sponsors, localities, regions, State DOTs, and transit providers to understand how to use the flex funding provision for simplified and lower-cost project delivery.

FTA increased funding allocations in FY 2022 from FY 2021 discretionary programs (not including Capital Investment Grants) by $1.3 billion ($647 million to $1.961 billion). This increase will help transit systems maintain a state of good repair and sustain services to make sure they can serve the needs of the traveling public.

The Department issued the NOFO for the Reconnecting Communities Pilot Program in July 2022. The Reconnecting Communities Pilot Program will help States, Metropolitan Planning Organizations (MPOs), local and Tribal governments, and nonprofit organizations restore community connectivity through the award of planning and capital construction grants that will remove barriers to mobility, access, or economic development due to high speeds, grade separations, or other design factors. The first round of applications was due October 13, 2022, with a selection announcement expected in early 2023.

FY 2023 – 2024 Plans for Progress

The Department will continue to support recovery from the COVID-19 pandemic and a return to in-person work safely using the Nation's transportation systems. DOT will invest in high-quality public transportation services that will encourage people to choose safe, convenient, and affordable public transportation for their trips to work. Through the Complete Streets Initiative, DOT will continue to invest in "complete streets" that will support people making healthy choices to walk or ride their bikes to get to work.

FHWA's efforts in this area are focused on quantifying the change in travel mode and providing data, tools, and training to States, MPOs, and local governments on how to use the data for planning and travel demand modeling. FHWA will draft a successor document to the 2016 Strategic Agenda for Pedestrian and Bicycle Transportation, which will describe a workplan for FY 2024 and onward for planned research, technical assistance, outreach, and programmatic measures to help achieve DOT goals where walking and bicycling play contributing roles, including this mode shift goal. FHWA also plans to launch projects to assist States in applying network planning principles to their walking and bicycling plans, and to assist States in establishing walking and bicycling volume data collection programs.

In terms of rail, Amtrak ridership continues to recover from COVID-19, and Amtrak forecasts ridership to approach or meet pre-COVID-19 levels in FY 2024. Additionally, FRA's Corridor Identification and Development (Corridor ID) planning process and competitive grant programs, such as Federal-State Partnership for Intercity Passenger Rail and CRISI, will support projects to improve existing services or introduce new services, which will result in ridership growth. Funds from BIL will be used to make rail transportation more accessible to riders with disabilities and will bring rail services to new markets across the Nation. Additionally, BIL funds will allow Amtrak to retire its aging fleet of rail cars and replace them with new, modern equipment that will enhance the experience of riding on Amtrak and entice new riders to begin utilizing train service.

Increase Transit Ridership in the Top Transit Cities Back to 100% of 2019 Levels (FTA)[KPI]

Goal 1.1.20	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	55%	65%	68%
Actual	43%	56%	N/A	N/A

Lead: Federal Transit Administration

This performance goal is tracked using annual ridership data provided by transit agencies serving the top transit cities. Top transit cities are defined as the 26 urbanized areas with either 50 million or more passenger trips in FY 2019 or 50 or more miles of local transit rail investment. Total transit ridership across the Nation decreased significantly in FY 2020 and 2021 due to the COVID-19 pandemic. At its lowest point in the spring of FY 2020, total ridership was at only 19% of pre-pandemic levels. The goal is to increase ridership levels back to pre-pandemic levels.

FY 2022 Accomplishments

In FY 2022, transit ridership reached 56% of 2019 levels. FTA continued to obligate COVID-19 relief funding and provided technical assistance to transit agencies. By the end of FY 2022, FTA had obligated 99% of Coronavirus Aid, Relief and Economic Security Act funds; 94% of Coronavirus Response and Relief Supplemental Appropriations funds; and 86% of American Rescue Plan Act funds. FTA continues to communicate with transit agencies about steps they can take to increase ridership.

FY 2023 – 2024 Plans for Progress

The BIL authorizes up to $108 billion to support Federal public transportation programs and will result in significant funding increases for FTA's grant programs to support transit systems. In FY 2023 and 2024, FTA will continue to administer the significantly increased Urbanized Area Formula Program and Capital Investment Grants Program, which funds transit capital investments for heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. FTA will prioritize targeted, non-financial support and assistance to transit agencies, MPOs, and State DOTs using a data-driven approach to identify geographical areas where human and technical resources will have the greatest impact.

Through the Safe Streets for All Program, Ensure More than 200 Communities Have Strategies to Reduce Fatalities and More than 100 Have Interventions to Reduce Fatalities and Injuries (FHWA)[BIL]

Goal 1.1.21	FY 2022	FY 2023	FY 2024
Target Milestone	Initiation of plans and projects expected in FY 2023 based on timing of NOFO.	More than 200 communities receive awards to develop comprehensive safety action plans and more than 10 communities receive awards for projects.	An Additional 200 communities receive awards to develop comprehensive safety action plans and more than 10 communities receive awards for projects.
Actual Milestone	Published NOFO for FY 2022.	N/A	N/A

Lead: Federal Highway Administration

The BIL established the SS4A grant program, which supports regional, local, and Tribal safety initiatives to prevent deaths and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Towards Zero Deaths" initiatives. The program will fund grantees to develop or update a comprehensive safety action plan; to conduct planning, design, and development activities in support of an action plan; or to carry out projects and strategies in an action plan. FHWA is the lead agency providing technical support to the Office of the Secretary of Transportation during the pre-award phase of the program and is providing leadership and oversight over all financial and programmatic aspects of the grant administration. In its initial year, FHWA expects that most awards will be for communities to develop comprehensive safety actions plans, as these plans are a prerequisite to receiving awards to implement actual roadway projects. FHWA expects to award the significant portion for project implementation in the later years.

FY 2022 Accomplishments

In May 2022, DOT published the SS4A NOFO for FY 2022, making available up to $1 billion. FHWA assisted the Office of the Secretary of Transportation with multiple stakeholder outreach events prior to and after release of the NOFO, targeted to eligible applicants, and reached more than 10,000 stakeholders. DOT expects to announce more than 500 grant selections in early FY 2023 and release the FY 2023 NOFO in spring 2023.

FY 2023 – 2024 Plans for Progress

In FY 2023, FHWA anticipates that more than 200 communities will receive awards to develop comprehensive safety action plans and at least 10 communities will receive awards for project implementation. To help meet this goal, FHWA plans to continue to work with the Office of the Secretary of Transportation to conduct outreach and provide technical assistance to eligible applicants. These funds will help address the traffic safety crisis on America's roads by supporting a broad array of regional, local, and Tribal roadway safety initiatives.

Strategic Objective 1.2: Safe Workers

Improve the health, safety, and well-being of transportation workers and first responders.

The Safe Workers objective is supported by six performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- Reduce Highway Workers Fatalities (FHWA)[KPI]
- Reduce the Transportation Worker Fatality and Serious Injury Rate by 2026 (FMCSA)[KPI]
- Reduce Transit Worker Fatalities and Injuries from Collision and Derailment Events Per 100 Million Train/Bus Revenue Miles (FTA)[KPI]
- Reduce the Railroad Employee On-Duty Injury and Illness Rate by 5% Less than the Prior Year Amount (FRA)[KPI]
- Increase the Volume of PackSafe Messaging to the Traveling Public and SafeCargo Messaging to Shippers (FAA)
- Conduct Random and Targeted Checks on Compliance With EMBARC Standards of Not Less Than Five Percent of Commercial Vessels that Host Cadets from the United States Merchant Marine Academy (MARAD)

Summary of Progress

Federal Highway Administration: FHWA hosted a peer exchange for State DOT work zone practitioners, which included sharing information on the use of speed safety cameras in work zones. FHWA delivered 10 State-specific workshops, a webinar, and a peer exchange to promote CMV safety in work zones. FHWA submitted a problem statement to the National Cooperative Highway Research Program related to assessing technologies and methods available to detect work zone intrusions and related impacts, which was selected for the FY 2022 program.

Federal Motor Carrier Safety Administration: The FY 2024 President's Budget requests $14.1 million to implement FMCSA's multi-year motor carrier Research and Technology program to perform research, development, and technology transfer activities to reduce the number and severity of crashes, injuries, and fatalities involving CMVs on our Nation's highways. To ensure alignment with the NRSS, FMCSA's portfolio of research projects is thoroughly planned and vetted through the Department's Annual Modal Research Plan and the Agency's Research Executive Board processes.

FMCSA is working to complete development of the Large Truck Crash Causal Factors Study (LTCCFS) plan. This study will improve the Agency's understanding of the driver, vehicle, and roadway factors that contribute to large truck crashes. In FY 2022, FMCSA completed the Solution Analysis of Alternatives; developed a staffing plan for the study; and continued the risk assessment process, collecting data on State processes and systems that will inform the LTCCFS study design and information technology (IT) development. FMCSA and its State partners continue to focus enforcement efforts on roadway work zones. In FY 2020, 26.4% of work zone fatal crashes involved at least one large truck, which is a decrease from 32.5% in FY 2019. In FY 2022, FMCSA's roadside inspections resulted in 5,934 violations being issued for speeding in a work zone.

Federal Transit Administration: FTA is working to improve worker safety program oversight throughout the transit industry and to provide technical assistance to transit agencies. Through its safety risk management process, FTA will continue to evaluate transit safety risk for potential mitigation, including safety concerns identified through National Transportation Safety Board recommendations.

Federal Railroad Administration: The employee-on-duty (EOD) casualty rate, which includes injuries and fatalities, was reduced from FY 2021, but did not reach the FRA goal of a five percent reduction year over year. Like the accident rate metric, performance around this goal has been affected by the loss of experienced personnel, rapid hiring of new employees, and changes to railroad training programs. In accordance with BIL, FRA has been auditing the certification and qualification programs of railroads to prepare an annual report, determining the scope and impact of the training changes, and assessing if updates to the Federal regulations are necessary.

Federal Aviation Administration: The FAA is working to increase the safety of aviation and first-responder workers by promoting PackSafe and SafeCargo. PackSafe and SafeCargo provide information to passengers and shippers on how to safely transport dangerous goods (e.g., lithium batteries) on an aircraft, whether inside the cabin or as cargo. To date, the FAA has increased PackSafe and SafeCargo messaging by 4.5%, to include social media, websites, and events. The Agency faced several COVID-related challenges including cancellations, changes in travel policies, and personnel transitions both internally and externally. Going forward, the FAA will maintain increased messaging levels; analyze data to target messaging on prioritized risks; and identify and carry out cross-platform PackSafe and SafeCargo safety messaging campaigns with messaging delivered throughout the year through social media, websites, and/or events engaging directly with relevant audiences.

Maritime Administration: The Maritime Administration (MARAD), DOT, and the United States Merchant Marine Academy (USMMA) require all U.S.-flag vessel commercial operators who employ cadets on their vessels to adopt and follow the Every Mariner Builds a Respectful Culture (EMBARC) Sexual Assault and Sexual Harassment Prevention Mandatory Standards (EMBARC Standards). This program enumerates a set of policies, programs, procedures, and practices intended to prevent incidents of sexual assault and sexual harassment and to support a culture of accountability to ensure a safe environment for educating and training cadets at USMMA who will constitute the next generation of maritime leaders. Accession into EMBARC must be completed as a prerequisite before U.S.-flag vessel commercial operators will be authorized to employ USMMA students as cadets for training purposes aboard their vessels.

Reduce Highway Workers Fatalities (FHWA)[KPI]

Goal 1.2.1	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	128	111	105
Actual	135	117	N/A	N/A

Lead: Federal Highway Administration

While work zones play a critical role in maintaining and upgrading our roads, crashes in and near work zones impact everyone. The combination of more work being done along with increasingly heavier traffic and greater use of night work can result in increased safety considerations for highway workers. FHWA develops and deploys solutions and strategies that enable agencies to continuously improve work zone management and maintain the safety of all road users (e.g., motorists, bicyclists, pedestrians) and workers. Each spring, National Work Zone Awareness Week is held to bring National attention to motorist and worker safety and mobility issues in work zones. Since 1999, FHWA has worked with the American Association of State Highway and Transportation Officials and the American Traffic Safety Services Association to coordinate and sponsor the event.

FY 2022 Accomplishments

FHWA conducted training and outreach for more than 2,500 participants from all State DOTs, transportation agencies (e.g., local DOTs, Turnpike authorities, Tribal agencies), and other work zone safety stakeholders to highlight noteworthy practices, strategies, and technologies to improve worker safety. The Agency delivered a series of regional workshops and webinars with private and public stakeholders on potential work zone safety strategies such as the use of positive protection and drones. FHWA also initiated activities in support of BIL including the use of speed safety cameras and safety contingency funds in work zones.

FY 2023 – 2024 Plans for Progress

In addition to holding the FY 2023 National Work Zone Awareness Week, FHWA will continue conducting training initiatives with industry, updating work zone regulations, and pursuing research and technology deployment activities to improve safety. FHWA is updating two highway work zone related regulations (23 Code of Federal Regulations [CFR] 630 Subpart J and K) with a NPRM expected to be published in the Federal Register in spring 2023. The NPRM will emphasize the use of data and performance measures, especially around safety and mobility performance. Through events such as a recent Connected Work Zone Peer

Exchange and Demonstration, FHWA supports sharing examples of new technologies like connected worker vests and audible work zone intrusion alarm systems. Another initiative is the Work Zone Data Exchange, which includes 13 States providing standardized compliant data feeds that can be used by public agencies and private industry for connected and automated vehicles and real-time mapping applications that help in navigating work zones safely and efficiently. DOT led the early stages of the Work Zone Data Exchange effort and provided $2.3 million in microgrants to accelerate its adoption. FHWA and the Intelligent Transportation Systems Joint Program Office are still actively involved in this initiative.

Reduce the Transportation Worker Fatality and Serious Injury Rate by 2026 (FMCSA)[KPI]

Goal 1.2.2	FY 2022	FY 2023	FY 2024
Target Milestone	Initiate development of LTCCFS study plan and create high-level study requirements and research questions.	Complete development of study plan.	Begin data collection phase.
Actual Milestone	Completed the Concept of Analysis of Alternatives; began Probabilistic Risk Assessments process; completed the Solution Analysis of Alternatives; and initiated LTCCFS plan.	N/A	N/A

Lead: Federal Motor Carrier Safety Administration

FMCSA supports this performance goal by mitigating risks and promoting behavior change, emphasizing a data-driven systemic safety approach, implementing enhanced standards and programs, and conducting program effectiveness evaluations. FMCSA seeks to change human behaviors that negatively affect safety and guide decisions through safety data compilation and analysis. FMCSA will be carrying out the LTCCFS in accordance with BIL and the President's Budget, which will provide vital data on the role of pre-crash factors such as driving behaviors and novel technologies that might have prevented crashes. The LTCCFS expands upon an initial study that was completed in FY 2003. Since then, there have been many changes in technology, vehicle safety, driver behavior, and roadway design. This new study will provide valuable insights into the factors contributing to the increase in large truck crashes since FY 2009. An additional goal of this study is to identify data requirements, data collection procedures, reports, and other measures that can help improve the ability of the States and DOT to evaluate future crashes, monitor crash trends, and develop effective safety policies.

FMCSA anticipates the Pilot Study to begin in FY 2024 and full data collection to begin in early FY 2025. Phase 2 of the LTCCFS includes kicking off the Medium-duty truck Crash Causal Factors Study in 2026. The scope is crashes involving 10,001 to 26,000-pound large trucks. Building from Phase 1, the study will identify capability gaps and needs, revise high-level requirements, update research questions, and identify additional data needs.

FY 2022 Accomplishments

In FY 2022, FMCSA completed the Solution Analysis of Alternatives; developed a staffing plan for the study; and continued the risk assessment process, collecting data on State processes and systems that will inform the LTCCFS study design and IT development.

FY 2023 – 2024 Plans for Progress

In FY 2023, FMCSA will collaborate with key stakeholders to develop a statistically valid study plan for the LTCCFS. Criteria for the study design is being developed internally and considers the capability gaps that are required to meet study requirements. Steps to develop this study plan include:

- Developing high-level study requirements and research questions to guide analysis on data sources;
- Creating an integrated master schedule to include key milestones and deliverables;
- Estimating time frames for completing these milestones;
- Documenting key internal and external stakeholders whose input is vital to the success of the study; and

- Creating an acquisition plan to encompass all parts of the study plan (e.g., sample design, data collection, and IT development).

Leading into FY 2024, FMCSA expects to have the study design approved and an award for a study pilot executed. The data collection period for this study is scheduled to begin in December 2024 and continue through December 2026. The data analysis and reporting period is expected to begin in December 2026 and be completed by February 2027.

Reduce Transit Worker Fatalities and Injuries from Collision and Derailment Events per 100 Million Train/Bus Revenue Miles (FTA)[KPI]

Goal 1.2.3	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	37.3	36.5	35.8
Actual	40.9	40.4	N/A	N/A

Lead: Federal Transit Administration

FTA is committed to supporting the health and safety of transit workers. FTA collects data on injuries, fatalities, and other safety outcomes in its National Transit Database from transit systems receiving or benefiting from Federal funds. For this performance goal, the term "injuries" refers to harm requiring immediate medical transport away from the scene. In FY 2021, there were 40.9 transit worker fatalities and injuries from collision and derailment events per 100 million train/bus revenue miles and 1,044 total transit worker fatalities and injuries from collisions and derailments. The FY 2022 target was set at a two percent reduction from the rate of the previous three years. The FY 2023 and 2024 targets are based on a two percent annual reduction from the previous year's target.

FY 2022 Accomplishments

In FY 2022, FTA initiated a new rulemaking for Rail Transit Roadway Worker Protection (RWP). In addition to RWP, FTA initiated updates for the PTASP regulation, Public Transportation Safety Certification Training Program regulation, State Safety Oversight regulation, and the National Public Transportation Safety Plan. FTA published research reports, including Report 0217: FTA Standards Development Program: Over the Counter and Prescription Drug Use in the Public Transit Industry.

FTA successfully facilitated the annual Joint State Safety Oversight and Rail Transit Agency Workshop, including a joint session with the Occupational Safety and Health Administration on whistleblower protection. FTA also facilitated a joint public webinar with the Occupational Safety and Health Administration to highlight worker protections and reporting processes for industry stakeholders, including transit workers.

FY 2023 – 2024 Plans for Progress

In FY 2023 and 2024, FTA will continue to provide the following:

- Technical assistance to support transit agencies in implementing their Agency Safety Plans using a Safety Management Systems approach;
- Oversight of the State Safety Oversight Agencies that oversee rail transit safety;
- Audits of Drug and Alcohol Compliance programs;
- Training courses under the Public Transportation Safety Certification Training Program; and
- Support for research and demonstration of innovative approaches to mitigate safety risk.

During FY 2023, FTA will publish for notice and comment proposed updates to the PTASP regulation, Public Transportation Safety Certification Training Program regulation, State Safety Oversight regulation, the Rail Transit RWP proposed regulation, and the National Public Transportation Safety Plan. FTA anticipates publishing final rules and guidance in FY 2024.

FTA is developing a risk-based safety performance and oversight data monitoring framework that will utilize existing safety performance and oversight data to identify potential safety risk areas. The framework will be used to detect potential safety risks in advance so that FTA can provide oversight and technical assistance to State Safety Oversight Agencies and Rail Transit Agencies.

Reduce the Railroad Employee On-Duty Injury and Illness Rate by 5% Less than the Prior Year Amount (FRA)[KPI]

Goal 1.2.4	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	1.70	1.67	1.59*
Actual	1.79	1.76	N/A	N/A

Lead: Federal Railroad Administration

The employee on-duty (EOD) injury and illness rate is measured as the number of railroad worker on-duty injuries and illnesses per 200,000 employee-hours annually. Targets were developed by applying a five percent reduction to the previous year's EOD rate. Actual total incident data is not available until November of each year; therefore, the initial targets are developed using the previous year's target and finalized once the actual previous year's total becomes available.

FY 2022 Accomplishments

FRA refined the RWP inspection program in multiple ways. First, activity codes in FRA's Railroad Inspection System were changed from one generic code for all RWP-related activities to eight specific codes tied to the RWP regulations. This change in coding will allow FRA to better analyze results of inspections to pinpoint specific recurring issues at individual railroads and across the industry. Second, FRA's Track Recurrency Training introduced a new emphasis on Train Approach Warning and added RWP job-aids to help all inspectors consistently conduct RWP inspections. Third, FRA encourages all track inspectors to conduct at least two unannounced, RWP-related inspections every two weeks. Next, FRA started training all new FRA inspectors on RWP, regardless of discipline. As a result, FRA plans on equipping all inspectors with the essential skillset to enforce RWP regulations and expects to see an increase in RWP inspections conducted in the future. Finally, FRA has initiated a RWP Review Team consisting of a track inspector from each district to review railroad on-track safety programs for compliance. FRA reviewed the on-track safety programs for Class I railroads and passenger railroads. FRA continually attends railroads' RWP Training to address potential training issues and ensure compliance with Part 243 Training, Qualification, and Oversight for Safety-Related Railroad Employees regulations. FRA proposed a RWP Working Group to the Railroad Safety Advisory Committee on June 27, 2022, to strengthen the RWP and Roadway Maintenance Machine safety regulations.

FY 2023 – 2024 Plans for Progress

To continue to meet this goal, FRA is focused on railroad certification, training, and qualification standards, as well as the operational testing performed by railroad managers. Over the next three years, railroads are required to implement Risk Reduction and System Safety Programs based on rulemakings issued in FY 2020. Additionally, FRA issued a rulemaking in FY 2022 to require railroads to develop and implement Fatigue Risk Management Programs within one year of the rulemaking effective date, as part of their Risk Reduction and System Safety Program plan. Railroads will submit their Fatigue Risk Management Program plans in July 2023. These new regulations provide for a foundation of a proven framework for improving railroad safety through the implementation of safety management systems. The plans will bring a comprehensive, system-oriented approach to improving safety by describing how a railroad will identify hazards, determine associated risk, develop mitigation strategies, and evaluate the success of those strategies. This process will be ongoing. FRA will not only verify that railroads are complying with their plans but will also guide railroads in identifying hazards found during the Agency's audits and inspections.

Increase the Volume of PackSafe Messaging to the Traveling Public and SafeCargo Messaging to Shippers (FAA)

Goal 1.2.5	FY 2022	FY 2023	FY 2024
Target Milestone	5% overall increase across FAA messaging, to include social media, websites, and events.	Identify and carry out cross-platform and SafeCargo safety messaging campaigns with messaging delivered throughout the year utilizing social media, websites, and/or events engaging directly with relevant audiences.	Maintain increased level of cross-platform PackSafe and SafeCargo safety messaging campaigns with targeted seasonal messaging delivered throughout the year utilizing social media, website, and/or events engaging directly with relevant audiences. Continue to analyze data to target prioritized risks.
Actual Milestone	Increased safety messaging by 31.16% above FY 2021 levels.	N/A	N/A

Lead: Federal Aviation Administration

The FAA aims to improve aviation and first-responder worker safety by promoting a positive aviation safety culture, which includes educating travelers and air shippers on their responsibilities for proper identification and preparation of dangerous goods cargo (also known as hazardous materials). Proper identification and preparation of dangerous goods protects transportation workers across the supply chain by mitigating the severity of cargo incidents and communicating cargo-specific information to first responders when incidents occur. In FY 2021, FAA and SafeCargo messaging included 152 social media posts, four new website products, and 52 virtual or in-person events. In FY 2023 and FY 2024 FAA will maintain the targeted five percent increase in messaging above FY 2021 levels, delivering a minimum of 355 messages across platforms, including at least 295 social media messages, five new website products, and 55 virtual or in-person events.

FY 2022 Accomplishments

In FY 2022, the FAA intended to increase overall PackSafe and SafeCargo messaging by at least five percent above FY 2021 levels extending to include social media posts, website updates (e.g., new products), and events. By year's end, safety messaging exceeded the five percent target with a total increase of 31.16% above FY 2021 levels. By leveraging social media messages on the Facebook, Instagram, Twitter, LinkedIn platforms, and two public-facing FAA Medium Blog posts, the FAA increased social media messages to 368 posts from 281 posts in FY 2021. The FAA published eight new website products on its Dangerous Goods website, exceeding the four new website products published on this website in FY 2021. Representatives from the FAA also engaged directly with stakeholders in 66 events, including high-influence stakeholder conferences and tradeshows, virtual and in-person presentations, and workshops with certificate holders, exceeding the 52 virtual or in-person events in FY 2021. This increased messaging raises awareness of dangerous goods safety risks to help protect the Nation's aviation system, transportation workers and first responders.

FY 2023 – 2024 Plans for Progress

In FY 2023 and FY 2024, the FAA will maintain the increased levels of messaging, address seasonal risks throughout the year, and analyze cargo incident data to better target specific messaging campaigns. A targeted five percent increase in messaging above FY 2021 levels would require the FAA to deliver a minimum of 355 messages across platforms, including at least 295 social media messages, five new website products, and 55 virtual or in-person events.

The FAA will develop and carry out cross-platform safety messaging for the PackSafe for Air Travelers, SafeCargo for Air Shippers, and E-Commerce safety campaigns to educate relevant audiences on their responsibilities to properly identify and prepare dangerous goods cargo for air transportation. The FAA successfully developed the FY 2023 annual stakeholder engagement plan outlining plans for messaging through social media, multimedia, and events to ensure continuous and timely messaging throughout FY 2023. The FAA will develop the FY 2024 annual stakeholder engagement plan by December 31, 2023. The Agency will provide quarterly reports measuring the total volume of messaging

reaching target audiences using metrics that are appropriate to each platform, including website traffic, the number of social media posts and total social media impressions, and the number of virtual and in-person events targeting relevant audiences (e.g., workshops, presentations, trade shows, etc.).

The FY 2024 President's Budget includes a $2.1 million increase and 20 new positions for the Associate Administrator for Security and Hazardous Materials Safety to improve hazardous materials transportation safety oversight. The requested funding will ensure existing Part 129, Part 135, and Part 145 certificate holders and other regulated entities meet the necessary safety requirements, standards, and regulations through performance inspections, certificate management, evaluations, research, and accident or incident investigations. This will drive positive safety outcomes by providing the data and information that links actions to outcomes and the means to measure the effectiveness of safety risk mitigating factors.

Conduct Random and Targeted Checks on Compliance with EMBARC Standards of Not Less than 5% of Commercial Vessels that Host Cadets from the United States Merchant Maritime Academy (MARAD)

Goal 1.2.6	FY 2022	FY 2023	FY 2024
Target	N/A	5%	5%
Actual	N/A	N/A	N/A

Lead: Maritime Administration

The USMMA Sea Year is a cooperative educational program designed to give cadets practical knowledge of the performance and operating characteristics of various classes of vessels, the operating requirements in different trade routes, and labor relations in the ocean shipping industry. Sea Year training typically consists of a sailing period during a cadet's sophomore year followed by a longer sailing period during junior year. It enables cadets to obtain the necessary shipboard training days to become eligible for a U.S. Coast Guard unlimited entry-level merchant marine officer license examination. However, a shipboard environment that fosters mutual respect, support, and accountability is essential to accomplish the year-long experiential learning required of the cadets. Accordingly, DOT, MARAD, and USMMA require all U.S.-flag vessel commercial operators to adopt and follow the EMBARC Standards, a set of policies, programs, procedures, and practices to help strengthen a culture of sexual assault and harassment prevention and response to incidents of sexual violence, sexual harassment, and other forms of misconduct. The EMBARC Standards aspire to establish a zero-tolerance policy for sexual assault, harassment, or a hostile work environment as well as zero tolerance for retaliation against anyone who reports such incidents. Accession into EMBARC must be completed as a prerequisite before U.S.-flag commercial vessel operators will be authorized to employ USMMA students as cadets aboard their vessels.

MARAD tracks the compliance of U.S.-flag vessel operators to ensure they are meeting the requirements of the EMBARC Standards to improve the health, safety, and well-being of midshipmen. MARAD conducts random and targeted checks on compliance with EMBARC Standards of not less than five percent of commercial vessels that host USMMA cadets. The U.S. Merchant Marine consists of approximately 178 vessels.

This is a new performance goal proposed for FY 2023, as DOT, MARAD, and USMMA are committed to the EMBARC program and the safety of midshipmen on commercial vessels earning the mandatory sea-time to meet the U.S. Coast Guard licensing requirement. MARAD will continue to focus on the ongoing improvement of these standards, incorporate new and emerging best practices, and engage closely and regularly with all stakeholders, including cadets from USMMA, to assess implementation and discuss options to further strengthen the EMBARC program and build a shipboard culture of inclusion and mutual respect.

FY 2022 Accomplishments

In FY 2022, MARAD hosted two in-person and virtual meetings with vessel owners, operators, and other industry stakeholders to explain the program, set expectations for enrollment packages, and answer any attendee questions. More than 70 such attendees were present both in person and online. Though not completely staffed, the newly created Office of Cadet Training At-Sea Safety continued to engage stakeholders through

in-person visits, phone calls, or video conferencing. As of September 2022, 14 operators were enrolled in the program. There are two operator enrollment packages currently being reviewed by the EMBARC Enrollment Review Team.

FY 2023 – 2024 Plans for Progress

Commercial vessels enrolled in the EMBARC program are subject to the standards set forth for the health, safety, and well-being of the midshipmen working to obtain their sea-time. To this end, MARAD continues to work closely with the vessel operators to ensure they comply with the EMBARC Standards. This includes ensuring each vessel operator has sexual assault and harassment policies in place and statements of compliance, agrees to conduct self-assessments of its compliance with the EMBARC Standards annually thereafter, and submits confirmation of such self-assessments. Further, the owner or operator of a commercial vessel is required to maintain records of sexual assault training for the crew of any vessel hosting a cadet from the Academy. MARAD will conduct both random and targeted checks of not less than five percent in FY 2023 and 2024 of the commercial vessels that host a cadet from the Academy for compliance with EMBARC Standards, consistent with the 46 U.S. Code § 51322-mandated requirement for 105 biennially. FY 2024 funding provided within MARAD's Operations Training account will support the EMBARC program in meeting the five percent target in FY 2024 and to continue to help strengthen a culture of sexual assault and harassment prevention and response.

Strategic Objective 1.3: Safe Design

Design and build transportation infrastructure and systems to improve safety outcomes.

The Safe Design strategies span roadway design, vehicle safety improvements, and technological innovations. Consistent with the SSA, the first strategy is "adopt roadway designs and countermeasures that anticipate human error." The Safe Design objective is supported by five performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- Increase the Highway Safety Improvement Program Obligation Rate (FHWA)
- Increase the Number of Compliance Reviews by 50% by 2027 (FMCSA)
- Increase the Number of New Entrant Safety Audits by 25% by 2027 (FMCSA)
- Fund Improvements to at Least 250 Highway-Rail Grade Crossings Each Year, Including Grade Separating at Least 10 of the Highest Risk Crossings (FRA)
- Maintain the Percentage of 5-Star Safety Ratings by Model Year Through New Car Assessment Program Vehicle Safety Testing at 85% (NHTSA)

Summary of Progress

Federal Highway Administration: FHWA's priorities in FY 2022 were continued improvements to HSIP (FHWA's core safety program) and numerous other safety enhancements within the law. This includes pursuing updates to the HSIP regulation in 23 CFR Part 924 and the Transportation Performance Management regulation under 23 CFR 490 to reflect safety advances. The Agency also continues to prioritize safety through implementation of new and revised BIL formula and discretionary grant programs, including SS4A.

Federal Motor Carrier Safety Administration: FMCSA reviews all motor carrier, driver, and vehicle requirements for a carrier's entire operation to ensure proper safety management controls are in place before granting the motor carrier standard operating authority. FMCSA also ensures proper safety management controls are in place via safety audits for New Entrant carriers within their first 18 months of operation. The FY 2024 President's Budget requests $406.5 million for MCSAP, along with $80 million from BIL, to fund this formula grant program, providing a reliable source of funding to State and territorial MCSAP lead agencies to establish and maintain their CMV safety activities. The safety programs provide resources to the States to continue conducting inspections, investigations, traffic enforcement, new entrant safety audits, and outreach to motor carriers and drivers. This grant program supports approximately 2.9 million CMV inspections annually, with a concentrated focus on high-crash corridors, that identify serious safety deficiencies and stop unsafe companies, drivers, and vehicles from operating on the roadways. Compliance reviews and safety audits will increase with BIL funds being used for State partners to hire additional personnel to conduct these reviews and audits. FMCSA increased the number of New Entrant Safety Audits and compliance reviews completed in FY 2022 by 39% and five percent from FY 2021, respectively.

Federal Railroad Administration: FRA has selected projects that will improve nearly 400 grade crossings under the FY 2021 CRISI program. The Railroad Crossing Elimination program and additional rounds of CRISI grant selections provide additional funding for grade crossing improvement. FRA will specifically

assess whether projects will eliminate grade crossings through grade separations, closing crossings through track relocation, and corridor-wide grade crossing improvements as a selection criterion within the Railroad Crossing Elimination program.

National Highway Traffic Safety Administration: NHTSA's 5-Star Safety Ratings program, known as NCAP, is a key component of the NRSS work to reduce road fatalities. The strategy adopts the SSA, which builds in multiple layers of protection through safer people, safer roads, safer vehicles, safer speeds, and post-crash care. The NCAP is the government's premier consumer information program for evaluating vehicle safety. The program tests vehicle performance in various crash scenarios and provides an objective rating on a five-star scale to inform consumers of a vehicle's safety performance. On March 3, 2022, NHTSA proposed significant safety updates to NCAP. These improvements are part of the Biden-Harris Administration's efforts to improve safety on our Nation's roads and will help fulfill requirements included in BIL. NHTSA proposed the following updates to NCAP:

- Recommending four new driver-assistance technologies: lane-keeping support, pedestrian automatic emergency braking, blind spot detection and blind spot intervention;
- Strengthening the current testing procedures and performance criteria for the driver-assistance technologies already included in NCAP;
- Establishing a 10-year roadmap for future NCAP updates;
- Requesting public comments on ways to develop a meaningful ratings system for driver-assistance technologies;
- Considering the potential addition of emerging vehicle technologies related to driver distraction, alcohol detection, seat belt interlocks, intelligent speed assist, driver monitoring systems, and rear seat child reminder assist; and
- Discussing ways to provide a crash avoidance rating on the window sticker.

Increase the Highway Safety Improvement Program Obligation Rate (FHWA)

Goal 1.3.1	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	91.4%	94.9%	96.6%
Actual	91.5%	94.3%	N/A	N/A

Lead: Federal Highway Administration

The HSIP is a core Federal aid program intended to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on Tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance on all public roads through the implementation of infrastructure-related highway safety improvements.

Funds from the HSIP are used to design and build transportation safety infrastructure to improve safety outcomes. Under the HSIP, obligations are recorded against HSIP funds that were distributed via a formula provided in Title 23 U.S. Code § 148. These funds are referred to as an apportionment. From the Federal perspective, the obligation to apportionment ratio (or obligation rate) represents the degree to which a State is using HSIP funds. As of the end of FY 2021, the National HSIP obligation rate was 91.5%. The FY 2023 target of 94.9% represents an incremental increase each year.

FY 2022 Accomplishments

FHWA released two HSIP guidance documents in FY 2022. The first clarifies eligibility requirements for the HSIP, while the other provides guidance to support the three HSIP special rules that address high-risk rural roads, older drivers, and vulnerable road user safety. FHWA also released two Railway-Highway Crossings Program guidance documents to implement new flexibility provided by the BIL, which includes increased federal share, increased incentive payments, elimination of set-aside for protective devices, and an increased amount allowed for data collection and analysis. FHWA published new Vulnerable Road User Safety Assessment Guidance, as required by BIL, on October 21, 2022. All States were required to complete an initial Vulnerable

Road User Safety Assessment by November 15, 2023, and include it as part of their State Strategic Highway Safety Plans. This guidance addresses the Vulnerable Road User Safety Assessment schedule and frequency, requirements, potential funding opportunities, and relationship between the Vulnerable Road User Safety Assessment and other HSIP and Vulnerable Road User safety activities.

FY 2023 – 2024 Plans for Progress

FHWA is proposing to revise the HSIP regulations to strengthen the regulatory language to incorporate an SSA, make clarifications that the rule applies to all road users on the road network, include a focus on equity, improve evaluation practices, streamline reporting efforts, and ensure States are collecting adequate data.

FHWA is also proposing to update the Safety Performance Measure regulation as part of the National Performance Management Measures to provide for greater opportunities for meaningful safety performance targets and outcomes, consider approaches to capturing non-motorized system use and safety, provide for more consistent target setting and data collection practices across State DOTs, and align FHWA targets to NHTSA's targets, as updated based on BIL requirements. Each quarter, the FHWA Office of Safety prepares HSIP obligation summaries and shares them with FHWA's Directors of Field Services and Division Administrators. This report serves as a tool for discussions with their State counterparts about the status of HSIP obligations.

Increase the Number of Compliance Reviews by 50% by FY 2027 (FMCSA)

Goal 1.3.2	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	13,100 *(10% increase from FY 2021)*	14,300 *(20% increase from FY 2021)*	15,500 *(30% increase from FY 2021)*
Actual	11,896	12,545* *(5.5% increase from FY 2021)*	N/A	N/A

** Data as of October 2022.*

Lead: Federal Motor Carrier Safety Administration

FMCSA seeks to increase the annual number of compliance reviews conducted by 50% by FY 2027, using the 11,896 compliance reviews conducted in FY 2021 as a baseline. Compliance reviews assess how well a carrier meets FMCSA's safety requirements. FMCSA reviews all motor carrier, driver, and vehicle requirements for a carrier's entire operation to ensure proper safety management controls are in place before granting the motor carrier standard operating authority. Carriers must receive a "satisfactory" rating to receive standard operating authority.

FY 2022 Accomplishments

FMCSA and its State partners conducted 12,545 Compliance Reviews in FY 2022, an increase of 5.5% from FY 2021. These compliance reviews resulted in issuing 2,586 acute violations, which are the most serious violations. The top three acute violations in FY 2022 were:

- 383.37(a), allowing a driver to operate with suspended or revoked CDL;
- 382.115(a), failing to implement an alcohol and/or drug testing program; and
- 382.305, failing to implement random controlled substance or alcohol testing program.

FY 2023 – 2024 Plans for Progress

Compliance reviews are an important tool to ensure Federal motor carrier safety and commercial regulations are followed. To support this performance goal, BIL increased funding for FMCSA State partners to hire additional personnel to conduct compliance reviews. The target is to continue to increase compliance reviews to reach the 50% goal (17,844 compliance reviews) by 2027. FMCSA plans to accomplish this with the additional personnel and by prioritizing resources for conducting compliance reviews.

Increase the Number of New Entrant Safety Audits by 25% by 2027 (FMCSA)

Goal 1.3.3	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	46,500 *(5% increase from FY 2021)*	48,700 *(10% increase from FY 2021)*	50,900 *(15% increase from FY 2021)*
Actual	44,285	62,047*	N/A	N/A

** Data as of October 2022.*

Lead: Federal Motor Carrier Safety Administration

FMCSA's New Entrant Program monitors motor carriers' compliance with safety regulations for their first 18 months to help carriers operate safety on the Nation's roads. Within this program, FMCSA and its State partners assess safety performance by collecting data about carriers through safety audits, roadside inspections, investigations, and crash reports.

During safety audits, FMCSA and States review carriers' records to verify that the carriers have safety management controls in place. FMCSA seeks to increase the number of New Entrant Safety Audits conducted by 25% by FY 2027 (55,356) from the FY 2021 baseline (44,285).

FY 2022 Accomplishments

FMCSA and its State partners conducted 62,047 New Entrant Safety Audits in FY 2022. This is an increase of 39.8% from FY 2021 (44,391) and 52.4% from FY 2020 (40,723).

FY 2023 – 2024 Plans for Progress

The BIL increased funding for FMCSA's State partners to hire additional personnel to conduct New Entrant Safety Audits. With these additional personnel, FMCSA plans to conduct at least 48,700 audits in 2023 and 50,900 in 2024. As New Entrant motor carriers have a higher crash rate than existing carriers, it is critical that FMCSA identify unsafe carriers early in their operations and require corrective action or revocation of their authority, resulting in safer highways.

Fund Improvements to at Least 250 Highway-Rail Grade Crossings Each Year, Including Grade Separating at Least 10 of the Highest Risk Crossings (FRA)

	Goal 1.3.4	FY 2022	FY 2023	FY 2024
Crossings	Target	250	250	250
	Actual	398*	N/A	N/A
Grade Separations	Target	10	10	10
	Actual	48*	N/A	N/A

** Determined by the project selections for FY 2021 CRISI grant awards.*

Lead: Federal Railroad Administration

Grade crossings account for a large percentage of injuries and death along rail rights-of-way. To combat this safety risk, FRA funds projects to provide improvements to grade crossings through additional safety equipment such as gates and lights. The best way to increase safety is to separate rail from road at grade crossings, which is why FRA is focusing on separating the highest-risk crossings. Another means of improving grade crossings is to close the crossing altogether.

FY 2022 Accomplishments

Through the existing CRISI program, FRA was able to fund both grade crossing improvements and grade separations above FY 2022 targets. Grant selections in

FY 2021 funded construction, preliminary engineering, and design for high-profile projects across the Nation such as the Raleigh to Richmond Corridor, which is separating grade crossings in multiple southern states. These grade separations will significantly improve safety along the corridor while also improving passenger rail infrastructure. Furthermore, FRA was able to fund improvements to crossings for many regional and short line railroads in multiple states such as North Dakota, Pennsylvania, and Wisconsin. These improvements included upgrading the existing infrastructure with new signage, signal systems, and gates that will bolster the mobility of goods while also addressing safety and resiliency of the Nation's freight rail network.

FY 2023 – 2024 Plans for Progress

The $3 billion provided in BIL for the newly created Railroad Crossing Elimination program will allow States, localities, railroads, and other stakeholders to address complex grade separations and other grade crossing improvements that have been challenging to implement due to previously insufficient and inconsistent Federal grant funding. FRA has already selected projects under the FY 2021 CRISI program that include improvements to nearly 400 grade crossings. FRA will monitor completion of these projects through its grant oversight to ensure projects are completed on time and deliver benefits to the surrounding communities.

Going forward, under the Railroad Crossing Elimination program, FRA is encouraging comprehensive plans and programs to address crossings through a community lens, including ways to improve overall community safety, reduce blocked crossings, and reconnect neighborhoods that had previously been cut off. FRA is continuing to conduct analyses using accident prediction models and conducting stakeholder outreach to improve future projects and applications through debriefs and lessons learned from the FY 2022 application process. Through the competitive grant-making process, FRA will establish criteria to prioritize the projects that will yield the greatest safety and operational benefits. Additionally, the FY 2024 President's Budget proposes to provide additional resources for the Railroad Crossing Elimination program's set-aside for safety information, education, and outreach activities to better raise awareness regarding the potential dangers of highway-rail grade crossings to pedestrians and motorists.

Maintain the Percentage of 5-Star Safety Ratings by Model Year through New Car Assessment Program Vehicle Safety Testing at 85% (NHTSA)

Goal 1.3.5	MY 2021	MY 2022	MY 2023	MY 2024
Target	N/A	85%	85%	85%
Actual	87%	85%	N/A	N/A

Note: Prior to MY 2022, this performance goal was referred to as "Improve Safety of Fleet on U.S. Roadways."

Lead: National Highway Traffic Safety Administration

NHTSA's NCAP created the 5-Star Safety Ratings program to provide consumers with information about the crash protection and rollover safety of new vehicles beyond what is required by Federal law. One star is the lowest rating and five stars is the highest. Each year, NHTSA tests and rates a substantial percentage of new model year (MY) vehicle fleet based on projected sales volume under NCAP. This information empowers Americans to research and select the vehicles that best meet their needs and drives manufacturers to implement additional safety enhancements. The NCAP disseminates vehicle safety information to the American public via www.nhtsa.gov, including: vehicle safety ratings, advanced technology system performance credits identification, child safety seat ease of use ratings, child safety-related information, and other consumer information related to vehicle safety. NHTSA tests and rates a substantial percentage of each new MY vehicle fleet based on projected sales volume under NCAP. The Agency searches and procures vehicles for testing as they become available in the market, meaning that NHTSA tests vehicles throughout the entire year.

FY 2022 Accomplishments

On March 9, 2022, NHTSA published a Request for Comment announcing several proposals to update NCAP that include: (1) adding four new advanced technologies in NCAP, including pedestrian safety; (2) enhancing evaluation of current advanced technologies; (3) developing a new rating system for advanced technologies; (4) adding advanced technologies

information on vehicle window stickers; (5) outlining a roadmap for future updates; and (6) seeking public comment on technologies that encourage safe driving choices.

FY 2023 – 2024 Plans for Progress

In FY 2023 and 2024, NHTSA plans to implement several updates to NCAP to help consumers make informed decisions about new vehicle technologies that can prevent behaviors that cause a significant percentage of crashes. In FY 2023, NHTSA's plans include finalizing the addition of four new crash avoidance systems with specified performance requirements and test procedures and continuing work to propose updates for the crashworthiness evaluation of vehicles by adding pedestrian crash protection evaluations. In FY 2024, NHTSA's plans include:

- Finalizing the crashworthiness evaluation of vehicles by adding pedestrian crash protection evaluations;
- Considering next steps for safety technologies that offer protection for other vulnerable road users and encourage safe driving choices; and
- Upgrading the crashworthiness vehicle safety rating and developing a crash avoidance rating.

Strategic Objective 1.4: Safe Systems

Strengthen the use of informed data-driven decision-making and apply comprehensive approaches such as the Safe System approach and safety management systems for all modes.

The Safe Systems objective is supported by seven performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- By September 30, 2023, the Federal Aviation Administration's Range of Programs Will Contribute to the Commercial Air Carrier Fatality Rate Remaining Below the Target of 4.9 Fatalities per 100 Million Persons on Board (FAA)[APG, KPI]
- By September 30, 2023, the Federal Aviation Administration's Range of Programs Will Contribute to Reducing General Aviation Fatal Accidents to No More Than 0.94 Fatal Accidents per 100,000 Flight Hours (FAA)[APG, KPI]
- Maintain the Weighted Surface Safety Risk Index at or Below 0.38 per Million Operations for Commercial Aviation (FAA)
- Maintain the Weighted Surface Safety Risk Index at Below 1.39 per Million Operations for Non-Commercial Aviation (FAA)
- Reduce the Fatal and Serious Injury Accident Rate in Alaska with Emphasis on Part 135 Air Carrier Incidents (FAA)
- Increase the Number of Inspections by 10% by 2024 (FMCSA)[BIL]
- Increase Percentage of High-Risk Carrier Investigations Completed Within 90 Days (FMCSA)

Summary of Progress

Federal Aviation Administration: The FAA met its FY 2022 targets for Commercial Safety Risk and Non-Commercial Safety Risk. As of the end of FY 2022, the FAA attained 1.4 fatalities per 100 million people on board commercial aircraft and 0.75 fatal accidents per 100,000 flight hours in general aviation. To reduce the fatal and serious injury accident rate in Alaska, the FAA focused on developing a roadmap to address the recommendations identified in FY 2021. The FAA presented the roadmap to stakeholders, received feedback, and began to implement parts of multiple recommendations.

Federal Motor Carrier Safety Administration: Through State and local partnerships, FMCSA is focusing on increasing highly visible CMV traffic enforcement against risky driver behavior in high-crash locations and increasing investigations on carriers demonstrating the riskiest behaviors. FMCSA is making it a priority for MCSAP grant recipients to conduct investigations on risk-based carriers and is looking for a 50% increase over five years. The crash rate for the high-risk carrier group is four times the National average crash rate. State and local government agencies were awarded $470 million in MCSAP formula grant funding in FY 2022.

By September 30, 2023, the Federal Aviation Administration's Range of Programs Will Contribute to the Commercial Air Carrier Fatality Rate Remaining Below the Target of 4.9 Fatalities per 100 Million Persons on Board (FAA)[APG, KPI]

Goal 1.4.1	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	5.9	5.7	5.4	5.2	4.9	4.7
Actual	0.5	0.6	0.0	1.4	N/A	N/A

Lead: Federal Aviation Administration

Commercial aviation continues to be the safest form of transportation. While rare, commercial aviation accidents have the potential to result in large loss of life. The FAA measures commercial fatalities, which includes passengers, crew, ground personnel, and the uninvolved public, using data from the National Transportation Safety Board's Aviation Accident Database. The FAA continues to work with aviation industry stakeholders to establish and implement safety management systems to address and reduce risk within their operations and the National Airspace System (NAS). With these systems in place, the FAA and the aviation industry agree that partnership is critical to aviation safety and will work together to address these risks.

FY 2022 Accomplishments

The commercial air carrier fatality rate benefits from the robust safety culture present in this segment of the aviation industry. The FAA's continued success in addressing risk and improving safety is the result of strong safety partnerships between government and industry to pursue safety improvement collaboratively and in a proactive manner. The improvement in the commercial fatality rate is also due to the broad implementation and use of data-driven Safety Management Systems across government and industry, allowing each entity to manage specific risks identified through safety assurance activities and voluntary safety reporting programs.

FY 2023 – 2024 Plans for Progress

More than a decade ago, the FAA established a long-term safety goal to reduce commercial air carrier fatalities by 50%over an 18-year period, from 8.7 fatalities per 100 million persons on board U.S. carriers in FY 2008 to 4.4 fatalities per 100 million persons on board in FY 2025. The FAA will continue its efforts to work with stakeholders to address and reduce risk within their operations and the NAS and encourage voluntary investments in safety enhancements that reduce the fatality risk. The FY 2024 President's Budget requests a total of $7.9 million of additional resources to strengthen the FAA's aviation safety oversight. Additional Aviation Safety Inspectors will develop, administer, and enforce regulations and standards as needed to align with anticipated industry changes. Aviation Safety Inspectors are safety-critical positions within the FAA and are involved in developing, administering, or enforcing regulations and standards concerning civil aviation safety. Additional Aviation Safety Inspectors are needed to work the backlog of operator certification projects.

By September 30, 2023, the Federal Aviation Administration's Range of Programs Will Contribute to Reducing General Aviation Fatal Accidents to No More Than 0.94 Fatal Accidents per 100,000 Flight Hours (FAA)[APG, KPI]

Goal 1.4.2	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	0.98	0.97	0.96	0.95	0.94	0.93
Actual	0.95	0.91	0.74	0.75	N/A	N/A

Lead: Federal Aviation Administration

The FAA partners with industry to analyze and develop strategies using a non-regulatory, proactive, and data-driven approach to achieve higher levels of safety. Continuing and expanding these partnerships provides new opportunities to develop innovative methods to increase general aviation safety. The FAA, in consultation with industry partners in the General Aviation Joint Safety Committee (GAJSC), made the decision to continue the one percent per year fatal accident reduction goal, with an opportunity to reevaluate and set a more aggressive goal in late FY 2023. This figure constitutes an average of fewer than 1.5 fatalities per general aviation fatal accident for FY 2022. The FAA continues to prioritize reducing the number of fatal accidents by targeting risk based on activity.

The GAJSC is a partnership between the FAA and the general aviation industry and community. The GAJSC's goal is to improve general aviation safety through data-driven risk reduction efforts focusing on education, training, and enabling new equipment in general aviation aircraft. The GAJSC uses a data-driven, consensus-based approach to analyze aviation safety data and develop risk reduction efforts, including 46 safety enhancements designed to address situations with a high-fatality risk, such as maintaining control during unusual attitudes, spatial disorientation, and engine failure. These enhancements include technology improvements; improved education and training for both pilots and mechanics; documented best practices; increased awareness of issues related to medications; and outreach on a range of topics aimed at preventing Inflight Loss of Control, Controlled Flight into Terrain, and Engine Failures.

FY 2022 Accomplishments

The GAJSC continued to focus on the implementation of Safety Enhancements, the targeted, data-driven mitigations aimed at the contributing factors found in fatal general aviation accidents in the U.S. to achieve higher levels of safety. Continuing and expanding these partnerships provides new opportunities to develop innovative methods to increase general aviation safety. FAA also continued to leverage the FAA Safety Team to conduct outreach on risks and risk mitigations. In FY 2022, the FAA Safety Team conducted 59 seminars with 516 attendees and 42 webinars with 953 attendees. Topics addressed included tips for safe takeoffs and landings, making well-informed weather decisions, and conducting advanced pre-flight inspections of aircraft just returned to service after maintenance.

FY 2023 – 2024 Plans for Progress

The GAJSC will continue to analyze the top safety risks, develop risk mitigations (e.g., safety enhancements), and implement the safety enhancements with participation of the FAA and the general aviation industry and community. The FAA also will continue activities described in the Improving Aviation Safety and Efficiency section of the DOT Learning Agenda. Included in the FY 2024 President's Budget request for additional resources to strengthen the FAA's aviation safety oversight is funding for the Office of Aviation Safety to hire and train additional staff to provide consistent oversight of the medical certification process across all regions. Requested resources will perform initial application reviews, conduct medical certification examinations, provide case review, conduct analysis, and deliver specialty expertise to provide reasoned and consistent assessment and mitigation for case reviews.

Maintain the Weighted Surface Safety Risk Index at or Below 0.38 per Million Operations for Commercial Aviation (FAA)

Goal 1.4.3	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	0.35	0.35	0.38	0.38	0.38
Actual	0.07	0.10	0.12	N/A	N/A

Maintain the Weighted Surface Safety Risk Index at or Below 1.39 per Million Operations for Non-Commercial Aviation (FAA)

Goal 1.4.4	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	0.60	0.60	1.39	1.39	1.39
Actual	0.41	0.40	0.27	N/A	N/A

Lead: Federal Aviation Administration

In FY 2019, the FAA implemented the Commercial and Non-Commercial Surface Safety risk indices, which take an improved, risk-based approach to runway safety by monitoring all types of relevant safety events that occur in the runway environment. These include events involving runway excursions, runway incursions, and surface incidents. The FAA draws safety data from several internal and external data sources to augment its primary internal reporting and tracking system, the Comprehensive Electronic Data Analysis and Reporting. The National Transportation Safety Board database is the primary source of runway accident data used for this performance goal. Runway excursion data are supplemented by the Office of Accident Investigation and Prevention's Aviation System Analysis and Sharing database.

Once received, preliminary incident reports may take up to 90 days to complete. Data from the Aviation System Information Analysis and Sharing databases are then combined with Comprehensive Electronic Data Analysis and Reporting data and internal Operations Network data to produce the final results. Annual actual results vary each year and positive performance is achieved when actual results fall below the target.

FY 2022 Accomplishments

Both commercial and non-commercial risk remain significantly below target levels. Two changes to weighting were developed for implementation in FY 2023. First, event risk values were updated based on more current data. The second change was an alignment of commercial and non-commercial event weightings. Previously, non-commercial risk events were assigned different values than similar commercial events. New targets were computed using these updated weightings, as of FY 2023.

The FAA continues to monitor this performance goal to identify safety-related trends and evaluate risk. To meet the performance targets, the FAA has implemented mitigation strategies such as runway status lights, runway entrance guard lights, the Airport Surface Detection Equipment-X/Airport Surface Surveillance Capability Taxiway Arrival Prediction, and Runway Incursion Mitigation projects. The FAA also collaborates with stakeholders to improve education and outreach for the pilot community. This includes Pilot/Controller forums, online videos, and presentations to flight schools. Additionally, through Special Focus Runway Safety Action Team meetings at airports with higher risk of surface incidents, the FAA meets with representatives from local airports and pilot groups to emphasize locality-specific problems that include runway incursions, vehicle pedestrian deviations, and wrong surface incidents.

FY 2023 – 2024 Plans for Progress

In FY 2023 and 2024, the FAA will continue to improve data collection and automation to more quickly and accurately assess metric trends. The FY 2024 President's Budget includes approximately $168 million in the Facilities & Equipment account to fund six programs that implement a variety of runway lights and other landing and navigation aids, as well as runway safety area navigational mitigations. The FY 2024 budget request for Grants-in-Aid for Airports provides support to accelerate improvements to runway safety areas that do not meet current standards and other similarly high-priority projects that support safety through efforts to reduce the risks of air transportation-related fatalities and injuries. Runway safety area improvements include the installation of Engineered Materials Arresting Systems at some airports. Other projects include pavement rehabilitation and geometric improvements to avoid pilot confusion and enhance safety.

Reduce the Fatal and Serious Injury Accident Rate in Alaska with Emphasis on Part 135 Air Carrier Incidents (FAA)

Goal 1.4.5	FY 2022	FY 2023	FY 2024
Target Milestone	Develop a roadmap to address FAA Alaska Aviation Safety Initiative recommendations.	Commence or complete implementation of at least five FAA Alaska Aviation Safety Initiative recommendations.	Through analysis of stakeholder input, identify and prioritize at least two new recommendations for inclusion in future FAA Alaska Aviation Safety Initiative efforts.
Actual Milestone	Installed eight new Automated Weather Observing Systems that are providing critical safety data to aviators. Published T-Route replacements in September, November, and December 2022.	N/A	N/A

Lead: Federal Aviation Administration

The FAA promotes aviation safety in Alaska through technology and infrastructure upgrades in collaboration with the Agency's external stakeholders.

FY 2022 Accomplishments

The FY 2022 FAA Alaska Aviation Safety Initiative achieved several accomplishments. Eight new Automated Weather Observing Systems were installed and are providing critical safety data to aviators operating to and from Akiachak, Coldfoot, Crooked Creek, Kotlik, Nulato, Perryville, Tok Junction, and Tununak Alaska. T-Route replacements were published in September, November, and December 2022. The last 21 T-Routes developed in 2022 are scheduled for publication February 23, 2023. The Alaskan Mountain Pass Working Group continues to meet on a semi-annual basis. Carter and Naqsralugiaq Passes were added to Visual Flight Rules charts effective March 24, 2022. Holmes Pass was deleted from Fairbanks Sectional effective May 19, 2022. The Aeronautical Information Manual was published November 3, 2022, with updated guidance for use of the charted passes. The Air Traffic Organization held the second Aeronautical Charting Meeting in October 2022 and will continue to hold these biannual meetings to address Alaska-specific charting issues. The next Aeronautical Charting Meeting will be held April 24 through 27, 2023.

FY 2023 – 2024 Plans for Progress

The FAA will continue to implement the eleven recommendations included in the FAA Alaska Aviation Safety Initiative Roadmap. FY 2023 actions will include stakeholder outreach and continued development of T-Routes. Primary areas of focus for expanded stakeholder outreach include the Bethel Stakeholder's Group and the Soldotna Area Common Traffic Advisory Frequency Working Group. T-Route replacements were published in phases along the following timeline:

- *September 8, 2022:* 20 replacements;
- *November 3, 2022:* 15 replacements;
- *December 29, 2022:* 15 replacements; and
- *February 23, 2023:* Six replacements.

The policy work on charting communication gaps, Global Positioning System resiliency, and expansion of automatic dependent surveillance-broadcast will also move forward in FY 2023. Addressing Common Traffic Advisory Frequencies near Soldotna and Kenai is a priority for aviation stakeholders. The current effort is in response to National Transportation Safety Board recommendations to mitigate midair and near-midair collisions. These efforts will promote public engagement and reinforce the FAA's commitment to continuously improve an ever-changing aerospace system. Included in the FY 2024 President's Budget request for additional resources to strengthen the FAA's aviation safety oversight is funding for the Office of Aviation Safety to hire additional Accident Investigators to enable coverage for additional domestic and foreign investigation requirements, as well as Commercial Space launch mishaps, and accidents involving Unmanned Aircraft Systems.

Increase the Number of Inspections by 10% by 2024 (FMCSA)[BIL]

Goal 1.4.6	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	5% increase from FY 2021	8% increase from FY 2021	10% increase from FY 2021
Actual	2.727 million	2.875 million	2.939 million* *(2.14% increase)*	N/A	N/A

** Data as of October 2022.*

Lead: Federal Motor Carrier Safety Administration

FMCSA is working with its State partners to improve equity in enforcement and use high-visibility traffic enforcement to reduce crashes, including increasing the roadside inspections done with traffic enforcement. Safety-related violations found at roadside inspections are at the foundation of FMCSA's Safety Management System. The Safety Management System uses a motor carrier's data from roadside inspections (including all safety-based violations and State-reported crashes) to quantify performance in seven Behavior Analysis and Safety Improvement Categories.

FY 2022 Accomplishments

FMCSA and its State partners conducted 2,939,207 inspections in FY 2022, a 2.14% increase from FY 2021 (2,877,570) and 7.7% increase from FY 2020 (2,727,946). Of these, 1,769,580 were driver inspections resulting in 609,618 driver violations and 142,196 drivers being placed out of service. The top roadside inspection violations included:

- Failing to mark a CMV with carrier name or DOT number (207,377);
- Speeding violations – all categories (137,151);
- Inspection, repair, or maintenance of parts (117,498); and
- Unsafe/reckless driving (98,986).

FY 2023 – 2024 Plans for Progress

The BIL increased FMCSA's funding for its State partners to hire additional personnel for roadside inspections. Prior to the COVID-19 pandemic, FMCSA and its State partners typically conducted approximately 3.5 million inspections per year (this number dropped significantly beginning in FY 2021 due to COVID-19 impacts). The BIL funding for increased hiring provides FMCSA and its State partners the opportunity to increase investigative and enforcement resources to focus on high-risk motor carriers and high-crash zones to reach pre-pandemic inspection levels.

Increase Percentage of High-Risk Carrier Investigations Completed within 90 Days (FMCSA)

Goal 1.4.7	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	75%	75%	80%
Actual	76%	73%	81%*	N/A	N/A

** Data as of October 2022.*

Lead: Federal Motor Carrier Safety Administration

FMCSA and its State partners investigate carriers that, based on roadside performance data and investigation results, pose the greatest safety risk. A carrier is considered high-risk when there has not been an onsite investigation in the previous 18 months and two or more of the four Behavior Analysis and Safety Improvement Categories are at or above the 90th percentile for two consecutive months. The crash rate for the high-risk carrier group is four times the National average.

FY 2022 Accomplishments

FMCSA and its State partners conducted 2,348 high-risk carrier investigations in FY 2022. Of these, 81.1% were completed on time (within 90 days of being identified as high-risk) and the average time to investigate from date assigned was 68 days. This is an improvement from FY 2021, where 2,449 high-risk carriers were investigated on average within 82.6 days and 73.2% were on time.

FY 2023 – 2024 Plans for Progress

FMCSA has been focusing on high-risk carrier investigations since they were able to resume later in FY 2021 when COVID-19-related restrictions loosened. FMCSA and its State partners have worked the backlogs and are improving on the goal to complete investigations within 90 days of being identified as high-risk. For FY 2023 and 2024, FMCSA will continue to conduct investigations and emphasize equity in enforcement, focusing on high-risk carriers.

Strategic Objective 1.5: Critical Infrastructure Cybersecurity

Strengthen transportation system resilience to protect it from disruption from cyber and other attacks.

The Critical Infrastructure Cybersecurity objective is supported by one performance goal (see the Performance Goal Inventory for a complete list of all performance goals):

- Reduce the Number of Hours to Relay Critical Infrastructure Cybersecurity Information to Co-Sector Risk Management Agency Stakeholders (OST-S)

Summary of Progress

Office of Intelligence, Security, and Emergency Response: The Office of Intelligence, Security, and Emergency Response (OST-S) developed a straightforward spreadsheet to track date and time stamps for critical infrastructure cybersecurity-related messages received and then relayed to stakeholders each quarter. For all messages tracked thus far, the Co-Sector Risk Management Agencies have relayed them to stakeholders within eight business-day hours.

Reduce the Number of Hours to Relay Critical Infrastructure Cybersecurity Information to Co-Sector Risk Management Agency Stakeholders (OST-S)

Goal 1.5.1	FY 2022	FY 2023	FY 2024
Target	Eight business-day hours	Six business-day hours	Four business-day hours
Actual	Achieved (majority less than three business-day hours)	N/A	N/A

Lead: Office of Intelligence, Security, and Emergency Response

As Co-Sector Risk Management Agencies, DOT and the U.S. Department of Homeland Security (DHS) share responsibility for the Transportation Systems critical infrastructure sector. In these roles, DOT and DHS relay cybersecurity-related information from other organizations to sector stakeholders.

FY 2022 Accomplishments

OST-S established and maintained a spreadsheet to track date and time information on critical infrastructure cybersecurity messages received from external partners and subsequently relayed to Co-Sector Risk Management Agency stakeholders. In turn, OST-S analyzed FY 2022 data to confirm that all messages were relayed within the target of eight business-day hours, with the vast majority actually being relayed in less than three business-day hours.

FY 2023 – 2024 Plans for Progress

The Department is pursuing several strategies to support this performance goal, three of which generally address forms of information exchange: providing technical assistance, improving and increasing information sharing, and promoting guidelines or vulnerability assessments. To measure how effectively DOT addresses such information exchange, the Department will focus on quantitatively measuring how consistently and quickly DOT, jointly with DHS, relays information to sector stakeholders as it is received, ensuring the information is considered timely and actionable. Plans to make progress on this performance goal in FY 2023 and 2024 center on assessing any opportunities to streamline the process by which DOT and DHS relay information to stakeholders to ensure the Departments consistently relay information in as timely a manner as possible.

STRATEGIC GOAL 2

Economic Strength and Global Competitiveness

Strategic Objective 2.1: Job Creation and Fiscal Health

Support American workers and businesses to create good jobs while building stronger and more sustainable regional and local economies.

The Job Creation and Fiscal Health objective is supported by three performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- Increase Employment in the Transportation and Warehouse Sector by 7% Annually (OST-P)[KPI]
- Increase the Number of Students Who Participate in the Commercial Driver's License Operator Safety Training Program (FMCSA)
- Execute a Commercial Driver's License Apprenticeship Program for Under-21 Drivers (FMCSA)

Summary of Progress

Office of the Assistant Secretary for Transportation Policy: The BIL dramatically expands the amount of potential funding for workforce development. Section 13007 (Workforce Development, Training, and Education) of BIL gives States the flexibility to fund workforce development activities. States can use funds from four large federal-aid highway programs: National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality Program. Additional workforce development information has been made available from the FHWA Division Offices and from the FHWA Center for Transportation Workforce Development. FHWA has also published a Toolkit on Strategic Workforce Development, available online.

Office of the Assistant Secretary for Research and Technology: As DOT ramps up programs and initiatives designed to relieve supply chain bottlenecks, the Bureau of Transportation Statistics (BTS) will continue to pull employment data from the Bureau of Labor Statistics to track the results of expanded capacity, primarily in terms of jobs across the warehouse and transportation sectors. Transportation and warehouse jobs are used as a metric. Both are influenced by investment in the movement of goods and people throughout the Nation, and the metric broadly captures all DOT activities from FTA and FHWA's movement of people to FRA and MARAD's movement of freight.

Federal Motor Carrier Safety Administration: The CMVOST program awarded $2 million in funding in FY 2021 to 21 schools and colleges and $3.1 million in FY 2022 to 19 schools and colleges. The Agency's Safe Driver Apprenticeship program began accepting carrier applications and is on track to begin the official first year of the program in FY 2023.

Increase Employment in the Transportation and Warehouse Sector by 7% Annually (OST-P)[KPI]

Goal 2.1.1	FY 2022	FY 2023	FY 2024
Target	7% annual increase	7% annual increase	7% annual increase
Actual	3.3%	N/A	N/A

FY 2022 source: https://data.bts.gov/stories/s/Employment-Transportation-and-Warehousing-Sector-T/2z63-wprv/

Lead: Office of the Assistant Secretary for Transportation Policy

The generational investments currently being made with BIL, the American Rescue Plan, and the Inflation Reduction Act will encourage a seven percent increase in warehouse and transportation employment. This will help alleviate supply chain congestion and spur additional investment to increase capacity.

FY 2022 Accomplishments

In the first year of BIL, more than $185 billion in funding has been announced and is headed to States, Tribes, territories, and local governments with more than 10,000 projects connected to these investments. These investments will create jobs across the transportation and warehouse sector, both in building the new infrastructure and then operating and using it once built. In FY 2022, DOT, in close coordination with interagency partners through the White House Supply Chain Disruption Task Force, built and strengthened collaborative relationships with players from every sector of the freight transportation supply chain

to address critical supply chain congestion issues. Through the hard work of all involved, the U.S. supply chain saw vastly reduced congestion of anchored ships in FY 2022, down to zero after starting the year at more than 100 container ships off the Ports of Los Angeles and Long Beach.

DOT launched Freight Logistics Optimization Works (FLOW), a first-of-its-kind effort by the Biden-Harris Administration and supply chain companies to develop a digital tool that gives companies information on the condition of a node or region in the supply chain so that goods can be moved more quickly and cheaply, ultimately bringing down costs for families. The Department also helped rail labor and management reach an agreement that provided a numerous, historic benefits to rail works and averted a Nationwide rail shutdown that would have had crippling effects on the U.S. economy and everyday life.

FY 2023 – 2024 Plans for Progress

There are now over 50 and growing participants that are a part of FLOW. That number is expected to grow over the coming months. DOT also plans to hold listening sessions with small businesses, technology experts, and others. Since the project is in beta testing, no release date for the FLOW tool has been announced. Further, BIL expands the number and type of project eligibility requirements for Federal funding across DOT programs. Many DOT funding programs have eligibility requirements that support one of the following four goals: a) increasing women and minority participation; b) addressing workforce gaps; c) building skills supporting emerging transportation technologies; and d) attracting new sources of job-creating investment.

Through BIL implementation over the next five years, supply chain bottlenecks should be relieved through the multiple investments made across transportation modes. After establishing a baseline for this performance goal, DOT will target for a seven percent annual increase in the number of people employed in the transportation and warehouse sector in FY 2022, 2023, and 2024. OST-P and BTS will continue to monitor the results of this expanded capacity, primarily in terms of jobs across the warehouse and transportation sectors. Should these goals not materialize in the near term, further research and analysis by the Office of the Assistant Secretary for Research and Technology (OST-R) can determine additional root causes and guide future transportation authorizations.

Increase the Number of Students Who Participate in the Commercial Driver's License Operator Safety Training Program (FMCSA)

Goal 2.1.2	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	Increase funding to qualified service providers by 10% from prior year*	Increase funding to qualified service providers by 10% from prior year*	Increase funding to qualified service providers by 10% from prior year*
Actual	$2 million in funding awarded to service providers	$3.1 million in funding awarded to service providers (70% increase)	N/A	N/A

** Funding goal cannot exceed the total amount of funding available, which in FY 2022 was $3.1 million.*

Lead: Federal Motor Carrier Safety Administration

The CMVOST grant program, which was established in 2005 as amended by the Fixing America's Surface Transportation Act Section 5101 and codified as 49 USC Section 31101, has two goals:

- Expand the number of CDL holders possessing enhanced operator safety training to help reduce the severity and number of crashes on U.S. roads involving CMVs; and
- Assist current or former members of the U.S. Armed Forces (including National Guard members and reservists) and their spouses in receiving training to transition to the CMV operation industry.

FY 2022 Accomplishments

In FY 2021, the program awarded $2 million in funding to 21 schools and colleges. In FY 2022, FMCSA awarded $3.1 million to 19 grantees: five trucking schools and 14 colleges and technology schools, including three Minority Institutions of Higher Education. FY 2022 CMVOST funds will support 906 students. The list of grantees is located on the CMVOST website at CMVOST Grant Recommendation Summaries.

FY 2023 – 2024 Plans for Progress

The program's annual goal is to increase the number of students participating in the CDL Operator Training Safety Programs. FMCSA is working to achieve this goal by awarding funding to as many grantees as possible and, when possible, increasing the amount of funding awarded. Discretionary funding in FY 2023 should allow more schools and colleges to benefit from safety training if enough grantees apply for the available funds. FMCSA will continue to work with our State partners to garner more interest in the grant program resulting in more applicants and/or grant awards.

Execute a Commercial Driver's License Apprenticeship Program for Under-21 Drivers (FMCSA)

Goal 2.1.3	FY 2022	FY 2023	FY 2024
Target Milestone	Initiate development of the Safe Driver Apprenticeship Program.	Implement first year of the Safe Driver Apprenticeship Program.	Monitor the safety of participating motor carriers and driver
Actual Milestone	Initiated the Safe Driver Apprenticeship Program.	N/A	N/A

Lead: Federal Motor Carrier Safety Administration

The Safe Driver Apprenticeship pilot program, which is required under Section 23022 of BIL, allows motor carriers meeting specific requirements to employ drivers between 18 and 20 years of age in interstate commerce. The apprenticeship model is proven to increase retention of employees: Participants in the pilot program earn an income while they learn the skills necessary to obtain a license to drive a truck and can command higher salaries throughout their careers. The pilot program allows private sector motor carriers to establish an apprenticeship program for qualified 18-, 19-, and 20-year-old drivers to operate CMVs in interstate commerce. The apprenticeship program must consist of two probationary periods, one for 120 hours and the other for 280 hours, each of which includes minimum hours of driving time with an experienced driver and performance benchmarks. In addition, the CMVs to be operated during the pilot program must be equipped with specific vehicle safety technologies. The BIL limits the participants in the program to no more than 3,000 apprentices at any one time.

FY 2022 Accomplishments

The Safe Driver Apprenticeship Program was initiated in FY 2022. Accomplishments include:

- The Federal Register Notice announcing the requirements of the Safe Driver Apprenticeship Pilot Program was published on January 14, 2022.
- FMCSA hosted an informational session for the trucking industry on July 25, 2022. FMCSA began holding informational sessions with accepted motor carriers to answer questions about the apprenticeship program.
- FMCSA began accepting applications from motor carriers that wish to participate in the program on July 26, 2022. Interested motor carriers who meet FMCSA's criteria for participation are required to complete an application form. Approved carriers are publicly announced on FMCSA's website to encourage potential apprentices to apply for employment directly with the identified employers.

FY 2023 – 2024 Plans for Progress

To initiate the program's development in FY 2023, FMCSA will create a monitoring plan for the pilot program and create a website. In the first year of program implementation in FY 2023, FMCSA will:

- *Begin accepting driver information from carriers (experienced drivers and apprentices):* Participating motor carriers must submit monthly data on an apprentice's driver activity (e.g., VMT, duty hours, driving hours, off- duty time or breaks), safety outcomes (e.g., crashes, violations, and safety-critical events), and any additional supporting information; and
- *Begin data collection on apprentices:* FMCSA will review monthly data submitted by approved motor carriers and its own databases including, but not limited to, the Motor Carrier Management Information System, Safety Measurement System, CDL Information System, Licensing and Insurance System, and the Drug and Alcohol Clearinghouse.

During FY 2024, the Office of Safety will continue oversight of the Safe Driver Apprenticeship pilot program. Monitoring the safety of participating motor carriers and drivers will be critical during FY 2024.

Strategic Objective 2.2: High-Performing Core Assets

Restore and modernize core assets to improve the state of good repair, enhance resiliency, and expand beneficial new projects.

The High-Performing Core Assets objective is supported by sixteen performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- The Percent of Paved Runways in the National Plan of Integrated Airport Systems in Excellent, Good, or Fair Condition will be Maintained at 93% (FAA)[APG, KPI]
- Complete Construction on a Total of 30 Staffed Air Traffic Control Towers by 2030 (FAA)[BIL]
- Reduce the Backlog of $830 Billion in Highway Repairs by 50% by 2040 (FHWA)[KPI, BIL]
- The Percentage of Interstate Pavement in Either Good or Fair Condition will be Maintained at 95% (FHWA)[APG, KPI]
- The Percentage of Deck Area on National Highway System (NHS) Bridges in Either Good or Fair Condition Will be Maintained at or Above 95% (FHWA)[APG, KPI]
- Fix the 10 Most Economically Significant Bridges and Repair the 15,000 In-Most-Need Bridges (FHWA)[KPI, BIL]
- Eliminate 100% of Amtrak's State of Good Repair Backlog of Amtrak-Owned Fleet, ADA Stations Compliance, and Non-NEC Infrastructure by 2035 (FRA)[KPI, BIL]
- Reduce the Northeast Corridor State of Good Repair Backlog by 60% and Reduce Corridor-Wide Trip Times by 2035 (FRA)[KPI, BIL]
- Initiate Intercity Passenger Rail Service on at Least Three New Corridors by 2035 (FRA)[KPI, BIL]
- Improve Short Line Railroad Infrastructure and Equipment (FRA)
- Reduce the State of Good Repair Backlog for Transit Revenue Vehicles by 25% by 2030 (FTA)[KPI, BIL]
- Reduce the State of Good Repair Backlog for Transit Buildings and Facilities by at Least 50% by 2030 (FTA)[KPI, BIL]
- Increase the Frequency of Bus Service in Urbanized Areas Over 100,000 in Population by 10% by 2026 (FTA)[KPI, BIL]
- By 2036, Repair or Replace 1,000 Miles of High-Risk, Leak-Prone, Community-Owned Legacy Gas Distribution Pipeline Infrastructure, as Well as an Estimated Reduction of 1,000 Metric Tons of Methane Emissions and a Reduction in Fatalities/Serious Injuries (PHMSA)[KPI, BIL]
- Average Project Completion Time for Major Projects Posted on the Permitting Dashboard (OST-P)
- Average NEPA Schedule Length of In-Progress Major Projects Posted on the Permitting Dashboard (OST-P)

Summary of Progress

Federal Aviation Administration: The FAA ensures that runways are maintained in good condition through a system of planning, inspection, reporting, analysis, enforcement, and funded construction and maintenance projects. The FAA's current percentage of paved runways in the National Plan of Integrated Airport Systems (NPIAS) in excellent, good, or fair condition is 97.6%, exceeding the annual target. The FAA maintains a target of 93% to ensure the target is not negatively impacted by funding constraints, nor residual impacts to airport capacity and flight operations across the NAS due to reconstruction and/or rehabilitation. The goal to complete construction on 30 staffed air traffic control towers by 2030 is supported by the FAA's Sustainable Tower Design initiative and has progressed as planned. A bid protest was received at the conclusion of the recent Phase II vendor down-selection, which delayed the implementation of Phase III (six selected vendors beginning tower designs) by 30 days. At present, this is not expected to significantly affect the overall schedule.

Federal Highway Administration: FHWA continues to work closely with States by administering the National Highway Performance Program (NHPP) and the Surface Transportation Block Grant (STBG) programs and by providing technical support that helps limit the National percentage of pavements in poor condition to 0.8%. The FY 2024 President's Budget includes $29.6 billion and $14.4 billion for the NHPP and STBG, respectively. FHWA continues to encourage recipients to consider safety, equity, climate change, and sustainability throughout the planning and project development process, including the extent to which projects under NHPP and STBG align with the President's greenhouse gas (GHG) reduction, climate resilience, and environmental justice commitments. In FY 2022, the Department and FHWA issued implementation guidance for the NHPP and STBG and provided $28.439 billion and $13.835 billion, respectively, to the States through a statutory formula.

FHWA continues to monitor State DOT obligations from both the Bridge Formula Program (BFP) and the Bridge Replacement and Rehabilitation Program to ensure funding is obligated to eligible projects prior to lapsing. FHWA will award more than $2.1 billion in planning grants and Large Bridge Project (projects with more than $100 million in eligible costs) grants from the Bridge Investment Program (BIP) by early January 2023. FHWA is also currently reviewing applications for BIP Project (projects with total eligible costs of up to $100 million) construction grants with the expectation of awarding FY 2022 grants in mid-March 2023. These efforts will contribute to reducing the backlog of preservation and improvement needs while elevating the overall condition of the Nation's highways and bridges.

Federal Railroad Administration: Since the passage of BIL in November 2021, FRA has worked with all stakeholders to identify and assess actions needed to successfully achieve the goals of the legislation. Close collaboration with Amtrak and the Northeast Corridor (NEC) Commission has been instrumental in identifying infrastructure investments necessary to bring rail infrastructure back to a state of good repair. FRA ensured that the NEC Project Inventory (identifying projects eligible for BIL Federal State Partnership for Intercity Passenger Rail grant program) prioritized state of good repair projects. FRA reviewed Amtrak's initial Spend Plan outlining how BIL supplemental funds to Amtrak will be spent in FY 2022 and 2023 to confirm focus on state of good repair. FRA also established the Corridor ID program and has held webinars and other outreach to assess the level of interest for the program.

Federal Transit Administration: FTA administered increased funds from BIL for the State of Good Repair Formula Program the Bus and Bus Facilities Competitive Program. FTA also initiated the new Rail Car Replacement grant program, administered programs aimed at enhancing transit services (e.g., National Rural Transit Assistance Program), and engaged with stakeholders throughout the transit industry. Through the Transit Asset Management Program, FTA provided resources, learning opportunities, and technical assistance to transit providers, as well as funding from numerous grant programs for the repair or replacement of assets. Due to the long lead time required to replace revenue vehicles and facilities that are not currently in a state of good repair, FTA anticipates marginal improvement in performance data for the two performance goals relating to condition of core transit assets over the next few years.

Pipeline and Hazardous Materials Safety Administration: PHMSA published the NGDISM Program NOFO in May 2022 and received 179 applications, totaling more than $1.2 billion in its inaugural year (FY 2022). PHMSA is in the process of completing the final review of FY 2022 applications and anticipates making FY 2022 awards by February 2023. The performance measures for the program include the grant recipient's reporting of the miles of pipeline to be replaced and the estimated methane reductions. PHMSA has completed several regulatory requirements including publishing a 30-day Information Collection Federal Register notice on November 7, 2022, seeking OMB approval to collect grant-related information, including performance data, and completing a Tier 1 Environmental Assessment describing the potential social, economic, and environmental impacts of the Nationwide implementation of the NGDISM program. PHMSA is in the process of preparing program delivery materials to assist grant applicants in completing the grant approval and agreement process for the swift delivery of funds and the construction of these repair, rehabilitation, and replacement projects.

The Percent of Paved Runways in the National Plan of Integrated Airport Systems in Excellent, Good, or Fair Condition will be Maintained at 93% (FAA)[APG, KPI]

Goal 2.2.1	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	93%	93%	93%	93%	93%	93%
Actual	97.9%	97.9%	97.8%	97.6%	N/A	N/A

Lead: Federal Aviation Administration

The FAA ensures that runways are maintained in good condition through a system of planning, inspection, reporting, analysis, and enforcement. FAA conducts scheduled and surveillance safety inspections at airports to assess runway pavement condition. Scheduled safety inspections are defined as regularly scheduled and detailed studies of runway surfaces, while surveillance is the persistent and remote review of runway surfaces. This combination of methods provides the highest assurance of runway condition. Runways that are in fair or better condition require less funding to maintain safe and serviceable pavements. When a runway falls to poor condition, it is still safe and serviceable but will require significantly higher costs to rehabilitate or reconstruct. Once a pavement is in failed condition, it is no longer safe and requires significant investment to reconstruct.

Data are collected through visual inspection of runway pavement in accordance with existing FAA guidance. As part of airport inspections, which are conducted annually to triennially by FAA, State, or contractor personnel, the FAA updates airport master records for public-use airports and reports the results through the Airport Safety Data Program. This information will be reported in the biennial NPIAS report.

FY 2022 Accomplishments

The FAA monitors runway conditions and works with airport sponsors to identify runways with deteriorating conditions and ensures theses pavements are incorporated into planning and programming documents for future maintenance, rehabilitation, and reconstruction projects. In FY 2022, the FAA awarded 260 Airport Improvement Program grants totaling $929.5 million and BIL grants totaling $62.8 million for runway pavement maintenance, rehabilitation, and reconstruction projects. These projects will be executed over future construction seasons to sustain the NPIAS system of runways into the future.

FY 2023 – 2024 Plans for Progress

Assessing runway pavement condition is accomplished through both scheduled and surveillance safety inspections at airports. The FAA's strategies to accomplish this goal include:

- Collecting safety and pavement condition data under a contract program to inspect non-certificated public use airports every three years;
- Maintaining a five-year, forward-looking analysis of airport capital requirements that includes runway rehabilitation requirements, published in the biennial NPIAS report; and
- Enforcing requirements to have pavement preventive maintenance programs at Federally obligated airports.

In FY 2023, the FAA will administer $3.35 billion in Airport Improvement Program grants in accordance with statute to make progress on this performance goal. The program provides grants to public agencies and, in some cases, to private owners and entities for the planning and development of public-use airports that are included in the NPIAS. The FY 2024 President's Budget requests approximately $3.1 billion in Airport Improvement Program grants.

Complete Construction on a Total of 30 Staffed Air Traffic Control Towers by 2030 (FAA)[BIL]

Goal 2.2.2	FY 2022	FY 2023	FY 2024
Target Milestone	Issue Screening for Information Request for Airport Traffic Control Tower Design Initiative.	Contract Award for Airport Traffic Control Tower Design Initiative.	Award one Airport Traffic Control Tower construction contract.
Actual Milestone	Issued first Screening Information Request.	N/A	N/A

Lead: Federal Aviation Administration

The FAA owns and maintains many airport traffic control towers across the U.S. that have exceeded their life expectancy and are past due for replacement. Accordingly, the FAA is launching an effort to accelerate the rate at which it replaces aging facilities that do not meet today's building codes and/or technological needs. To address airport traffic control towers in rural and underserved communities, the FAA initiated a significant effort on new construction for 30 of these facilities.

FY 2022 Accomplishments

In FY 2022, the FAA released first Screening Information Request for a high-level concept and subsequently selected 15 applicants. A second Screening Information Request went out to the 15 selected applicants to gather input on their qualifications. Based on responses, six finalists were selected. Finally, a third Screening Information Request went out to the six finalists to gather more details on their concept and design. The goal was met and the outcome is a good foundation for future milestones.

FY 2023 – 2024 Plans for Progress

The FAA will develop a standard tower design in FY 2023 that will enable construction of 30 towers by 2030. During this time, the FAA will award Service Area and Nationwide Basic Ordering Agreements, establishing a pool of experienced candidates prepared to compete for subsequent call order construction and construction support awards. The FAA intends to award small and medium Basic Ordering Agreements for the Eastern/Central/Western Service Areas and several Nationwide agreements. The Agency will also continue work initiated in FY 2022, including architect-engineering design work, field surveys, environmental impact analyses, soil and geotechnical investigations, and construction management services in support of this initiative. These efforts will lead to the award of airport traffic control towers construction contracts, with a first contract planned to be awarded in FY 2024. Segment 1 funding of $5.1 million is requested for FY 2024 to support advance requirements definition. Activities supported under Segment 1 include the evaluation of unique operational and maintenance requirements that impact the Air Traffic Control Tower and Terminal Radar Approach Control facilities. This funding will support the development of business cases, mock-ups of the Airport Facilities Terminal Integration Laboratory to assist with the evaluation of the attributes of proposed airport sites, actual site selection, and other advance engineering considerations.

Reduce the Backlog of $830 Billion in Highway Repairs by 50% by 2040 (FHWA)[KPI, BIL]

Goal 2.2.3	FY 2022	FY 2023	FY 2024
Target	Less than 11.9% of NHS pavements in poor condition	*Annual Obligations:* Obligate $56.5 billion of FHWA funds to projects that will contribute to addressing the backlog. *Cumulative Obligations:* Increase cumulative obligations since FY 2017 to such projects to $303 billion.	*Annual Obligations:* Obligate $58.7 billion of FHWA funds to projects that will contribute to addressing the backlog. *Cumulative Obligations:* Increase cumulative obligations since FY 2017 to such projects to $361 billion.
Actual	12.8% of NHS pavements in poor condition	N/A	N/A

Lead: Federal Highway Administration

The Highway Repair Backlog is defined as the level of investment needed to address existing deficiencies on current highway and bridge assets when it is cost-beneficial to do so. The Highway Repair Backlog excludes investments in system expansion, and thus represents a subset of the total National investment backlog presented in DOT's biennial Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance Report to Congress. The backlog is derived from: 1) data analysis from the Highway Performance Monitoring System conducted using the Highway Economic Requirements System; 2) data analysis from the National Bridge Inventory using the National Bridge Investment Analysis System; and 3) estimates for non-modeled capital expenditure types generated from State reports on highway capital expenditures by functional class and improvement type.

The 24th Edition of the Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance Report to Congress presented a National backlog estimate of $1.01 trillion as of 2016, expressed in constant 2016 dollars; subtracting $180 billion of investments relating to system expansion from that total yields the $830 billion Highway Repair backlog figure. The target of reducing the Highway Repair backlog by 50% by 2040 was established based on a projection of future investment levels for types of projects that would be expected to affect the Highway Repair backlog. The projection assumed Federal investment levels will

continue at BIL levels in constant dollar terms beyond 2026. The projection also assumed State and local government spending would remain steady in constant dollar terms.

The estimated Highway Repair backlog was initially projected to decrease from $830 billion to $812 billion by 2018, but actually decreased to $792 billion, meaning that FHWA is currently ahead of schedule. To remain on track for a 50% reduction by 2040, the Highway Repair backlog would need to decline to $790 billion by 2020, $780 billion by 2021, $769 billion by 2022, $752 billion by 2023, $734 billion by 2024, $615 billion by 2030, and $514 billion by 2035.

FY 2022 Accomplishments

The BIL established two new programs to assist stakeholders in addressing highway bridge needs – the BFP and BIP. The BFP annually provides $5.5 billion to the States to invest in highway bridge rehabilitation, preservation, protection, or construction projects on public roads. The BIP annually provides an average of $2.5 billion for competitive grants for two cases of projects that replace, rehabilitate, preserve, or protect highway bridges: (1) Large projects (eligible projects with total costs greater than $100 million); and (2) Other than large projects. In FY 2022, the Department and FHWA issued implementation guidance for the BFP and provided $5.5 billion to the States through a statutory formula.

The BIL continues the NHPP, the goals of which are to: provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. In FY 2022, the Department and FHWA issued implementation guidance for the NHPP and provided $28.439 billion to the States through a statutory formula.

The BIL also continues the STBG program which promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. In FY 2022, the Department and FHWA issued implementation guidance for the STBG and provided $13.835 billion to the States through a statutory formula.

FY 2023 – 2024 Plans for Progress

FHWA provides technical assistance to help States develop and implement their statutorily required risk-based asset management plan for the NHS (23 U.S. Code § 119). Implementation of a compliant risk-based asset management plan for the NHS encourages the prioritization of projects that correspond to the types of unmet needs reflected in the $830 billion backlog in highway repairs, including bridges. The BFP will continue to be implemented annually for FY 2023 through FY 2026. The FY 2024 President's Budget includes $5.5 billion for the BFP for bridge replacement, rehabilitation, or protection on public roads. Also, FHWA is currently evaluating BIP Bridge Project grant applications with the expectation of making awards in mid-February 2023. Beginning in FY 2023, FHWA will deploy an automated template to assist BIP applicants in the benefit-cost analyses required by statute. This will make it easier for local agencies and Tribal Nations to apply for BIP funds to address their critical unfunded bridge needs. These two new bridge programs, along with continuing Federal-aid highway programs will make significant improvements to an aging highway system that will contribute to enhancing the safety, capacity, and connectivity of our Nation's transportation infrastructure. The NHPP and STBG will continue to be implemented annually for FY 2023 through FY 2026.

Inflation as measured by the National Highway Construction Cost Index has been greater in recent years. High inflation lowers the purchasing power of each dollar of highway investment. FHWA has initiated research to forecast the National Highway Construction Cost Index and understand the impact of inflation on program delivery. The impact of the funding from BIL will not be reflected in the backlog calculation until the 28th or 29th edition of the Conditions and Performance Report, which will use 2024 and 2026 data, respectively.

The Percentage of Interstate Pavement in Either Good or Fair Condition will be Maintained at 95% (FHWA)[APG, KPI]

Goal 2.2.4	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	95%	95.5%	95%	95%	95%	95%
Actual	99.1%	99.1%	99.2%	99.2%	N/A	N/A

Lead: Federal Highway Administration

As required by 23 CFR 490 Subpart B, States must submit Interstate pavement condition data annually to ensure that they meet the data requirements and minimum pavement condition standards. If these requirements are not met, States are subject to a penalty requiring that a portion of their funds be dedicated to addressing Interstate pavement conditions. This data is used to calculate and report this measure. While FHWA cannot directly impact the Interstate pavement condition measure, as States make the decisions on project funding, the Agency provides funding programs and technical assistance at the programmatic level to try to influence the outcomes.

FY 2022 Accomplishments

FHWA's activities to make progress on this performance goal in FY 2022 included:

- Reviewed data quality and made pavement condition determinations using State DOTs' submitted pavement condition data by April 15;
- Continued to deploy the Every Day Counts, Round 6 initiative on Targeted Overlays Pavement Solutions;
- Hosted Mobile Pavement Technology Centers site visits providing demonstrations and technical assistance;
- Hosted various National Highway Institute trainings on topics such as quality assurance, pavement management, pavement paving construction, and inspection;
- Conducted Construction Materials Quality Assurance Stewardship and Oversight reviews to ensure that State DOTs meet the requirements of 23 CFR 635 and identify high-risk quality assurance practices;
- Published the Pavement Preservation Research Roadmap; and
- Held peer exchanges to share practices related to pavement management, balance mix design, and pavement design.

FY 2023 – 2024 Plans for Progress

In FY 2019, the 50 States, District of Columbia, and Puerto Rico began reporting on pavement conditions per the requirements for National Performance Management measures. This performance goal is based on a classification system of good, fair, and poor, and identifies pavements that are open, drivable, and acceptable to the public. In FY 2024, FHWA will implement the FY 2023 Interstate Pavement Condition Penalty by ensuring that State DOTs obligate penalty funds in a timely manner and will determine which States will be penalized in FY 2023. Additionally, FHWA will administer significant progress determinations to analyze progress toward meeting State-established pavement condition targets. Ongoing efforts will include offering new training courses in pavement management and quality assurance, conducting research to identify techniques for pavement performance testing, completing a new pavement testing facility to explore such pavement topics as foundation and preservation performance, and administering a study to demonstrate and advance new pavement technologies. Additional activities will include:

- Working with States to report National performance measures for assessing pavement condition, including distress data (e.g., faulting, cracking, and rutting) for the entire NHS, and improve data quality through the continued implementation of State Data Quality Data Plans;
- Releasing new training courses in the areas of pavement preservation, maintenance, and design; and
- Continuing research to identify techniques for pavement performance testing and complete construction of the pavement testing facility to explore various pavement topics, such as foundation and preservation performance. Administer a pooled-fund study to demonstrate and advance new pavement technologies.

The Percentage of Deck Area on National Highway System (NHS) Bridges in Either Good or Fair Condition Will be Maintained at or Above 95% (FHWA)[APG, KPI]

Goal 2.2.5	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023
Target	95%	95.5%	95%	95%	95%	95%
Actual	95.4%	95.7%	95.8%	95.8%	N/A	N/A

Lead: Federal Highway Administration

Deck area on NHS bridges is the measure required by statute for use in applying the minimum condition penalty of 23 U.S. Code § 119(f)(2). While the statutory penalty threshold is 90% of deck area on NHS bridges in either good or fair condition or less for three consecutive years, FHWA has maintained a more aggressive annual goal of 95% as an indirect indication of Agency success in supporting State DOT bridge programs.

CY 2022 Accomplishments

In CY 2022, the FHWA performed data validation and processed highway bridge condition data submitted by the State DOTs by the June 15, 2022, deadline into the National Bridge Inventory; published an updated National Bridge Inspection Standards final rule; completed annual cycle of assessing the State DOTs for compliance with National Bridge Inspection Program; conducted training of all FHWA Division Office Bridge Engineers hired in the past three years on the annual National Bridge Inspection Program oversight/assessment process; and published the Specifications for the National Bridge Inventory to update the inspection and inventory data collected and submitted annually by State DOTs.

CY 2023 – 2024 Plans for Progress

The Department and FHWA are implementing the Competitive Highway Bridge Program (CHBP) and the Highway Bridge Replacement and Rehabilitation Program, which provide additional funds to States to replace or rehabilitate bridges. CHBP funds go toward highway bridge replacement or rehabilitation projects on public roads that demonstrate cost savings by bundling at least two highway bridge projects into a single contract. Eligible applicants to the CHBP were State DOTs of States with a population density below 100 individuals per square-mile based on the 2010 Census. The calculation of individuals per square mile is based on the land area, which is consistent with the practice of the U.S. Census Bureau.

The CHBP awarded a total of $225 million to 20 projects in 18 States in FY 2019, and the Highway Bridge Replacement and Rehabilitation Program provided $2.7 billion to the States from FY 2019 to FY 2022. FHWA is monitoring the CHBP awardees to ensure that all funding is expended before it expires at the end of FY 2026. In FY 2021, FHWA set aside funds in four States that exceeded the 10% penalty threshold for NHS bridges in poor condition (23 U.S. Code § 119). FHWA will work with these State DOTs to obligate the set-aside funds for eligible bridge projects on the NHS and continue to encourage efforts to improve the percentage of NHS bridges in good and fair condition. For CY 2023, FHWA will again implement the NHS bridge condition penalty in the same four States.

Fix the 10 Most Economically Significant Bridges and Repair the 15,000 In-Most-Need Smaller Bridges (FHWA)[KPI, BIL]

	Goal 2.2.6	FY 2022	FY 2023	FY 2024
Overall	Target Milestone	Issue program guidance for the BFP and the NOFO for the BIP.	N/A	N/A
	Actual Milestone	Implemented the BFP and BIP and issued NOFO for the BIP on June 10, 2022.	N/A	N/A
10 Most Economically Significant Bridges	Target	N/A	2	2
	Actual	4	N/A	N/A
15,000 In-Most-Need Smaller Bridges	Target	N/A	3,000	3,000
	Actual	3,767	N/A	N/A

Lead: Federal Highway Administration

This performance goal tracks a commitment that President Biden made during his State of the Union speech on March 1, 2022. The numbers reflect informed estimates on how investments made by both the BFP and BIP might affect the condition of the inventory of existing highway bridges across the country. This goal reports on bridge authorizations of Federal formula funds from Financial Management Information Systems and not bridge condition data from the National Bridge Inventory database, which are only updated in the year following a safety inspection.

The BFP annually provides $5.5 billion to the States to invest in highway bridge rehabilitation, preservation, protection, or construction projects on public roads. This program also includes two set-asides to address the needs of highway bridges located off of Federal-aid highways: a 15% set-aside for use on off-system highway bridges and three percent set-aside for use on Tribal transportation facility bridges. The BIP is a discretionary grant program that provides financial assistance to States, MPOs, local governments, political subdivisions of a State or local government, special purpose districts or public authorities with a transportation function, Federal land management agencies, and Tribal governments for the replacement, rehabilitation, preservation, or projection of existing highway bridges. In FY 2022, the Department and FHWA issued implementation guidance for the BFP and provided $5.5 billion to the States through a statutory formula. The BFP will continue to be implemented for FY 2023.

FY 2022 Accomplishments

In FY 2022, FHWA implemented the BFP and BIP; monitored obligations from the BFP and other Federal programs with highway bridge eligibilities to new start projects; issued approximately $19 million in BIP planning grants to 23 projects in 23 States; evaluated BIP Large Bridge Project grant applications and made recommendations on approximately $2.1 billion in awards; promoted both the BFP and BIP through presentations at conferences and during webinars. In FY 2022, DOT began to implement BIL infrastructure programs including the Mega Grant Program and INFRA Programs, among others, which provide funding for highway bridges. DOT has awarded funding to the following economically significant bridges:

- Brent Spence Bridge, OH-KY, Ohio Department of Transportation;
- I-5 Bridge, OR-WA, Oregon Department of Transportation;
- Golden Gate Bridge, CA, Highway and Transportation District; and
- Cape Cod Bridges, MA, U.S. Army Corps of Engineers.

FY 2023 – 2024 Plans for Progress

FHWA issued the BIP NOFO on June 10, 2022, with the goal of making discretionary grant awards in early FY

2023. The program will provide three types of grants: planning project grants to complete the planning phase of project development, Large Bridge Project construction grants for projects with total eligible costs in excess of $100 million, and other than large bridge project construction grants for projects with total eligible costs of up to $100 million. This program creates opportunities for all levels of government to fund highway bridge projects while leveraging Federal funding. Projects funded by this program will fix an aging highway system, specifically highway bridges, and contribute to enhancing the safety, capacity, and connectivity of our Nation's transportation infrastructure.

The combination of these two new programs, along with the Federal-aid Highway programs in which highway bridge projects are eligible and recent appropriated highway bridge programs (CHBP and the Highway Bridge Replacement and Rehabilitation Program), will assist in improving the condition of economically significant and in-most-need highway bridges. In FY 2023 and FY 2024, DOT will continue to administer BIL programs, including accepting applications for funding for major bridge projects. DOT anticipates identifying funding for the remaining six economically significant bridges through future rounds of grant awards.

Eliminate 100% of Amtrak's State of Good Repair Backlog of Amtrak-Owned Fleet, ADA Stations Compliance, and Non-NEC Infrastructure by 2035 (FRA)[KPI, BIL]

	Goal 2.2.7	Baseline	FY 2023**	FY 2024**
ADA Stations	Target	*Amtrak Responsibility:* Bring 284 stations into compliance.* *Third Party:* To be determined.	*Amtrak Responsibility:* Bring 42 stations into compliance. *Third Party:* Work with Amtrak to assess stations.	*Amtrak Responsibility:* Bring 94 stations into compliance. *Third Party:* Identify station baseline.
	Actual	---	N/A	N/A
Amtrak-Owned Fleet	Target	Introduce 125 locomotives and 83 trainsets into service.	Introduce 37 locomotives into service. Complete trainset design.	Introduce 62 locomotives into service. Begin trainset manufacturing.
	Actual	---	N/A	N/A
Major Facilities	Target	Reduce state of good repair backlog. *Level 1:* Seven facilities *Level 2:* 14 facilities	*Level 1:* Complete five Statements of Work and bring one facility under a Design/Build contract. *Level 2:* Complete two Statements of Work.	*Level 1:* Complete six Statements of Work and bring five facilities under Design/Build contracts. *Level 2:* Complete eight Statements of Work and bring two facilities under Design/Build contracts.
	Actual	---	N/A	N/A
National Infrastructure	Target	To be determined.	Work with Amtrak to identify infrastructure needs.	Develop strategy for addressing infrastructure needs.
	Actual	---	N/A	N/A

Overall FY 2022 Target: Establish baseline and identify initial targets in detailed Spend Plan due to Congress by May 14, 2022, for FY 2022 and 2023 supplemental advanced appropriations. Award and obligate $4.4 billion in FY 2022 supplemental advanced appropriations to Amtrak.

Overall FY 2022 Actual: Submitted Spend Plan and identified initial targets. Awarded and obligated supplemental grant.

** This number may increase or decrease pending real estate transactions or legal determination of responsibility.*

*** Numerical targets are cumulative totals.*

Lead: Federal Railroad Administration

Amtrak has been operating for more than 50 years, and its fleet, stations, and other infrastructure are aging. Federal funding is required to replace or repair equipment and other infrastructure to provide safe, reliable, and efficient service to the American public. Funding from BIL supports the Administration's goals to eliminate the state of good repair backlog of Amtrak-owned fleet and major facilities, and to bring Amtrak-served stations into compliance with the Americans with Disabilities Act (ADA). National Infrastructure and System backlogs are still being assessed, and BIL funding will allow substantial progress to be made in reducing the state of good repair backlog on the National passenger rail system. Other than the stations, fleet, and facilities specified above, this goal does not include other infrastructure on the NEC, which is funded and tracked separately.

The BIL will allow Amtrak to bring more than 280 stations into compliance with ADA laws, introduce 125 new locomotives and 83 new trainsets into service, and reduce state of good repair at major Amtrak facilities which are identified as Level 1 or Level 2 in the targets above. Level 1 Facilities are classified as heavy maintenance facilities which conduct all facets of maintaining the trainsets. These facilities include Maintenance and Inspection tracks that perform routine Inspections and Maintenance of the trainsets and can perform any heavy maintenance that may be required. These facilities also perform routine as well as in-depth service and cleaning of the trainsets. Level 2 Facilities are classified as service and cleaning facilities which perform the day-to-day service and cleaning of the trainsets. No heavy maintenance will be performed at Level 2 facilities. Congress provided $22 billion in BIL supplemental funding to Amtrak to address these fleet, ADA, and state of good repair goals.

FY 2022 Accomplishments

In FY 2022, FRA and Amtrak completed the FY 2022 and 2023 Spend Plans and identified the various stations, major facilities, and obsolete fleet that need to be replaced, repaired, or addressed for ADA compliance. FRA submitted the spend plans to Congress by the statutory deadline. In addition, FRA and Amtrak completed the terms and conditions for the NEC and National Network grant agreements and programmatic Statement of Work. Finally, FRA developed templates for the completion of project Statements of Works that included performance goals and outcomes.

FY 2023 – 2024 Plans for Progress

The $22 billion in direct Amtrak advance appropriations in BIL will eliminate the state of good repair backlog of Amtrak-owned fleet and major facilities, bring Amtrak-served stations into compliance with the ADA, and address critical state of good repair needs on National infrastructure and systems. All future grant agreements and project Statements of Work will include specific performance measures and milestones to ensure the projects are completed on-time and within budget. In addition, FRA and Amtrak will submit the FY 2024 Detailed Spend Plan required by BIL to Congress in conjunction with the release of the FY 2024 President's Budget. The FY 2024 President's Budget requests more than $3 billion for Amtrak's base operating, capital, and debt service needs, in recognition that sustained and robust annual Amtrak funding is needed to operate Amtrak's expansive network and ensure no further infrastructure or equipment slip into a state of disrepair.

Reduce the Northeast Corridor State of Good Repair Backlog by 60% and Reduce Corridor-Wide Trip Times by 2035 (FRA)[KPI, BIL]

Goal 2.2.8		FY 2022	FY 2023	FY 2024
State of Good Repair Backlog	Target Milestone	Coordinate with the NEC Commission to update the CONNECT NEC 2035 Plan. Award FY 2021 Federal-State Partnership for State of Good Repair funding to begin advancing BIL objectives.	Publish the NEC Project Inventory by November 15, 2022, which will identify and sequence projects for funding on the NEC. Issue NOFO for, award, and begin obligating FY 2022 and 2023 Federal-State Partnership for Intercity Passenger Rail grant funds on the NEC.	Obligate FY 2022 and 2023 Federal-State Partnership for Intercity Passenger Rail grant funds on the NEC. Identify grants that contribute toward addressing state of good repair backlog. Refine metric to measure reduction represented by those obligations.
	Actual Milestone	Coordinated updated inputs to Connect NEC 2035 Plan. Awarded FY 2021 Federal-State Partnership for Intercity Passenger Rail Funding.	N/A	N/A
Trip Times	Target Milestone	Coordinate with the NEC Commission to update its CONNECT NEC 2035 Plan. Award FY 2021 Federal- State Partnership for State of Good Repair funding in Q4 FY 2022 to begin advancing BIL objectives.	In addition to the target above, identify and develop metric to measure reduction in trip times.	In addition to the target above, identify how obligations reduce trip times and allow for speed improvements.
	Actual Milestone	Coordinated updated inputs to Connect NEC 2035 Plan and Awarded FY 2021 Federal-State Partnership for Intercity Passenger Rail Funding.	N/A	N/A

Lead: Federal Railroad Administration

The NEC is the busiest rail network in the United States, carrying more than 800,000 people each day on Amtrak and commuter rail services prior to the COVID-19 pandemic. It is crucial that the infrastructure supporting this network is in a state of good repair to ensure safe and reliable rail transportation within this integral region, which accounts for 20% of the Nation's gross domestic product. This performance goal measures progress toward completing critical updates and improvements to infrastructure along the network.

FY 2022 Accomplishments

FRA conducted extensive coordination with the NEC Commission to develop the NEC Project Inventory and prepare it for publication on November 14, 2022. FRA ensured the Commission prioritized projects that addressed significant state of good repair needs through appropriate categorization of repair items (replacement, rehabilitation, or repair of major bridges and tunnels). Replacing and bringing aging infrastructure to a state of good repair will also increase reliability and improve trip times. FRA is advancing work with the NEC Commission to develop metrics to quantify how particular projects address state of good repair needs and improve trip times. Additionally, FRA awarded more than $140 million in FY 2021 funds under the previous Fixing America's Surface Transportation Act Federal-State Partnership for state of good repair program to advance five major NEC backlog projects.

FY 2023 – 2024 Plans for Progress

The $24 billion in BIL grant funding (Federal-State Partnership for Intercity Passenger Rail BIL

supplemental funds allocated for the NEC), the local match leveraged from Partnership-NEC funds, and potential investments through other DOT programs will make substantial progress towards eliminating the state of good repair backlog on the NEC and delivering the service improvements envisioned by FRA and the NEC Commission. The NEC Commission developed the CONNECT NEC 2035 plan, which identifies an implementation strategy for key state of good repair and service improvement and expansion projects that should be prioritized for implementation between FY 2022 and 2036. FRA relied on CONNECT NEC 2035 to develop the statutorily required NEC Project Inventory that identifies, prioritizes, and allocates funding for NEC Projects through the Federal State Partnership for Intercity Passenger Rail Program.

Following the November 14, 2022, publication of the NEC Project Inventory, FRA issued the largest funding solicitation in the Agency's history, making nearly $9 billion in FY 2022 and 2023 Federal-State Partnership NEC funds available on December 27, 2022. The projects selected for this initial round of BIL funding will make significant progress in achieving the goal of reducing the NEC backlog by 60% by 2035. Additionally, the FY 2024 President's Budget requests $560 million for the Federal-State Partnership program, which when combined with the $7.2 billion in Federal-State Partnership funds provided for FY 2024 in BIL advance appropriations, will enable the next tranche of NEC major backlog, capital renewal, station, and improvement projects from the NEC Project Inventory to advance.

Initiate Intercity Passenger Rail Service on at Least Three New Corridors by 2035 (FRA)[KPI, BIL]

Goal 2.2.9	FY 2022	FY 2023	FY 2024
Target Milestone	Establish the Corridor ID program by May 14, 2022. Issue NOFO for non-NEC FY 2022 Federal-State Partnership for Intercity Passenger Rail grants in Q4 of FY 2022.	Issue initial solicitation of proposals and make initial selection of corridors to be developed through Corridor ID program. Submit the first annual report on the Corridor ID program to Congress by May 14, 2023.	Conduct second round of solicitation for the Corridor ID program. Submit second annual report on the Corridor ID program.
Actual Milestone	Established the Corridor ID program on May 13, 2022.	N/A	N/A

Lead: Federal Railroad Administration

Expansion of rail service across the Nation is integral to providing safe, environmentally friendly transportation to all Americans. Rural and underserved communities will especially benefit from expanded rail service. FRA will measure progress toward this performance goal by identifying potential corridors, selecting corridors for funding, and then overseeing construction of the corridors though grant oversight.

FY 2022 Accomplishments

In May 2022, FRA established the Corridor ID program, a BIL-required planning process that will establish a pipeline of intercity passenger rail corridors for development. In September 2022, FRA communicated significant policy positions to program stakeholders through conference presentations and a Corridor ID webinar. Throughout the year, FRA conducted significant outreach efforts with eligible applicants through one-on-one meetings, webinars, a Request for Information, and additional open Question and Answer sessions to answer questions regarding the program. These outreach efforts allowed applicants and FRA to better understand the potential corridors likely to apply to the program.

FY 2023 – 2024 Plans for Progress

On December 20, 2022, FRA issued the solicitation for proposals into the Corridor ID Program. Sponsors selected under the program will partner with FRA to prepare a Service Development Plan for their selected corridor and advance capital projects identified in those plans to ready them for final design and construction. Projects that are identified and fully developed through the program will benefit from a selection preference for future Federal-State Partnership for Intercity Passenger Rail Program funding opportunities, ensuring that investments yield benefits for communities impacted by new intercity passenger rail projects. In FY 2023, FRA will select the initial corridors for entry to the

program and submit to Congress the first annual report for the program. FRA will regularly solicit proposals for additional corridors to enter the program.

FRA issued Guidance on the Development and Implementation of Railroad Capital Projects on January 12, 2023, to establish clear practices and set expectations for the development and implementation of railroad capital projects that may be funded by FRA. This guidance is one of the first of several guidance, tools, and other technical assistance FRA plans to issue to help project sponsors efficiently plan and deliver projects. The FY 2024 President's Budget also proposes to set aside two percent from the Agency's competitive grant programs to provide formula funding to States to enhance their rail planning capacity. The $560 million proposed for the Federal-State Partnership program in the FY 2024 President's Budget will provide additional resources beyond the BIL advance appropriations and build on the more than $4.5 billion made available for non-NEC projects in FY 2022 and 2023. The Corridor ID and Federal-State Partnership programs will complement each other to lay the foundation for achieving the goal of initiating intercity passenger rail on at least three new corridors by 2035.

Improve Short Line Railroad Infrastructure and Equipment (FRA)

Goal 2.2.10	FY 2022	FY 2023	FY 2024
Target Milestone	Collaborate with the American Short Line and Regional Railroad Association to establish baseline and initial targets for bridges, track, and locomotives to be improved. Award FY 2021 CRISI grants in Q3 FY 2022 to begin advancing BIL objectives. Issue NOFO for FY 2022 CRISI grants. Issue NOFO for FY 2023 CRISI grants.	Award funds under the FY 2022 CRISI NOFO. Issue NOFO for FY 2023 CRISI grants.	Award funds under the FY 2023 CRISI NOFO. Issue NOFO for FY 2024 CRISI grants.
Actual Milestone	Engaged with the American Short Line Railroad Association to begin identifying the data needs and sources (like the FRA grade crossing database) that are readily available to help establish the baseline universe of infrastructure needs. Awarded FY 2021 grants and Issued FY 2022 NOFO for CRISI.	N/A	N/A

Lead: Federal Railroad Administration

Short line railroads play a vital role in the U.S. transportation system, often providing the first- and last-mile connections to the Class I network for freight shippers and customers.[7] However, many short line railroads lack the capital funding necessary to invest in improvements to their infrastructure and equipment. FRA will identify the critical infrastructure needs to improve efficiency of short-line rails and fund priority projects through the grant process.

FY 2022 Accomplishments

Throughout FY 2022, FRA partnered with the American Short Line and Regional Railroad Association to begin establishing the baseline of needs of short line infrastructure and equipment projects and provide tailored technical assistance to short line railroads in applying for and administering Federal grant funds. The Association is also now an eligible grant recipient under BIL, which will further enhance its ability to assist members in developing and implementing projects. As part of the identification of short line infrastructure baseline needs, FRA and the Association are exploring different mechanisms by which an inventory of needs can be established.

FY 2023 – 2024 Plans for Progress

Through the CRISI program, which aims to fund projects

[7] The Surface Transportation Board classifies freight rail carriers based on annual operating revenues for regulatory purposes. Current thresholds establish Class I freight railroads as carriers that earn $900 million or more annually, Class II railroads earn between $40.4 million to $900 million annually, and Class III railroads earn $40.4 million or less annually (49 CFR Part 1201).

that improve the safety, efficiency, and reliability of intercity passenger and freight rail, FRA can prioritize funding to support short line projects to maintain fluidity of the freight rail network and accommodate future demand. Since the program began in FY 2017, CRISI has provided a vital infusion of resources to assist short line railroads in addressing their backlog of infrastructure needs. The first CRISI selections for more than $1.4 billion in BIL funding will be made in FY 2023. The FY 2024 President's Budget requests an additional $510 billion for the program (in addition to the $1 billion provided for FY 2024 under the BIL advance appropriation) and proposed to reserve at least $25 billion for a locomotive replacement program to assist short line railroads rehabilitate, remanufacture, procure, or overhaul their worst-polluting, most inefficient locomotives. This set-aside will help to remove the dirtiest locomotives from America's rail network and further the Department's climate efforts to reduce Environmental Protection Agency (EPA) criteria air pollutants that affect vulnerable communities, diesel fuel consumption, and carbon dioxide (CO_2) emissions.

Reduce the State of Good Repair Backlog for Transit Revenue Vehicles by 25% by 2030 (FTA)[KPI, BIL]

Goal 2.2.11	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	19.6% of transit revenue vehicles in backlog	19% of transit revenue vehicles in backlog	18.4% of transit revenue vehicles in backlog
Actual	20.2% of transit revenue vehicles in backlog	20.0% of transit revenue vehicles in backlog	N/A	N/A

Reduce the State of Good Repair Backlog for Transit Buildings and Facilities by at Least 50% by 2030 (FTA)[KPI, BIL]

Goal 2.2.12	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	10.3% of transit facilities in backlog	9.5% of transit facilities in backlog	8.8% of transit facilities in backlog
Actual	11.1% of transit facilities in backlog	10.3% of transit facilities in backlog	N/A	N/A

Note: FY 2021 data are from the 2020 National Transit Database. FY 2022 data are from the 2021 National Transit Database.

Lead: Federal Transit Administration

Transit revenue vehicles (the buses, trains, and ferries that carry transit customers) are the most familiar transit assets to the public and the largest capital asset category used in the provision of public transportation. For transit assets, including revenue vehicles, state of good repair means the condition when the asset can safely operate at a full level of performance. When a transit revenue vehicle is not able to operate at a full level of performance, it is repaired or replaced. If the vehicle is within its useful life, the expected life cycle of an asset or its accepted length in service, it is repaired. A useful life benchmark is the number of years chosen to represent the usual maximum useful life for a specific type of transit vehicle (for example, FTA's default useful life benchmark for an average 40-foot bus is 14 years). Transit providers choose useful life benchmarks for their vehicles based on FTA's guidance and their own circumstances that affect useful life (e.g., weather conditions). Useful life benchmark can also be interpreted as the estimated replacement cycle for a specific type of revenue vehicle.

Transit facilities are a critical part of transit infrastructure and include passenger stations, maintenance facilities, park-and-ride garages, and administrative buildings. Transit providers self-assess their facilities using a five-point asset-rating scale known as the Transit Economic Requirements Model scale. Individual components of a facility, such as the foundation, exterior, plumbing, electrical system, or heat/cooling system, are assessed separately. The assessments are then aggregated to produce an overall rating for the facility. Transit facilities that are rated "Adequate," "Good," or "Excellent" are considered to be in a state of good repair. This means that one or more components may be slightly or moderately deteriorated or defective, but the facility is within its

useful life and can be considered to be functioning at a full level of performance. Transit facilities that are rated "Poor" or "Marginal," meaning one or more deteriorated components needs immediate replacement or repair or is past its useful life, are not in state of good repair. These ratings can also be interpreted as the transit facility being unable to function at a full level of performance. Assets that are not in a state of good repair have lower reliability, higher safety risks, higher maintenance costs, and lower performance.

Reducing the state of good repair backlog through the replacement and renewal of assets increases system resiliency and public trust in transit. FTA calculates the annual state of good repair backlog metric for each asset category based on the agency-reported condition of each asset. Targets for FY 2023 and 2024 are set by calculating the average percentage of change in state of good repair for each asset category between FY 2020 and 2022 and projecting the number of assets expected to be in the state of good repair backlog by applying the average percentage of change to the most recently reported total number of assets. Progress is tracked annually by calculating the state of good repair backlog metric for each asset category and comparing the metric with the target. FTA makes progress toward achieving the objective when the state of good repair backlog metric decreases.

Transit providers that are recipients or sub-recipients of Federal financial assistance under 49 U.S. Code § 53 that own, operate, or manage capital assets used in providing public transportation are required to develop Transit Asset Management Plans.

FY 2022 Accomplishments

FTA apportioned or allocated $13.3 billion in formula funding (less oversight), and $546 million (less oversight) in Buses and Bus Facilities discretionary grants in FY 2022. In the most recent data, 33,161 out of a total 145,731 transit revenue vehicles were in the state of good repair backlog, meaning that they were still in-service despite being in "Poor" or "Marginal" condition. Although FTA has continued to award grants, including new BIL funding for transit vehicles, transit agencies have reported supply chain issues delaying the acquisition of replacement fleets and increases in the cost of new vehicles and related equipment that negatively affected results for this performance goal.

Complete data for transit buildings and facilities were available for the first time in FY 2022, due to phasing in the requirement. 1,230 out of a total 11,926 of the Nation's transit buildings and facilities were in the state of good repair backlog, meaning that they were still in-service despite being in "Poor" or "Marginal" condition. FTA's Transit Asset Management Program provided web-based resources, learning opportunities, and direct technical assistance to transit providers, including webinars, trainings delivered through the National Transit Institute, and conference presentations.

FY 2023 – 2024 Plans for Progress

In FY 2023 and FY 2024, FTA will continue to administer increased funds from BIL for the State of Good Repair Formula Program and the new Rail Vehicle Replacement Program. State of Good Repair Formula Program grants are distributed to State and local governments in urbanized areas for repairs and upgrading rail and bus rapid transit systems that are at least seven years old. FTA will also continue to administer the Bus and Bus Facilities Formula and Competitive Programs, which make Federal resources available to States and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low- or no-emission vehicles or facilities. FTA will continue to provide technical assistance and to support peer exchanges that promote the implementation of transit asset management best practices.

In FY 2023 and 2024, FTA will continue to provide technical assistance for and share best practices related to establishing and implementing Transit Asset Management Plans. FTA will also continue to obligate money from its core grant programs, including the Urbanized Area Formula, State of Good Repair Formula, Buses and Bus Facilities Formula, and Rural Formula grant programs.

Increase the Frequency of Bus Service in Urbanized Areas Over 100,000 in Population by 10% by 2026 (FTA)[KPI, BIL]

Goal 2.2.13	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	20,500 vehicle revenue miles per square mile	21,000 vehicle revenue miles per square mile	21,500 vehicle revenue miles per square mile
Actual	21,109 vehicle revenue miles per square mile	21,410 vehicle revenue miles per square mile	N/A	N/A

Lead: Federal Transit Administration

An urbanized area is an incorporated area with a population of at least 50,000, as defined by the U.S. Census. Urbanized areas with populations over 100,000 have an average population density of approximately 2,000 persons per square mile, or roughly double that of urbanized areas with populations between 50,000 and 100,000. Many urbanized areas with populations between 50,000 and 100,000 frequently meet their transit needs most cost-effectively through a general public demand response service (such as Dial-A-Ride shuttles) rather than a fixed-route bus service. This measure presumes that all urbanized areas over 100,000 in population should have adequately frequent fixed-route bus service to meet the transportation needs of persons in those communities who for reasons of age, youth, disability, or low income are unable to meet those needs by owning and operating an automobile. Of the 500 urbanized areas in the United States as of the 2010 U.S. Census, 299 have populations over 100,000.

The frequency of bus service can be estimated by the number of bus vehicle revenue miles traveled per urbanized area square mile (or how many miles a bus traveled in a specific area, relative to the size of that area). Only miles driven when the bus was ready to carry passengers ("revenue miles") were counted. In FY 2019, the frequency of bus service in urbanized areas over 100,000 in population equated to an average of approximately 24,304 bus vehicle revenue miles per urbanized area square mile. In FY 2020, 2021, and 2022, many transit agencies reduced their bus service due to labor and staffing shortages related to the COVID-19 pandemic. This measure tracks the increase in urban bus service as the Nation moves beyond the COVID-19 pandemic. Transit agencies serving urbanized areas report data annually about their vehicle revenue mileage and geographic service area.

FY 2022 Accomplishments

Increased ridership and the continued financial support provided by COVID-19 relief funds and formula and discretionary grants enabled many transit systems to increase service in FY 2022. FTA engaged with stakeholders across the transit industry; administered programs aimed at enhancing transit services such as the National Rural Transit Assistance Program, which also serves small transit agencies in urban areas; and provided technical assistance, training, and resource materials.

FY 2023 – 2024 Plans for Progress

The BIL provides a significant formula funding increase of nearly 30% for the Urbanized Area Formula program, which makes Federal resources available to urbanized areas and to governors for transit capital and operating assistance, as well as for transportation-related planning in urbanized areas. FTA began obligating this increased funding during FY 2022. Local governments may decide to use this funding to increase their transit service going forward. The modest target proposed for FY 2023 reflects the time lag involved in implementation. Targets for FY 2024 and for subsequent years are expected to show increases beyond the baseline number of vehicle revenue miles per square mile. Note that large transit systems with more than 100 vehicles operating in large, urbanized areas with more than 200,000 in population generally cannot use their funds for operating expenses and must use them for either capital investments or maintenance expenditures.

Several of the Nation's largest transit systems are anticipated to experience significant challenges in expanding their transit service over the coming year as they struggle to replace fare revenue lost from decreased ridership, rising inflation, and a worker shortage. FTA estimates that these proposals would enable transit service, especially in larger urbanized areas, to continue operating without severe reductions.

By 2036, Repair or Replace 1,000 Miles of High-Risk, Leak-Prone, Community-Owned Legacy Gas Distribution Pipeline Infrastructure, as Well as an Estimated Reduction of 1,000 Metric Tons of Methane Emissions and a Reduction in Fatalities/Serious Injuries (PHMSA)[KPI, BIL]

Goal 2.2.14	FY 2022	FY 2023	FY 2024
Target Milestone	Issue NGDISM NOFO.	Award 100% of grants to eligible applicants by the statutory deadline in FY 2023.	Award $200 million in grants.
Actual Milestone	Published NGDISM NOFO on May 24, 2022.	N/A	N/A

Lead: Pipeline and Hazardous Materials Safety Administration

The BIL authorized the first-ever NGDISM grant program and designated $200 million a year in grant funding for a total of $1 billion in grant funding over the next five years. The grant funding is to be made available to municipality- or community-owned utilities (not including for-profit entities) to repair, rehabilitate, or replace natural gas distribution pipeline systems or portions thereof or to acquire equipment to (1) reduce incidents and fatalities and (2) avoid economic losses.

FY 2022 Accomplishments

PHMSA reached out to all potential applicants by multiple means (webinars, 135 Frequently Asked Questions, direct communication, technical assistance, communication with State governors), and published a NOFO for this grant program on May 24, 2022, which closed on August 8. PHMSA received 179 applications totaling more than $1.2 billion in funding requests, far exceeding expectations. The program garnered tremendous interest due to PHMSA's effective outreach measures. The maximum amount available for the first year of this program is $196 million.

FY 2023 – 2024 Plans for Progress

In FY 2023, PHMSA will work to expedite delivery of funds to grantees and will develop a baseline from which performance metrics and targets can be developed such as quantity of pipeline affected, number of jobs created, benefits to disadvantaged communities, safety impacts, overall economic impact, and estimates in reduction in methane emissions attributable to the project. During FY 2023 and 2024, PHMSA will accept new applications and make decisions about additional awards. In addition, in FY 2024, PHMSA will conduct an evaluation of the NGDISM program as outlined in DOT's FY 2024 Evaluation Plan.

Average Project Completion Time for Major Projects Posted on the Permitting Dashboard (OST-P)

Goal 2.2.15	FY 2023	FY 2024
Target	24 months	24 months
Actual	N/A	N/A

Note: This is a new performance target established in FY 2023 and tied to a requirement in BIL. Major project completion data will not be reported until the first FY in which a major project completes the NEPA process.

Lead: Office of the Assistant Secretary for Transportation Policy

DOT has been focused on increasing efficiency and producing better outcomes related to environmental reviews and authorizations for the past several years. BIL established a new "major project" designation in the environmental review process that applies to most FHWA, FRA, and FTA environmental impact statements and some environmental assessments.[8] In addition, BIL requires all major project schedules to be consistent with an agency average of not more than two years. This measure will track the annual average National Environmental Policy Act (NEPA) process completion time for major projects on the Permitting Dashboard.

[8] See 23 U.S. Code 139(a)(7) for major project definition and September 8, 2022 Environmental Review Provisions in BIL/BIL Q&A for details on major project requirements.

For environmental impact statements, the timeline will begin with the issuance of a notice of intent and will conclude with the issuance of a record of decision. For environmental assessments, the timeline will begin on the date of the agency decision to prepare an environmental assessment and will conclude with the issuance of a finding of no significant impact or a decision to prepare an environmental impact statement. This measure excludes major projects led by State DOTs that have formally been assigned DOT's responsibilities under a NEPA assignment agreement pursuant to 23 U.S. Code 327. The calculation of project completion times also omits official pauses in project development for delays outside of the control of Federal agencies where new milestone dates cannot be determined.[9]

The effective date of BIL was October 1, 2021, which, coupled with the two-year average schedule requirement, means that project completion data for major projects will not be available until FY 2024. Also, as the major project designation is new, a directly applicable baseline is not available. However, a June 2020 report from the Council on Environmental Quality (CEQ) found that the average completion time for FHWA, FRA, and FTA environmental impact statements from 2010 to 2018 was 82 months. The CEQ's data includes time from pauses in project development for reasons outside of Federal agency control, and it includes legacy projects that do not reflect recent streamlining and accountability efforts.

FY 2022 Accomplishments

This is a new performance goal in FY 2023.

FY 2023 – 2024 Plans for Progress

DOT is committed to timely and efficient delivery of much-needed infrastructure projects that create well-paying union jobs, grow our economy, invest in communities, and combat climate change. DOT's implementation plan for the May 2022 White House Permitting Action Plan provides a framework that will accelerate project environmental reviews without compromising on our environmental goals. The implementation plan includes deliverables for increasing the efficiency of project development, including implementation of the new major project designation.

DOT will implement the Permitting Action Plan by enhancing interagency coordination; continuing to develop project timetables; ensuring meaningful public engagement by using existing tools; leveraging new authorities in BIL (including the new major project designation); and implementing administrative improvements to the environmental review process. DOT will work with other departments and agencies, including the CEQ, to advance project delivery and share best practices. The Department will focus on activities that will encourage early cross-agency coordination; establish clear timelines; track key project information; automate dashboard reporting; conduct early and meaningful outreach and communication with States, Tribal Nations, territories, and local communities; and improve responsiveness, technical assistance, and support to project sponsors and affected communities.

[9] Procedures for documenting official pauses in project development are described in the 2018 DOT Federal Permitting Dashboard Reporting Standard.

Average NEPA Schedule Length of In-Progress Major Projects Posted on the Permitting Dashboard (OST-P)

Goal 2.2.16	FY 2023	FY 2024
Target	24 months	24 months
Actual	N/A	N/A

Note: This is a new performance target established in FY 2023.

Lead: Office of the Assistant Secretary for Transportation Policy

The BIL established a new project designation and requirements for major projects, mandating that all major project schedules (which are posted on the Permitted Dashboard) are consistent with an average of not more than two years. This performance goal will report the average NEPA schedule length of in-progress major projects on the Permitting Dashboard (see the description of the *Average Project Completion Time* goal above for details on major projects and the start and end of the NEPA process). This measure excludes major projects led by State DOTs that have formally been assigned DOT's responsibilities under a NEPA

assignment agreement pursuant to 23 U.S. Code 327. The calculation of schedule length also omits official pauses in project development for delays outside of the control of Federal agencies where new milestone dates cannot be determined.

FY 2022 Accomplishments

This is a new performance goal in FY 2023.

FY 2023 – 2024 Plans for Progress

DOT is committed to the timely and efficient delivery of much-needed infrastructure projects that create well-paying union jobs, grow our economy, invest in communities, and combat climate change. DOT's implementation plan for the May 2022 White House Permitting Action Plan provides a framework that will accelerate project environmental reviews without compromising on our environmental goals. The implementation plan includes deliverables for increasing the efficiency of project development, including implementation of the new major project designation (see the FY 2023 – 2024 Plans for Progress for the *Average Project Completion Time* goal above for details).

Increase Number of New Air Transport Agreements, Modernized Air Transport Agreements, and Commercial Concerns Resolved (OST-X-40)

Goal 2.3.1	FY 2022	FY 2023	FY 2024
Target	5	5	5
Actual	9	N/A	N/A

Strategic Objective 2.3: Global Economic Leadership

Support the economic competitiveness of American businesses and increase international collaboration on trade, standards, and research.

The Global Economic Leadership objective is supported by two performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- Increase Number of New Air Transport Agreements, Modernized Air Transport Agreements, and Commercial Concerns Resolved (OST-X-40)
- Participate in Policy Meetings to Represent U.S. International Aviation Policy Interests (OST-X40)

Summary of Progress

Office of International Aviation: The Office of International Aviation (OST-X-40) is currently on target to meet its target goals for FY 2022 and 2023. Geopolitical events such as Russia's further invasion of Ukraine and lingering effects of the COVID-19 pandemic have presented challenges to accomplishing these objectives given their disruptive nature to the international aviation system globally.

Lead: Office of International Aviation

OST-X-40 negotiates bilateral and multilateral air transport agreements with the United States' foreign aviation partners to establish market access for commercial international air transportation to and from the United States for passengers, cargo, and mail. A modernized air transport agreement refers to a negotiated outcome (usually a protocol or amendment) that updates a restrictive agreement to meet the U.S. Open Skies policy threshold. A new air transport agreement would be the first agreement with a partner, or an agreement that supersedes an existing agreement. Under most circumstances, both a modernized and a new air transport agreement meet the requirements of U.S. Open Skies policy. Through air service agreements, the United States develops a pro-competitive operating environment for U.S. air carrier services between the United States and foreign countries. Currently, the United States has agreements with 130 Open Skies partners, out of the 192 member States of the International Civil Aviation Organization (ICAO). The 62 remaining States generally fall into four categories:

- Countries with which the United States has challenging geopolitical relationships (China, Russia, Venezuela);
- Countries that have international aviation policies that are fundamentally incongruent with U.S. Open Skies policy (Bolivia, the Dominican Republic, Philippines, South Africa, etc.);
- Countries that are the subject of U.S. Government sanctions or other restrictions that preclude engagement in the civil aviation space (North Korea,

Iran, Syria, etc.); and

- Countries with a lack of meaningful aviation connectivity with the United States (Bhutan, Zimbabwe, etc.).

Therefore, while OST-X-40 does have a number of ongoing negotiations (Mozambique, Mongolia, Tunisia, etc.), the pool of potential new, available partners is now limited given the Office's success in concluding Open Skies Agreements with primary partners. U.S. airlines sometimes encounter difficulties in conducting their international operations. The Office coordinates among U.S. government agencies and works with its foreign counterparts to resolve these "doing-business" issues, most of which are time-intensive matters that can take months to years to settle. Based on past years, OST-X-40 established a target of resolving five agreements and doing-business issues in FY 2023 and 2024.

FY 2022 Accomplishments

Continued work to address the COVID-19 pandemic remained a significant focus of the international aviation community, and continued travel and flight restrictions have hampered the resumption of normal U.S. carrier international operations in certain key markets. Focus on pandemic recovery has also limited opportunity for negotiation of new agreements. However, OST-X-40 concluded and brought into force a new Open Skies Agreement with the Government of Ecuador during FY 2022. OST-X-40 also concluded an Open Skies Agreement with the Government of Moldova, which is currently pending signature and entry into force. The Office also successfully negotiated with the Government of South Africa for new market access for U.S. carriers to serve South African points, allowing for new services by two U.S. carriers. OST-X-40 resolved a number of significant commercial concerns affecting U.S. carrier operations abroad, including in Argentina, Brazil, the European Union, Hong Kong, Israel, South Africa, and the United Kingdom.

FY 2023 – 2024 Plans for Progress

OST-X-40 will continue or seek to initiate bilateral air transport agreement negotiations with countries including Angola, the Dominican Republic Egypt, Mongolia, Nepal, South Africa, and Vietnam. OST-X-40 will also address "doing-business" issues as they arise.

Participate in Policy Meetings to Represent U.S. International Aviation Policy Interests (OST-X-40)

Goal 2.3.2	FY 2022	FY 2023	FY 2024
Target	10	10	10
Actual	13	N/A	N/A

Lead: Office of International Aviation

Since 1992, the United States has sought to establish liberal economic frameworks through its bilateral and multilateral Open Skies agreements. An economic framework refers to the parameters that govern an international air services relationship (i.e., number of routes, number of airlines, etc.). In addition to promoting liberal aviation policies around the world, DOT is focused on improving the safety, security, and sustainability of civil aviation. To help do this, U.S. government agencies work with the ICAO, its member states, and aviation sector stakeholders to set internationally applicable standards in key civil aviation sectors and promote their implementation. Through the ICAO, concerned member states support efforts to assist developing countries in improving their national civil aviation systems in compliance with international standards. It is therefore critical that DOT promote its policy objectives within the ICAO and with other multilateral organizations, such as the Asia-Pacific Economic Cooperation and the Association of Southeast Asian Nations, to ensure that adopted policies are consistent with the U.S. regulatory posture and policy objectives.

FY 2022 Accomplishments

OST-X-40 participates in policy meetings to represent U.S. international aviation interests. Significant examples of such meetings during FY 2022 include the Association of Southeast Asian Nations Senior Transportation Officials Dialogue and Air Transport Working Group meetings, Asia Pacific Economic Cooperation Transportation Working Group meetings, the Asia-Pacific Directors General for Civil Aviation Conference, the ICAO Air Transport Regulatory Panel and Facilitation Panel, the ICAO Air Services Negotiation Event, and the

ICAO 41st General Assembly. OST-X-40 also initiated a workstream with the African Civil Aviation Commission. Additionally, the Office also held meetings with several international partners to discuss international aviation policy issues on a bilateral basis.

FY 2023 – 2024 Plans for Progress

OST-X-40 will represent the United States on the ICAO Air Transport Regulation and Facilitation Panels, promote U.S. policy interests in regional multilateral organization such as the Association of Southeast Asian Nations Air Transport Working Group, and continue to promote liberal civil aviation policies through bilateral partnerships.

Strategic Objective 2.4: Resilient Supply Chains

Modernize infrastructure for safer and more efficient movement of goods to support the U.S. economy while maintaining community and regional livability, as well as supply chain resiliency.

The Resilient Supply Chains objective is supported by five performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- Alleviate Freight Congestion (FHWA)
- Reduce the Number of Hazardous Materials Incidents that Resulted in a Road Closure of One Hour or More (PHMSA)
- Increase the Number of U.S.-Flag Vessels in International Service (MARAD)
- Increase Port Capacity Throughput Availability by 10% by 2026 (MARAD)[KPI, BIL]
- Maintain or Increase the Percentage of Time the U.S. Portion of the St. Lawrence Seaway is Available to Commercial Users (GLS)

Summary of Progress

The supply chain is almost entirely privately operated and spans shipping lines, ports, terminal operators, truckers, railroads, warehouses, and cargo owners such as retailers. These different actors have made great strides in digitizing their own internal operations, but they do not always exchange information with each other. This lack of information exchange can cause delays as cargo moves from one part of the supply chain to another, driving up costs and increasing goods movement fragility. The FLOW initiative, which was launched in March 2022, is a first-of-its-kind effort by the Administration and supply chain companies to develop a digital tool that gives companies information on the condition of a node or region in the supply chain so that goods can be moved more quickly and cheaply, ultimately bringing down costs. DOT convened its FLOW partners to advance the initiative's development and welcome new members. The number of participants has doubled to more than 50, and existing partners having begun securely sharing data with DOT for the first time.

Federal Highway Administration: States reported annual Truck Travel Time Reliability (TTTR) metric data to FHWA. FHWA maintains the Freight Mobility Trends dashboard to provide Federal, State, and MPO decision-makers information on National freight mobility conditions, trends, reliability, and congestion, including highway corridors, ports, border crossings, and bottlenecks. FHWA provides information, tools, and guidance to States for optimizing investments in system capacity and deploying operational strategies to address freight congestion and reliability. In FY 2022, FHWA published information on the top 100 National freight bottlenecks to identify locations on the Interstate system that have the greatest impediment for supply chain mobility.

Pipeline and Hazardous Materials Safety Administration: The OHMS has been conducting a study to determine delay impact differential by comparing the far more frequent, but anecdotally lower impact, highway delays to rail delays. Scheduled to be completed in May 2023, ongoing research with Volpe about hazardous materials-caused rail delays will provide a valuation methodology that can reconcile rail and highway closure impact. PHMSA is experiencing a delay in processing 5800.1 hazardous materials incident reports due to an extraordinary influx in new data submissions. In addition to a backlog incurred due to COVID-19-related teleworking, internally processed incident reports such as mail, fillable PDF, and faxed forms were delayed because they are processed manually on site.

Maritime Administration: U.S. maritime ports are critical links in the U.S. domestic and international trade supply chain and serve as centers of commerce where freight and commodities are transferred between cargo ships, barges, trucks, trains, and pipelines. MARAD's programs support the efficient movement of commerce upon which our economy relies through discretionary grant funding that helps strengthen, modernize, and improve our Nation's maritime systems and gateway ports. In addition, the U.S. merchant mariners are also critical to the reliability and resiliency of the U.S. economy

and supply chain. To adequately respond to a range of contingencies, the U.S. requires a modern fleet of U.S.-flag ships crewed by trained, experienced U.S. mariners. In FY 2022, MARAD stood up the Cable Security Fleet (CSF) Program and brought two new cable repair ships into the U.S.-flag fleet. The CSF is a critical National security program that provides the Nation with assured access to a fleet of internationally sailing cable repair ships, active in commercial service, but available on call to meet contingency requirements.

Great Lakes St. Lawrence Seaway Development Corporation: Since the opening of the St. Lawrence Seaway in 1959, the Great Lakes St. Lawrence Seaway Development Corporation (GLS) has performed operational and maintenance activities, safety and environmental programs, infrastructure renewal, and trade and economic development functions to ensure a safe, efficient, reliable, and environmentally friendly commercial transportation route while also promoting trade and economic growth in the eight-state Great Lakes region. In FY 2022, the GLS inspected 100% of foreign-flag vessels transiting the Seaway for safety and environmental compliance, completed preventative maintenance of GLS infrastructure, and successfully operated and maintained the U.S. locks and waters of the St. Lawrence Seaway and performed vessel traffic control. The GLS' most significant challenge in FY 2022 was maintaining round-the-clock operations of the Seaway during periods of high COVID-19 transmission that impacted the GLS workforce. Despite these challenges, there were no delays to Seaway commercial shipping during the FY 2021 or 2022 navigation seasons resulting from workforce COVID-19 illnesses.

Alleviate Freight Congestion (FHWA)

Goal 2.4.1	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	1.38	1.41	1.43	1.46	1.49	1.51
Actual	1.38	1.39	1.28	N/A	N/A	N/A

**Numbers derived from the Truck Travel Time Reliability Index. Preliminary data received from railroad incidents. Highway road closure data, which constitute the majority of total road closures, are delayed in reporting.*

Lead: Federal Highway Administration

The TTTR Index represents a system-wide average of extra time, or cushion, that needs to be added to typical or average travel time to ensure on-time arrival 95% of the time. Higher TTTR values indicate a less reliable roadway, while lower TTTR values, closer to 1.0, indicate a more reliable roadway. This is a key indicator of transportation system performance, measuring the reliability or consistency of truck travel times on the Interstate. The TTTR Index is a ratio of longer truck travel times (i.e., the 95th percentile) and normal truck travel times (i.e., the 50th percentile) using data from the National Performance Management Research Data Set. The Index is measured for five different time periods throughout the day and averaged over the full extent of the Interstate system to determine a National TTTR Index. This gives a system-wide indication of how much extra time a motor carrier needs to budget for freight travel to account for traffic delays. This additional time results in extra shipping and carrying costs for businesses.

CY 2022 Accomplishments

FHWA continued to assist States in reporting TTTR metric data and with updating their State Freight Plans. By maintaining a Freight Mobility Trends dashboard, FHWA provides Federal, State, and MPO decision-makers information on National freight mobility conditions, trends, reliability, and congestion, including highway corridors, ports, border crossings, and bottlenecks. FHWA published information on the top 100 National freight bottlenecks to identify locations on the Interstate system that have the greatest impediment for supply chain mobility. The Agency also partnered with BTS to produce the Freight Analysis Framework providing National freight commodity flow data between States to support strategic, data-driven investments in the freight transportation system.

CY 2023 – 2024 Plans for Progress

States must apply a large portion of their transportation funding towards maintaining the condition of the transportation system, which limits major investments

needed to address the largest bottlenecks on the freight transportation system. The National Highway Freight Program provides formula funding to States for infrastructure and operational improvements to reduce congestion and improve reliability of freight movement on the National Highway Freight Network. The FY 2024 President's Budget includes $1.4 billion for the National Highway Freight Program. In CY 2023 and 2024, FHWA is preparing a State Freight Plan toolkit that identifies effective practices in freight plan development and implementation for States; a resource guide for States on how to apply Transportation System Management and Operations and performance-based planning practices to improve reliability and mobility of freight; and a truck parking development handbook with strategies for addressing truck-parking demand through collaborative planning by public and private sector. These tools will assist State DOTs and MPOs in targeting highway projects in areas that will improve freight performance.

Reduce the Number of Hazardous Materials Incidents that Resulted in a Road Closure of One Hour or More (PHMSA)

Goal 2.4.2	FY 2022	FY 2023	FY 2024
Target	140	135	131
Actual	34*	N/A	N/A

** Preliminary data received from railroad incidents. Highway road closure data, which constitute the majority of total road closures, are delayed in reporting.*

Lead: Pipeline and Hazardous Materials Safety Administration

This performance goal considers incidents by highway and rail that resulted from a failure in the hazardous materials transportation system, a release of hazardous materials, and a road closure of one hour or more. This illustrates the societal economic consequences of hazardous materials incidents occurring in transportation.

FY 2022 Accomplishments

Based on preliminary data, OHMS believes that it has met the FY 2022 target for the number of hazardous materials incidents resulting in a road closure of an hour or more due to safer equipment. This performance goal is new, and while data relationships for estimates have a high degree of confidence, there remains a possibility that those relationships may not be consistent. The count of Web Screened Incidents, which are the result of using machine learning to crawl and review media clips for potentially reportable incidents, may have outliers from previous year counts. Finalized and vetted filings will determine the actual count. Additionally, post-COVID-19 changes to traffic patterns and congestion and an increased percentage of highway vehicles equipped with electronic stability controls and other equipment to prevent rollover have decreased the probability of traffic incidents.

FY 2023 – 2024 Plans for Progress

In FY 2023 and 2024, PHMSA plans to measure, track, and evaluate these incidents to improve emergency response and recovery practices to reduce system disruption. Improved emergency response and recovery practices should lead to a reduction in road closure time.

Increase the Number of U.S.-Flag Vessels in International Service (MARAD)

Goal 2.4.3	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	82	83	84	85	95	96
Actual	81	86	83	87	N/A	N/A

Lead: Maritime Administration

MARAD supports large, internationally sailing, ocean-going commercial vessels operating under the U.S. flag. MARAD provides vessel operators with a stipend to ensure their support in the enhancement of our Nation's international trade posture. These U.S.-flagged vessels, which are critical to the reliability and resiliency of the U.S. economy and supply chain, are available on request to meet contingency requirements. They help ensure an adequate U.S. flag fleet and mariner workforce, crewed by U.S. qualified Merchant Mariners, to support economic resiliency and to meet U.S. Department of Defense (DoD) requirements for sealift support and undersea cable operations during National contingency operations. Most of the ships that MARAD tracks participate in the Voluntary Intermodal Sealift Agreement and Voluntary Tanker Agreement programs, including those participating in the Maritime Security Program (MSP), and the Tanker Security Program, and as well as vessels operating in the recently implemented CSF Program enacted by Congress.

FY 2022 Accomplishments

MARAD reports 87 U.S. flag vessels operating in international service in FY 2022. MARAD will research concepts and engage with senior U.S. flag carrier executives and the U.S. Transportation Command on ways to increase the number of U.S. flag vessels in international trade. MARAD will also work to further increase capacity within the MSP fleet by seeking out the most modern and militarily useful ships for entry into the program. In addition, MARAD stood up the CSF Program and brought two new cable repair ships into the U.S.-flag fleet. The CSF is a critical National security program that provides the Nation with assured access to a fleet of internationally sailing cable repair ships, active in commercial service, but available on call to meet contingency requirements.

FY 2023 – 2024 Plans for Progress

The supply chain challenges in FY 2021 and 2022 highlighted the vulnerabilities of the United States' over-reliance on foreign shipping companies and vessels for the movement of the Nation's imports and exports. This foreign control of the supply chain could be exploited by a competitor or adversary in an economic dispute or kinetic conflict. Thus, greater U.S. participation and control over its maritime supply chains through a larger U.S. merchant fleet would safeguard against undue foreign influence over U.S. trade flow and access to global markets. The Tanker Security Program, enacted by Congress in the Consolidated Appropriations Act of FY 2022, will provide MARAD with the resources needed to support up to ten product tankers in the U.S.-flagged fleet in FY 2023. FY 2024 funding for MSP and the Tanker Security Program will continue to ensure an adequate U.S. flag fleet and mariner workforce, crewed by U.S. qualified Merchant Mariners, to support economic resiliency and to meet DoD requirements for sealift support.

Increase Port Capacity Throughput Availability by 10% by 2026 (MARAD)[KPI, BIL]

Goal 2.4.4	FY 2022	FY 2023	FY 2024
Target	Evaluate type of existing data and establish framework for measuring and reporting.	Use the framework to assess and further refine port capacity throughput targets for future years.	5%
Actual	75 million twenty-foot equivalent units*	N/A	N/A

** Baseline: FY 2021.*

Lead: Maritime Administration

In tracking progress in meeting the goal of increasing port capacity availability by 10% by 2026, MARAD monitors the potential container capacity reported by grant recipients for funding awarded to maritime port projects. This includes all DOT discretionary grant programs awarded annually. MARAD administers the Port Infrastructure Development Program (PIDP), which is a discretionary grant program oriented toward projects that improve the safety, efficiency, or reliability of the movement of goods through ports. In addition, the U.S. Marine Highway Program aims to expand the use of America's navigable waters by working with public and private organizations to:

- Develop and expand marine highway service options and facilitate their further integration into the current U.S. surface transportation system; and

- Promote waterways as a viable alternative to landside shipping and transportation options.

Program applicants can be asked, but not required, to demonstrate an increase in throughput, port capacity, and emissions reduction. MARAD will continue efforts in the PIDP and U.S. Marine Highway Program to give preference to applicants that demonstrate projects that increase port capacity and throughput capabilities.

FY 2022 Accomplishments

MARAD established the baseline as 75 million twenty-foot equivalent units, estimated port throughput capacity in FY 2021. After every major grant cycle, MARAD will identify increases in port throughput capacity and calculate the percentage increase in port throughput capacity that has occurred since FY 2021. The Department will track the increase in potential capacity available at maritime ports from discretionary grant awards that contribute to increasing capacity from the FY 2022 baseline. Within DOT, MARAD will analyze monthly historical throughput data to identify the highest throughput month for each port and multiply this "high" monthly twenty-foot equivalent units throughput by 12 to formulate an estimate of annual baseline capacity. MARAD will then identify all awarded projects that increase capacity and monitor their progress. For major (e.g., top 25) ports, MARAD will also track privately or locally funded capacity improvement projects and their contributions towards the 10% goal.

The PIDP and U.S. Marine Highway Program seek to identify, prioritize, and target investment in America's port infrastructure for improvements in safety, efficiency, productivity, and capacity. For FY 2022, MARAD leveraged a historic investment of $684 million through PIDP and $40 million for the U.S. Marine Highway Program towards target investments. This has led to 41 new PIDP grants being awarded in FY 2022 (seven PIDP projects are projected to begin construction by the end of 2023). MARAD will continue to analyze port-related awards in other Department discretionary grant programs, such as the Rebuilding American Infrastructure with Sustainability and Equity, INFRA, and Rural Opportunities to Use Transportation for Economic Success programs, to identify the potential for increases in port capacity.

FY 2023 – 2024 Plans for Progress

During FY 2023 and FY 2024, MARAD will continue to monitor progress in meeting the long-term established target of achieving a 10% increase in port capacity availability from the baseline with the tracking of potential and realized container capacity as a result of maritime port projects funded by DOT discretionary grant programs, including grants funded and authorized under BIL. In addition, DOT and MARAD will continue to conduct extensive outreach and engagement with our Nation's ports and private companies to address immediate supply chain bottlenecks and build a more resilient, globally competitive goods movement chain for the 21st century while lowering costs for American families. This includes close coordination, tools, and resources designed to aid grant recipients in the planning and facilitation of their projects. FY 2024 funding for the America's Marine Highway Program and PIDP will continue to further the goal of increasing port capacity to meet the FY 2024 target rate of five percent. These funds will improve the safety, efficiency, or reliability of the movement of goods through ports and expand the use of America's navigable waters.

Maintain or Increase the Percentage of Time the U.S. Portion of the St. Lawrence Seaway is Available to Commercial Users (GLS)

Goal 2.4.5	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	99%	99%	99%	99%	99%	99%
Actual	99.3%	99.1%	99.6%	99.6%	N/A	N/A

Lead: Great Lakes St. Lawrence Seaway Development Corporation

The GLS' core objective is to facilitate the safe and efficient waterborne movement of commercial goods to and from the eight-State Great Lakes region of North America to global markets. Each year, more than 35 million metric tons of cargo valued at more than $7.5 billion move through the binational St. Lawrence Seaway, which is considered a vital supply chain commercial trade route. Each year, the GLS sets a reliability rate goal

of 99% or better to support this commercial trade. The reliability rate is impacted by all delays, including vessel, weather, or lock-related. The GLS is directly responsible for any lock delays caused by lock part and equipment malfunctioning.

FY 2022 Accomplishments

The system reliability rate for the U.S. portion of the St. Lawrence Seaway in FY 2022 was 99.3%, surpassing the annual goal by 0.3% and matching the FY 2021 total. Vessel and weather-related delays accounted for 86% of total system delays. Total system delays for all factors in FY 2022 were 29 hours and 32 minutes. The GLS has the most control over the proper functioning of its two locks in Massena, New York. The GLS' lock availability rate, a subset of the system reliability rate, was 99.96% (two hours and 27 minutes) in FY 2022, or eight percent of total system delays. This near-perfect rate for lock availability in FY 2022 is attributable to the GLS' Seaway Infrastructure Program, which addresses the core operating components of both U.S. Seaway locks. In FY 2022, the operational and capital infrastructure activities of the GLS supported 147,500 U.S. jobs and generated $26 billion in economic activity; $11 billion in personal income and local consumption expenditures; and $5 billion in Federal, State, and local tax revenue annually.

FY 2023 – 2024 Plans for Progress

In FY 2022, the operational and capital infrastructure activities of the GLS supported 147,500 U.S. jobs and generate $26 billion in economic activity; $11 billion in personal income and local consumption expenditures; and $5 billion in Federal, State, and local tax revenue annually. In FY 2023 and 2024, the GLS will continue to ensure the U.S. portion of the St. Lawrence Seaway remains safe, reliable, and efficient for its commercial users by engaging in the following activities:

- Maintaining, rehabilitating, and modernizing U.S. Seaway infrastructure through the Seaway Infrastructure Program;
- Performing safety inspections and ballast water examinations of all foreign-flag vessels;
- Continuing close coordination and involvement with the Canadian St. Lawrence Seaway Management Corporation in all aspects of Seaway operations; and
- Utilizing and enhancing technology to more efficiently manage vessel traffic control and lock transits.

Strategic Objective 2.5: System Reliability and Connectivity

Improve system operations to increase travel time reliability, manage travel demand, and improve connectivity.

The System Reliability and Connectivity objective is supported by six performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- Focus $19.4 Billion in BIL Funds on Airport Modernization and Safety Infrastructure Projects, Including Participation in Completing 20 Terminals and 400 New or Rehabilitated Pavement Projects by 2030 (FAA)[KPI]
- Meet the Annual Target for Average Number of Daily Arrivals and Departures at Core Airports (FAA)
- Meet the Annual Target for National Airspace System On-Time Arrival Rate at Core Airports (FAA)
- The Percentage of Person-Miles Traveled on the Interstate that are Reliable Will be at or Above 82.8% (FHWA)[APG, KPI]
- Increase Intercity Passenger Rail On-Time Arrivals (FRA)
- Increase Percentage of DoD-Required Shipping Capacity Complete with Crews Available within Mobilization Timelines (MARAD)

Summary of Progress

Federal Aviation Administration: The FAA has exceeded its FY 2022 goals for participating in five terminal projects and awarding grants to 40 new or rehabilitation pavement projects. The FAA does not anticipate any issues meeting the annual goals or the 2030 goals for multi-modal transportation. The Agency is on track on to achieve its annual targets for the Average Number of Daily Arrivals and Departures and the National Airspace System On-Time Arrival Rates at Core Airports.

Federal Highway Administration: FHWA held quarterly National Performance Management Research Data Set Users Technical Assistance webinars (the data source for the Interstate Reliability measures) in February and May 2022. FHWA released a memorandum on flexibilities with systems engineering analysis of intelligent transportation systems projects, which also fulfills a requirement of Section 11304 of BIL and helps ensure efficient implementation while maintaining the integrity of intelligent transportation systems planning

activities necessary for region-wide integration and interoperability. FHWA published two new primers to help State and local agencies manage and maintain traffic signals and intelligent transportation systems consistently with principles established for Transportation Asset Management Plan.

Federal Railroad Administration: FRA advanced implementation of the Metrics and Minimum Standards for Intercity Passenger Rail Service final rule, which set an on-time performance minimum standard of 80% in two consecutive quarters, by publishing the first quarterly reports to include on-time performance data for all Amtrak routes and trains. With the publication of the reports and data, the Surface Transportation Board can initiate an investigation into the performance of trains that did not meet the standard.

Maritime Administration: Surge sealift is provided by Federally owned and contractor-operated vessels, including MARAD's Ready Reserve Force program (RRF) (significant capacity and availability challenges remain).

Focus $19.4 Billion in BIL Funds on Airport Modernization and Safety Infrastructure Projects, Including Participation in Completing 20 Terminals and 400 New or Rehabilitated Pavement Projects by 2030 (FAA)[KPI]

Goal 2.5.1	FY 2022	FY 2023	FY 2024
Target Milestone	Announce the intent to award grants to five terminal projects and award grants to 40 new/ rehabilitation pavement projects.	Announce the intent to award grants to five terminal projects and award grants to 85 new/ rehabilitation pavement projects.	Announce the intent to award grants to five terminal projects and award grants to 90 new/ rehabilitation pavement projects.
Actual Milestone	Announced the intent to fund over 20 airport terminal projects in July 2022 and awarded over 110 grants for pavement projects.	N/A	N/A

Lead: Federal Aviation Administration

This performance goal will focus a portion of the BIL infrastructure grant funds on pavement projects and ensuring the Airport Terminal Program funding meets the needs of aging airport terminal infrastructure.

FY 2022 Accomplishments

The Secretary of Transportation announced the intent to fund over 20 airport terminal projects in July 2022 as part of the BIL FY 2022 Airport Terminal Program. On September 22, 2022, the FAA issued the NOFO for the FY 2023 Airport Terminal Program and awarded grants for more than 110 pavement projects.

FY 2023 – 2024 Plans for Progress

The FAA will continue to actively work with airport sponsors to update its Airports Capital Improvement Program to include pavement and terminal projects into the planning process annually. By integrating BIL into the well-established Airports Capital Improvement Program and grant delivery processes, the FAA intends to leverage its experience and close relationships with airport sponsors to award grants as expeditiously as possible to meet the FY 2023 and 2024 targets. The FAA continues to hire additional staff to support BIL-funded project delivery and educate airport sponsors through outreach and updated training. At present, the FAA's only challenge is hiring and training the new staff.

Meet the Annual Target for Average Number of Daily Arrivals and Departures at Core Airports (FAA)

Goal 2.5.2	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	59,303	56,771	58,193	58,962	59,706	N/A*
Actual	59,447	58,755	60,369	61,511	N/A	N/A

** Target will be set in FY 2023.*

Lead: Federal Aviation Administration

The FAA is continually improving system operations to increase system reliability by maintaining a high Average Daily Capacity (ADC) of arrivals and departures at Core airports, which are defined as the Nation's 30 busiest airports. The Core airports' individual ADC targets are set prior to the beginning of the fiscal year after a thorough review of all known projects that could potentially affect capacity. The FAA produces a Quarterly Construction Report, and each quarter, the Air Traffic Organization's System Capacity and Evaluation Group meets with the Deputy Directors of Systems Operations offices to review any impactful project changes prior to distribution of the report. The Quarterly Construction Report is the main source of information for upcoming construction projects that might affect capacity. This information is continuously communicated and verified with the four FAA Deputy Directors of System Operations and the Core airport facilities prior to setting the Core airports' individual ADC targets. In addition, the FAA continues to closely monitor ADC throughout the year to measure the impact of increased traffic levels. Any unforeseen changes are communicated and coordinated with the facilities.

FY 2022 Accomplishments

Average Daily Capacity in FY 2022 was 61,511, exceeding the target of 58,962. To improve the accuracy of the capacity target, the FAA has been identifying and strategically mitigating the impacts of reduced capacity events. The FAA met its ADC goals in all prior fiscal years.

FY 2023 – 2024 Plans for Progress

The Core airports' individual ADC targets are set after a thorough review of all known projects that can potentially affect capacity and using continuous communication with the four FAA Deputy Directors of System Operations and the facilities. The FAA monitors individual airports' targets throughout the year and hosts ADC 101 briefings for the Deputy Directors of System Operations offices and facilities in order to ensure staff has thorough understanding of ADC and to highlight the importance of consistent reporting of arrival and departure rates. These briefings have been well received by FAA facilities. ADC is tracked continuously, and any changes in a facility's ADC that were not anticipated are discussed with the facility. An example of an unanticipated reduction in a facility's ADC is a non-scheduled runway or taxiway construction or repair project that is initiated after the beginning of the fiscal year.

Meet the Annual Target for National Airspace System On-Time Arrival Rate at Core Airports (FAA)

Goal 2.5.3	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	88%	88%	88%	88%	88%	88%
Actual	88.3%	93.03%	93.6%	91.74%	N/A	N/A

** Target will be set in FY 2023.*

Lead: Federal Aviation Administration

The NAS on-time arrival rate is measured by dividing the number of flights arriving on or before 15 minutes of flight plan arrival time by the total number of completed flights for the Core airports. Each of the Nation's 30 Core airports has one or more percent of total U.S. passenger enplanements or handles 0.75% or more of total U.S. non-military itinerant operations. The on-time arrival

calculation uses the latest carrier flight plan filed with the FAA and excludes minutes of delay attributed by air carriers to extreme weather, carrier action, security delay, and prorated minutes for late arriving flights at the departure airport as defined by DOT Airline Service Quality Performance.

FY 2022 Accomplishments

The FY 2022 NAS on-time arrival rate was 91.74%, exceeding the target of 88%. The FAA continues to improve the processes of planning and tactically managing traffic, which results in more accurate arrival time estimates. This has enabled NAS on-time arrival goals to be achieved for all prior fiscal years.

FY 2023 – 2024 Plans for Progress

The FAA will continue to closely monitor NAS on-time arrivals to measure the impact of increased traffic levels. The FAA's Air Traffic Organization briefs this metric monthly at the NAS Collaboration Forum, which is hosted jointly by NAS Operations and the air carriers. It is also reported weekly at the FAA's System Operations stand-up meeting. The FAA produces the Quarterly Construction Report and conducts modeling and analysis on impactful projects as a mitigation tool. The FAA will continue to collaborate closely with aviation stakeholders in FY 2023 and 2024 to understand ongoing operational developments and take action to ensure consistent NAS on-time arrivals.

The Percentage of Person-Miles Traveled on the Interstate that are Reliable Will be at or Above 82.8% (FHWA)[APG, KPI]

Goal 2.5.4	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	83.7%	83.1%	82.8%	82.8%	82.8%	82.8%
Actual	83.4%	83.8%	93.9%	N/A	N/A	N/A

Lead: Federal Highway Administration

This indicator is derived from information that State DOTs report annually to FHWA. It is based on actual travel time data and reflects the amount of travel that is unaffected by unreliable or highly variable travel times. One hundred percent would indicate that all person-miles traveled on the Interstate were reliable. A portion of the Interstate system is considered unreliable if travel times are more than 50% greater than normal during one or more of four time periods (6:00 AM to 10:00 AM, 10:00 AM to 4:00 PM, 4:00 PM to 8:00 PM weekdays; and 6:00 AM to 8:00 PM weekends) over the course of a year.

CY 2022 Accomplishments

FHWA awarded a new contract for the National Performance Management Research Data Set in May 2022. This contract will continue to provide average travel time data on the NHS for State DOTs and MPOs to use to calculate and set targets for all of the third performance management rulemaking measures, including travel time reliability.

CY 2023 – 2024 Plans for Progress

FHWA has numerous efforts underway to support State DOT and MPO calculation and target setting. FHWA works to ensure the availability of data used to calculate the reliability measure in this report via a National Performance Management Research Data Set contract. Since FY 2013, FHWA has actively maintained steady engagement with data set users to share their knowledge and experience through quarterly webinars. In response to stakeholder needs in implementing Transportation Performance Management requirements, FHWA has developed technical assistance papers on "Approaches to Target Setting" and "Forecasting for Target Setting." The Agency is aggregating travel time data in a monthly dashboard to visualize data trends. FHWA is also funding two projects to better link operational strategy evaluations with required measures so that State DOTs and MPOs can apply the findings in their investment decision-making. FHWA continues promoting traffic incident management to shorten the duration and impact of roadway incidents and improve the safety of motorists, crash victims, and responders, having trained more than 590,000 to date.

Increase Intercity Passenger Rail On-Time Arrivals System-Wide (FRA)

Goal 2.5.5	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	80%	80%	80%	80%	80%
Actual	74%	79.7%	77%	74%	N/A	N/A

Lead: Federal Railroad Administration

On-time performance can serve as an indicator of rail infrastructure performance, among several other factors that affect the performance and reliability of intercity passenger rail service. On-time performance represents the percentage of customers on an intercity passenger rail train who arrive at their detraining stations no later than 15 minutes after their published scheduled arrival time, reported by train and by route. The standard specified in regulation is 80% of trips arriving on-time. FRA will continue to monitor railroad on-time arrivals to measure performance.

FY 2022 Accomplishments

In FY 2022, FRA released quarterly reports on the performance of Amtrak intercity passenger rail service as required by the Metrics and Minimum Standards for Intercity Passenger Rail Service final rule, published in 2020. The reports provide data not only on Amtrak on-time performance but also train delays, customer service, financials, and other public benefits metrics. The FY 2022 reports were the first to include customer on-time performance data for all routes and trains in Amtrak's system. They provided the data necessary to determine if an Amtrak route or train met the on-time performance minimum standard, which is 80% for any two consecutive calendar quarters.

FY 2023 – 2024 Plans for Progress

As required by the Metrics and Minimum Standards for Intercity Passenger Rail Service final rule, FRA will continue to publish quarterly reports on the performance of Amtrak intercity passenger rail service, including on-time performance. On December 8, 2022, Amtrak filed the first formal complaint and petition under this rule for the Surface Transportation Board to investigate the substandard performance of Amtrak's Sunset Limited service, which operates between Los Angeles and New Orleans, and award Amtrak damages and other relief under the regulation. For FY 2022, the on-time performance for the Sunset Limited fell far below the 80% threshold, reaching a low of 10% in Q3 of FY 2022 for westbound trains and seven percent in Q4 for eastbound trains. FRA will continue to monitor these proceedings and performance across the Amtrak network.

Additionally, BIL provides $66 billion in supplemental funding through both direct Amtrak grants and competitive programs that will enable rail stakeholders to advance congestion relief projects to address freight and passenger rail chokepoints and improve network fluidity and reliability. To help address the particularly substandard performance on Amtrak long-distance routes, at least 20% of funding for projects not located on the NEC under the Federal-State Partnership for Intercity Passenger Rail grant program must benefit long-distance routes.

Increase Percentage of DoD-Required Shipping Capacity Complete with Crews Available within Mobilization Timelines (MARAD)

Goal 2.5.6	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	94%	94%	94%	85%	85%	85%
Actual	92%	90%	91%	74%	N/A	N/A

Lead: Maritime Administration

MARAD's goal for shipping and crew availability is to ensure that the level of shipping capacity (both commercial and government-owned) is sufficient to meet current and projected DoD requirements for cargo transport to support U.S. military forces during times of

National emergency. Targets are based on readiness levels that have historically met DoD requirements. The readiness represented by the RRF, Voluntary Intermodal Sealift Agreement, and MSP programs provides the desired capability to support National security interests, as well as employment for U.S. citizen mariners to crew the commercial and government-owned fleets. MARAD estimates that at least 125 internationally trading, U.S.-flagged commercial ships of 1,600 gross tons or higher are required to maintain a sufficient sealift force of unlimited credentialed mariners to meet the Nation's sealift crewing needs in a major contingency situation.

FY 2022 Accomplishments

The reduced target beginning in FY 2022 reflects the planned reductions in the size and composition of the RRF, with five vessels affected in FY 2021 and a resultant decrease in available billets in FY 2022. This was the first reduction to the fleet since FY 2010. The Nation's organic surge sealift capability is experiencing reduced readiness due to serious shortfall in drydock availability. This has negatively affected the program's ability to obtain sufficient and timely contracts for regulatory required drydock periods for marine inspections. The average age of the fleet is increasing, and while MARAD awarded a contract for a Vessel Acquisition Manager, progress has been limited by Navy budgetary constraints and changing market conditions for used vessels. The Vessel Acquisition Manager identified and procured the first two ships for recapitalizing the fleet, adding 432,000 square feet of militarily useful cargo area to the RRF fleet. MARAD anticipates the completion of outfitting and modification of the two ships in FY 2023 (e.g., taskings related to fire detection and suppression systems, navigation, communications, lifesaving appliances, and preventive maintenance plans).

FY 2023 – 2024 Plans for Progress

Surge sealift is provided by Federally owned and contractor-operated vessels, including MARAD's RRF ships berthed at various U.S. ports. Sustainment sealift is provided by large, oceangoing ships of the United States flag that are sailing in commercial service. This support is provided through MARAD programs such as the MSP, and the recently enacted Tanker Security Program in the FY 2022 Consolidated Appropriations Act. MARAD anticipates they will be accepting applications to make selections for the new program in FY 2023 under which they are authorized to add up to 10 U.S.-flag militarily useful, commercially viable product tankers sailing in international trade. FY 2024 funding provided for MSP and Tanker Security Program will ensure the level of shipping capacity (both commercial- and government-owned) is sufficient to meet current and projected DoD requirements for cargo transport to support U.S. military forces during times of National emergency. Recapitalization of the RRF is a critical requirement to meet readiness targets. Meeting the readiness target relies upon recapitalization of the RRF as a critical path as the average age of the 43-year-old fleet continues to see delays. Additionally, uncontrolled factors such as Navy's early retirement of low performing vessels, and the lack of a new construction sealift vessel program continue to impact the available square footage. MARAD will continue to work closely with the U.S. Navy and U.S. Transportation Command on the procurement actions and the timeline for the purchase of additional vessels in the fleet, including by every avenue for rapid recapitalization. Additionally, crew availability has been a challenge for both the commercial sealift fleet and the RRF fleet, which has been impacted by lengthy assignments and delayed reliefs during the COVID-19 pandemic, retirements, and greater shoreside opportunities for skilled marine workers. These conditions have had a detrimental effect on the available mariner base. FY 2024 funding for the RRF program will be provided by reimbursement to MARAD by DoD.

STRATEGIC GOAL 3
Equity

Strategic Objective 3.1: Expanding Access

Expand affordable access to transportation jobs and business opportunities by removing barriers for individuals, businesses, and communities.

The Expanding Access objective is supported by two performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- Reduce National Transportation Cost Burden by 5%, Including Transportation Travel Cost as a Percent of Income, by 2030 (OST-P)[KPI]
- Increase the Number of State ADA Report Submissions in eCivil Rights Connect (FHWA)

Summary of Progress

Transportation cost is a complex concept that is challenging to represent and analyze. Currently, Phase 1 of this initiative involves the development of a baseline using the transportation Cost Burden element that has been incorporated into the Justice40 disadvantaged communities tool utilizing National level data. The BTS recently secured contractor support to begin an effort to bring the Cost Burden discussion from a National level to one that reflects regional costs. DOT's Cost Burden tool will aid DOT in identifying the areas with high cost burden to prioritize funding decisions. A working group comprised of OST-P, OST-R and BTS, FHWA, FTA, and the Office of the Assistant Secretary for Budget and Programs (OST-B) has begun meeting to guide and inform both initiatives.

Reduce National Transportation Cost Burden by 5%, Including Transportation Travel Cost as a Percent of Income, by 2030 (OST-P)[KPI]

Goal 3.1.1	FY 2022	FY 2023	FY 2024
Target Milestone	Form team to establish baseline.	Review and update the existing cost burden measure and establish baseline .	Pilot transportation cost burden measure to screen transportation projects for funding .
Actual Milestone	Formed team and drafted preliminary transportation cost burden metric.	N/A	N/A

Lead: Office of the Assistant Secretary for Transportation Policy

DOT is developing a transportation cost burden measure using existing data sources to better understand this major category of household expense. DOT may develop new data collection focused on capturing individual and household cost, travel time, trips not taken, accessibility, and access to key resources across different demographic groups. This information could be used to inform funding and program decisions that will help reduce National transportation cost burden and advance equity.

FY 2022 Accomplishments

As part of its Justice40 Disadvantaged Communities definition and tool, DOT drafted a transportation cost burden metric utilizing National level data as a component of defining disadvantaged communities. The metric was informed by the Request for Information on Transportation Equity Data issued earlier, as well as other stakeholder engagement. This National-level metric was also incorporated into CEQ's Climate and Economic Justice Screening Tool. This work will provide the foundation for establishing a baseline for this performance goal in FY 2023.

FY 2023 – 2024 Plans for Progress

By June 2023, OST-P will develop a baseline for this performance goal using the Justice40 Disadvantaged Communities tool which is currently under refinement to include updated Census tracts and address stakeholder feedback. Over the next couple of years, the Cost Burden Metric team will consider what additional data is needed to measure how DOT decisions can influence cost burden on the National level. A pilot funding program will be identified to implement the use of this measure on a pilot basis to screen transportation projects for funding. By December 2026, OST-R and BTS will develop new data collection focused on addressing gaps in current data, such as capturing individual and household cost, travel time, trips not taken, accessibility, and access to key resources across different demographic groups. This will inform OST- development of a National transportation cost burden measure as part of a transportation disadvantage index

by December 2027. This work is being coordinated with FHWA and FTA, whose programs will help DOT make progress on lowering transportation cost burden. They will also contribute to research and development on data sources and methodologies. In addition, OST-P and modal work under Justice40 to quantify the benefits and disbenefits of relevant DOT investments may contribute to this performance goal.

Contractor support is in place to support the development of the baseline and estimates of transportation cost burden at the local level by using existing data sources and analyzing the feasibility of potential new data collections that would subsequently be used to further enhance these transportation cost burden estimates. The timing of the deliverables under these contracts is consistent with the timeline of actions in the DOT Equity Action Plan for: piloting a transportation cost burden measure using existing data sources to screen transportation projects for funding by December 2023 and developing new data sources to enhance transportation cost burden measures by December 2027.

Increase the Number of State ADA Report Submissions in eCivil Rights Connect (FHWA)

Goal 3.1.2	FY 2022	FY 2023	FY 2024
Target	1	10	10
Actual	1	N/A	N/A

Lead: Federal Highway Administration

This goal measures the number of ADA reports submitted in the eCivil Rights Connect system. eCivil Rights Connect is a centralized data reporting system for State DOTs and Division Offices to upload information. The Divisions report on updates to their ADA program related to progress on ADA transition plans, trainings provided, accomplishments of the past year, and goals for the coming year. Submission of these reports help FHWA to plan technical assistance and training opportunities according to the needs of submitters.

FY 2022 Accomplishments

As this is a new request, the target was set at one state ADA report submission to eCivil Rights Connect. The FHWA Office of Civil Rights initiated the form and annual system generated outreach to Division Offices and State DOTs. The established goal of one State submission was met in FY 2022.

FY 2023 – 2024 Plans for Progress

The FHWA Office of Civil Rights will provide education and outreach to FHWA Division Offices and State DOTs to explain how voluntary ADA report submissions made through eCivil Rights Connect are used and the resulting benefits to State DOTs. Through voluntary collection of data regarding how State DOTs are implementing their ADA transition plans, FHWA will be able to provide tailored compliance assistance and develop tools that correspond to user needs. The requested information includes the number of ADA trainings provided, the frequency of updates to ADA transition plans, challenges encountered in implementing ADA transition plans, and contact information for State ADA coordinators. State DOTs are familiar with the eCivil Rights Connect system as it is used to submit other civil rights reports, such as Title VI of the Civil Rights Act of 1964 and Disadvantaged Business Enterprise (DBE) annual reports. That familiarity can be leveraged to encourage more States to complete the voluntary ADA report.

The additional voluntary ADA reporting will result in increased accountability, with States updating their ADA transition plans more regularly. FHWA will analyze the data provided to identify and share best practices among the States to increase overall ADA compliance. To reach this target, FHWA will provide informational webinars to the Directors of Field Service areas to encourage more State DOTs to voluntarily submit ADA reports.

Strategic Objective 3.2: Wealth Creation

Reduce the effects of structural obstacles to building wealth.

The Wealth Creation objective is supported by four performance goals (see the Performance Goal Inventory for a complete list of all performance goals). The Department has identified this objective as an area demonstrating noteworthy progress.

- Increase U.S. DOT Direct Contract Dollars to Small Disadvantaged Businesses from 18.2% in FY 2021 to 22% by FY 2026 (OSDBU)[APG, KPI]
- Increase the Percentage of Total FAA Direct Procurement Dollars Awarded to Small Disadvantaged Businesses (FAA)
- Increase Number of State DOTs Adopting and Implementing Identified Best Practices When Administering the DBE Program on Design-Build Projects (FHWA)
- Increase the Total Federal Transit Grant Dollars Announced or Allocated for Rural or Tribal Areas (FTA)

Summary of Progress

Office of Small and Disadvantaged Business Utilization: In FY 2022, the Department achieved a Small Disadvantaged Business (SDB) goal of 21.25%. Additional activities that supported progress toward this objective include:

- *Connections Marketplace:* To date, the Office of Small and Disadvantaged Business Utilization (OSDBU) has hosted 21 Connections Marketplace sessions since the program kicked off in February 2022, with more than 3,200 small businesses participating. Through these sessions, OSDBU provided an overview of the Federal contracting process, how to navigate DOT's procurement forecast, upcoming opportunities, technical assistance, and available resources for small businesses.
- *Enhanced DOT procurement forecast capabilities:* In FY 2022, OSDBU transitioned FAA procurement forecast opportunities into DOT forecast, which consolidated all DOT forecast transactions into one system. This transition will lessen the burden on SDBs by allowing them to search for all DOT forecasted contract opportunities in one location instead of going to multiple sites and navigating different systems.
- *Inclusion of small business goals in Senior Executives' performance plans:* The FAA's Office of Human Resources included SDB goals in the FAA's Senior Executives performance plans, and in February 2022 DOT's Office of Human Resources issued guidance to OST and Operating Administrations to include small business goals in Senior Executive Service Performance Plans.
- *Small business summits:* In FY 2022, OSDBU kicked off the first Regional Small Business Transportation Contracting Symposium to provide information on upcoming BIL-funded transportation infrastructure projects, connecting small and minority businesses with technical assistance providers, State DOTs, fund recipients, and prime contractors to hear about project specific opportunities.
- *Internal stakeholder engagement:* The Office of the Senior Procurement Executive (OSPE) is continuing to hold strategic conversations with internal stakeholders (e.g., DOT Requirements/Program Management Officials) to target opportunities to increase small disadvantaged and minority-owned business participation. These strategic conversations will be conducted through forums such as the Acquisition Strategy Review Boards, Strategic Acquisition Council, Acquisition Planning Working Group, and Procurement Management Reviews.
- *Procurement policy and regulations review:* OSPE is currently reviewing the Federal Acquisition Regulation, Transportation Acquisition Regulation, and Transportation Acquisition Manual requirements to highlight opportunities for flexibilities to facilitate increases in small disadvantaged and minority-owned business participation. Policy and guidance will be adjusted as appropriate.
- *Increased training for the acquisition workforce:* OSPE and OSDBU will continue to partner to identify and promote training for the acquisition workforce on ways to incorporate equity considerations in the full acquisition lifecycle.

Federal Aviation Administration: The FAA greatly increased the number of outreach events held, including participation in events hosted by external organizations. The Agency also increased internal awareness of SDB initiatives through briefings and training on Executive Orders and White House Fact Sheets. The FAA expanded contract oversight through task order auditing to identify bundling and over consolidation on large agency-wide contracts. The FAA Acquisition Management System was updated to increase the direct award threshold for 8(a), Women-Owned Small Businesses, Economically Disadvantaged Women-Owned Small Businesses, and

Historically Underutilized Business Zone vendors from $4.5 million to $10 million for BIL-funded acquisitions.

Federal Highway Administration: The FHWA Office of Civil Rights delivered trainings on adopting best practices on delivering the DBE Program in the context of design build for North Carolina DOT, Massachusetts DOT, and Bi-State River Crossing Project in Washington and Oregon. These best practices were also shared at the P3 Conference in D.C., the Design Institute of American Conference, the Transportation Research Board Legal Workshop, and the FAA National Conference. Additionally, FHWA provided trainings at the American Association of State Highway, Transportation Officials Civil Rights Training Session, and the American Contractor Compliance Association during August 2022. FHWA chose administering the DBE program in the context of design-build project delivery as one of its innovations for the Every-Day Counts initiative. Further, FHWA worked with OST to propose requiring an open-ended DBE Performance Plan in lieu of firm commitments to individual DBEs in the context of design build procurement as part of the NPRM issued July 21, 2022.

Federal Transit Administration: In FY 2022, FTA doubled the amount of transit grant dollars for rural and Tribal areas. The amount of transit grant dollars for rural or Tribal areas that FTA announces each year depends in part on the timing of selections for competitive grant programs. In January 2023, FTA announced awards for its $252.4 million Ferry Services for Rural Communities discretionary program, which combined two years' worth of available funding. Further, amounts awarded from the discretionary Low or No Emission Vehicle Program competition were less than anticipated because the increase in rural requests did not keep pace with the increase in urban requests from FY 2021 to 2022. The result was that FTA fell short of meeting its FY 2022 target for increasing grant dollars announced or allocated for rural or Tribal areas. Key milestones included: publishing full-year formula apportionments in April and selecting 37 projects totaling $188 million for rural projects in the FY 2022 Bus and Bus Facilities and Low or No Emission grant competitions in August 2022.

Increase U.S. DOT Direct Contract Dollars to Small Disadvantaged Businesses from 18.2% in FY 2021 to 22% by FY 2026 (OSDBU)[APG, KPI]

Goal 3.2.1	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	20.0%	20.5%	21.0%
Actual	18.2%	21.25%	N/A	N/A

Lead: Office of Small Disadvantaged Business Utilization

The Department aims to increase wealth creation opportunities for underserved communities through direct procurement mechanisms. DOT commits to raise its annual SDB utilization contract award dollars from 18.2% in FY 2021 to 20.5% by FY 2023.

FY 2022 Accomplishments

As part of Departmental efforts to increase Wealth Creation, the Department exceeded the FY 2022 goal of awarding 20% of direct contract dollars to SDBs and awarded approximately 21.3%. This was achieved by increased targeted outreach and capacity building efforts to small disadvantaged businesses through the Connections Marketplace sessions and *Advancing Equitable Infrastructure Opportunities: Small Business Contracting Symposiums*, impacting more than 3,400 businesses. These sessions were aimed to help small and minority businesses increase their understanding of how to navigate the DOT contracting process, gain awareness of upcoming contract opportunities, and secure available resources to enhance their core competencies. Also, OSPE established internal policies to promote and maximize the inclusion of small and minority businesses, including direct contract opportunities arising from BIL.

FY 2023 – 2024 Plans for Progress

As part of the Department's APG to "Increase Wealth Creation Opportunities for Underserved Communities", DOT commits to raising SDB contract dollars from 18.2% in FY 2021 to 20.5% in FY 2023. The Department will review government-wide and DOT acquisition

policies to determine how to maximize inclusion of small and minority businesses, perform in-depth contract data analysis to find areas of opportunity to increase small business awards, and provide equal opportunity in DOT-funded contracts. The OSPE and OSDBU will conduct outreach activities and awareness campaigns to help small and minority businesses increase their understanding of how to navigate the DOT contracting process, gain awareness of upcoming contract opportunities, and secure available resources to enhance their core competencies in an effort to more effectively compete for DOT contracting opportunities.

Increase the Percentage of Total FAA Direct Procurement Dollars Awarded to Small Disadvantaged Businesses (FAA)

Goal 3.2.2	FY 2022	FY 2023	FY 2024
Target	12%	13%	14%
Actual	17.07%	N/A	N/A

Lead: Federal Aviation Administration

The FAA set a target for this performance goal in FY 2022 for at least 12% of the Agency's total direct procurement dollars to be awarded to SDBs. The Office of Finance and Management will utilize market analysis and acquisition strategies to provide opportunities for small businesses to compete for and attain FAA contracts and purchase orders, with special emphasis on procurement opportunities for socially and economically disadvantaged small businesses (including 8(a) certified firms), Service-Disabled Veteran-Owned Small Businesses, and Women-Owned Small Businesses.

FY 2022 Accomplishments

In FY 2022, the FAA exceeded its small business goals and achieved a record award rate for SDBs. The Agency obligated more than $5.4 billion in contract awards. Of that amount, 29.7% went to Small Businesses (FY 2022 goal: 25%), 17.07% went to SDBs (FY 2022 goal: 12%), 4.39% went to Service-Disabled Veteran Owned Small Businesses (FY 2022 goal: three percent), and 7.3% went to Women Owned Small Businesses (FY 2022 goal: five percent). To achieve the increase in small business awards, the Office of Acquisition Policy and Oversight developed a comprehensive, five-step plan of action that went above and beyond past efforts to facilitate contracting opportunities for small businesses. The plan consisted of increasing external outreach to the vendor community, increasing internal communications, establishing new performance monitoring resources and data collection methods, expanding acquisition governance, and updating Acquisition Management System acquisition policy and guidance.

The FAA was equally successful in awarding BIL funding to small business vendors in FY 2022. Of the approximately $310 million in BIL funding awarded, more than 34% went to Small Businesses and 23% went to SDBs. The FAA established the BIL Acquisition Adjudication Board to promote BIL-funded Small Business and SDB awards at the earliest stages of acquisition planning that might otherwise go to large businesses. The FAA also made the following Acquisition Management System updates to facilitate contracting opportunities with small businesses:

- Added an SDB set-aside (a first in the Federal government);
- Updated the Acquisition Management System to clarify and further define contract bundling and consolidation and the restrictions of each;
- Updated the Acquisition Management System to increase the noncompetitive (direct) award threshold for 8(a), Women-Owned Small Business, Economically Disadvantaged Women-Owned Small Business, and Historically Underutilized Business Zone vendors from $4.5 million to $10 million for BIL-funded acquisitions; and
- Permanently raised the 8(a) noncompetitive ceiling from $4.5M to $10 million for all acquisitions.

FY 2023 – 2024 Plans for Progress

To maximize inclusion of SDBs in FAA contract opportunities and support recent Executive Orders and Presidential commitments, the FAA will increase its FY 2023 SDB target for total direct procurement dollars to 13% from a baseline of 10%. This target will be promoted through the continued implementation of five program elements: external outreach, internal outreach, monitoring and data analysis, improved governance, and appropriate policy and training.

Increase Number of State DOTs Adopting and Implementing Identified Best Practices When Administering the DBE Program on Design-Build Projects (FHWA)

Goal 3.2.3	FY 2022	FY 2023	FY 2024
Target	3	5	8
Actual	3	N/A	N/A

Lead: Federal Highway Administration

The Department's DBE program is a nondiscrimination program that aims to level the playing field for SDBs on Federally assisted projects. Design-build procurement is a method of project delivery in which one entity, the design build team, works under a single contract with the project owner to provide design and construction services. Implementation of the DBE program under the design build model has been a challenge for recipients of federal funds. In response, the FHWA Office of Civil Rights published the Disadvantaged Business Enterprise Program Administration and Oversight on Projects with Alternative Contracting Methods Handbook, which compiles best practices for DBE program implementation on alternative contracting with a significant focus on design-build. The approaches described in the Handbook aim to increase DBE participation on design-build projects, which are often large, multi-year projects. Greater participation by DBE firms (i.e., small firms owned by socially and economically disadvantaged individuals) will provide opportunities and capital necessary to grow their businesses to better compete, both within and outside of the program. This growth can create jobs and result in the transfer of wealth.

The FY 2024 President's Budget includes $10 million for the DBE Supportive Services Program to support the highway construction industry in establishing and maintaining apprenticeship and training programs targeted to move minorities, women, and disadvantaged individuals into journey-level positions and assist with creating a more diverse make-up of firms participating in improving America's infrastructure.

FY 2022 Accomplishments

One State is developing these procedures for inclusion its official practices. One State is successfully using an open-ended performance plan on a public-private-partnership project as well as several other current design-build projects. References and incorporating the open-ended performance plans have been integrated in the State's current design-build template language including the Request for Qualifications, Instructions to Proposers, and Request for Proposals language for future projects. Another State has been using open-ended performance plans for many years and has integrated them in its design-build procedures manual. This State has been using open-ended performance plans for many years and has integrated them in its design-build procedures manual.

FY 2023 – 2024 Plans for Progress

The FHWA Office of Civil Rights will share practices from the Handbook through training, technical assistance, webinars, peer exchanges, and showcasing States that have successfully implemented best practices. The Office is also working with the National Highway Institute to create a training course on DBE Administration of design-build projects for State DOTs and consultants with DBE oversight responsibilities that will be available in FY 2022. The Office of Civil Rights will lead this initiative with support from its Resource Center and the Office of Infrastructure's Construction Team and Major Projects Team.

Increase the Total Transit Grant Dollars Announced or Allocated for Rural or Tribal Areas (FTA)

Goal 3.2.4	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	$1.741 billion*	$1.718 billion*	$1.648 billion
Actual	$843 million	$1.527 billion	N/A	N/A

** FY 2022 and 2023 funding targets reflect the announcement of full-year apportionments and updated funding amounts provided by BIL, respectively.*

Lead: Federal Transit Administration

Communities of all sizes, including rural areas, include people who, for reasons of age, youth, disability, or low income are unable to rely upon automobile transportation to meet their mobility needs. The Formula Grants for Rural Areas Program is one of the programs administered by FTA that aims to support and expand public transportation in rural areas. This program provides capital, planning, and operating assistance to States to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to provide access to jobs, groceries, medical services, educational opportunities, and other destinations.

The Public Transportation on Indian Reservations Program is a set-aside from the Formula Grants for Rural Areas program that consists of both a formula and competitive grant program for federally recognized Indian Tribes or Alaska Native villages, groups, or communities in rural areas. This funding supports reliable and affordable public transit in rural areas where many residents rely on public transit to reach their destinations.

The Enhanced Mobility of Seniors and Individuals with Disabilities Program provides funding to meet the transportation needs of older adults and people with disabilities when services offered are unavailable, insufficient, or inappropriate to meet these needs. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This performance goal also includes discretionary or formula grant dollars announced or allocated to rural areas from the following programs (it does not include formula or discretionary COVID-19 supplemental funding):

- Innovative Coordinated Access and Mobility Grants (Section 3006(b));
- Rural Transit Assistance Program (Section 5311(b)(3);
- Appalachian Development Public Transportation Assistance Program (Section 5311(c)(3));
- Grants for Bus and Bus Facilities Program (Section 5339);
- Low or No Emission Vehicle Program (Section 5339(c));
- Growing States/High Density States Program (Section 5340); and
- Ferry Service for Rural Communities Program (Section 71103).

FY 2022 Accomplishments

FTA awarded 22.9% of available Buses and Bus Facilities discretionary funding to projects located in rural areas, well above the required minimum of 15%. As mentioned above, FTA announced awards worth two years of available funding for its $252.4 million Rural Ferry Discretionary program in January 2023. FTA provided resources targeted specifically toward rural communities, oversaw Civil Rights programs and directives, participated in the development of the DOT Equity Action Plan, and provided guidance and support to transit agencies to ensure excellent transit is available to all.

FY 2023 – 2024 Plans for Progress

FTA will continue to allocate discretionary and formula grant funds to rural and Tribal areas. FTA also supports the National Rural Transit Assistance Program, which provides training and technical assistance and other support services tailored to meet the needs of transit operators in non-urban areas. FTA continues to fund the National Center for Applied Transit Technology, which provides technical assistance regarding the implementation of technology to FTA's rural, small urban, and Tribal recipients. In FY 2023 and 2024, FTA will administer a significant increase in funds from BIL for the Rural Formula, Tribal Formula, and Tribal Discretionary Programs. FTA will also continue to prioritize rural projects in the Bus and Bus Facilities Competitive program.

Strategic Objective 3.3: Power of Community

Empower communities through innovative public engagement with diverse stakeholders and thought leaders to foster exchange and ownership.

The Power of Community objective is supported by two performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- All 50 State DOTs and Top 100 MPOs Adopt a Quantitative Equity Screening Component to Their S/TIP Development Processes by 2030 (OST-P)[KPI]
- Increase the Percentage of Community Outreach Activities Directed Toward Underserved Communities to Increase Hazmat Transportation Awareness, Preparedness, and Response (PHMSA)

Summary of Progress

Office of the Assistant Secretary for Transportation Policy: FHWA, in coordination with OST-P, FTA, and the Departmental Office of Civil Rights (DOCR), developed a Survey of Metropolitan Planning Organizations and State Departments of Transportation Regarding Practices for Incorporating Equity and Meaningful Public Involvement in Transportation Planning and Project Decision-Making, which will inform the baseline for the equity screening component performance goal. The survey was approved by OMB and released the week of August 22, 2022.

Pipeline and Hazardous Materials Safety Administration: PHMSA's OHMS has been working to establish and promote a uniform methodology for determining underserved communities. The Office continues to onboard new outreach personnel and adjust existing personnel workloads towards community outreach. OHMS is also pursuing higher fidelity impact data by modifying the terms of some existing grants held to include data collection from training attendees on what areas they serve.

All 50 State DOTs and Top 100 MPOs Adopt a Quantitative Equity Screening Component to Their S/TIP Development Processes by 2030 (OST-P)[KPI]

Goal 3.3.1	FY 2022	FY 2023	FY 2024
Target Milestone	Conduct assessment of MPO and State DOT inclusion of quantitative equity screenings and meaningful representative public participation in S/TIPs.	Set baseline and interim goals. Publish common definitions and promising practices for equity in transportation planning.	Launch KPI progress monitoring and capacity building program.
Actual Milestone	Released a survey to State DOTs and MPOs to inform development of a baseline.	N/A	N/A

Lead: Office of the Assistant Secretary for Transportation Policy

This performance goal measures the number of States and MPOs that address equity in the transportation planning process and provide opportunities for meaningful public input into transportation decisions. It looks at the role of Statewide Transportation Improvement Programs and Transportation Improvement Programs in the prioritization and funding of projects using DOT funds, and how States and MPOs incorporate quantitative equity screening components into these planning processes to advance equitable outcomes through transportation funding.

FY 2022 Accomplishments

In collaboration with OST-P, DOCR, and FTA, FHWA conducted a survey of State DOTs and MPOs to establish a baseline understanding of how transportation agencies address equity in the transportation planning process and how they provide opportunities for meaningful public input into transportation decisions. The survey achieved an overall response rate of 70% and had good geographic distribution and representation from agencies of all sizes and population coverages. This work provided the foundation for establishing a baseline for this performance goal in FY 2023.

FY 2023 – 2024 Plans for Progress

In continued collaboration with FTA, FHWA, and DOCR, OST-P will use the results of the FHWA survey conducted in FY 2022 to establish a preliminary baseline and interim goals for this performance measure by March 2023, as well as a plan for monitoring and institutionalizing adoption of equity screening components as part of the transportation planning process. In addition to helping establish a preliminary baseline, the survey results will inform research and technical assistance to improve how equity and meaningful public involvement are incorporated into transportation planning. It will also inform future revisions to existing guidance as well as the development of new guidance to DOT funding recipients on meeting requirements related to NEPA, transportation planning and programming, or transportation equity and public involvement. DOT will publish common definitions and promising practices for equity in transportation planning to help funding recipients advance their adoption of these practices and to help DOT monitor their progress. This will start with the release of *Meaningful Public Involvement Guidelines* and an accompanying training for multi-modal DOT funding recipients with obligations and/or the desire to conduct meaningful public involvement in various stages of transportation decision-making in fall 2022. By FY 2024, DOT aims to have a robust program in place to monitor progress on this performance goal and build State DOT and MPO capacity to advance adoption of equity in transportation planning.

Increase the Percentage of Community Outreach Activities Directed Toward Underserved Communities to Increase Hazmat Transportation Awareness, Preparedness, and Response (PHMSA)

Goal 3.3.2	FY 2022	FY 2023	FY 2024
Target	40%	40%	40%
Actual	26%	N/A	N/A

Lead: Pipeline and Hazardous Materials Safety Administration

This performance goal tracks the percentage of outreach activities targeted towards underserved communities as defined by the Department. These activities promote the safe transport of hazardous materials by raising awareness of commodity risks, distributing best practices for emergency responders, and providing technical expertise. PHMSA's outreach efforts also provide awareness for emergency responders in those communities of OHMS grant opportunities.

The program defines "outreach and engagement" as the direct interaction with internal and external interest groups to increase hazardous materials awareness and regulatory compliance, and to foster two-way communication to ensure the safe transportation of hazardous materials. Most importantly, engagement establishes a line of communication, empathetic to the challenges faced by PHMSA interest groups to build awareness and understanding of the Hazardous Materials Regulations or to address safety concerns and emerging hazmat risks at the community level. Examples include conferences, workshops, stakeholder meetings, and compliance assistance visits. This performance goal illustrates OHMS' progress towards aligning its outreach efforts with the principles of Justice40.

FY 2022 Accomplishments

In FY 2022, PHMSA accelerated the emphasis on reaching out to underserved communities. The Agency built a tool to identify underserved communities and actively reached out to these communities to ensure they were aware of the hazardous materials planning and outreach resources that are available to them. The percentage of community outreach activities increased each quarter and continues to increase.

FY 2023 – 2024 Plans for Progress

PHMSA plans to track the number of community outreach activities to underserved communities including, but not limited to, community meetings, workshops, webinars, and emergency response events. In FY 2023, PHMSA intends to increase its outreach efforts to these communities to promote the safe transport of hazardous materials and be a resource for emergency preparedness and response. PHMSA will provide grant funding, emergency special permits, technical assistance, and access to data to make progress on this goal.

While PHMSA's Community Liaison program has had many tools at their disposal to locate underserved communities Nationwide, only one region had a comprehensive list when this measure was designed. This list will be integral for targeting underserved communities currently unaware of PHMSA's funding opportunities. Future collaboration will be paramount as OHMS undergoes significant staffing changes. Once the complete list of underserved communities has been compiled (expected in early FY 2024), PHMSA will begin to analyze which underserved communities can benefit from technical assistance and direct outreach regarding PHMSA funding opportunities. In addition to developing an outreach plan and a communications plan, PHMSA will develop a monitoring and evaluation plan for grant applicants and recipients.

Strategic Objective 3.4: Proactive Intervention, Planning, and Capacity Building

Ensure that equity considerations for disadvantaged and underserved communities are integrated into the planning, development, and implementation of all transportation investments.

The Proactive Intervention, Planning, and Capacity Building objective is supported by four performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- By 2025, Increase by 5% the Number of U.S. DOT Discretionary Grant Applicants from Disadvantaged Communities who have Never Applied for U.S. DOT Funding Before (OST-P)[KPI, BIL]
- Utilize the IIJA to Assess and Strengthen Civil Rights Program Capacity, Coordination, and Outcomes, Including Fully Implementing DOT's New Title VI Order, Phased to Meet IIJA Implementation Timelines (DOCR)
- Reduce the Number of Displacements Resulting from Federal-Aid Highway Projects (FHWA)
- Complete Three Projects that Reconnect Communities that were Divided by Transportation Corridors (OST-P)[BIL]

Summary of Progress

Office of the Assistant Secretary for Transportation Policy: OST-P delivered new tools and established new programs to provide technical assistance to applicants to DOT discretionary grant programs and reduce barriers to accessing Federal funds. In addition, OST-P launched the Reconnecting Communities discretionary grant program, which provides dedicated funding to reestablish community connectivity.

Federal Highway Administration: FHWA added fields to an internal project tracking system to require submission of potential displacement data for all projects requiring an Environmental Assessment or Environmental Impact Statement. These fields include the number of potential residential and non-residential displacements the number of those displacements in Environmental Justice populations. This enhanced data collection will result in targeted mitigation to reduce or eliminate the negative relocation impacts associated with highway projects.

By 2025, Increase by 5% the Number of U.S. DOT Discretionary Grant Applicants from Disadvantaged Communities who have Never Applied for U.S. DOT Funding Before (OST-P)[KPI, BIL]

Goal 3.4.1	FY 2022	FY 2023	FY 2024
Target Milestone	Provide hands-on support to underserved and overburdened communities accessing DOT funds.	Establish baseline with all DOT discretionary grants. Stand up three technical assistance providers under Thriving Communities program.	Provide proof of concept projects and establish roadmap for annual increases in first-time applicants from disadvantaged communities.
Actual Milestone	Launched the DOT Navigator and other technical assistance tools.	N/A	N/A

Lead: Office of the Assistant Secretary for Transportation Policy

DOT has traditionally played a critical role in maintaining and improving the transportation network across the Nation through Federal funding. Each year, the Department awards discretionary grants through a competitive process based on legislative and regulatory requirements, as well as published selection criteria. The discretionary grant funding process begins with Congressional legislation and concludes with the closeout of the awarded process. DOT is committed to ensuring that historically overburdened and underserved communities in urban and rural areas benefit from access to BIL's generational investment in the Nation's infrastructure and created this performance measure to help advance that goal. Barriers that currently prevent underserved communities from accessing DOT discretionary grants include lack of resources needed to develop successful discretionary grant applications and the complex environment of Federal grant opportunities.

FY 2022 Accomplishments

In FY 2022, DOT delivered new tools and established new programs to provide technical assistance to applicants to DOT discretionary grant programs and reduce barriers to accessing Federal funds. For example, DOT developed a transportation disadvantaged communities' tool to help applicants address the benefits and burdens the proposed project will create in disadvantaged communities and a guide on Promising Practices for Meaningful Public Involvement in Transportation Decision-Making to help funding recipients meaningfully involve the public in various stages of transportation decision-making and build their organizational capacity to do so. In June 2022, DOT launched the DOT Navigator, which is a new resource to help communities understand the best ways to apply for grants and to plan for and deliver transformative infrastructure projects and services. It is a one-stop shop for technical assistance that brings together for the first time the myriad of resources available across the Department to provide support to communities, with a focus on those who have not previously received or applied for DOT funding. OST-P also collaborated with OST-B, OST-R, and the Office of the Chief Information Officer (OCIO) to develop a draft methodology to establish a baseline measure for this performance goal and start testing it on existing discretionary grant program application data.

FY 2023 – 2024 Plans for Progress

By June 2023, OST-P will work with other OST offices and Operating Administrations to develop a baseline for this performance goal using FY 2022 application data from all discretionary grant programs, applicant data from FY 2016 through FY 2021 (where available), and the Department's Transportation Disadvantaged Census Tracts tool (developed as part of the Justice40 initiative) to identify first-time applicants from disadvantaged communities. Using that baseline, OST-P will set interim targets toward the goal of a cumulative five percent increase by December 2025. This work will also help identify the universe of potential applicants to target technical assistance and other interventions to increase first-time applicants from disadvantaged communities and help them successfully access and complete DOT-funded work.

To encourage applicants and increase awardees from disadvantaged communities who have never applied for DOT funding before, the Department is establishing a Thriving Communities Initiative to provide technical assistance and capacity-building resources to foster thriving communities through transportation improvements. This includes the continued enhancement of the DOT Navigator and announcing the recipients of the Thriving Communities awards to both provide and receive technical assistance and capacity building. DOT is partnering with the U.S. Department of Housing and Urban Development (HUD) on this initiative to improve the coordination of housing and transportation planning to advance residents' access to opportunity and increase housing supply.

Utilize the IIJA to Assess and Strengthen Civil Rights Program Capacity, Coordination, and Outcomes, Including Fully Implementing DOT's New Title VI Order, Phased to Meet IIJA Implementation Timelines (DOCR)

Goal 3.4.2	FY 2022	FY 2023	FY 2024
Target Milestone	Incorporate civil rights compliance language in NOFOs. Develop public engagement tools for funding recipients.	Update Title VI assurances, Language Access Plan, and internal and external complains manual. Conduct civil rights assessment of discretionary grant applications. Launch technical assistance, training and communities of practice activities. Operating Administrations develop Title VI and Community Participation Plan collection strategies and compliance review priorities and plans/strategies.	Issue External Complaints Manual Order. Operating Administrations implement Title VI Plans, Community Participation Plan collection strategies, Language Access Plan, and compliance reviews strategies.
Actual Milestone	Incorporated civil rights compliance language in NOFOs.	N/A	N/A

Lead: Departmental Office of Civil Rights

In June 2022, Attorney General Merrick Garland issued a memorandum reminding Federal agencies that "the Federal government must ensure that no person suffers unlawful discrimination in programs and activities that receive Federal financial assistance under BIL." DOT recognizes that this is a critical opportunity to proactively ensure recipients of Federal funding comply with civil rights laws in alignment with DOT's new Title VI Order. This performance goal will support the acceleration of civil rights compliance activities to meet timelines relevant for BIL implementation, including but not limited to pre-award activities, communications and training for DOT staff, and technical assistance for DOT funding recipients and project partners.

FY 2022 Accomplishments

DOCR focused on pre-award implementations, including a focus on NOFO language, discretionary grant application reviews, and new civil rights assurances. DOCR completed a capacity assessment of Operating Administrations' civil rights offices to identify opportunities to strengthen efforts and increase coordination in support of DOT's Title VI Order. DOCR has also established regular one-on-one meetings with Operating Administrations' civil rights offices focused on supporting Title VI Order implementation. In addition, DOCR reviewed and provided new language for Notices of Funding Opportunity to include information about civil rights compliance in alignment with the Title VI Order. DOCR also completed the first technical civil rights review process for Rebuilding American Infrastructure with Sustainability and Equity grants. DOCR secured contract support for FY 2023 implementation of remaining focus areas.

FY 2023 – 2024 Plans for Progress

DOCR has several activities planned for FY 2023 and FY 2024 to make progress on this objective:

- *Capacity building:* Onboard new full-time equivalent (FTE) and contract support to assist with implementation.
- *Pre-award activities:* Update BIL NOFO language to reflect pre-award civil rights assessments; complete and implement civil rights assurances; develop strategy and best practices for pre-award assessment of applicants and applications.
- *Title VI and Community Participation Plan collection:* Establish a baseline for current collection practices; develop Title VI and Community Participation Plan templates; support Operating Administrations in developing processes for plan collection from all BIL funding recipients who receive formula funding from DOT.
- *Public engagement best practices:* Complete and distribute DOT tools for meaningful public involvement best practices for DOT public engagement activities and recipients of BIL funding.

- *Technical assistance:* Develop and deliver technical assistance tools and training that supports BIL funding recipients with meeting civil rights compliance obligations, in coordination with Operating Administrations and OST partners.
- *DOCR website update:* Update DOCR's external and internal-facing websites to create user-friendly webpages for customers to get information and resources about civil rights compliance and complaint processing.
- *Language Access Plan:* Update the DOT Language Action Plan as required by BIL and develop a work plan for DOT Language Access Plan.
- *Voluntary compliance and investigation support:* Develop tools and resources to support Operating Administration partners with compliance reviews, investigations, and efforts to achieve voluntary compliance.
- *Practitioner training:* Develop and deliver training for DOT staff on civil rights priorities and BIL implementation; develop a training module for local civil rights practitioners focused on civil rights priorities for BIL implementation; support DOCR and Operating Administration implementation; and host in-person, virtual, and hybrid training symposiums for transportation-specific civil rights practitioners.
- *Project delivery:* Compile information on Operating Administration compliance strategies in project delivery; develop recommendations for asserting compliance in project, permitting, and grants management tracking systems.
- *Strategic communications and outreach:* Develop communications and outreach plans and materials.

Reduce the Number of Displacements Resulting from Federal-Aid Highway Projects (FHWA)

Goal 3.4.3	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	2,205	2,095	1,990
Actual	2,321	2,292	N/A	N/A

Note: FY 2024 through 2024 targets were updated after an audit of the FY 2022 data led to a revision of the baseline actual number of displacements that was used to set the original targets.

Lead: Federal Highway Administration

Government programs designed to benefit the general public often result in acquisition of private property and sometimes in the displacement of people from their residences, businesses, nonprofit organizations, houses of worship, or farms. To provide uniform and equitable treatment for persons displaced, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), which provides transparency through reporting.

The Uniform Act requires State DOTs to submit an annual report to FHWA on Federal-aid right-of-way program metrics, including the number of acquisitions, condemnations, settlements, and relocations of residential and non-residential occupants. FHWA recognizes that there are limitations to what the Federal government can do to reduce the number of displacements nationwide. Most significantly, the States choose which transportation projects to pursue. FHWA does have a responsibility to ensure that State DOTs comply with Federal law, including the Uniform Act and NEPA, which requires consideration of the avoidance, minimization, and mitigation of impacts (including displacement impacts).

FY 2022 Accomplishments

During FY 2022, FHWA took a number of actions to reduce the number of displacements that result from Federal-aid highway projects and mitigate the impacts of displacement on individuals and communities. New data fields that track residential and non-residential displacements and the number of those in Environmental Justice communities have been added to FHWA's Project and Program Action Information System. The FHWA began monitoring the system to flag projects which are expected to result in a large number of displacements or a large percentage of displacements in Environmental Justice communities. For projects that were flagged, FHWA Division Offices approached

State DOTs to discuss reducing or mitigating relocation impacts of the project. On October 13, 2022, FHWA issued guidance to its FHWA Division Offices to clarify its policy on the use of Categorical Exclusions for projects that will result in displacements. The guidance clarified when a project that would typically be processed as a Categorical Exclusion can continue as such when there are residential or non-residential displacements.

FY 2023 – 2024 Plans for Progress

FHWA has several activities planned for FY 2023 and FY 2024 to make progress on this objective:

- *Ongoing "Red Flag" review of projects:* FHWA will continue to monitor its internal project tracking system to flag projects which are expected to result in a large number of displacements or a large percentage of displacements in Environmental Justice communities. For projects that are flagged, FHWA Division Offices will approach State DOTs to discuss reducing or mitigating relocation impacts of the project.
- *Uniform Act rulemaking:* The current Final Rule draft is being updated to include several equity-related action items, including the following: adjustments in benefit levels for homeowners and tenants to account for inflation; and clarification that, to the extent feasible, comparable replacement housing shall be selected from the neighborhood in which the displacement dwelling was located, and the preference of the displaced person should be the foremost consideration.
- *Request for Information on Benefit Levels and Other Indices:* When releasing the Uniform Act Final Rule, FHWA will also publish a Request for Information in the Federal Register to request comments on other indices that could be used by FHWA to further increase the Uniform Act benefit thresholds.

Complete Three Projects that Reconnect Communities that were Divided by Transportation Corridors (OST-P)[BIL]

Goal 3.4.4	FY 2022	FY 2023	FY 2024
Target Milestone	Make planning and capital construction grants available for three projects from the Reconnecting Communities Pilot.	Make FY 2022 project selections and complete NEPA for three projects.	Target to be established for number of annual projects based on FY 2022 NOFO results.
Actual Milestone	Published the FY 2022 Reconnecting Communities Program NOFO.	N/A	N/A

Lead: Office of the Assistant Secretary for Transportation Policy

The BIL established the Reconnecting Communities Pilot discretionary grant program, funded with $1 billion over the next five years. This program will restore community connectivity by correcting historical barriers to mobility, access, and economic development that left communities divided by past transportation infrastructure. Reconnecting a community could mean adapting existing infrastructure, such as building a pedestrian walkway over or under an existing highway or better connecting neighborhoods to opportunities or better means of access such as crosswalks and redesigned intersections.

FY 2022 Accomplishments

In collaboration with a multi-modal working group that includes FHWA, FRA, and FTA, OST-P has been implementing the Reconnecting Communities program with the release of the first NOFO on June 30, 2022, with an application deadline of October 13, 2022. During this solicitation period, OST-P conducted six technical assistance webinars, analyzed the inclusiveness of outreach, and adjusted activities accordingly.

FY 2023 – 2024 Plans for Progress

For the Reconnecting Communities Pilot Program's capital construction grants, Operating Administrations will work with project sponsors to complete the steps necessary to obligate awarded funds in a timely manner. The Department issued a NOFO for the Reconnecting Communities Pilot Program to provide grants for planning and capital construction in June 2022. Awards will likely be announced in early in 2023, and funding will be distributed subsequently. In FY 2023, DOT aims to complete the NEPA process for three projects. Based on the number of requests for projects in FY 2022, DOT will also set number of project goals for FY 2024 and beyond.

STRATEGIC GOAL 4
Climate and Sustainability

Strategic Objective 4.1: Path to Economy-Wide Net Zero Emissions by 2050

Reduce air pollution and greenhouse gas emissions from transportation and advance a sustainable transportation system.

The Path to Economy-Wide Net-Zero Emissions by 2050 objective is supported by seven performance goals (see the Performance Goal Inventory for a complete list of all performance goals). The Department has identified this objective as a focus area for improvement.

- Reduce Transportation Emissions in Support of Net-Zero Emissions Economy-Wide by 2050 (OST-P)[KPI]
- Reduce Greenhouse Gas Emissions from Aviation to At or Below 2019 Levels (216 Million Metric Tons CO_2) by 2030 (FAA)[KPI]
- Build a National Network of 500,000 EV Chargers by 2030 to Accelerate the Adoption of EVs (OST-P)[APG, KPI, BIL]
- Initiate or Develop At Least Three New Terminals Projects with Reduced Emissions and Multi-Modal Access By 2030 (FAA, FTA, FRA)[BIL]
- Increase the Number of Zero-Emission Bus Vehicles in the National Transit Fleet by 450% to 7,500 Vehicles by 2030 (FTA)[KPI, BIL]
- Reduce the Gross Volume Spilled from Crude Oil and Refined Products' Pipeline Systems (PHMSA)
- Reduce the Volume of Natural Gas Released During Pipeline Incidents (PHMSA)

Summary of Progress

While actions have been taken, this objective requires government-wide efforts impacting the entire economy. Hence, DOT, in coordination with other Federal agencies, will remain focused to achieve the Administration's decarbonization goals. In January, the U.S. Department of Energy (DOE), DOT, and HUD released the U.S. National Blueprint for Transportation Decarbonization, the landmark interagency framework of strategies and actions to remove all emissions from the transportation sector by 2050. The Blueprint states: "Transportation connects us. It connects people, countries, and cultures, and draw us closer to one another. It is also the backbone of our economy and critical to supporting the daily needs of all Americans. Our transportation system has been an engine for growth and prosperity over many decades, but that growth has not come without consequences, and that prosperity has not been shared equally. The transportation sector is now the largest source of GHG emissions in the United States, contributing to the climate crisis that is worsening quality of life in cities, towns, and rural communities throughout America. Emissions from the transportation sector also contribute to poor air quality. In the United States, these effects disproportionately impact underserved and disadvantaged communities."

Office of the Assistant Secretary for Transportation Policy: OST-P completed several critical activities to make progress toward this objective, such as standing up the Joint Office of Energy and Transportation to serve as a place of cross-cutting experience between DOT and DOE to assist with the deployment of EV chargers; releasing guidance, Frequently Asked Questions, and an NPRM focused on helping States execute the $5 billion National Electric Vehicle Infrastructure (NEVI) Program; and reviewing all State EV charging deployment plans, which were due August 1, 2022. All State plans were approved ahead of schedule, and FHWA released the final minimum standards and requirements on February 15, 2023.

Office of the Assistant Secretary for Administration: Since 2008, DOT has reduced GHG emissions from building and operations by 48%. By focusing on building energy efficiency improvements, carbon pollution-free electricity adoption, and EV acquisitions for the Federal fleet, the Department is poised to meet the President's 65% reduction target for Scope 1 and Scope 2 GHG emissions by 2030.

Federal Railroad Administration: FRA is committed to working with FAA on initiating new terminals projects with reduced emissions and multi-modal access. FRA will continue to assess its rail network to identify opportunities for expansion to airport terminals. Of note, the three new corridors to be developed under BIL will be assessed to include connections with airports and other intermodal facilities where possible.

Federal Transit Administration: Transit is one of the least-polluting methods of transportation. FTA has encouraged increased obligations for clean fuels from annual formula grant programs, incentivized the purchase of clean vehicles and facilities, and produced numerous research, technical assistance, and challenge programs to help stimulate the development and acquisition of zero-emission bus vehicles. Inflationary pressures and backlogs in production supply chains, especially in the microchip industry, slowed zero-

emission bus purchases in FY 2022. FTA expects expansion of electric fleets through FY 2023 and 2024.

Federal Aviation Administration: The FAA has made significant strides to reduce GHG emissions via aircraft technology and sustainable aviation fuels (SAF) research and development. The Agency also continues to promote U.S. efforts to decarbonize aviation at high-level international civil aviation meetings to foster support for increased climate ambition at the ICAO. The FAA published the FY 2023 NOFO for the Airport Terminal Program on September 28, 2022, that prioritized terminal projects that reduce emissions and provide multi-modal access to airports. This NOFO will assist the FAA in identifying at least three new terminal projects with reduced emissions and multi-modal access to be funded by 2030. The FAA does not anticipate any issues in funding three new multi-modal terminals by 2030.

Pipeline and Hazardous Materials Safety Administration: Through continuous assessments, inspections, enforcements, and collaboration with State partners and operators, PHMSA's Office of Pipeline Safety aims to reduce the volume of GHG releases through leak detection and repairs. The Agency will also focus on research, development, and deployment of modern safety tools and technologies to improve the early detection and reduction of GHG emissions. In FY 2022, the Office of Pipeline Safety published the Valve and Rupture Detection Final Rule to improve pipeline system performance when ruptures occur and limit the volume released from gas transmission and hazardous liquid pipelines, which was a significant achievement for the Agency.

Reduce Transportation Emissions in Support of Net-Zero Emissions Economy-Wide by 2050 (OST-P)[KPI]

Goal 4.1.1	FY 2022	FY 2023	FY 2024
Target Milestone	N/A	Release Decarbonization Blueprint. *Stage 1:* Operating Administrations draft decarbonization action plans).	*Stage 2:* Release summaries of decarbonization action plans.
Actual Milestone	Signed decarbonization Memorandum of Understanding with DOE, EPA, and HUD.	N/A	N/A

Lead: Office of the Assistant Secretary for Transportation Policy

The transportation sector is the leading contributor of GHG emissions in the United States. Accordingly, reducing GHG emissions from the transportation sector is a critical element in addressing climate change, and the Department can play a vital role in reducing those emissions. To meet the President's goal of net-zero GHG emissions economy-wide by 2050, OST will coordinate with the DOT Operating Administrations to develop and implement strategies to decarbonize the transportation sector. In FY 2022, Operating Administrations will work in concert with the DOT Climate Change Center to identify strategies by mode for reducing emissions in alignment with the mid-level transportation decarbonization blueprint drafted by DOT, DOE, EPA, and HUD. These strategies will also complement the Department-wide Climate Action Plan for Resilience. For example, the FAA plans to maintain GHG emissions from aviation to at or below FY 2019 levels (216 metric tons of CO_2) by FY 2030. The other Operating Administrations will continue to develop methods to reduce emissions from the transportation sector.

FY 2022 Accomplishments

In FY 2022, DOT signed a Memorandum of Understanding with DOE, HUD, and EPA memorializing the commitment to taking a whole-of-government approach to decarbonization of the transportation sector. This memorandum called for the drafting of a transportation decarbonization strategy.

FY 2023 – 2024 Plans for Progress

In January 2023, DOE, DOT, EPA, and HUD released the U.S. National Blueprint for Transportation Decarbonization with a joint vision for decarbonizing the transportation sector. In FY 2023 and 2024, DOT Operating Administrations will work to implement strategies presented in the Blueprint. As a part of this, Operating Administrations will develop and release detailed action plans that focus on specific actions and levers relevant to each agency to accelerate decarbonization.

Reduce Greenhouse Gas Emissions from Aviation to At or Below 2019 Levels (216 Million Metric Tons CO_2) by 2030 (FAA)[KPI]

Goal 4.1.2	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	216 metric tons of CO_2	216 metric tons of CO_2	216 metric tons of CO_2
Actual	158 metric tons of CO_2*	N/A	N/A	N/A

** FY 2021 actual CO_2 total does not include piston engine data for the first quarter. Piston engine data became available starting in January 2021.*

Lead: Federal Aviation Administration

The FAA aims to quantify the annual CO_2 emissions from civil aviation operations in the NAS. The annual CO_2 emissions inventory will take into account the volume of SAF used, the level of fuel-efficient technologies employed in the flying fleet, and the operational improvements established in the NAS. The resultant total annual CO_2 emissions will be compared with the 2019 threshold of 216 metric tons of CO_2 emissions. Achievement of this performance goal is determined by maintaining the NAS-wide annual CO_2 emissions below the FY 2019 threshold.

FY 2022 Accomplishments

The FAA calculates emissions on an annual basis taking account the volume of sustainable aviation fuels and real-world flight trajectories in the NAS to quantify the total CO_2 emissions generated by civil aircraft. The FAA's Office of Environment and Energy does not have the ability to provide information on the annual inventory for FY 2022 at this time, as it is in the midst of transitioning the inventory process from a calendar year cycle to a quarterly cycle. By processing the data quarterly starting with FY 2023, results will become available with only up to 1.5 quarters' delay to accommodate data collection, processing, and validation.

The FAA continues to mature new aircraft technologies that improves fuel efficiency and reduce emissions via the Continuous Lower Energy, Emissions, and Noise (CLEEN) program. Under CLEEN Phase III program, the industry partners completed preliminary design activities for these new environmental technologies.

The FAA played a leading role in the SAF Grand Challenge, a multi-agency program across DOT, DOE, and U.S. Department of Agriculture to support industry efforts to reduce cost, enhance sustainability, and expand production and use of SAF. The SAF Grand Challenge Roadmap, released in September 2022, lays out six action areas spanning hundreds of activities to support SAF Grand Challenge objectives. The SAF Grand Challenge calls for SAF that achieves a minimum 50% reduction in life cycle GHG emissions compared to conventional jet fuel. The SAF Grand Challenge will play a critical role in a broader set of actions by the U.S. government and the private sector to decarbonize aviation by 2050.

In FY 2022, the FAA continued international leadership on aviation emissions, working through the ICAO to support the adoption of a long-term aspirational goal of net-zero carbon emissions from international aviation by 2050, in line with the domestic goal outlined by the U.S. Aviation Climate Action Plan. The FAA led the development of this plan, which captures efforts of the entire Federal government to address aviation's impact on climate change. This target will be achieved through government-wide action in collaboration with the private sector.

FY 2023 – 2024 Plans for Progress

The FAA is a signatory to the Sustainable Aviation Fuel Grand Challenge Memorandum of Understanding to accelerate the deployment of SAF. The FAA will support Congressional action on a SAF Blenders Tax Credit to accelerate the use of SAF. The FAA also participates across the work programs within the ICAO's Committee on Aviation Environmental Protection, which establishes international standards that, among other things, help address the climate impact of international aviation. Domestically, the FAA is implementing through domestic regulations ICAO's Airplane CO_2 Emissions Standard for newly produced subsonic airplanes. The FAA is also implementing aspects of the Carbon Offsetting and Reduction Scheme for International Aviation to enable the monitoring, reporting, and verification of CO_2 emissions as agreed to within ICAO.

The FAA will work with the National Aeronautics and Space Administration to accelerate the development of new aircraft and engine technologies to reduce fuel burn and emissions through the CLEEN Program and the ASCENT Center of Excellence. The FY 2024 President's

Budget includes $38 million to further the activities of the CLEEN program and $34 million to support the Center of Excellence for Alternative Jet Fuels and Environment. This funding will ensure U.S. global leadership on how sustainable aviation fuels are counted within the Carbon Offsetting and Reduction Scheme for International Aviation, thus ensuring that these fuels are contributing to meaningful CO_2 reductions across the globe.

Build a National Network of 500,000 EV Chargers by 2030 to Accelerate the Adoption of EVs (OST-P)[APG, KPI, BIL]

Goal 4.1.3	FY 2022	CY 2023	CY 2024
Target Milestone	Approve 52 State EV Infrastructure Deployment Plans.	Increase the number of public EV charging ports to 160,000.	Increase the number of public EV charging ports to 250,000.
Actual Milestone	Approved all 52 State EV Infrastructure Deployment Plans by September 27, 2022.	N/A	N/A

Note: "Public EV charging ports" as used in this goal means publicly accessible Level 2 and DC Fast Chargers as indicated in the Alternative Fuel Data Center Station Locator.

Lead: Office of the Assistant Secretary for Transportation Policy

DOT is working with DOE and the Joint Office of Energy and Transportation, housed at DOE, to support the deployment of 500,000 EV chargers by 2030. The BIL included $7.5 billion in grant funding for FHWA specifically to support the build-out of charging infrastructure and expanded eligibilities in other programs to include EV chargers. Over the next two years, DOT, DOE, and Joint Office of Energy and Transportation will complete the following critical building blocks needed for the deployment of EV chargers:

- Issue a set of minimum standards and requirements for all EV chargers deployed under BIL programs to create a convenient, reliable, and Made in America charging network;
- Facilitate the development and approval of State, Puerto Rico, and District of Columbia EV charging plans to establish a cohesive National EV charging network that covers all designated Alternative Fuel Corridors, as well as other priority areas;
- Distribute formula funds under the NEVI formula program and award competitive grants under the Charging and Fueling Infrastructure discretionary grant program to eligible entities following the timeline specified in BIL;
- Launch a Federal EV Advisory Committee;
- Offer technical assistance to school districts and transit operators deploying electric school and transit buses under BIL programs; and
- Set *Build America, Buy America* requirements for EV charging equipment and offer technical assistance and support to EV charging manufacturers to continue to boost domestic production of EV chargers in the United States.

FY 2022 Accomplishments

The Joint Office reviewed and FHWA approved plans submitted by all States, Puerto Rico, and the District of Columbia to establish a cohesive National EV charging network. In February 2022, FHWA issued program guidance to States on the NEVI formula programs, and in June FHWA issued FAQs. The Joint Office connected with and provided technical assistance to all 52 NEVI formula program participants. FHWA allocated a total of $1.5 billion in NEVI funds, covering FY 2022 and FY 2023, after the Joint Office approved the NEVI plans. Collectively, the plans unlock funding to begin building out electric charging corridors along over 75,000 miles of the highway system. The FY 2024 President's Budget includes $1.0 billion for NEVI to help States create a network of convenient, reliable, and Made in America EV charging stations along designated Alternative Fuel Corridors.

In June, FHWA published an NPRM on proposed minimum standards and requirements for EV chargers funded under U.S. Code Title 233. FHWA received 384 comments from a broad cross-section of submitters. DOT and DOE have been reviewing comments to finalize the rulemaking. The Joint Office, through the DOE Office of Energy Efficiency and Renewable Energy, established and issued a charter for the EV Working Group, a Federal Advisory Committee established in BIL, and issued a call for nominations.

Additionally, together with DOE and the Joint Office, DOT launched technical assistance to support the EPA

Clean School Bus and FTA Low-No Transit programs. In August 2022, FTA announced $1.1 billion in awards for the first round of Low-No Emission grants, which will nearly double the number of zero emission buses on the road. FTA also worked with the Low-No Emission Vehicle and Component Performance Program Bus Testing Centers at the Ohio State University and Auburn University to initiate directed research and capital improvements, as directed in BIL. The Joint Office has been working to develop the RideElectric.gov website as a hub for technical assistance.

CY 2023 – 2024 Plans for Progress

In 2023, FHWA will launch the Charging and Fueling Infrastructure discretionary grant program, which will allocate $700 million of the BIL-provided $2.5 billion over five years to deploy EV charging and alternative fueling infrastructure along corridors and in communities. FHWA will also begin allocating the 10% of funding set-aside in the NEVI Formula Program, working with the Joint Office to identify strategic needs and applications for these funds. The Joint Office will designate members of the EV Working Group and begin holding meetings and making progress towards the group's objectives on development, adoption, and integration of light-, medium-, and heavy-duty electric vehicles into the U.S. transportation and energy systems.

The Joint Office will begin tracking overall public EV charging network growth through the existing Alternative Fuels Data Center with additional reporting through FHWA programs such as NEVI and the Charging and Fueling Infrastructure program to track progress towards the Administration's goal of 500,000 public EV charging ports by 2030. It is expected that the first chargers funded by BIL will come online in 2023 with activity to ramp up significantly in 2024. At this time, DOT, DOE, and the Joint Office are projecting over 160,000 public EV charging ports will be installed by the end of calendar year 2023 and 250,000 charging ports will be available by the end of CY 2024. The Joint Office will work with charging network operators to encourage build out of publicly accessible charging infrastructure in priority and hard-to-reach areas.

Initiate or Develop At Least Three New Terminals Projects with Reduced Emissions and Multi-Modal Access by 2030 (FAA)[BIL]

Goal 4.1.4	FY 2022	FY 2023	FY 2024
Target Milestone	Publish NOFO for the FY 2022 competitive discretionary Airport Terminal Program no later than February 28, 2022.	Publish NOFO for the FY 2023 competitive discretionary Airport Terminal Program no later than November 30, 2023. Select two new multi-modal terminal projects for initiation.	Publish NOFO for the FY 2024 competitive discretionary Airport Terminal Program no later than November 30, 2024. Initiate two new multi-modal terminal projects.
Actual Milestone	Published Airport Terminal Program NOFO on February 22, 2022.	Identified two major multi-modal improvement projects.	N/A

Lead: Federal Aviation Administration

Through BIL, FAA received significant funding to provide competitive grants for a new Airport Terminal Program that addresses the aging infrastructure of the Nation's airports. The FAA will provide grants to fund safe, sustainable, and accessible airport terminals, on-airport rail access projects, and airport-owned airport traffic control towers. This goal will focus a portion of the BIL Airport Terminal Program grant funds on terminal projects with reduced emissions and multi-modal access.

FY 2022 Accomplishments

The FAA issued the FY 2022 Airport Terminal Program NOFO on February 22, 2022, announcing $1 billion in competitive grant funding. On July 7, 2022, the Secretary of Transportation announced 89 terminal projects and two tower projects for FY 2022 funding. The majority of projects selected improve energy efficiency, and one project included a multi-modal project beyond access roadway improvements. FAA field staff worked with airports to identify potential future new terminal projects with reduced emissions and multi-modal access. The

FAA met with FHWA, FTA, and FRA to identify potential new terminal projects with multi-modal access for future Airport Terminal Program funding. The FY 2023 Airport Terminal Program NOFO was published on September 28, 2022. Several airports with multi-modal access projects applied for FY 2023 funding.

FY 2023 – 2024 Plans for Progress

Through a multi-tiered review process, the FAA has completed its selection of candidates to receive funding for the FY 2023 Airport Terminal Program. The process recommended more than 100 projects throughout the country. DOT priorities for sustainability, improving access for disadvantaged populations, and the creation of good-paying jobs, as well as other BIL-required considerations, were integrated throughout the solicitation and selection processed. In coordination with FRA and FTA, the FAA intends to issue grants in FY 2023 and airport sponsors will initiate the majority of the projects in FY 2023 and FY 2024. The FAA will continue to publish NOFOs for the Airport Terminal Program in FY 2023 through FY 2026 and will prioritize terminal projects that reduce emissions and provide multi-modal access to airports. The FAA is also reaching out to airports with planned multi-modal terminal projects to encourage them to apply for Airport Terminal Program funds once the project is ready for funding. These NOFOs along with the outreach will assist the FAA in identifying at least three new terminal projects with reduced emissions and multi-modal access to be funded by 2030. The FAA selected two multi-modal projects in FY 2023 that will be initiated in FY 2024.

Increase the Number of Zero-Emission Bus Vehicles in the National Transit Fleet by 450% to 7,500 Vehicles by 2030 (FTA)[KPI, BIL]

Goal 4.1.5	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	1,600	1,800	2,000
Actual	1,356	1,626	N/A	N/A

Lead: Federal Transit Administration

Public transportation plays a critical role in reducing our environmental impacts as we travel from place to place. While traveling by public transportation already uses less energy and produces less pollution than comparable travel in private vehicles, FTA aims to make additional progress. FTA plans to reduce GHG emissions and environmental impacts from transit construction and operations by increasing the deployment of clean fuels in transit, especially zero-emission battery electric vehicles. Increasing the number of zero-emission bus vehicles in the Nation's transit systems will supplement the already favorable influences transit has on the environment.

FY 2022 Accomplishments

In FY 2022, there were 1,626 zero-emission buses on the road out of a National fleet of more than 100,000, an increase of 270 over FY 2021. This increase is driven by FTA grant funding for investment in alternative fuel vehicles. FTA administers the Low or No Emission grant program and other discretionary funding, and provides technical expertise at both the regional and National level. In FY 2022, FTA announced grant selections totaling $1.66 billion for the joint Bus and Bus Facilities Competitive Program and Low or No Emission Program that supported bus fleets and facilities, including more than 1,100 zero-emission vehicle acquisitions. There is an expected two to three-year time lag between when a project's grant application is selected and when a new zero-emission bus is on the road. Thus, projects selected in FY 2022 are projected to appear in the National fleet in FY 2025.

DOT and FTA also worked with the National Renewable Energy Laboratory to support transit agencies' transition to zero-emission vehicles with technical assistance, infrastructure and deployment assistance, and resources. Contributions included building a bus selection tool, collaborating with stakeholders, and facilitating peer information exchanges.

FY 2023 – 2024 Plans for Progress

Through FY 2023 and FY 2024, FTA will work to protect our Nation's environment and ensure energy independence by curbing fossil fuel use and GHG emissions in transit operations. This will be done through grant management and by providing tools and technical assistance to transit agencies across the country. All these methods will be deployed to increase the number of zero-emission buses in the National transit fleet.

The growth and transition of the bus vehicle fleet to zero-emission propulsion technologies will be aided through FTA prioritizing zero-emission buses in appropriate grant selections. Specifically, FTA will continue to allocate Low- or No-Emission grants through FY 2024 and beyond, including $1.1 billion in FY 2024. These awards provide competitive funding to transit agencies to acquire low- and zero-emission buses and related equipment and facilities. In addition, FTA will continue to allocate funding for clean fuels from the Bus and Bus Facilities Competitive Program.

FTA will continue to incentivize the purchase of clean vehicles and facilities in the New and Small Starts Evaluation and Rating Process to generate projects that are transformational, create economic opportunity, and increase sustainability.

Supplementing these grant activities are research, technical assistance, and challenge programs administered by FTA to help stimulate the development and acquisition of zero-emission bus vehicles. By the end of FY 2024, FTA will have tools and materials to provide technical assistance to build grantee capacity and capabilities to develop sustainable clean fuel implementation plans and programs. FTA will have also built a Low and No Emission Bus Selection Database tool for Transit Agencies, providing an easier method for them to assess which sustainable bus vehicles would best suit their mobility services.

In April 2022, FTA initiated its second phase of the Sustainable Transit for a Healthy Planet Challenge, which encourages transit agencies to take actions and make investments to cut GHG emissions. This challenge will be promoted through FY 2024, with the goal to increase participation by 25% to 250 organizations that commit to developing climate action plans that include strategies with measurable goals to achieve GHG emission targets. All transit agencies are encouraged to participate, with FTA continuing to provide technical assistance to participants as they develop plans and strategies.

Reduce the Gross Volume Spilled from Crude Oil and Refined Products' Pipeline Systems (Barrels Spilled) (PHMSA)

Goal 4.1.6	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	58,795	58,282	57,803
Actual	26,734	49,575	N/A	N/A

Reduce the Volume of Natural Gas Released During Pipeline Incidents (Million Cubic Feet) (PHMSA)

Goal 4.1.7	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	2,487	2,483	2,478
Actual	2,435	1,859	N/A	N/A

Lead: Pipeline and Hazardous Materials Safety Administration

These measures illustrate PHMSA's goals and progress towards aligning with DOT's goals of net-zero emissions and environmental stewardship as it relates to natural gas emissions and crude oil spilled from pipelines. To ensure reliability of long-term trends, the natural gas release measure includes gas incidents where the unintentional release volume was three million cubic feet or higher. Ninety-one percent of the gas volume released is from incidents occurring on gas transmission pipeline systems. A few large releases, either gas, crude oil, or refined products, can prevent attaining the targets. These measures are not adjusted for mileage or volume transported, both of which generally increase with time.

FY 2022 Accomplishments

In FY 2022, PHMSA met its targets for both liquid spilled and gas released from pipelines. PHMSA published the Requirement of Valve Installation and Minimum Rupture Detection Standards final rule to limit the volume released from gas transmission and hazardous liquid pipelines, should a pipeline rupture occur. In addition, through

continuous assessments, inspections, enforcements, and working with State partners and pipeline operators, PHMSA worked to reduce the volume of GHG releases. PHMSA also worked to advance leak detection and repair through research, development, and deployment of modern safety tools and technologies to improve the early detection of leaks.

A specific example of PHMSA's focus on reducing GHG emissions are the inspections to review pipeline operators' operation and maintenance plans which must identify their procedures to minimize the release of natural gas per Section 114 of the 2020 PIPES Act. To date, PHMSA and State partners have completed the majority of these inspections for the following sectors:

- Gas transmission pipelines;
- Underground natural gas storage;
- Liquefied natural gas facilities;
- Natural gas distribution pipelines;
- Gas gathering pipelines; and
- Part 192/195 jurisdictional pipeline facilities for commodities other than natural gas that use natural gas as fuel to power appurtenance or instrumentation.

The inspections also looked at regulated pipeline operators' approach to addressing leak-prone pipe, an aspect which is tied to measures through BIL to provide funding for NGDISM for municipalities or community-owned utilities.

PHMSA is also working with all stakeholders, including the pipeline industry, to shift the paradigm of addressing leaks from managing leaks to repairing all leaks. Currently, the pipeline industry primarily focuses on repairing only the leaks that are a hazard to human life and property, with the remainder of leaks only monitored but not necessarily repaired. These additional leaks represent a significant source of GHG emissions.

Finally, PHMSA continues to work with pipeline operators to reach the ultimate goal of zero incidents through the implementation of Safety Management Systems. Regulations alone may not result in zero incidents. Implementation of Safety Management Systems, underpinned by a culture of safety, is needed to get to the goal of zero pipeline incidents and no harm to people or the environment.

FY 2023 – 2024 Plans for Progress

Through continuous assessments, inspections, enforcements, and working with State partners and operators, as well as research, development, and deployment of modern safety tools and technologies, PHMSA will continue to make progress on its FY 2023 and 2024 targets. To achieve further gains in safety, PHMSA will continue to focus on safety rulemakings, risk-based inspections, and enforcement and outreach activities. PHMSA will also encourage operators to be vigilant in their operating practices. Pipeline operators and other industries have demonstrated success in improving safety through implementing Safety Management Systems.

PHMSA supports State pipeline safety programs through several grants and training of State inspectors to help address safety issues and prevent leaks, spills, and other incidents. PHMSA also provides grants, direct outreach, and education to communities for the prevention of or response to pipeline accidents.

PHMSA will continue to engage with regulated industries to encourage implementation of Safety Management Systems and improved safety cultures to further improve safety outcomes. PHMSA will continue to implement policies and programs focused on supporting the safe transportation of energy products through pipelines, while reducing releases of hazardous materials during transportation. The Agency will also undertake the following rulemaking and inspection efforts:

- Develop an NPRM on leak detection pursuant to the 2020 PIPES Act. After the leak detection rulemaking is complete, the Agency expects to have more robust regulations to prevent gas releases and the ability to implement an improved performance measure;
- Develop an NPRM related to gas distribution systems pursuant to the 2020 PIPES Act to further enhance safety and prevent methane release from these systems; and
- Complete the inspections of pipeline operators' procedures related to minimizing the release of natural gas, pursuant to Section 114 of the 2020 PIPES Act.

Strategic Objective 4.2: Infrastructure Resilience

Improve the resilience of at-risk infrastructure.

The Infrastructure Resilience objective is supported by one performance goal (see the Performance Goal Inventory for a complete list of all performance goals):

- By 2026, 50% of States/MPOs Have Developed Resilience Improvement Plans (OST-P)[KPI]

Summary of Progress

Climate change presents a significant and growing risk to the safety, effectiveness, equity, and sustainability of our transportation infrastructure and the communities it serves. The range of impacts from these threats may include flooding and damage to highways and subway tunnels, limited waterway access, buckled runways, and weakened structures such as bridges. Severe conditions may reduce the life of capital assets, increase operational disruptions, and create the need for new infrastructure such as evacuation routes. Some consequences may require changes in the design, construction, siting, and maintenance of infrastructure. Interruptions to emergency routes or infrastructure failure can make travel conditions unsafe. Over the past decade, DOT has integrated climate change impacts, adaptation, and resilience into domestic and international planning, operations, policies, and programs. However, more must be done.

In October 2021, pursuant to Section 211 of Executive Order 14008 on Tackling the Climate Crisis at Home and Abroad, DOT developed and submitted its Climate Action Plan – Revitalizing Efforts to Bolster Adaptation & Increase Resilience. This plan contains the Department's climate policy statement for resilience and identifies five priorities DOT will focus on to reduce these climate vulnerabilities:

- Incorporate Resilience into DOT Grant and Loan Programs, as appropriate and consistent with existing law;
- Enhance Resilience Throughout the Project Planning and Development Process;
- Ensure Resiliency of DOT Facilities and Operational Assets;
- Ensure Climate-ready Services and Supplies; and
- Improve Climate Education and Research on Resilience.

Examples of progress in addressing these priorities and working towards DOT's objective of improving resilience of at-risk transportation infrastructure include:

- DOT is including consideration of climate resilience in discretionary grant NOFOs, as appropriate and consistent with existing law.
- DOT completed a Consensus Study on Resilience Metrics in fall 2021 with the National Academies of Science and Transportation Research Board. A follow-on effort is under development to address recommendations from Consensus Study on Resilience Metrics, including promoting the use of benefit-cost analysis.
- FHWA released four, one-hour web-based training courses focused on resilience to climate change and extreme weather events. The courses introduce climate change science, future climate conditions, and datasets, including future sea levels, modeling tools for temperature and precipitation change, system level vulnerability assessment, and methods for conducting project-level resilience assessments.
- DOT developed a climate resilience assessment tool that uses critical system vulnerability data, historical exposure data from the Federal Emergency Management Agency's National risk index, and projected exposure to heat and precipitation data from downscaled global climate models to calculate site-specific climate risk scores for Departmental facilities and operational assets.
- DOT completed multiple projects at mission-critical facilities to ensure energy supply resilience, including energy system upgrades to increase capacity, ensure redundant power supply, and protect back-up generators.

By 2026, 50% of States/MPOs Have Developed Resilience Improvement Plans (OST-P)[KPI]

Goal 4.2.1	FY 2022	FY 2023	FY 2024
Target	Establish baseline	10% of States/MPOs	25% of States/MPOs
Actual	0% of States/MPOs *(New initiative under BIL)*	N/A	N/A

Lead: Office of the Assistant Secretary for Transportation Policy

The BIL established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program to help make transportation infrastructure more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. Through this program, DOT will provide $7.3 billion in formula grant funding and $1.4 billion in discretionary grants to States and MPOs from FY 2022 through 2026. The Federal share of this funding may be increased if the eligible entity develops a resilience improvement plan (or is in a State or area served by an MPO that does) and the State or MPO incorporates it into its long-range transportation plan.

A Resilience Improvement Plan is a plan developed by a State DOT or MPO to address surface transportation system resilience to current and future weather events and natural disasters, supporting efforts to identify vulnerabilities, develop proposed resilience solutions, and schedule and prioritize resilience improvements to meet the needs of the community and travelers. This measure will track the percentage of States and MPOs that have developed a Resilience Improvement Plan. The FY 2024 President's Budget includes $1.5 billion and $300 million in formula and discretionary funding for the PROTECT program.

FY 2022 Accomplishments

In July 2022, the Department released the PROTECT Formula Program Implementation Guidance, providing information on funding; eligible activities, facilities, and costs; and requirements of the PROTECT Formula Program. The guidance also provided information on the required contents of a Resilience Improvement Plan that State DOTs and MPOs should include when developing these newly established plans under BIL. In addition, FHWA developed and released a two-day training course, *Addressing Climate Resilience in Highway Project Development and Preliminary Design*, a hands-on course where participants learn how those involved with project development can incorporate resilience concepts into engineering analysis and the identification of appropriate resilience strategies.

FY 2023 – 2024 Plans for Progress

In FY 2023, the Department will provide technical assistance to ensure external stakeholder awareness of climate resilience resources and provide training, where appropriate, on the development of climate resilience improvement plans. FHWA will host webinars on the PROTECT Program to provide information about the new program and answer questions from webinar participants. In addition, FHWA will issue a NOFO for the discretionary component of the PROTECT program to provide grants for resilience investments, including the development of resilience improvement plans. In FY 2024, the Department is sponsoring *Transportation Resilience 2023: International Conference on Extreme Weather and Climate Change Challenges* in partnership with the Transportation Research Board. This conference will provide practical information on emerging best practices and state of the art research results used by planners, policy makers and designers related to climate change resilience, and will feature multiple sessions on the development of Resilience Improvement Plans.

Strategic Objective 4.3: Climate Justice and Environmental Justice

Address the disproportionate negative environmental impacts of transportation on disadvantaged communities.

The Climate Justice and Environmental Justice objective is supported by one performance goal (see the Performance Goal Inventory for a complete list of all performance goals):

- Ensure that the Benefits of At Least 40%of U.S. DOT Investments in the Areas of Clean Energy and Energy Efficiency, Clean Transportation, and the Remediation and Reduction of Legacy Pollution Flow to Disadvantaged Communities (OST-P)[KPI]

Summary of Progress

See below.

Ensure that the Benefits of At Least 40% of U.S. DOT Investments in the Areas of Clean Energy and Energy Efficiency, Clean Transportation, and the Remediation and Reduction of Legacy Pollution Flow to Disadvantaged Communities (OST-P)[KPI]

Goal 4.3.1	FY 2022	FY 2023	FY 2024
Target Milestone	Generate baseline metrics for Phase 1 Justice40-covered programs. *(27 competitive programs)*	Generate baseline metrics for Phase 2 Justice40-covered programs. *(Six competitive and six formula programs)*	Interim targets will be set once all baselines are established.
Actual Milestone	Developed benefit metrics for all Phase 1 Justice40-covered programs.	N/A	N/A

Lead: Office of the Assistant Secretary for Transportation Policy

Executive Order 14008 created the government-wide Justice40 Initiative, which aims to deliver the goal of having at least 40% of the overall benefits of relevant Federal investments flow to disadvantaged communities. Through its implementation, DOT will develop a methodology to identify disadvantaged communities and benefits for Justice40-covered programs. DOT is using a phased approach to implementing Justice40 requirements.

FY 2022 Accomplishments

Over the last year, DOT started to put Justice40 into practice by trying to understand how the benefits of past investments have flowed to underserved communities through first defining disadvantage through a transportation lens and then developing a standard of measurement to count the benefits of DOT's investments. DOT also included essential items of Justice40 throughout its competitive NOFOs. DOT placed an emphasis on trying to make it simpler to apply for funding through several activities, including:

- Most funding programs hosted webinars that walk potential applicants through the general requirements of funding opportunities and provide technical assistance on specific aspects of application requirements;
- Notices of Funding Opportunities have been consolidated to simplify the funding application process, and their language has been simplified to make requirements easier to understand; and
- DOT created tools such as the Historically Disadvantaged Census Tract tool to assist applicants in identifying the level of disadvantage in their project area when developing applications and DOT's Promising Practices in Meaningful Public Involvement in Transportation Decision Making Guide to assist stakeholders in developing meaningful public engagement.

In addition to simplifying the application process, DOT is actively developing technical assistance services. A few example programs are the DOT Navigator, Thriving Communities, and Rural Opportunities to Use Transportation for Economic Success. DOT is awaiting guidance on publicly releasing baselines or methodologies.

FY 2023 – 2024 Plans for Progress

In the upcoming year, DOT plans to:

- Update the disadvantaged communities tool with 2020 Census Data and an updated methodology;
- Continue to evaluate whether covered programs are meeting the 40% target and what policy changes need to be made to fulfill that goal;
- Develop a plan of action to implement Justice40 in formula programs; and
- Develop a way to measure burdens to help the Department assess the impacts of both the benefits and burdens of projects on communities, in full.

STRATEGIC GOAL 5
Transformation

Strategic Objective 5.1: Matching Research and Policy to Advance Breakthroughs

Foster breakthrough discoveries and new knowledge through high-risk, high-reward research driven by policy objectives.

The Matching Research and Policy to Advance Breakthroughs objective is supported by one performance goal (see the Performance Goal Inventory for a complete list of all performance goals):

- Double the Number of Research and Deployment Projects Centered on Breakthrough Discoveries that Introduce New Technologies or Approaches Not Currently Deployed in the Transportation System (OST-R)[KPI]

Summary of Progress

The advancement of breakthrough technologies was not a named strategic objective before FY 2022. Therefore, in FY 2022, OST-R partnered with the modes to identify it as a priority and to develop a mechanism for tracking progress toward this objective.

Double the Number of Research and Deployment Projects Centered on Breakthrough Discoveries that Introduce New Technologies or Approaches Not Currently Deployed in the Transportation System (OST-R)[KPI]

Goal 5.1.1	FY 2022	FY 2023	FY 2024
Target	Establish baseline	25% increase from baseline	25% increase from baseline
Actual	7	N/A	N/A

Lead: Office of the Assistant Secretary for Research and Technology

Historically, DOT's Research and Development programs have funded applied, rather than exploratory, research. To foster breakthrough discoveries, DOT's research community (e.g., DOT researchers, program managers, non-Federal partners) must shift focus. In general, research projects are not guaranteed to produce results, particularly those aiming for breakthrough discoveries. This performance goal directs OST-R to double the number of research and deployment projects that are centered on breakthrough discoveries that will introduce new technologies and approaches not currently deployed in the transportation system. Examples include battery technology, pavement materials, and artificial intelligence. BIL also contains a new requirement that DOT report on innovations and technologies with demonstrable benefits to be adopted as regulation, policy, or part of the technology transfer program. The Department is required to report to Congress at least once every five years on these breakthrough discoveries. To capture these projects, the Office of the Secretary is using a new tracking system that has identified more than 1,200 research projects across multiple programs and Operating Administrations.

FY 2022 Accomplishments

In FY 2022, OST-R established a metric for projects centered on breakthrough technologies, making 2022 the baseline year. In 2022, DOT had seven projects focused on breakthrough technologies. The technologies range from automated inspection methods to enable targeted planning of maintenance, to tools to assess and enhance the resiliency of highway bridges, to automated vehicles, DOT anticipates an increase for FY 2023.

FY 2023 – 2024 Plans for Progress

DOT research organizations will collaborate across disciplines to ensure they design projects that lead to breakthrough discoveries. DOT will deploy new guidance and review criteria beginning in FY 2023 to track annual updates to its research database and to monitor projects that support the objective. DOT will determine milestones and leverage its research activities and grant programs at OST offices and the Operating Administrations to achieve the goal of doubling the number of research and deployment projects centered on breakthrough discoveries. OST-R will also deliver a report to Congress that fulfills the statutory requirements of Section 65.

Strategic Objective 5.2: Experimentation

Identify new ideas, new innovations, and new possibilities. Evaluate the opportunities and risks so the Department can support public benefits.

The Experimentation objective is supported by is supported by two performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- Increase the Capacity for Near-Team Operations of Advanced Air Mobility Operations (FAA)
- By 2026, Support 25 Novel Data and Technology Approaches Related to Artificial Intelligence, Cybersecurity, and Infrastructure Resilience in Communities Across the U.S. (OST-R)[KPI]

Summary of Progress

Federal Aviation Administration: The FAA is making continuous progress on developing a strategic framework for Advanced Air Mobility (AAM) operations and continues to work with industry in anticipating policy needs and resource allocation. The FAA has established a cross-organizational team to ensure AAM is worked collaboratively to efficiently integrate the AAM ecosystem within the NAS. Additionally, in accordance with the Advanced Air Mobility Collaboration and Leadership Act, this team will collaborate, through DOT, with the other agencies who have a stake in AAM.

Office of the Assistant Secretary for Research and Technology: OST-R has developed a baseline inventory of projects that support novel approaches to critical priorities: cybersecurity, artificial intelligence, and infrastructure resilience. In this usage, a "novel approach" is a concept or method that is not yet deployed.

Office of the Assistant Secretary for Transportation Policy: In January 2022, DOT announced a set of Innovation Principles to guide its work on innovation in transportation. In March 2022, DOT relaunched the Nontraditional and Emerging Transportation Technology Council, an internal group focused on identifying and resolving jurisdictional and regulatory gaps or inconsistencies associated with nontraditional and emerging transportation technologies, engaging with stakeholders, and coordinating and developing processes to identify, manage, and respond to nontraditional and emerging transportation technologies. In July 2022, DOT announced the establishment of the Transforming Transportation Advisory Committee as an external group to provide information, advice, and recommendations to the Department on policies, tools, and approaches to managing innovative technologies in transportation. In establishing this committee, DOT is seeking perspectives from safety advocacy, academia, representatives of organized labor, technical experts (e.g., on automation, data, privacy, cybersecurity), and industry. DOT is currently reviewing nominations.

Increase the Capacity for Near-Term Operations of Advanced Air Mobility Operations (FAA)

Goal 5.2.1	FY 2023	FY 2024
Target Milestone	Develop policies and procedures to adjudicate industry applicant proposals that address regulatory barriers and gaps to initial operations.	Establish a plan to mitigate and resolve all information gaps, risks, and barriers to operations (as defined in the strategic framework). Utilize policies and procedures in place to evaluate and assess applicants' proposals leveraging the Integrated Proposal Document process in advance of operational suitability determination.
Actual Milestone	Developing a Special Federal Aviation Regulation for powered-lift aircraft. Published the Recognition of Pilot in Command Experience in the Military and Air Carrier Operations final rule on September 21, 2022.	N/A

Lead: Federal Aviation Administration

Advanced Air Mobility is a rapidly emerging sector of the aerospace industry that aims to safely and efficiently integrate highly automated aircraft (e.g., drones) into the NAS. Advanced Air Mobility is not a single technology, but rather a collection of new and emerging technologies being applied to the aviation ecosystem, particularly in new aircraft types.

FY 2022 Accomplishments

The FAA is developing a Special Federal Aviation Regulation NPRM to create a regulatory framework to permit operation of powered-lift aircraft. Powered-lift includes aircraft that are capable of vertical takeoff and landing, and low speed flight using engine-driven or engine thrust for lift during these portions of the flight, and then transitioning and using non-rotating airfoil(s) during horizontal flight. The Special Federal Aviation Regulation NPRM will propose alternate eligibility requirements to safely certificate the group of pilots who could be type rated as powered-lift pilots. The Special Federal Aviation Regulation will also determine which operating rules to apply to powered-lift aircraft. Powered-lift will be type certificated as special class aircraft under the existing regulations.

On September 21, 2022, the FAA published a final rule Recognition of Pilot in Command Experience in the Military and Air Carrier Operations. One provision of this rulemaking provides relief to military pilots of powered-lift seeking to obtain an airline transport pilot certificate with an airplane category rating. The FAA is allowing military pilots to credit flight time in a powered-lift operated in horizontal flight towards the 250-hour flight time requirement in an airplane to assist military pilots of powered-lift in qualifying for an airline transport pilot certificate in the airplane category. This rule also allows up to 500 hours of experience in multi-engine powered-lift in operations where more than one pilot is required to be credited towards the 1,000-hour air carrier experience requirement.

FY 2023 – 2024 Plans for Progress

The FAA will establish a plan to mitigate and resolve all information gaps, risks, and barriers to operations (as defined in the strategic framework). Additionally, the FAA will utilize policies and procedures in place to evaluate and assess applicants' proposals leveraging the Integrated Proposal Document process in advance of operational suitability determinations. The FAA will use collaborative bodies such as the Advanced Aviation Advisory Committee and the joint AAM work groups with the National Aeronautics and Space Administration to bring industry together and gather data on Advanced Air Mobility concepts so the FAA can best position itself to respond to industry efforts and activities.

The FY 2024 President's Budget includes approximately $21 million in the Research, Engineering & Development account to support a unified approach to safe, secure, and efficient integration of unmanned aircraft systems and AAM into the NAS. Research funded under this program is the foundation of the FAA's unmanned aircraft systems and AAM integration activities and phased by operational capabilities. This research informs the development of rules, policies, procedures, standards, decisions, and other outcomes needed to integrate safe and secure unmanned aircraft systems and AAM operations into the NAS.

By 2026, Support 25 Novel Data and Technology Approaches Related to Artificial Intelligence, Cybersecurity, and Infrastructure Resilience in Communities Across the U.S. (OST-R)[KPI]

Goal 5.2.2	FY 2022	FY 2023	FY 2024
Target	5	10	20
Actual	8	N/A	N/A

Lead: Office of the Assistant Secretary for Research and Technology

Data and technology approaches in the fields of artificial intelligence, cybersecurity, and infrastructure resilience have the potential to advance next generation transportation systems and services by leveraging trustworthy, ethical technologies, for safer, more efficient, and accessible movement of people and goods.

FY 2022 Accomplishments

In 2022, OST-R established a metric for projects focused on novel data and technology approaches, making FY 2022 the baseline year. In 2022, DOT supported eight novel data and technology approaches related to

artificial intelligence, cybersecurity, and infrastructure resilience. Those approaches include decision support tools to improve the management of the National Airspace, tools for simulating cooperative driving automation, inspection technologies for roads and trails, and tools and technologies to support bridge resilience.

FY 2023 – 2024 Plans for Progress

OST-R will continue to support new projects focused on critical priorities that will drive transformation in the transportation sector. These priorities – artificial intelligence, cybersecurity, and infrastructure resilience – will help ensure a future-proofed transportation system that can stand up to shocks and threats. These priorities will be embedded in existing and new competitive grant programs, and findings from projects will be shared across the transportation community to help accelerate best practices in emerging fields of activity. In FY 2022, a baseline for this goal is planned to be developed. To support the baseline and data for FY 2022 and upcoming data for FY 2023 and FY 2024, OST-R has deployed new guidance and review criteria for the Operating Administrations beginning in FY 2023 to track annual updates to its research database and to monitor projects that support the objective. OST-R is also meeting with the research community weekly to improve collaboration for future reporting on this objective.

Strategic Objective 5.3: Collaboration and Competitiveness

Work with diverse stakeholders to share noteworthy practices and accelerate the adoption of innovations and technologies.

The Collaboration and Competitiveness objective is supported by one performance goal (see the Performance Goal Inventory for a complete list of all performance goals):

- By 2026, Create a Digital Forum to Engage 10k Transportation Professionals to Share Best Practices and Use Cases on Smart Cities/Communities, Technology, and Data in Transportation (OST-R)[KPI]

Summary of Progress

DOT is working to establish the Smart Community Resource Center. This is an online resource that provides information about intelligent transportation system technologies and smart community approaches to State, local, and Tribal government entities.

By 2026, Create a Digital Forum to Engage 10k Transportation Professionals to Share Best Practices and Use Cases on Smart Cities/Communities, Technology, and Data in Transportation (OST-R)[KPI]

Goal 5.3.1	FY 2022	FY 2023	FY 2024
Target	0*	3,500	5,000
Actual	0*	N/A	N/A

** The Phase I version of the digital forum does not include interactive engagement capabilities.*

Lead: Office of the Assistant Secretary for Research and Technology

To engage with transportation professionals seeking information on smart community projects, DOT will develop a digital forum that includes best practices and use cases about smart community technologies. This forum is envisioned to be a space where these professionals can learn about technology options and related DOT programs and activities. It is also expected to help the professionals connect to each other and DOT on smart community issues. DOT is tracking the cumulative number of people who will receive this outreach, with goal of 10,000 by the end of FY 2026.

FY 2022 Accomplishments

Phase 1 of the Smart Communities Resource Center was launched on September 19, 2022. It includes resources from across the Department including case studies, best practices, and reports.

FY 2023 – 2024 Plans for Progress

In Phase 2, DOT will evaluate options for implementing an online forum or collaboration tool as part of the Smart Communities Resource Center. The intention is to enable users to engage with each other to share information and build social networks. The challenge to do this in a way that users will engage in the forum will be addressed through iterative and incremental build-and-test cycles.

Strategic Objective 5.4: Flexibility and Adaptability

Design flexibility into transportation system investments to accommodate and respond to changing needs and capabilities to provide long-term benefits.

Information technology plays an increasing role in transportation infrastructure and vehicles, enabling smarter and more efficient and effective design, operation, and maintenance. Because IT offers flexibility and also presents risks of obsolescence because of its very fast evolution, DOT must take care to manage the use of IT to ensure that IT-enabled infrastructure and vehicles can adapt to changing needs. This is a must to ensure the maximum useful life of public investments. The Flexibility and Adaptability objective is supported by one performance goal (see the Performance Goal Inventory for a complete list of all performance goals):

- By 2026, Support 25 Projects that Build Data and Technology Systems for Transportation Planning and Infrastructure Operation that Serve as Interoperable Platforms that Can Engage with Various Tools, Technologies, and Approaches (OST-R)[KPI]

Summary of Progress

DOT has multiple datasets across several programs related to planning and infrastructure operations and is working to identify research programs to support projects related to data/information for transportation planning, including the development of visualization tools related to big data to help differentiate warning signs from normal operating behaviors. DOT aims to make these datasets more accessible to support better research and planning.

By 2026, Support 25 Projects that Build Data and Technology Systems for Transportation Planning and Infrastructure Operation that Serve as Interoperable Platforms that Can Engage with Various Tools, Technologies, and Approaches (OST-R)[KPI]

Goal 5.4.1	FY 2022	FY 2023	FY 2024
Target	5	10	15
Actual	5	N/A	N/A

Lead: Office of the Assistant Secretary for Research and Technology

DOT plans to support research projects that build data and technology systems for transportation planning and infrastructure operation, with the goal of having such systems be interoperable and able to engage with various tools, technologies, and approaches.

FY 2022 Accomplishments

In 2022, OST-R established a metric for projects that develop interoperable platforms for data and technology related to planning and operations, making FY 2022 the baseline year. At the end of FY 2022, DOT had five active projects that contribute to that metric. They include the development of an interoperable platform for simulation of cooperative automation, new platform capabilities to support air traffic management, and interoperable tools to facilitate design of resilient bridges.

FY 2023 – 2024 Plans for Progress

OST-R will work with research and deployment programs within the Operating Administrations to ensure they develop robust data and technology systems for transportation planning and infrastructure operations. To future-proof transportation systems – ensuring that all IT-based systems can adapt to changing requirements over their lifetime – while building out robust private markets for transportation innovation, these data and technology investments should be interoperable whenever possible, allowing for seamless integration across technologies, systems, and approaches. These investments will ensure that State, local, and Tribal transportation systems can undertake the performance management, research, and problem-solving activities that will improve those systems while making the most of Federal resources supporting those systems.

STRATEGIC GOAL 6
Organizational Excellence

Strategic Objective 6.1: Customer Service

Deliver responsive, efficient, and accessible government services.

The Customer Service objective is supported by three performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- Decrease the Number of Weeks to Adjudicate Registration Operating Authority Applications (FMCSA)
- Maintain Overall Customer Satisfaction with IT Help Desk Services (OCIO)
- Maintain the One-Week Service Desk Request Closure Rate (OCIO)

Summary of Progress

Federal Motor Carrier Safety Administration: FMCSA's Office of Registration made significant progress with the early release of automated vetting management tool, a system that automates every facet of the FMCSA Registration process. Due to the early release of this tool, FMCSA has modified annual targets for decreasing the number of weeks to adjudicate registration operating authority applications through FY 2024.

Office of the Chief Information Officer: Integration of ServiceNow into the DOT environment will provide the Service Desk with access to customer satisfaction items not currently available. Faster resolution of tickets will also positively impact customer satisfaction. A combination of ServiceNow and knowledge articles will assist the Service Desk with identifying solutions more quickly, resulting in more first-contact resolution of tickets.

Decrease the Number of Weeks to Adjudicate Registration Operating Authority Applications (FMCSA)

Goal 6.1.1	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	4 weeks	2 weeks	2 weeks
Actual	6 weeks	2 weeks	N/A	N/A

Lead: Federal Motor Carrier Safety Administration

FMCSA monitors and ensures compliance with motor carrier safety (all carriers) and commercial (for-hire, non-exempt carriers) regulations. Companies may be subject to registration requirements for both safety (safety registration) and commercial regulation (operating authority registration). Companies subject to the safety requirements are also required to obtain a USDOT Number.

The FMCSA registration process requires companies to define their type of business operation: Motor Carrier, Broker, Intermodal Equipment Provider, Cargo Tank Facility, and Freight Forwarder. This determination is based on self-classification using criteria such as cargo, operation, and company type. Steps in the registration process for a company include the company determining if they need a USDOT Number and what type of Operating authority or Motor Carrier number they may need. A Motor Carrier number is a type of operating authority assigned to interstate for-hire motor carriers and brokers that apply for operating authority.

In general, companies that do the following are required to have interstate a Motor Carrier number in addition to a USDOT Number:

- Transport passengers in interstate commerce (for a fee or other compensation, whether direct or indirect)
- Transport Federally regulated commodities owned by others or arrange for their transport, (for a fee or other compensation, in interstate commerce)

FMCSA receives and reviews operating authority applications to determine applicants' aptitude to conform to FMCSA's safety fitness policy, as well as their willingness and ability to comply with applicable statutory and regulatory requirements. FMCSA's goal is to adjudicate each application within two weeks of the filing date. Information to create the metric is collected by vetting staff from multiple Agency systems and manually entered into an internal tracking sheet. The FMCSA Vetting Dashboard will be updated to automate calculating program performance metrics.

FY 2022 Accomplishments

FMCSA released its automated vetting management tool in FY 2022. The automated vetting tool is a system that automates every facet of the application process. Prior to this release, FMCSA screened and investigated more 4,500 applications manually. The new tool creates templates and connects to FMCSA's Registration systems to download data and manage the flow of applications through the process. Ninety-seven percent of applications were adjudicated within two weeks, which is two weeks faster than expected. The 2023 target of two weeks will not be adjusted, however, because the number of applications the vetting tool was able to screen in 2022 was lower than what the tool will be able to screen in FY 2023 and further adjustments to the vetting tool are being made.

FY 2023 – 2024 Plans for Progress

Activities in FY 2023 will include making improvements to the FMCSA Vetting Dashboard to ensure the automated system is working accurately and efficiently. The Office of Registration Team will reevaluate the overall processing goal of completing 84% of applications within two weeks by 2024.

Maintain Overall Customer Satisfaction with IT Help Desk Services (OCIO)

Goal 6.1.2	FY 2022*	FY 2023	FY 2024
Target	90%	90%	90%
Actual	90%	N/A	N/A

Maintain One-Week Service Desk Request Closure Rate (OCIO)

Goal 6.1.3	FY 2022*	FY 2023	FY 2024
Target	90%	90%	90%
Actual	85%	N/A	N/A

** Baseline: 80%*

Lead: Office of the Chief Information Officer

The OCIO Help Desk assists users across DOT with technology requests. Customer satisfaction is a priority for DOT OCIO. The survey responses express the satisfaction of the user base, and the data will be used as the cornerstone of this performance measure. These performance goals measure overall customer satisfaction with IT Help Desk services and Service Desk request closure rates.

FY 2022 Accomplishments

The IT Service Desk overall customer survey average is 90%, exceeding OCIO's proposed performance goal. In addition, OCIO has created an avenue for DOT employees to reset passwords without contacting 5-Help, the IT Service Desk, through their DOT iPhone using the Password Reset Application.

FY 2023 – 2024 Plans for Progress

OCIO will utilize the acquired data to drive business decisions to further support customer requests in a timely manner. Integration of ServiceNow into the DOT environment will provide the Service Desk with access to customer satisfaction items not currently available. Faster resolution of tickets will also positively impact customer satisfaction. A combination of ServiceNow and knowledge articles will assist the Service Desk with identifying solutions quicker, resulting in higher first-contact resolution of tickets.

Strategic Objective 6.2: Workforce Development

Attract, recruit, develop, retain, and train a capable, diverse, and collaborative workforce of highly skilled, innovative, and motivated employees by making U.S. DOT an employer of choice.

The Workforce Development objective is supported by seven performance goals (see the Performance Goal Inventory for a complete list of all performance goals). The Department has identified this objective as an area demonstrating noteworthy progress.

- 80% of OA-Projected Bipartisan Infrastructure Law Hiring Targets are Achieved Starting in FY 2023 (OST-M)[KPI]
- Work to Increase the Diversity of Applicants for Mission-Critical Occupations in Each OA (OST-M)[KPI,BIL]
- Increase the Percentage of Large, Cross-Agency Science, Technology, Engineering, and Math Aviation and Space Education Outreach Events to Which the Equity Assessment Tool Has Been Applied (FAA)
- Increase the Percentage of Persons with Disabilities and Persons with Targeted Disabilities in the FAA Workforce (FAA)
- Increase the Percentage of Supervisors and Managers Who Have Received Training on Unconscious Bias (FHWA)
- Increase the Number of Partnerships with Historically Black Colleges and Universities and Minority-Serving Institutes (FHWA)
- Increase the Number of Funded Positions Including the Pathways Program and Persons with Disabilities (FHWA)

Summary of Progress

Office of the Assistant Secretary for Administration: The DOT career page, Careers that Move America, was launched with updated information and branded to match the USAJobs page that the Office of Personnel Management uses for candidates applying to DOT jobs. With a focus on Gen Z and Gen Y recruitment, a cross-modal cohort of interns was engaged to develop social media content that will support the recruitment of these demographic areas. The Office of the Assistant Secretary for Administration (OST-M) hosted a virtual job fair in July 2022 that attracted more than 2,000 candidates where hiring managers and recruitments were able to share information on current job openings and conduct both group and one-on-one discussions.

In May 2022, DOT was approved for Direct Hire for 17 critical BIL-related occupations. This was a significant achievement, as DOT successfully made the strong case that the critical need for more than 1,700 BIL employees warranted this flexibility. DOT was also approved for a dual compensation waiver for reemployed annuitants without any hourly limits in a year. This allows retired Federal employees (annuitants) to work for DOT and receive their full salary and retirement annuity. Without the waiver approval, the reemployed annuitants would have their salaries offset by their annuity.

In FY 2022, DOT issued the FY 2022 – 2026 Diversity, Equity, Inclusion, and Accessibility Strategic Plan. The plan centers around five focus areas: recruitment, outreach, and hiring; leadership and professional development; retention, workplace culture; and accountability. DOCR and OST-M completed baseline data analysis for specific DOT mission-critical occupations including applicant flow and onboard workforce. The focus is now synthesizing the outcomes of the analysis to identify trends, and key levers that will drive recruitment activities.

Federal Aviation Administration: In FY 2022, the FAA worked to develop and test the initial Science, Technology, Engineering, and Math Aviation and Space Education (STEM AVSED) Program Equity Assessment Tool. The tool will be incorporated into a reporting platform and is now ready for use in assessing the identified large, cross-agency STEM AVSED outreach events that the FAA will conduct in future fiscal years. In addition, the FAA has exceeded its goal to increase the representation of persons with disabilities (PWD) and persons with targeted disabilities (PWTD) in its workforce by one percent. By May 2022, the FAA achieved 15.87% PWD and 1.95% PWTD, exceeding the goals of 15% and one percent, respectively. The FAA will continue to focus its recruitment, hiring, advancement, and retention of PWD and PWTD.

Federal Highway Administration: Within workforce development, FHWA focuses on attracting, recruiting, hiring, developing, and retaining a diverse workforce. FHWA's strategic initiatives include attracting and recruiting a diverse workforce through increasing partnerships with Historically Black Colleges and Universities (HBCUs) and Minority Serving Institutes (MSIs); through hiring by increasing the number of funded positions to include Pathways and other student programs as well as Persons with Disabilities; and training and retaining a diverse workforce through offering a Diversity Hiring Guide and Unconscious Bias training for managers and supervisors.

80% of OA-Projected Bipartisan Infrastructure Law Hiring Targets are Achieved Starting in FY 2023 (OST-M)[KPI]

Goal 6.2.1	FY 2022	FY 2023	FY 2024
Target	40%	80%	80%
Actual	92%	N/A	N/A

Lead: Office of the Assistant Secretary for Administration

DOT plans to add several hundred new employees over the next few years to implement BIL. DOT 's greatest challenge to implementing BIL hiring is the sheer number of anticipated hires across the Department. Some occupations, such as engineers, are already difficult positions to fill due to the tight labor market in the private sector. DOT uses innovative hiring strategies to recruit talent and integrates Diversity, Equity, Inclusion, and Accessibility (DEIA) best practices into its hiring approach.

FY 2022 Accomplishments

DOT took a number of steps in FY 2022 to support the hiring needed to successfully deliver BIL programs. The Department focused on coordinating outreach and recruitment activities and utilizing a broader range of hiring flexibilities. One of the most significant steps was the request and approval of direct hire authority granted by the Office of Personnel Management to support hiring in 17 critical occupations. This authority provides greater access to qualified candidates beyond the traditional USAJOBS vacancy postings and has allowed greater emphasis on focused outreach through events such as the DOT Virtual Job Fair that was held in July 2022 and reached more than 2,000 potential applicants across all disciplines. As a result, DOT achieved a 92% success rate for its 2022 BIL hiring goals, which was the highest rate of success for all BIL agencies. DOT is still on target to meet its full hiring goal of 1,759 positions.

FY 2023 – 2024 Plans for Progress

The Department will continue to promote standardized vacancy announcements for the 17 occupations approved for use of the direct hire authority. Each Operating Administration will be responsible for the hiring target specific to their organization's goals. OST-M and the Departmental Office of Human Resources (DOHR) will monitor Operating Administrations' progress toward annual hiring targets. Additionally, DOHR is promoting a Department-wide approach to recruitment by participating in external recruitment events; launching a recruitment information road show for HBCUs, MSIs, and other colleges and universities; and hosting DOT-specific recruitment events.

Work to Increase the Diversity of Applicants for Mission-Critical Occupations in Each OA (OST-M,)[KPI, BIL]

Goal 6.2.2	FY 2022	FY 2023	FY 2024
Target	Establish baseline	20%	20%
Actual	15%	N/A	N/A

Lead: Office of the Assistant Secretary for Administration

There has not been a significant shift in the composition of the DOT workforce for the past six years. This holds true for across ability, gender, race, and national origin. This presents an opportunity to develop strategies to increase outreach efforts to more diverse organizations and communities with the anticipated impact of increasing the diversity of the applicant pool.

FY 2022 Accomplishments

OST-M's goal for FY 2022 was to conduct an analysis of its applicant pool to identify where the Office could enhance future outreach that would support increasing diversity in the applicant pool. This analysis was limited to eight priority job series that are available within each of the Operating Administrations and conducted on the six years of applicant hiring data. The Phase 1 analysis identified that women make up less than 15%

of engineering and 20% of IT applicants, yet female applicants are hired at a significantly higher rate than male applicants. To increase the recruitment of female applicants, DOCR and DOHR have conducted outreach activities to the Society for Women Engineers and other similar groups. Based on the applicant flow analysis, DOT will monitor participation rates of female engineers and IT specialists over time and collect information from applicants about discovery of job postings and knowledge of specific outreach efforts.

FY 2023 – 2024 Plans for Progress

In FY 2023, DOHR and DOCR will lead the development of a framework to establish effective partnerships with colleges, universities, and technical training entities that serve PWD and underserved populations and communities. Each Operating Administration will develop an action plan to address diversity gaps in workforce representation in mission critical occupations by the end of 2023. DOHR and DOCR will monitor their implementation of the plans. In FY 2024, DOT will bolster existing programs and establish new programs to support outreach to K-12 students, with a focus on underserved communities, to build the pipeline for STEM and transportation careers. DOCR and DOHR will also partner to establish DOT-wide guidance and tools to support the development of an Employee Ambassador Program to conduct outreach and recruitment.

Increase the Percentage of Large, Cross-Agency Science, Technology, Engineering, and Math Aviation and Space Education Outreach Events to Which the Equity Assessment Tool Has Been Applied (FAA)

Goal 6.2.3	FY 2022	FY 2023	FY 2024
Target	Broad program implementation expected in FY 2023.	80% of outreach events to which the equity assessment tool is applied.	100% of outreach events to which the equity assessment tool is applied.
Actual	Program piloted in FY 2022.	N/A	N/A

Lead: Federal Aviation Administration

The aviation industry suffers from a severe lack of diversity. In order to reap the benefits of diversity, as well as ensure an ample supply of entrants into the industry to support a safe and efficient aerospace system of the future, the FAA is placing special emphasis on ensuring that all of its outreach for the STEM AVSED is conducted in as equitable a manner as possible. To do that, FAA will implement an equity assessment tool to ensure that all students, including those in underrepresented or underserved populations (as defined in Executive Order 13985 on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government), have access to events and learning activities aimed at introducing them to aerospace concepts and career pathways.

FY 2022 Accomplishments

The STEM AVSED Equity Assessment Tool was created in FY 2022 as part of a Corporate Short-Term Incentive goal. It was piloted in FY 2022 on two large outreach events and on a limited number of Aviation Career Education Academies that the FAA supports. Planners for these activities were trained on using the tool. Key results indicate that the FAA successfully completed implementation at 100% by using the equity assessment at three targeted events. Also, user feedback confirmed that the tool helped raise awareness and improved the ability of the event planning team to further enhance the equitable nature and accessibility of events. Lastly, in response to user feedback, the STEM AVSED Equity Subcommittee collaborated with the Office of Communications to develop a guide to maximize use of available communication tools to promote the FAA's DEIA goals during STEM AVSED outreach activities.

FY 2023 – 2024 Plans for Progress

Although simple to use, the Equity Assessment tool does require training for planning teams to use. Since being piloted on a limited number of events in FY 2022, the FAA will move to implement lessons learned and expand the use of the tool. In FY 2023, the tool will be used to ensure equitable access for students of all backgrounds for at least 80% of large, FAA-sponsored, cross-agency STEM AVSED outreach events. For FY 2023 and 2024, the FAA plans to continue using the tool for large, FAA-sponsored events, with a goal of using the tool for all large events in the future.

The FY 2024 President's Budget requests funding for additional staff to support the Agency in delivering the strategic goals and objectives needed to ensure

the STEM AVSED outreach program is robust and sustainable. This includes a large increase in staff needed to support growing National programs and additional work that is envisioned as the program grows and as the agency moves to implement recommendations from the Women in Aviation Advisory Board and the Youth Access to American Jobs in Aviation Task Force, as well as additional positions to support the increased number of staff from a supervisory and administrative perspective. Additional funding is also requested for the MSI Internship program to allow for the extension of interns past their initial 11-month tenure (this would make them eligible for increased benefits), as well as enhanced program management. In FY 2023, the FAA plans to stand up an Air Grant Fellowship program office with a Director and one FTE. To carry out the objectives of the legislation, additional funding requested will expand the Fellowship program to eight additional fellows in FY 2024. To make the program a successful professional development experience for Fellows, the FAA plans to develop specialized training to maximize the development opportunities for the Fellows.

Increase the Percentage of Persons with Disabilities and Persons with Targeted Disabilities in the FAA Workforce (FAA)

Goal 6.2.4		FY 2022	FY 2023	FY 2024
*Persons with Disabilities**	Target	15%	16%	17%
	Actual	16.09%	N/A	N/A
*Persons with Targeted Disabilities***	Target	1%	2%	3%
	Actual	1.98%	N/A	N/A

** Baseline: 15%*

*** Baseline: 1%*

Lead: Federal Aviation Administration

The Federal government should be a model employer of PWD. A PWD is defined as a person who has a physical or mental impairment that substantially limits one or more major life activities. People with targeted disabilities are individuals with the most severe types of disabilities listed in Office of Personnel Management Standard Form 256. Pursuant to 29 U.S. Code § 791, each agency shall adopt and implement a plan that provides sufficient assurances, procedures, and commitments to provide adequate hiring, placement, and advancement opportunities for people with disabilities at all levels of Federal employment. The FAA will take specific steps to gradually increase the number of PWD and PWTD employed at the FAA to meet the goals established pursuant to 29 U.S. Code § 791 (12% for PWD and two percent for PWTD at each grade level).

FY 2022 Accomplishments

The FAA met the goal of increasing the percentage of PWD and PWTD in its workforce by one percent in FY 2022. The Agency put forth several aggressive outreach efforts that assisted the FAA in achieving this hiring goal by May 2022 at 15.87% PWD and 1.95% PWTD. These efforts included increased promotion and awareness of the FAA PWD/PWTD hiring goal by providing Lines of Business and Staff Offices with a memorandum created by the Office of Communications to direct the hiring managers to promote the PWD/PWTD one percent hiring goal.

The FAA's Office of Communications, and Office of Human Resources hosted four Agency-wide information sessions for hiring managers that discussed effective strategies to hire PWD. Information sessions were also provided to individual Lines of Business and Staff Offices upon request. The Office also participated in five career fairs and provided information to attendees on the Schedule A Hiring Authority, On-the-Spot Hiring Authority, FAA Schedule A applicant database, documentation requirements, and reasonable accommodations.

The Aviation Development Program also utilizes FAA On-the-Spot Hiring Authority to hire PWD and PWTD

providing them an opportunity to become Air Traffic Controllers. The Aviation Development Program had three Phase 2 candidates to complete the Air Traffic Basic course and begin their first-year work experience at their selected facilities. Once completed, they will move on to the FAA Air Traffic Academy to complete their training to become Air Traffic Controllers. The FAA ended FY 2022 with 16.09% PWD and 1.98% PWTD.

FY 2023 – 2024 Plans for Progress

The FAA implemented an Organizational Strategic Initiative to increase the representation of PWD and PWTD in the FAA workforce by one percent each year over the next three years (FY 2022 through 2024). To meet this goal, the FAA will continue to host information sessions for hiring managers, participate in career fairs, and develop informational toolkits for managers.

Increase the Percentage of Supervisors and Managers Who Have Received Training on Unconscious Bias (FHWA)

Goal 6.2.5	FY 2022	FY 2023	FY 2024
Target	45%	60%	75%
Actual	25%	N/A	N/A

Lead: Federal Highway Administration

The FHWA Diversity, Equity, and Inclusion (DEI) Officer provides leadership and direction to promote and advance the principles of DEI among FHWA employees and assist FHWA offices through education, such as Unconscious Bias. The position works in close coordination with the Office of Human Resources, the Office of Civil Rights, and the FHWA Diversity Management Committee to meet the set goals and advance DEI training within the Agency.

FHWA's emphasis in 2022 through 2024 is placed on providing Unconscious Bias training to promote and to focus on helping managers and supervisors gain new knowledge and skills to effectively manage a diverse workforce. The training will help to identify bias, cultivate connection in the workplace, and develop an action plan. It provides managers the resources to identify biases that impact their teams, cultivating connection, and address bias, helping managers ensure a healthy, engaged, and diverse workforce.

FY 2022 Accomplishments

FHWA's DEI Officer rolled out a pilot of the Unconscious Bias training in February 2022 and hosted monthly training sessions throughout FY 2022 to meet the goal of 45% of supervisors and managers being trained. In FY 2022, FHWA trained 73 supervisors and managers (out of 566 employees coded to these job titles).

FY 2023 – 2024 Plans for Progress

Ongoing training sessions will be offered in FY 2023 and 2024 to meet the goal of 75% of managers being trained by FY 2023. FHWA's DEIA training is well aligned with DOT focus areas in the FY 2022 – FY 2026 DOT DEIA Strategic Plan released on August 5, 2022. FHWA's Unconscious Bias Training supports DOT Action 4.1 relating to development of a training curriculum for DEIA and to provide DEIA training to managers and supervisors that focus on building an inclusive workplace culture.

Increase the Number of Partnerships with Historically Black Colleges and Universities and Minority-Serving Institutes (FHWA)

Goal 6.2.6	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	31	47	50
Actual	28	43	N/A	N/A

Lead: Federal Highway Administration

FHWA has an active recruitment program and seeks to increase its recruitment efforts each year to get the word out that FHWA and the Department are an employer of choice.

FY 2022 Accomplishments

FHWA's Recruitment, Outreach, and Diversity Team placed significant focus on the recruitment of diverse candidate pools for available positions. Partnerships with HBCUs and MSIs help FHWA to reach demographically diverse talent pools to close gaps in recruitment from historically underrepresented groups in the FHWA workforce. FHWA's goal included a target of at least nine recruitment events per quarter for a total of at least 34 events for FY 2022. FHWA exceeded this target and recruited at 43 HBCU and MSI events in FY 2022. In FY 2022, FHWA attended a total of 157 recruitment events. FHWA's outreach included various events outside of HBCUs and MSIs, such as virtual information sessions, conferences, and university career fairs, which served as additional opportunities to reach underrepresented groups and diverse talent pools.

FY 2023 – 2024 Plans for Progress

FHWA is committed to increasing the number of partnerships with HBCUs. The Office of Human Resources actively identifies upcoming outreach opportunities (i.e., career fairs) to participate in and establish relationships with various institutions. In July 2022, FHWA solicited for additional employees to serve as recruitment and outreach representatives in the FHWA Ambassadors Program for career fairs and on campus events. Training will be provided to help employees be successful in these roles. These efforts will enable FHWA to reach out to more targeted groups in FY 2023 and 2024. The proposed goal for FY 2023 is 47 HBCU and MSI events and partnerships for a 10% increase over the FY 2022 actual.

Increase the Number of Funded Positions Including the Pathways Program and Persons with Disabilities (FHWA)

Goal 6.2.7	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	18	40*	40
Actual	12	42	N/A	N/A

** FHWA will finalize this target pending final FY 2022 data.*

Lead: Federal Highway Administration

FHWA is an active participant in student programs such as the Pathways Program, Professional Development Program, Summer Transportation Program for Diverse Groups, Dwight David Eisenhower Transportation Fellowship Program, and other special Federal hiring initiatives such as Post-Secondary Student Hiring Authority and College Graduate Hiring Authority.

- *Pathways Internship Program:* This program has three components (internship program, Recent Graduate Program, and the Presidential Management Fellowship Program), designed to provide students enrolled in a wide range of educational institutions, from high school to graduate level, with opportunities to work in agencies and explore Federal careers while still in school and while getting paid for the work performed. Students who successfully complete the program may be eligible for conversion to permanent jobs in the civil service.
- *Professional Development Program:* This program provides entry-level career development for individuals interested in a career in transportation to learn, develop, and apply technical skills.
- *Summer Transportation Internship Program for Diverse Groups:* This program provides an opportunity for undergraduate, graduate, and law students to gain experience in public service while learning about transportation challenges and advancements in the United States. The program has been in existence since the 1990's and focuses on students from underrepresented groups. Interns receive a stipend in addition to paid housing and travel to and from their duty location. Each intern is paired with a mentor across one of DOT's Operating Administrations, where they receive on-the-job training while working on current transportation-related topics and issues. The program aims to mentor and cultivate tomorrow's transportation leaders while advancing and promoting a diverse and inclusive Federal workforce.

- *Dwight David Eisenhower Transportation Fellowship Program:* This program advances the U.S. transportation workforce by attracting the Nation's brightest minds and encouraging students from the community college level through doctorate level to pursue careers in a transportation-related field by awarding grants annually to qualified students. The program provides opportunities to students enrolled in MSIs and HBCU to obtain fellowships.
- *Post-Secondary Student Hiring Authority:* This allows agencies to make time-limited appointments to individuals who are enrolled or accepted for enrollment in an institution of higher education and pursuing a baccalaureate or graduate degree on at least a part-time basis as determined by the academic institution.
- *College Graduate Hiring Authority:* This allows agencies to use strategic recruiting to hire recent college graduates to fill any position classified in the administrative and professional series at the GS-11 level or below (or equivalent), including positions with promotion potential beyond the GS-11 level.

FY 2022 Accomplishments

In FY 2021 and FY 2022, FHWA requested and was approved by the Department for additional slots for student programs. During this time, FHWA hired 42 Pathways interns and 15 Pathways recent graduates and onboarded 100 students to the Summer Transportation Internship Program. The FHWA recommended awarding over 100 grants to students attending 29 MSIs under the Dwight David Eisenhower Transportation Fellowship. The purpose of the grants is to support research in the field of transportation and increase students' interest and awareness of the opportunities in the field and at DOT. Upon approval, the grants will support students for the 2022 – 2023 academic year.

FY 2023 – 2024 Plans for Progress

Direct hire authority for GS-7s will help with recruitment efforts for recent graduates. In FY 2023 and 2024, FHWA will continue to encourage hiring officials to use special hiring authorities as an option for filling positions.

Strategic Objective 6.3: Data-Driven Programs and Policies

Develop and manage data systems and tools to provide objective, reliable, timely, and accessible data to support decision-making, transparency, and accountability.

The Data-Driven Programs and Policies objective is supported by four performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- Increase the Number of Users of Department-Wide Data Services (OCIO)
- Increase the Percentage of Operating Administrations Leveraging the Fast-Track Paperwork Reduction Clearance Process (OCIO)
- Increase the Percentage of DOT Information Systems Encrypting Data at Rest and In Transit (OCIO)
- Increase the Percentage of Operating Administration Webpages Service Departmental Data that Experience an Increase in One or More Elements of the Customer Satisfaction Survey (OCIO)

Summary of Progress

OCIO continues to leverage the Department's Working Capital Fund to provide services to Operating Administrations. In FY 2022, the Office initiated renewal of the DOT-wide fast-track Paperwork Reduction Act clearance for use by all Operating Administrations and issued a directive requiring each Operating Administration to develop encryption action plans.

Increase the Number of Users of Department-Wide Data Services (OCIO)

Goal 6.3.1	FY 2022	FY 2023	FY 2024
Target	2,000 users	2,100 users	2,205 users
Actual	2,172 users	N/A	N/A

Lead: Office of the Chief Information Officer

The Department, through its Working Capital Fund, delivers software and services to the Operating Administrations that help them visualize and share data inside and outside the agency. These shared data services provide for a consistent user experience, a relatively frictionless data sharing experience, and easier data interoperability. User adoption of these shared services will improve the overall experience of data users inside and outside of DOT.

FY 2022 Accomplishments

In FY 2022, OCIO emphasized Department-wide data services in the Departmental Data Governance Working Group so that data leaders can champion OCIO services within their Operating Administrations and began engagements with OST-B to consolidate finance data from Delphi into a centralized authoritative/master source through shared data services.

FY 2023 – 2024 Plans for Progress

The Department will continue to work with Operating Administrations to identify opportunities to increase user adoption and will leverage its Administrative Working Capital Fund to operate these services.

Increase the Percentage of Operating Administrations Leveraging the Fast-Track Paperwork Reduction Clearance Process (OCIO)

Goal 6.3.2	FY 2022	FY 2023	FY 2024
Target	50%	70%	80%
Actual	70%	N/A	N/A

Lead: Office of the Chief Information Officer

There are many ways to collect information from the public and DOT has access to various fast-track clearance processes. The fast-track process is for information collections that focus on the awareness, understanding, attitudes, preferences, or experiences of customers or other stakeholders (e.g., delivery partners, co-regulators, or potential customers) relating to existing or future services, products, or communication materials. This process can help DOT implement Executive Order 12862 on Transforming Federal Customer Experience and Service Delivery to Rebuild Trust in Government, which directed Federal agencies to provide service to the public that matches or exceeds the best service available in the private sector. The Department needs useful insights on perceptions and opinions but does not necessarily need quantitative results that can be generalized to the population of study. The solicitation of feedback can target areas such as timeliness, appropriateness, accuracy of information, courtesy, efficiency of service delivery, and resolution of issues with service delivery. The types of collections that this generic clearance covers include, but are not limited to:

- Customer comment cards/complaint forms;
- Small discussion groups;
- Focus groups of customers, potential customers, delivery partners, or other stakeholders;
- Cognitive laboratory studies, such as those used to refine questions or assess usability of a website;
- Qualitative customer satisfaction surveys (e.g., post-transaction surveys, opt-out web surveys); and
- In-person observation testing (e.g., website or software usability tests).

FY 2022 Accomplishments

OCIO completed the renewal of the Department-wide Fast-Track Paperwork Reduction Act clearance for use by all Operating Administrations and established the Departmental Data Governance Working Group as a means of outreach with the Operating Administrations. In this forum, OCIO has emphasized the importance of the Fast-Track Paperwork Reduction Act Process. In addition, OCIO released a Job Opportunities Announcement for an FTE to manage the Departmental Paperwork Reduction Act Program.

FY 2023 – 2024 Plans for Progress

The Department can take steps to acquire qualitative feedback about its programs and services without undergoing a burdensome or time-consuming process. Leveraging qualitative feedback and the associated fast-track approval processes will allow DOT to more efficiently generate useful data to improve its programs and services.

Increase the Percentage of DOT Information Systems Encrypting Data at Rest and In Transit (OCIO)

Goal 6.3.3	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	75%	85%	85%
Actual	82%	81%	N/A	N/A

Lead: Office of the Chief Information Officer

Executive Order 14028 on Improving the Nation's Cybersecurity lists the steps that Federal agencies must take to protect sensitive data. One step is to encrypt data when it is at rest and when it is in transit, which protects the data from being intercepted and increases user confidence in the authenticity of the data they are using. This performance goal measures the percentage of Department information systems encrypting data at rest and in transit.

FY 2022 Accomplishments

In FY 2022, OCIO published an IT Implementation Memorandum, which provided guidance and direction to Operating Administrations on meeting encryption requirements for systems. Operating Administrations were required to evaluate their systems to determine compliance, report the solution currently in use, provide a plan to address deficiencies to OCIO, and to engage OCIO if a system could not achieve full compliance by the end of CY 2022. OCIO remains engaged with all Operating Administrations to report system status accurately and increase compliance.

FY 2023 – 2024 Plans for Progress

DOT and the Operating Administrations are implementing these technical controls on all DOT information systems.

Increase the Percentage of Operating Administration Webpages Service Departmental Data that Experience an Increase in One or More Elements of the Customer Satisfaction Survey (OCIO)

Goal 6.3.4	FY 2022	FY 2023	FY 2024
Target	25%	30%	40%
Actual	10%	N/A	N/A

Lead: Office of the Chief Information Officer

This performance goal measures the percentage of Operating Administration webpages service Departmental data that experience an increase in one or more elements of the customer satisfaction survey. The customer satisfaction survey measures the customer's overall satisfaction with their Web site experience, asks whether they were successful finding the information they sought, and inquires about ease of use. The survey also provides for open-ended feedback about improvement opportunities.

FY 2022 Accomplishments

In FY 2022, OCIO piloted the use of the customer satisfaction survey.

FY 2023 – 2024 Plans for Progress

Throughout FY 2022, the Department leveraged its fast-track generic clearance for the collection of qualitative feedback on service delivery to develop a customer satisfaction survey to be used on Department web pages that disseminate data. The Department is implementing the instrument on relevant web pages and collecting baseline data during FY 2022.

Strategic Objective 6.4: Oversight, Performance, and Technical Assistance

Increase competencies in U.S. DOT's mission-critical occupations and other areas, including program management. Improve program delivery and management of requirements, funding, contract performances, and program outcomes through effective planning, administration, and oversight of grants and contracts; increased technical assistance to stakeholders; and enhanced analytics and performance management services.

The Oversight, Performance, and Technical Assistance objective is supported by seven performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- Increase the Percentage of IT Budget that Uses Shared Services (OCIO)
- Increase the Number of Software Development Contracts Awarded Under the Department's Mandatory Use SWES BPA (OCIO)
- Increase the Number of Information Technology Systems Operating on a Shared Platform (OCIO)
- Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles (OSPE)
- Increase the Percentage of Utilization of Best-in-Class Contracts in DOT's Total Obligation (OSPE)
- Achieve 99% Payment Accuracy Rate for Programs that Include the Bipartisan Infrastructure Law to Demonstrate Robust Internal Controls at Both the U.S. DOT and Grant Recipient Levels (OST-B)[KPI, BIL]
- Achieve 100% Submission Rates on Monthly and Quarterly Data Accountability and Transparency Act Reporting Submissions for All Bipartisan Infrastructure Law Programs to Provide Financial and Award-Level Detail to the American People (OST-B)[KPI, BIL]

Summary of Progress

Office of the Chief Information Officer: The Software Engineering Support Blanket Purchase Agreement (SWES BPA) mandatory-use vehicle has been leveraged extensively throughout DOT, with $216 million in awards made since FY 2021. There is also an Application Rationalization project currently underway, which seeks to identify the baseline number of systems on shared platforms.

Office of the Assistant Secretary for Budget and Programs: The Office of Inspector General's review of the FY 2021 Payment Accuracy reports found that DOT complied with the annual Payment Integrity requirements. Fiscal Year 2022 Payment Accuracy risk assessments and estimates are in progress with results provided in conjunction with the release of annual financial statements.

Office of the Senior Procurement Executive: In FY 2022, DOT's Spend under Management (SUM) performance through contract obligations on tiered contract vehicles exceeded its government-wide target of 47% at 51.6%. DOT's SUM totals have been supported by awards made to socioeconomic small businesses, which grant automatic Tier 2 SUM credit. The percentage of utilization of Best-in-Class (BIC) contracts in DOT's total obligation was three percent, falling short of the FY 2022 goal of five percent. To support the BIC percentage, OSPE established an appropriate use strategy the General Services Administration's (GSA) BIC One Acquisition Solution for Integrated Services (OASIS) for new professional services requirements in support of BIL.

Increase the Percentage of IT Budget that Uses Shared Services (OCIO)

Goal 6.4.1	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	32%	35%	40%
Actual	30%	37%	N/A	N/A

Lead: Office of the Chief Information Officer

For decades, DOT has centralized its management of certain functions on behalf of DOT organizations with the same needs such as payroll and financial management through the DOT Working Capital Fund organization. In recent years, DOT has made concerted effort to employ this approach, called shared services, for managing IT investments. DOT has made the strategic decision to expand enterprise-wide shared services to drive efficiency and better support evolving customer and organizational needs. The Department has begun assessing which operations can be switched to a shared services to take advantage of an enterprise approach.

FY 2022 Accomplishments

OCIO plans to continue to work with the IT and acquisition communities across the Department to highlight the IT offerings under the Working Capital Fund, as well as the multiple enterprise shared services contracts that OCIO manages. For example, both the VMware (period of performance 2021 through 2024) and Red Hat (period of performance 2022 through 2025) Maintenance Agreements consolidation efforts provided DOT with cost avoidance since each year the cost for the licenses and the maintenance support increases. The consolidation of multiple requirements enabled DOT to receive better pricing for its requirements with increased purchasing power. The cost avoidance for DOT for VMWare is $231,000 and Red Hat is $48,000 at full contract term. Also, the majority of the VMware and Red Hat servers, as well as the maintenance agreements' contract administration, transitioned under the Chief Information Officer for technical support. Both efforts provide cost savings to the Agency as it relates to FTE and/or contractor support.

FY 2023 – 2024 Plans for Progress

OCIO plans to continue to work with the IT and acquisition communities across the Department to highlight the IT offerings under the Working Capital Fund, as well as the multiple enterprise shared services contracts that OCIO manages. OCIO will also continue to review all IT acquisitions across the Department as part of the IT spend plan approval review process, and when appropriate will consolidate contracts where capabilities are better served on a shared services contract. In addition, OCIO will use data collected during reviews of Department-wide IT procurements to identify future potential shared services opportunities.

Increase the Number of Software Development Contracts Awarded Under the Department's Mandatory Use SWES BPA (OCIO)

Goal 6.4.2	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	26 awards *(10% increase from baseline)*	29 awards *(10% increase from FY 2022)*	32 awards *(10% increase from FY 2022)*
Actual	24 awards	59 awards *(74% increase from baseline)*	N/A	N/A

Lead: Office of the Chief Information Officer

The SWES BPA was created in FY 2019 to streamline IT acquisitions and application support efforts across the Department. The SWES BPA is for non-personal services and is administered by FHWA's IT Acquisition Center of Excellence team. It is a multiple-award BPA with 15 vendors that supports Firm-Fixed Price contracts, Labor Hour contracts, or a combination of the two contract types. The SWES BPA includes a broad spectrum of labor categories and seeks to consolidate the Department's software development, implementation, and operations and maintenance efforts into one vehicle. The objective is to replace numerous, large, mode-specific contracts with smaller, more concise efforts to optimize competition, reduce administrative costs, and eliminate contract duplication.

FY 2022 Accomplishments

The SWES BPA consolidates the Department's SWES into one procurement contract to replace numerous mode-specific contracts and reduces contract duplication and administrative costs. This mandatory-use vehicle has been leveraged extensively throughout DOT, and there have been a total of 59 awards made for a value of more than $350 million since its inception in FY 2020 (10 in FY 2020, 24 in FY 2021, and 25 in FY 2022). These numbers also account for one task order that was Terminated for Convenience.

FY 2023 – 2024 Plans for Progress

In addition to the SWES BPA being a mandatory-use DOT contract vehicle, OCIO's plan for continued progress includes hosting additional SWES Industry

Days, similar to those already completed for both Volpe and NHTSA. The benefits of such Industry Days help promote industry engagement and updates to SWES vendors on future developments and acquisitions, while also providing SWES vendors the opportunity to meet directly with Operating Administration leadership to discuss opportunities and identify options for meeting specific mission requirements.

Increase the Number of Information Technology Systems Operating on a Shared Platform (OCIO)

Goal 6.4.3	FY 2023	FY 2024
Target Milestone	Identify count of systems operating on shared platform.	Target will be determined by the baseline set in FY 2023.
Actual Milestone	N/A	N/A

Lead: Office of the Chief Information Officer

The Office of Applications and Digital Solutions was formed in FY 2020 to support application development efforts across the Department, including the expansion of development efforts on shared platforms. A shared platform is a technology product that can be used to develop business applications on a consolidated framework with centralized administrative and security controls. In FY 2021, the Department's Cyber Security Assessment and Management system reflected 488 Federal Information Security Management Act (FISMA)-reportable systems across the Department. Each of these systems has unique security and administrative requirements which necessitate specific operations and maintenance tasks to be performed by DOT staff. Shared platforms reduce this burden by allowing the Department to apply a unified set of security controls and operations and maintenance tasks to the framework, addressing several applications simultaneously across the Department.

FY 2022 Accomplishments

This is a new performance goal for FY 2023.

FY 2023 – 2024 Plans for Progress

The FY 2023 target is to identify the baseline count of systems operating on a shared platform. Once the full as-is list is validated, shared platform consolidation opportunities will be explored and targets will be set.

Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles (OSPE)

Goal 6.4.4	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	47%	54%	Targets will be set in summer 2023.
Actual	45.8%	51.6%*	41%**	N/A

Increase the Percentage of Utilization of Best-in-Class Contracts in DOT's Total Obligation (OSPE)

Goal 6.4.5	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	5%	6.5%	Target will be set in summer 2023.
Actual	2.8%	3%*	1.1%**	N/A

** Estimate until data are finalized in 2023.*

*** Actual as of January 31, 2023.*

Lead: Office of the Senior Procurement Executive

OMB Memorandum M-19-13: Category Management: Making Smarter Use of Common Contract Solutions and Practices provides guidance on the use of category management, which refers to the business practice of buying common goods and services as an enterprise to eliminate redundancies, increase efficiency, and deliver more value and savings from the government's acquisition programs. Spend Under Management is one of the key performance indicators for category management. This is comprised of varying strategic acquisition solutions from Tier 1 (agency-wide mandatory solution) to Tier 3 (government-wide BIC solutions). Best-in-Class utilization is another key performance indicator of category management implementation. Category management is a strategic approach to procurement where agency spending is grouped together based on similar qualities. The ten categories of Federal spending are facilities and construction, professional services, IT, medical, transportation and logistics, industrial products and services, travel, security and protection, human capital, and office management. These ten categories are considered common contract spend since spending in these categories occurs throughout the government. Best-in-Class utilization assesses how much of the Department's common contract spend is obligated to BIC vehicles. These contract vehicles are deemed the highest performing contracts by OMB. The Department uses a data-driven approach to identify opportunities to increase its BIC utilization.

FY 2022 Accomplishments

DOT had four notable achievements in FY 2022: it increased awards to SDB, increased utilization of the OASIS vehicle, completed draft language to incorporate category management performance metrics in Senior Executive plans, and realigned MARAD's National Security Multi-Mission Vessel as managed spend. In FY 2022, OMB classified spend to SDBs as Tier 2 – Small Business. This change resulted in DOT increased spend towards SDBs, with awards increasing by 54% from $843 million to $1.30 billion.

At the end of FY 2021, DOT put in place a procurement strategy to streamline acquisition of professional services in support of BIL. In FY 2022, DOT acquisition personnel leveraged the strategy to quickly award requirements that support BIL. To promote the strategy, DOT hosted an OASIS Reverse Industry Day. The event trained 353 DOT employees, including the FAA workforce, on OASIS. The strategy and outreach effort resulted in an increase in award obligation to OASIS Unrestricted from $1.75 million to $21.6 million (1,134%). Similarly, awards obligation to OASIS Small Business increased from $5.7 million to $24.5 million (330%). In FY 2022, raising the importance of category management within DOT leadership became a priority. To ensure that category management is elevated, the targets associated have been incorporated in DOT's Performance Management Review and subsequently Internal Quarterly Reviews. To further ensure its importance, DOT drafted language to include in Senior Executive Performance Plans.

Lastly, MARAD's National Security Multi-Mission Vessel has affected the Agency's category management performance. The spend towards this project has historically been categorized as unmanaged. After discussion with the government-wide Professional Services Team and Maritime Administration Contracting Office, the National Security Multi-Mission Vessel contract was realigned as a large-scale construction. This realigned $11.5 million of MARAD's previously unmanaged spend in FY 2022 to Tier 2 under DOT's Large-Scale Construction.

FY 2023 – 2024 Plans for Progress

DOT's Category Management leadership has identified four critical success factors to meet its FY 2022 and 2023 targets. The first is the need to align the FAA's SUM. The second is to deploy a procurement strategy that streamlines the acquisition process for professional services that uses funding related to BIL. The third is to collaborate with OSDBU to increase spending towards SDBs. The last critical factor is to keep DOT's managed spend in the same or higher tier designation.

Achieve 99% Payment Accuracy Rate for Programs that Include the Bipartisan Infrastructure Law to Demonstrate Robust Internal Controls at Both the U.S. DOT and Grant Recipient Levels (OST-B)[KPI, BIL]

Goal 6.4.6	FY 2021	FY 2022	FY 2023	FY 2024
Target	99.2%	99%	99%	99%
Actual	98.59%	98.87%	N/A	N/A

Lead: Office of the Assistant Secretary for Budget and Programs

The Payment Accuracy rate demonstrates the effectiveness of internal controls at both DOT and grant recipient levels. The methodology to produce the rate adheres with Payment Integrity legislation and guidance. Payment Integrity legislation defines a program as susceptible to significant improper payments when annual improper payments exceed 1.5% and $10 million of outlays, or $100 million of outlays regardless of the error rate. The legislation requires agencies to obtain a statistically valid estimate and report an annual amount of improper payments in programs that were identified, by risk assessment, as susceptible to significant improper payments. As of FY 2022, two DOT programs have been identified as susceptible to significant improper payments and subject to annual reporting requirements: FHWA Highway Planning and Construction and FTA COVID-19 Appropriations.

FY 2022 Accomplishments

In addition to estimating improper payments for two programs, the Department performed five improper payment risk assessments of its programs, conducted a payment recapture audit, and screened payments against the Do Not Pay databases. Federal personnel within DOT's Payment Integrity Center performed the recovery audit. More information on the Department's FY 2022 improper payment reviews is located on OMB's payment accuracy website.

FY 2023 – 2024 Plans for Progress

In FY 2023, the Department will develop a sampling and estimation methodology plan to test two programs susceptible to significant improper payments: Highway Planning and Construction and FTA COVID-19 Appropriations. DOT plans to perform qualitative or quantitative risk assessments for more than 30 programs, many of which received BIL and COVID-19 relief funding. In addition, DOT plans to analyze disbursement trends and legislative changes to its programs to determine if an off-cycle review is prudent. Programs assessed as high-risk will be deemed susceptible to significant improper payments. Susceptible programs will calculate a payment accuracy percentage and implement corrective actions based on the root causes of the improper payment findings. FY 2023 results will guide the payment integrity work for FY 2024.

Achieve 100% Submission Rates on Monthly and Quarterly Data Accountability and Transparency Act Reporting Submissions for All Bipartisan Infrastructure Law Programs to Provide Financial and Award-Level Detail to the American People (OST-B)[KPI, BIL]

Goal 6.4.7	FY 2022	FY 2023	FY 2024
Target	N/A	100%	100%
Actual	100%	N/A	N/A

Lead: Office of the Assistant Secretary for Budget and Programs

The Data Accountability and Transparency Act of 2014 (DATA Act) established government-wide data standards for reporting spending information and required such data to be published and made accessible to the public. To meet these requirements, 11 DOT reporting entities report and publish financial activity (obligations and outlays), as well as procurement and financial assistance award data for all Treasury accounts, on a monthly basis to USASpending.gov. On a quarterly basis, the DOT reporting entities review potential issues with the completeness, timeliness, and accuracy of its spending information and certify the quality of the data reported.

FY 2022 Accomplishments

DOT successfully completed the monthly submission and quarterly certification of all DATA Act data and files. Therefore, there were no exclusions, including the BIL programs in the DATA Act submissions.

FY 2023 – 2024 Plans for Progress

DOT will establish a baseline for this measure and ensure all BIL programs are included in the DATA Act reporting processes and monthly submissions. Complete submission is determined by the results of DOT's Government-wide Treasury Account Symbol certification.

Strategic Objective 6.5: Sustainability Initiatives

Promote a sustainable, clean, and resilient future for U.S. DOT's employees, buildings, and operations to meet the challenge of the climate crisis by establishing a path to achieve net-zero emissions from all operations by 2050. Eliminate greenhouse gas emissions from U.S. DOT buildings, in collaboration with other Federal partners.

The Sustainability Initiatives objective is supported by three performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- Identify New Buildings Entering the Design Phase in FY 2023 and Ensure the Guiding Principles for Sustainable Federal Buildings are Included in the Design for Applicable Facilities (FAA)
- Reduce the Percentage of Direct Greenhouse Gas Emissions from DOT Operations, Facilities, and Fleets from 2008 Levels (OST-M)
- Increase the Percentage of Zero-Emission Light-Duty Vehicle Fleet Acquisitions (OST-M)

Summary of Progress

Federal Aviation Administration: The FAA has confirmed that seven new-construction facilities entered the design phase in FY 2022. At this time, all scopes of work for the designs are expected to result in facilities that meet the CEQ's Guiding Principles for Sustainable Federal Buildings.

Office of the Assistant Secretary for Administration: The Department continues to advance strategies and projects to reduce GHG emissions from its buildings and operations. In FY 2021, the Department reduced its Scope 1 and 2 GHG emissions by 48.4% from a 2008 baseline and is poised to achieve the President's reduction goal of 65% by 2030. To reduce GHG emissions, in 2021, DOT consumed more than 120,000 megawatt hours of carbon pollution-free electricity in its buildings while reducing energy use intensity at its facilities by 42% from a 2003 baseline. The Department also diverted 61% of non-hazardous municipal solid waste from landfills and purchased more than $1.2 billion in environmentally friendly goods and services.

Identify New Buildings Entering the Design Phase in FY 2023 and Ensure the Guiding Principles for Sustainable Federal Buildings are Included in the Design for Applicable Facilities (FAA)

Goal 6.5.1	FY 2022	FY 2023	FY 2024
Target	Two facilities designated as Federal Sustainable Buildings	All new FAA buildings entering the design phase in FY 2023	All new FAA buildings entering the design phase in FY 2024
Actual	Two facilities totaling 57,000 gross square feet designated as Sustainable Federal Buildings	N/A	N/A

Lead: Federal Aviation Administration

Executive Order 14057 on Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability requires Federal agencies to implement the White House Council on Environmental Quality's Guiding Principles for Sustainable Federal Buildings in building design, construction, and operation of all new Federal buildings and renovated existing buildings. The FY 2022 target was based upon legacy requirements that required 15% of FAA buildings (greater than 10,000 gross square feet) to meet the Guiding Principles of Sustainable Federal Buildings. Current requirements, updated in Executive Order 14057, mandate that all new buildings meet the Guiding Principles. By meeting these principles, agencies will reduce GHG emissions and waste deposited in landfills while increasing access to public transit and improving indoor air quality for Federal workers.

FY 2022 Accomplishments

In FY 2022, the FAA certified two buildings as Sustainable Federal Buildings: the Charlotte Air Traffic Control Tower and Building 229 (Screening Facility Building) at the Mike Monroney Aeronautical Center. Both facilities are certified to adhere to the Guiding Principles. A building is certified when FAA engineers complete an in-depth analysis into the building's design and performance, as per the CEQ instructions. The certification includes ensuring the building meets the six principles outlined by CEQ, which include sustainable design and operation practices such as optimizing energy performance and conserving water. The two buildings added 57,000 gross square feet to the FAA's portfolio of sustainable buildings.

FY 2023 – 2024 Plans for Progress

The FAA's Office of Environment and Energy has communicated the requirements of Executive Order 14057 to FAA senior leadership responsible for facilities within the organization, along with relevant stakeholders who design and oversee construction of new facilities. The FAA will include all applicable new facilities in input to the annual DOT sustainability plan, along with a projected status of compliance with the Guiding Principles. FAA senior leadership will be kept apprised of progress and any issues that arise to facilitate target success. The FAA's Office of Environment and Energy has communicated these requirements of Executive Order 14057 to FAA senior leadership responsible for facilities within the organization along with relevant FAA stakeholders who design and oversee construction of new facilities. The FAA will include all applicable, new facilities in input to the annual DOT sustainability plan, along with a projected status of compliance with the Guiding Principles. FAA senior leadership will be kept apprised of progress and any issues that arise to facilitate target success.

At the Mike Monroney Aeronautical Center, the FAA will add and monitor life-cycle cost-effective energy and water conservation and efficiency improvement measures. At the William J. Hughes Technical Center, the FAA requests funds to support energy and water evaluations, installation of building energy and water meters, and staffing to implement and track sustainability compliance mandates. The Agency also will develop plans to implement identified energy conservation measures.

The FY 2024 President's Budget requests a $4.2 million increase to review, plan, coordinate, report on, and proactively support the FAA's implementation of the Executive Orders on climate change and sustainability and adapt FAA policies as needed. The FAA will be able identify targets of opportunity for carbon free-electricity, research utility markets apt for power-purchasing agreements, and seek facilities with ideal renewable energy generation and storage. Funding is requested to reduce the Agency's environmental footprint, ensure facility compliance with environmental and safety requirements, and meet air quality standards. The Agency will be able identify targets of opportunity for carbon free-electricity, research utility markets apt for power-purchasing agreements, and seek facilities with ideal renewable energy generation and storage.

Reduce the Percentage of Direct Greenhouse Gas Emissions from DOT Operations, Facilities, and Fleets from 2008 Levels (OST-M)

Goal 6.5.2	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	50% reduction from baseline*	52% reduction from baseline*	54% reduction from baseline*
Actual	48.4%	50.9%	N/A	N/A

** Baseline: 756,767 metric tons of CO_2 equivalent gases (FY 2008 actual)*

Lead: Office of the Assistant Secretary for Administration

Executive Order 14057 requires the Department to reduce its Scope 1 and Scope 2 GHG emissions by 65% by 2030 relative to the FY 2008 baseline. Scope 1 emissions are direct GHG emissions which emanate from buildings and vehicles which are owned and/or operated by DOT (e.g., emissions associated with fuel combustion in boilers, furnaces, and vehicles). Scope 2 emissions are indirect GHG emissions associated with DOT's purchases of electricity and steam. DOT owns and/or operates about 10,000 buildings and 6,000 vehicles. In FY 2021, DOT's Scope 1 and 2 GHG emissions totaled 390,329 metric tons of carbon dioxide equivalent, which represents a 48% reduction from the 2008 baseline. The FY 2022 GHG reduction target is based on a two percent annual decrease in Scope 1 and Scope 2 GHG emissions to meet the 2030 goal. By meeting the 2030 goal, DOT will reduce its environmental impacts and drive greater sustainability government wide.

FY 2022 Accomplishments

In FY 2022, the Department engaged in multiple sustainability actions and projects to reduce GHG emissions and improve operational resiliency at its facilities. Priority actions included evaluating high energy-use facilities to implement energy conservation measures; purchasing or generating renewable energy; establishing new FTE positions to serve as subject

matter experts to lead initiatives related to sustainability, climate change, and GHG emissions; and facilitating sustainability, GHG, and climate change training for DOT employees. Major renovations and capital improvement projects included installing LED lighting, high-efficiency heating and cooling equipment, energy-efficient windows, advanced electrical meters, and low voltage transformers.

FY 2023 – 2024 Plans for Progress

DOT will accelerate GHG emission reductions by expanding successful strategies to increase energy efficiency by using GSA area-wide contracts to purchase carbon pollution-free electricity and by leveraging performance contracts to install these carbon pollution-free electricity systems onsite. The Department will work across new building construction, major renovations, and existing real property to electrify systems, decrease energy use, reduce water consumption, cut waste, and advance sustainable buildings using performance contracts where feasible. The DOT Office of Facilities, Information, and Asset Management will track progress on this performance goal for all facilities and fleet vehicles owned, leased, and/or operated by the Department and its Operating Administrations.

Increase the Percentage of Zero-Emission Light-Duty Vehicle Fleet Acquisitions (OST-M)

Goal 6.5.3	FY 2022	FY 2023	FY 2024
Target	40% of light-duty vehicle acquisitions	15% of light-duty vehicle acquisitions	40% of light-duty vehicle acquisitions
Actual	68%	N/A	N/A

Lead: Office of the Assistant Secretary for Administration

Executive Order 14057 requires the Department to achieve 100% zero-emission light-duty vehicle acquisitions by FY 2027. DOT owns and/or operates about 6,000 vehicles, 4,735 of which are light-duty vehicles. The operating cost for DOT's fleet of vehicles was $30 million in FY 2021. DOT had 159 zero-emission vehicles in its inventory in FY 2021. The FY 2022 target is based on the Department's planned acquisitions to meet the 2027 goal. By meeting the 2027 goal, DOT will reduce its environmental impacts and drive greater sustainability government wide.

FY 2022 Accomplishments

In FY 2022, the Department successfully initiated the transition to a clean and zero-emission fleet. Specifically, DOT was the first out of 68 Federal agencies in ordering new zero-emission vehicles in FY 2022, with 292 vehicles successfully ordered. DOT plans to place orders for 237 or more such vehicles in FY 2023.

FY 2023 – 2024 Plans for Progress

DOT will prioritize strategies and actions to transition to a clean and zero-emission fleet while reducing overall fleet size and GHG emissions. DOT will take a data-driven approach to accomplishing this goal, utilizing GSA, DOE, and CEQ guidance and data tools. DOT will accomplish these goals by:

- Acquiring zero-emission vehicles that are cost-effective and meets mission requirements, to the maximum extent possible;
- Monitoring and reducing Agency Incurred Expenses, which are expenses that are not included in GSA vehicle leases to achieve possible savings; and
- Exploring Energy Savings Performance Contracts to requisition Electric Vehicle Supply Equipment charging ports.

Additionally, 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 of vehicle utilization will optimize DOT's ability to focus resources on key acquisition actions and critical mission requirements. The DOT Office of Facilities, Information, and Asset Management will track progress on this performance goal for the acquisition of all owned and leased light-duty vehicles in the fleets of the Department and its Operating Administrations.

Strategic Objective 6.6: Enterprise Cyber Risks

Harden U.S. DOT's enterprise information and communications technology against cyber threats.

The Enterprise Cyber Risks objective is supported by three performance goals (see the Performance Goal Inventory for a complete list of all performance goals):

- Increase the Percentage of Federal Information Security Modernization Act Information Systems Where Privacy Threshold Assessments and Privacy Plans Align with Authority to Operate (OCIO)
- Decrease the Percentage of DOT-Approved Plans of Actions and Milestones Recorded in the Cybersecurity Assessment Management System (OCIO)
- 100% of Eligible OA Systems and Assets Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for Internal and External Customers by September 30, 2025 (OCIO)[KPI]

Summary of Progress

OCIO has made progress in several areas related to its performance goals under this objective, including:

- To use a consistent methodology from the previous year, Personally Identifiable Information (PII) systems were counted, resulting in an increase in the percentage of FISMA information systems where Privacy Threshold Assessments and privacy plans align with authority to operate (ATO) from 23% to 31.4% for FY 2022.
- For Personal Identify Verification/Multi-Factor Authentication (PIV/MFA) network compliance, OCIO met its goal of 100% for internal users accessing DOT networks.
- OCIO published the *Information Technology Implementation Memorandum 2022-006, U.S. Department of Transportation Implementation Guidance for Users of Information Systems and Applications*, which provides guidance and direction to Operating Administrations on meeting MFA requirements for systems and applications in accordance with Executive Order 14028 on Improving the Nation's Cybersecurity, and OMB Memorandum M-22-09: Moving the U.S. Government Toward Zero Trust Cybersecurity Principles.

Increase the Percentage of Federal Information Security Modernization Act Information Systems Where Privacy Threshold Assessments and Privacy Plans Align with Authority to Operate (OCIO)

Goal 6.6.1	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	24.15% *(5% increase from baseline*)*	25.3% *(10% increase from baseline*)*	26.45% *(15% increase from baseline*)*
Actual	23%	45%	N/A	N/A

** Baseline: 23%*

Lead: Office of the Chief Information Officer

Per OMB Circular A-130 and the DOT Privacy Risk Management Policy, systems must have a fully adjudicated privacy plan in place before receiving certification and accreditation or ATO. This goal measures the number of FISMA information systems where Privacy Threshold Assessments/privacy plans align with ATO.

FY 2022 Accomplishments

In FY 2022, 45% of DOT FISMA systems align Privacy Threshold Assessments and Privacy Plans with ATO, a significant increase over FY 2021. FISMA reporting only accounts for PII systems and that metric was used for this year's reporting. However, in accordance with DOT policy, systems that are non-PII systems are also reviewed annually prior to authorization and reauthorization, to include the FAA which has a three-year ATO cycle. OCIO has made significant progress reporting on non-PII systems prior to ATO. Including non-PII systems in future reporting will more accurately reflect the number of systems where privacy threshold analyses and privacy plans were aligned to ATO.

FY 2023 – 2024 Plans for Progress

The DOT Chief Privacy Office is working to ensure that privacy threshold analyses and any other privacy artifacts such as Privacy Impact Assessments and System of Records Notices, collectively referred to as privacy plans, are completed prior to ATO and included

in ATO packages. While there has been an increase in alignment of privacy threshold analyses and privacy plan and ATO dates, the Privacy Officer seeks to further increase the percentage by 10% to ensure compliance with OMB and DOT policies.

Decrease the Percentage of DOT- Approved Plans of Actions and Milestones Recorded in the Cybersecurity Assessment and Management System (OCIO)

Goal 6.6.2	FY 2022	FY 2023	FY 2024
Target	25% reduction from baseline*	35% reduction from baseline*	25% reduction from baseline*
Actual	25% reduction from baseline*	N/A	N/A

** Baseline: 10,000*

Lead: Office of the Chief Information Officer

Executive Order 14028 outlines several actions that agencies must take to protect sensitive data and remediate IT systems vulnerabilities. This performance goal measures the number of remediated cybersecurity vulnerabilities across DOT.

FY 2022 Accomplishments

The DOT Cybersecurity Information Protection Division monitors the information system inventory of record, Cybersecurity Assessment and Management. The application displays information system authorizations and tracks observed information system security weaknesses recorded as Plans of Action and Milestones (POA&Ms). POA&Ms display specific milestone objectives to be met and verified prior to the actual closure of the weakness record. Operating Administrations closed 1,952 records pertaining to MFA, contingency planning, flaw remediation and documentation updates. These observed efforts strengthen the DOT security posture and part of risk reduction efforts underway.

FY 2023 – 2024 Plans for Progress

OCIO will continue its strategy to emphasize consolidation of duplicative systems and applications to reduce the size of the inventory of systems. OCIO will also emphasize inheritance of security capabilities and IT controls from shared services platforms to reduce system complexity, improve the consistency of control implementation, and reduce risk resulting in the closures of existing enterprise and system level security weaknesses documented as POA&Ms. OCIO will develop and use a cyber risk management dashboard to track and report upon cybersecurity and privacy risks, POA&Ms, and progress towards this goal.

100% of Eligible OA Systems and Assets Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for Internal and External Customers by September 30, 2025 (OCIO)[KPI]

Goal 6.6.3		FY 2022	FY 2023	FY 2024
Network User Accounts that Enforce MFA Methods for Login Access	Target	100%	100%	100%
	Actual	98%	N/A	N/A
Eligible Systems that Leverage MFA Methods for Login Access	Target	100%	100%	100%
	Actual	13%	N/A	N/A

Note: Eligible systems exclude 91 Operational Technology FAA systems that do not require MFA due to various reasons (e.g., system is not connected to the Internet).

Lead: Office of the Chief Information Officer

Executive Order 14028 outlines several steps that Federal agencies must take to improve cybersecurity in Federal information systems. In response, the Department will complete modernization of its security assessment and authorization systems and processes to facilitate automated security assessments, enhanced risk management, and integration with Operating Administration dashboards. This will increase monitoring capabilities, fostering enterprise viability and enabling better protections that reduce overall risk. This goal measures the percentage of eligible Operating Administration systems and assets meeting compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA requirements for internal and external customers.

FY 2022 Accomplishments

DOT has made significant progress enforcing MFA across Departmental networks. OCIO has implemented solutions (e.g., T-Cards and Logical Access Cards) to reduce PIV exceptions. The FAA also upgraded its MyAccess network login with Okta Verify, which now enforces MFA. In addition, DOT has increased its use of MFA for systems access by conducting continual outreach, monitoring, and tracking Operating Administrations' MFA efforts, establishing an MFA IT Implementation Memorandum identifying DOT-sanctioned MFA solutions and target dates for completion, and launching pilot projects using MFA solutions.

FY 2023 – 2024 Plans for Progress

To make progress on this performance goal in FY 2023 and 2024, OCIO will:

- Work with internal and external stakeholders across the Department to increase the percentage of Operating Administration systems and assets meeting compliance on enterprise coverage and enterprise monitoring;
- Increase PIV/MFA requirements for internal and external customers; and
- Increase security assessment requirements to provide better protection for mission-critical systems and assets.

APPENDIX I
Performance Goal Inventory

Strategic Goal 1: Safety

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Objective 1.1	1.1.1	Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities	OST-P	NHTSA, FHWA, FMCSA			✓
	1.1.2	By September 30, 2023, the Department Will Reduce the Rate of Motor Vehicle Fatalities from 1.36 per 100 Million Vehicle Miles Traveled (VMT) as of October 1, 2021, to No More Than 1.22 per 100 Million VMT	NHTSA	OST-P, FHWA, FMCSA	✓	✓	✓
	1.1.3	Reduce Passenger Vehicle Occupant Fatalities per 100 Million Passenger Vehicle Miles Traveled	NHTSA				
	1.1.4	Reduce Large Truck and Bus Fatalities per 100 Million Vehicle Miles Traveled	FMCSA				
	1.1.5	Reduce Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations	NHTSA				
	1.1.6	Reduce Non-Occupant (Pedestrian/Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population	NHTSA	OST-P, FHWA, FMCSA			
	1.1.7	Reduce the Number of Non-Motorized Fatalities and Serious Injuries	FHWA				
	1.1.8	Reduce the Race Fatality Ratio by Population	FHWA				
	1.1.9	Reduce the Number of Vehicle Occupants Ejected from Passenger Vehicles per 100 Emergency Medical Services Motor Vehicle Crash Dispatches	NHTSA				
	1.1.10	Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles	FTA				
	1.1.11	Reduce Total Number of Transit-Related Fatalities	FTA				
	1.1.12	Reduce Fatalities and Injuries on Transit from Assaults on All Persons per 100 Million Train/Bus Revenue Miles	FTA				
	1.1.13	Reduce Highway-Rail Grade Crossing Incidents	FRA				
	1.1.14	Reduce Rail Right-of-Way Trespass Incidents	FRA				
	1.1.15	Reduce Train Accidents	FRA				
	1.1.16	Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline or Surface Transportation Conveyance	PHMSA				
	1.1.17	Reduce the Number of Incidents Involving Death and Major Injury Resulting from the Transportation of Hazardous Materials by All Modes Including Pipelines	PHMSA				
	1.1.18	Increase the Number of Overall Impressions, Social Media Engagement, Web Performance, and Email Engagement for the *Our Roads, Our Safety* Campaign	FMCSA				
	1.1.19	Increase the Percentage of Person Trips by Transit and Active Transportation Modes from Roughly 4% in 2020 to 6%	FTA	FHWA, FRA			✓
	1.1.20	Increase Transit Ridership in the Top Transit Cities Back to 100% of 2019 Levels	FTA				✓
	1.1.21	Through the Safe Streets for All Program, Ensure More than 200 Communities Have Strategies to Reduce Fatalities and More than 100 Have Interventions to Reduce Fatalities and Injuries	FHWA			✓	
Objective 1.2	1.2.1	Reduce Highway Workers Fatalities	FHWA				✓
	1.2.2	Reduce the Transportation Worker Fatality and Serious Injury Rate by 2026	FMCSA				✓
	1.2.3	Reduce Transit Worker Fatalities and Injuries From Collision and Derailment Events per 100 Million Train/Bus Revenue Miles	FTA				✓
	1.2.4	Reduce the Railroad Employee On-Duty Injury and Illness Rate by 5% Less than the Prior Year Amount	FRA				✓
	1.2.5	Increase the Volume of PackSafe Messaging to the Traveling Public and SafeCargo Messaging to Shippers	FAA				

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
	1.2.6	Conduct Random and Targeted Checks on Compliance with EMBARC Standards of Not Less Than Five Percent of Commercial Vessels that Host Cadets from the United States Merchant Marine Academy	MARAD				
Objective 1.3	1.3.1	Increase the Highway Safety Improvement Program Obligation Rate	FHWA				
	1.3.2	Increase the Number of Compliance Reviews by 50% by 2027	FMCSA				
	1.3.3	Increase the Number of New Entrant Safety Audits by 25% by 2027	FMCSA				
	1.3.4	Fund Improvements to at Least 250 Highway-Rail Grade Crossings Each Year, Including Grade Separating at Least 10 of the Highest Risk Crossings	FRA				
	1.3.5	Maintain the Percentage of 5-Star Safety Ratings by Model Year through New Car Assessment Program Vehicle Safety Testing at 85%	NHTSA				
Objective 1.4	1.4.1	By September 30, 2023, the Federal Aviation Administration's Range of Programs Will Contribute to the Commercial Air Carrier Fatality Rate Remaining Below the Target of 4.9 Fatalities per 100 Million Persons on Board	FAA		✓		✓
	1.4.2	By September 30, 2023, the Federal Aviation Administration's Range of Programs Will Contribute to Reducing General Aviation Fatal Accidents to No More Than 0.94 Fatal Accidents per 100,000 Flight Hours	FAA		✓		✓
	1.4.3	Maintain the Weighted Surface Safety Risk Index at or Below 0.38 per Million Operations for Commercial Aviation	FAA				
	1.4.4	Maintain the Weighted Surface Safety Risk Index at or Below 1.39 per Million Operations for Non-Commercial Aviation	FAA				
	1.4.5	Reduce the Fatal and Serious Injury Accident Rate in Alaska with Emphasis on Part 135 Air Carrier Incidents	FAA				
	1.4.6	Increase the Number of Inspections by 10% by 2024	FMCSA			✓	
	1.4.7	Increase Percentage of High-Risk Carrier Investigations Completed within 90 Days	FMCSA				
1.5	1.5.1	Reduce the Number of Hours to Relay Critical Infrastructure Cybersecurity Information to Co-Sector Risk Management Agency Stakeholders	OST-S				✓

Strategic Goal 2: Economic Strength and Global Competitiveness

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Objective 2.1	2.1.1	Increase Employment in the Transportation and Warehouse Sector by 7% Annually	OST-P	OST-R			✓
	2.1.2	Increase the Number of Students Who Participate in the Commercial Driver's License Operator Safety Training Program	FMCSA				
	2.1.3	Execute a Commercial Driver's License Apprenticeship Program for Under-21 Drivers	FMCSA				
Objective 2.2	2.2.1	The Percent of Paved Runways in the National Plan of Integrated Airport Systems in Excellent, Good, or Fair Condition will be Maintained at 93%	FAA		✓		✓
	2.2.2	Complete Construction on a Total of 30 Staffed Air Traffic Control Towers by 2030	FAA			✓	
	2.2.3	Reduce the Backlog of $830 Billion in Highway Repairs by 50% by 2040	FHWA			✓	✓
	2.2.4	The Percentage of Interstate Pavement in Either Good or Fair Condition will be Maintained at 95%	FHWA		✓		✓
	2.2.5	The Percentage of Deck Area on National Highway System (NHS) Bridges in Either Good or Fair Condition Will be Maintained at or Above 95%	FHWA		✓		✓
	2.2.6	Fix the 10 Most Economically Significant Bridges and Repair the 15,000 In-Most-Need Bridges	FHWA			✓	✓
	2.2.7	Eliminate 100% of Amtrak's State of Good Repair Backlog of Amtrak-Owned Fleet, ADA Stations Compliance, and Non-NEC Infrastructure by 2035	FRA			✓	✓

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Objective 2.2	2.2.8	Reduce the Northeast Corridor State of Good Repair Backlog by 60% and Reduce Corridor-Wide Trip Times by 2035	FRA			✓	✓
	2.2.9	Initiate Intercity Passenger Rail Service on at Least Three New Corridors by 2035	FRA			✓	✓
	2.2.10	Improve Short Line Railroad Infrastructure and Equipment	FRA				✓
	2.2.11	Reduce the State of Good Repair Backlog for Transit Revenue Vehicles by 25% by 2030	FTA			✓	✓
	2.2.12	Reduce the State of Good Repair Backlog for Transit Buildings and Facilities by at Least 50% by 2030	FTA			✓	✓
	2.2.13	Increase the Frequency of Bus Service in Urbanized Areas Over 100,000 in Population by 10% by 2026	FTA			✓	✓
	2.2.14	By 2036, Repair or Replace 1,000 Miles of High-Risk, Leak-Prone, Community-Owned Legacy Gas Distribution Pipeline Infrastructure, as Well as an Estimated Reduction of 1,000 Metric Tons of Methane Emissions and a Reduction in Fatalities/Serious Injuries	PHMSA			✓	✓
	2.2.15	Average Project Completion Time for Major Projects Posted on the Permitting Dashboard	OST-P				
	2.2.16	Average NEPA Schedule Length of In-Progress Major Projects Posted on the Permitting Dashboard	OST-P				
Obj. 2.3	2.3.1	Increase Number of New Air Transport Agreements, Modernized Air Transport Agreements, and Commercial Concerns Resolved	OST-X-40				
	2.3.2	Participate in Policy Meetings to Represent U.S. International Aviation Policy Interests	OST-X-40				
Objective 2.4	2.4.1	Alleviate Freight Congestion	FHWA				
	2.4.2	Reduce the Number of Hazardous Materials Incidents that Resulted in a Road Closure of One Hour or More	PHMSA				
	2.4.3	Increase the Number of U.S.-Flag Vessels in International Service	MARAD				
	2.4.4	Increase Port Capacity Throughput Availability by 10% by 2026	MARAD			✓	✓
	2.4.5	Maintain or Increase the Percentage of Time the U.S. Portion of the St. Lawrence Seaway is Available to Commercial Users	GLS				
Objective 2.5	2.5.1	Focus $19.4 Billion in BIL Funds on Airport Modernization and Safety Infrastructure Projects, Including Participation in Completing 20 Terminals and 400 New or Rehabilitated Pavement Projects by 2030	FAA				✓
	2.5.2	Meet the Annual Target for Average Number of Daily Arrivals and Departures at Core Airports	FAA				
	2.5.3	Meet the Annual Target for National Airspace System On-Time Arrival Rate at Core Airports	FAA				
	2.5.4	The Percentage of Person-Miles Traveled on the Interstate that are Reliable Will be at or Above 82.8%	FHWA		✓		✓
	2.5.5	Increase Intercity Passenger Rail On-Time Arrivals System-Wide	FRA				
	2.5.6	Increase Percentage of DoD-Required Shipping Capacity Complete with Crews Available within Mobilization Timelines	MARAD				

Strategic Goal 3: Equity

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Obj. 3.1	3.1.1	Reduce National Transportation Cost Burden by 5%, Including Transportation Travel Cost as a Percent of Income, by 2030	OST-P	FHWA, FTA			✓
	3.1.2	Increase the Number of State ADA Report Submissions in eCivil Rights Connect	FHWA				
Objective 3.2	3.2.1	Increase U.S. DOT Direct Contract Dollars to Small Disadvantaged Businesses from 18.2% in FY 2021 to 22% by FY 2026	OSDBU	OSPE	✓		✓
	3.2.2	Increase the Percentage of Total FAA Direct Procurement Dollars Awarded to Small Disadvantaged Businesses	FAA				
	3.2.3	Increase Number of State DOTs Adopting and Implementing Identified Best Practices When Administering the DBE Program on Design-Build Projects	FHWA				
	3.2.4	Increase the Total Federal Transit Grant Dollars Announced or Allocated for Rural or Tribal Areas	FTA				
Objective 3.3	3.3.1	All 50 State DOTs and Top 100 MPOs Adopt a Quantitative Equity Screening Component to Their S/TIP Development Processes by 2030	OST-P	FHWA, FTA			✓
	3.3.2	Increase the Percentage of Community Outreach Activities Directed Toward Underserved Communities to Increase Hazmat Transportation Awareness, Preparedness, and Response	PHMSA				
Objective 3.4	3.4.1	By 2025, Increase by 5% the Number of U.S. DOT Discretionary Grant Applicants from Disadvantaged Communities who have Never Applied for U.S. DOT Funding Before	OST-P			✓	✓
	3.4.2	Utilize the IIJA to Assess and Strengthen Civil Rights Program Capacity, Coordination, and Outcomes, Including Fully Implementing DOT's New Title VI Order, Phased to Meet IIJA Implementation Timelines	DOCR				
	3.4.3	Reduce the Number of Displacements Resulting from Federal-Aid Highway Projects	FHWA				
	3.4.4	Complete Three Projects that Reconnect Communities that were Divided by Transportation Corridors	OST-P	FHWA, FRA, FTA		✓	

Strategic Goal 4: Climate and Sustainability

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Objective 4.1	4.1.1	Reduce Transportation Emissions in Support of Net-Zero Emissions Economy-Wide by 2050	OST-P				✓
	4.1.2	Reduce Greenhouse Gas Emissions from Aviation to At or Below 2019 Levels (216 Million Metric Tons CO_2) by 2030	FAA				✓
	4.1.3	Build a National Network of 500,000 EV Chargers by 2030 to Accelerate the Adoption of EVs	OST-P		✓	✓	✓
	4.1.4	Initiate or Develop At Least Three New Terminals Projects with Reduced Emissions and Multi-Modal Access by 2030	FAA	FTA, FRA		✓	
	4.1.5	Increase the Number of Zero-Emission Bus Vehicles in the National Transit Fleet by 450% to 7,500 Vehicles by 2030	FTA			✓	✓
	4.1.6	Reduce the Gross Volume Spilled from Crude Oil and Refined Products' Pipeline Systems	PHMSA				
	4.1.7	Reduce the Volume of Natural Gas Released During Pipeline Incidents	PHMSA				
4.2	4.2.1	By 2026, 50% of States/MPOs Have Developed Resilience Improvement Plans	OST-P	All OAs			✓
Obj. 4.3	4.3.1	Ensure that the Benefits of At Least 40% of U.S. DOT Investments in the Areas of Clean Energy and Energy Efficiency, Clean Transportation, and the Remediation and Reduction of Legacy Pollution Flow to Disadvantaged Communities	OST-P				✓

Strategic Goal 5: Transformation

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Obj. 5.1	5.1.1	Double the Number of Research and Deployment Projects Centered on Breakthrough Discoveries that Introduce New Technologies or Approaches Not Currently Deployed in the Transportation System	OST-R				✓
Objective 5.2	5.2.1	Increase the Capacity for Near-Term Operations of Advanced Air Mobility Operations	FAA				
	5.2.2	By 2026, Support 25 Novel Data and Technology Approaches Related to Artificial Intelligence, Cybersecurity, and Infrastructure Resilience in Communities Across the U.S.	OST-R	OST-P, All OAs			✓
Obj. 5.3	5.3.1	By 2026, Create a Digital Forum to Engage 10k Transportation Professionals to Share Best Practices and Use Cases on Smart Cities/Communities, Technology, and Data in Transportation	OST-R				✓
Obj. 5.4	5.4.1	By 2026, Support 25 Projects that Build Data and Technology Systems for Transportation Planning and Infrastructure Operation that Serve as Interoperable Platforms that Can Engage with Various Tools, Technologies, and Approaches	OST-R	All OAs			✓

Strategic Goal 6: Organizational Excellence

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Objective 6.1	6.1.1	Decrease the Number of Weeks to Adjudicate Registration Operating Authority Applications	FMCSA				
	6.1.2	Maintain Overall Customer Satisfaction with IT Help Desk Services	OCIO				
	6.1.3	Maintain One-Week Service Desk Request Closure Rate	OCIO				
Objective 6.2	6.2.1	80% of OA-Projected Bipartisan Infrastructure Law Hiring Targets are Achieved Starting in FY 2023	OST-M				✓
	6.2.2	Work to Increase the Diversity of Applicants for Mission-Critical Occupations in Each Operating Administration	OST-M/ DOHR	DOCR		✓	✓
	6.2.3	Increase the Percentage of Large, Cross-Agency Science, Technology, Engineering, and Math Aviation and Space Education Outreach Events to Which the Equity Assessment Tool Has Been Applied	FAA				
	6.2.4	Increase the Percentage of Persons with Disabilities and Persons with Targeted Disabilities in the FAA Workforce	FAA				
	6.2.5	Increase the Percentage of Supervisors and Managers Who Have Received Training on Unconscious Bias	FHWA				
	6.2.6	Increase the Number of Partnerships with Historically Black Colleges and Universities and Minority-Serving Institutes	FHWA				
	6.2.7	Increase the Number of Funded Positions Including the Pathways Program and Persons with Disabilities	FHWA				
Objective 6.3	6.3.1	Increase the Number of Users of Department-Wide Data Services	OCIO				
	6.3.2	Increase the Percentage of Operating Administrations Leveraging the Fast-Track Paperwork Reduction Clearance Process	OCIO				
	6.3.3	Increase the Percentage of DOT Information Systems Encrypting Data at Rest and In Transit	OCIO				
	6.3.4	Increase the Percentage of Operating Administration Webpages Service Departmental Data that Experience an Increase in One or More Elements of the Customer Satisfaction Survey	OCIO				

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Objective 6.4	6.4.1	Increase the Percentage of IT Budget that Uses Shared Services	OCIO				
	6.4.2	Increase the Number of Software Development Contracts Awarded Under the Department's Mandatory Use SWES BPA	OCIO				
	6.4.3	Increase the Number of Information Technology Systems Operating on a Shared Platform	OCIO				
	6.4.4	Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles	OSPE				
	6.4.5	Increase the Percentage of Utilization of Best-in-Class Contracts in DOT's Total Obligation	OSPE				
	6.4.6	Achieve 99% Payment Accuracy Rate for Programs that Include the Bipartisan Infrastructure Law to Demonstrate Robust Internal Controls at Both the U.S. DOT and Grant Recipient Levels	OST-B			✓	✓
	6.4.7	Achieve 100% Submission Rates on Monthly and Quarterly Data Accountability and Transparency Act Reporting Submissions for All Bipartisan Infrastructure Law Programs to Provide Financial and Award-Level Detail to the American People	OST-B			✓	✓
Objective 6.5	6.5.1	Identify New Buildings Entering the Design Phase in FY 2023 and Ensure the Guiding Principles for Sustainable Federal Buildings are Included in the Design for Applicable Facilities	FAA				
	6.5.2	Reduce the Percentage of Direct Greenhouse Gas Emissions from DOT Operations, Facilities, and Fleets from 2008 Levels	OST-M				
	6.5.3	Increase the Percentage of Zero-Emission Light-Duty Vehicle Fleet Acquisitions	OST-M				
Objective 6.6	6.6.1	Increase the Percentage of Federal Information Security Modernization Act Information Systems Where Privacy Threshold Assessments and Privacy Plans Align with Authority to Operate	OCIO				
	6.6.2	Decrease the Percentage of DOT-Approved Plans of Actions and Milestones Recorded in the Cybersecurity Assessment and Management System	OCIO				
	6.6.3	100% of Eligible OA Systems and Assets Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/ MFA Requirements for Internal and External Customers by September 30, 2025	OCIO				✓

APPENDIX II
Updates to DOT's Performance Goals

New Performance Goals

#	Performance Goal	Lead
1.2.6	Conduct Random and Targeted Checks on Compliance with EMBARC Standards of not Less Than 5% of Commercial Vessels that Host Cadets from the USMMA	MARAD
2.2.15	Average Project Completion Time for Major Projects Posted on the Permitting Dashboard	OST-P
2.2.16	Average NEPA Schedule Length of In-Progress Major Projects Posted on the Permitting Dashboard	OST-P

Changed Performance Goals

#	Original	New	Rationale for Change	Lead
1.1.3	Reduce Vehicle Occupant Fatalities per 100 Million Vehicle Miles Traveled	Reduce Vehicle Occupant Fatalities per 100 Million Passenger Vehicle Miles Traveled	The revised goal name reflects the fact that the metric is based on passenger vehicle miles traveled (VMT), as opposed to total VMT. The former represents the appropriate measure of exposure/risk for a passenger vehicle occupant fatality. Total VMT includes miles traveled by non-passenger vehicles such as large trucks, buses, and motorcycles.	NHTSA
1.2.1	Reduce Highway Workers Fatality and Serious Injury Rates	Reduce Highway Workers Fatalities	Comparable rates are not available at all for work zones for two reasons: 1) lack of VMT or other exposure method to estimate amount of traffic in work zones, and 2) lack of a National database for non-fatal motor vehicle injuries. Need to establish a baseline and consensus on methodology (i.e., use Bureau of Labor Statics definition). The Data (through NHTSA/FARS) is only available on annual basis and lags current year.	FHWA
1.2.3	Reduce Transit Worker Fatality and Serious Injury Rates by 2025	Reduce Transit Worker Fatalities and Injuries from Collision and Derailment Events per 100 Million Train/Bus Revenue Miles	Restricting transit worker fatalities and injuries to those caused by collisions and derailments captures virtually all fatalities and injuries and focuses this measure on the core of FTA's transportation safety mission. The denominator of "vehicle revenue miles" was changed to “train/bus revenue miles” to account for variations in train length; ultimately, a four-car train with four vehicle revenue miles has the same risk of a collision as an eight-car train with eight vehicle revenue miles.	FTA
1.5.1	Reduce the Number of Hours to Relay Critical Infrastructure Cybersecurity Information to Co-Sector Risk Management Agencies	Reduce the Number of Hours to Relay Critical Infrastructure Cybersecurity Information to Co-Sector Risk Management Agency Stakeholders	The original language was incorrect. DOT and DHS are the Co-Sector Risk Management Agencies. We are not relaying the information to ourselves but to our stakeholders.	OST-S
6.2.5	Increase the Percentage of Supervisors and Managers Who Have Received Training on FHWA’s Diversity Hiring Guide	Increase the Percentage of Supervisors and Managers Who Have Received Training on Unconscious Bias	After selecting the FHWA Diversity, Equity, and Inclusion (DEI) Officer, FHWA's focus was to immediately deliver the Diversity Hiring Guide, which has served as an excellent reference tool for managers and supervisors. The Guide was rolled out and information sessions provided. Immediately following this rollout, new emphasis was placed on providing DEI training such as Unconscious Bias to focus on helping managers and supervisors gain new knowledge and skills to effectively manage a diverse workforce.	FHWA
6.5.1	Identify New Buildings Entering the Design Phase in FY 2023 and Ensure the Guiding Principles for Sustainable Federal Buildings are Included in the Design	Identify New Buildings Entering the Design Phase in FY 2023 and Ensure the Guiding Principles for Sustainable Federal Buildings are Included in the Design for Applicable Facilities	Executive Order 14057 requires all new construction meet the Guiding Principles. However, the draft Implementing Instructions and OMB guidance are setting this requirement for new facilities greater than 25,000 square feet. The recommended revision will provide FAA flexibility until the discrepancy between the Executive Order and the implementing instructions and OMB guidance are finalized.	FAA

Discontinued Performance Goals

Performance Goal	Rationale for Discontinuation	Lead
Reduce the Number of Gas Distribution Incidents per Square Mile of High Social Vulnerability for Minority Status and Language	The basis of the measure, the Centers for Disease Control and Prevention Social Vulnerability Index, is no longer in use by DOT, having published its own definition. PHMSA would not feel comfortable using a competing index.	PHMSA
Increase the Percentage of Research and Development Funding Used for New Sustainable Energy Research	Funding for research is in part controlled by statute, and PHMSA is unable to influence this funding allocation. Despite these limitations, PHMSA will strive to enhance the discretionary Research and Development percentage.	PHMSA

APPENDIX III

Response to the Office of Inspector General's FY 2023 Top Management Challenges

Introduction

The mission of the U.S. Department of Transportation (DOT or Department) is to ensure the Nation has the world's leading transportation system, serving the American people and economy through the safe, efficient, sustainable, and equitable movement of people and goods. The Office of the Inspector General's (OIG)'s Fiscal Year (FY) 2023 Top Management Challenges report highlights risks that DOT will need to continue to focus on to drive significant progress and change in ten challenge areas. The following report describes the planned actions that DOT will take to address each challenge.

Aviation Safety

Maintaining safety is the Federal Aviation Administration's (FAA) primary mission. This includes overseeing the certification and safety of all civilian aircraft manufactured and operated in the United States. While FAA has historically maintained an excellent safety record, multiple reviews following two crashes involving Boeing 737 MAX 8 aircraft highlighted significant issues related to the FAA's certification process and its use of delegation authority to manufacturers that the Agency is working to resolve. In addition, FAA may be missing opportunities to leverage air carrier safety management systems to ensure regulatory compliance and mitigate safety risks.

Focus Area: Improving Oversight of Aircraft Certification

Federal Aviation Administration: The Federal Aviation Administration (FAA) is committed to improving its aircraft certification process through comprehensive implementation of the Aircraft Certification, Safety, and Accountability Act and by addressing recommendations from recent investigations and independent reviews.

- *Safety Management Systems:* The FAA uses a Safety Management Systems approach to proactively and continuously improve aviation safety oversight. Through its safety risk management process, the FAA has the ability to address system hazards that contribute to accidents or incidents. On January 11, 2023, the FAA issued a Notice of Proposed Rulemaking (NPRM) that requires certain certificate holders and commercial air tour operators to develop and implement a Safety Management Systems. This proposed rule would extend the requirement for a Safety Management Systems to all certificate holders operating under the rules for commuter and on-demand operations, commercial air tour operators, production certificate holders that are holders or licensees of a type certificate for the same product, and holders of a type certificate who license out that type certificate for production. During FY 2023, the Agency is taking appropriate actions to ensure readiness for implementation of safety management systems in these sectors of the aviation industry.
- *Delegation:* Before introducing a new aircraft into commercial service, a manufacturer must receive an FAA certification that their aircraft meets aviation safety standards. The Federal Aviation Act of 1958 was the original statute allowing FAA to delegate activities to approved private individuals employed by aircraft manufacturers. The FAA is currently implementing supplemental policy issued in FY 2022 that requires the FAA's approval of unit members, who are the employees in a company's Organization Designation Authorization (ODA) holder's group that perform the delegated functions. The policy also assigns FAA advisors to ODA unit members. The policy will prevent ODA holders from interfering with ODA unit members, and it will facilitate open communication between unit members and the FAA.
- *Integration of Certification and Oversight*: The Integrated Program Management Team will provide recommendations for policy and guidance updates. The FAA is prototyping the Integrated Program Management process for three projects selected in FY 2022. The Integrated Program Management process integrates design and operational reviews early in the certification process. Additionally, the FAA is using the newly established Intake Board to determine which projects require additional review and has expanded use of the Technical Advisory Board process. The Technical Advisory Board brings together technical experts from across the agency to ask questions or make recommendations on high-priority projects.
- *Culture of Safety and Excellence:* The FAA will issue policy in FY 2023 that establishes an issue resolution and appeal processes related to design approval activities.
- *System Safety and Human Factors:* The FAA issued the NPRM for the System Safety Assessment rule 25.1309 in December 2022. This rule proposes to standardize the criteria for conducting safety assessments for systems, including flight controls and engines installed on transport category airplanes. This proposed rule would reduce risk associated

with new technology in flight control systems and better address highly integrated systems. The FAA will issue new policy to require disclosure of safety-critical information by manufacturers.

Focus Area: Maintaining Confidence in FAA's Ability to Oversee Air Carrier Operations and Address Long Unresolved Safety Issues

Federal Aviation Administration: The FAA will continue to use internal safety risk management principles to ensure that it addresses the root cause of identified issues. The FAA seeks to make meaningful changes that improve the application of individual programs, such as the Compliance Program and Safety Management Systems. The changes will include all safety initiatives to assure that improvements benefit the entirety of the FAA's oversight system. Specific actions for the FAA in FY 2023 include:

- The FAA plans to develop additional training and guidance on root-cause analysis. In particular, the efforts will provide FAA investigative personnel with expectations regarding root-cause analysis and how it relates to the Compliance Program policy. The FAA will also clarify guidance on the use of human error and human factors in the context of root-cause analysis.
- The FAA will continue to explore controls to ensure compliance actions include validation of corrective actions and conduct follow-up when necessary.
- The FAA will revise Advisory Circular 120-92 to include additional industry information on scaling Safety Management Systems requirements to the size, scope, and complexity of certificate holder operations.
- The FAA will revise Order 8900.1, Volume 17 (Safety Management Systems Voluntary Program) to include a "Corporate Safety Management Systems Process" that allows industry more flexibility in implementing this process across multiple FAA operating certificates.
- The FAA will expand Industry Safety Management Systems implementation and training support through a collaboration with industry entitled "Safety Management Systems Consultants Program."
- The FAA will develop improved Safety Management Systems data collection tools to better assess certificate holder Safety Management Systems performance and related benefits.
- The FAA will revise inspector Safety Management Systems training courses to improve Safety Management Systems assessment capabilities of the Flight Standards workforce.

Surface Transportation Safety

Fundamental to DOT's mission is its commitment to making the U.S. transportation system the safest in the world. Despite DOT's efforts, the U.S. has experienced a surge in fatalities and injuries on the Nation's roads over the past two years. Based on our recent audit work, the Department continues to face oversight challenges to help reduce these fatalities and injuries. DOT must also improve its monitoring and enforcement of surface transportation safety programs, including deploying oversight tools and enhancing reporting for rail safety programs and completing statutory mandates for pipeline safety programs.

Focus Area: Overcoming Oversight Challenges to Help Reduce Surface Safety Fatalities

DOT is taking myriad actions to address roadway safety issues across the Nation, a subset of which are described below. The National Roadway Safety Strategy (NRSS), released on January 27, 2022, is a roadmap for addressing the National crisis of roadway fatalities and injuries. The NRSS is a collaborative effort between the Office of the Secretary of Transportation and the Operating Administrations whose roles and responsibilities encompass roadway safety, including the Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA), National Highway Traffic Safety Administration (FMCSA), Federal Transit Administration (FTA), and Federal Railroad Administration (FRA). Notable activities to implement the NRSS to date include launching a Complete Streets initiative to prioritize the safety of all users, implementing the Drug and Alcohol clearinghouse to help State Driver Licensing Agencies identify commercial driver's license holders who have tested positive for a controlled substance/alcohol (with FMCSA), articulating a "roadmap" for the New Car Assessment Program to encourage safety technologies in motor vehicles (with NHTSA), monitoring motor vehicle safety of new technologies in motor vehicles through a NHTSA Standing General Order, and releasing a notice for $1 billion in funding for Safe Streets and Roads for All.

DOT published the 2023 NRSS Progress Report in February 2023. The report provides an update on DOT efforts to address serious and fatal injuries on our roadways, details the Department's accomplishments related to addressing the NRSS actions in 2022, and identifies new commitments to actions under the NRSS in 2023 and beyond. In addition to the 29 actions that the Department proposed in the original release of the NRSS, DOT has included 15 additional actions that merit inclusion as top priorities over the next few years.

National Highway Traffic Safety Administration: NHTSA plans to expand its State Department of Motor Vehicles program for notifying vehicle registrants of open safety recalls to additional States. This program has included four States to date (Maryland, California, Texas, and Ohio), and NHTSA intends to issue more grants under the $7.5 million allocated from the Bipartisan Infrastructure Law (BIL) to State Departments of Motor Vehicles in the future. NHTSA also recently published the Uniform Procedures for State Highway Safety Grant Programs regulation, that will strengthen the Agency's ability to administer and oversee the behavioral safety formula grant program, which will award nearly $4 billion in formula grants to the States over the course of BIL authorization. NHTSA plans to publish an annual list of recall completion rates on nhtsa.gov to allow more access, transparency, and visibility into manufacturer recall performance. NHTSA also intends to carry out research into improving recall engagement and the receipt of recall owner notification letters.

Federal Motor Carrier Safety Administration: FMCSA has planned significant oversight activities including program evaluations. FMCSA program evaluations explore the effectiveness of its safety programs and activities. Upcoming evaluations include: 1. Evaluating the effectiveness of the Drug and Alcohol Clearinghouse rule, data reporting, and data use; and 2. Evaluating the Electronic Logging Device Rule. FMCSA's Office of Research and Registration also provides oversight activities by measuring and evaluating safety benefits of Agency safety programs, designing and conducting studies to measure progress and trends toward improving safety; statistically analyzing data quality; and maintaining the Agency's Analysis and Information) Online, which provides digital access to motor carrier safety data and analyses. Evaluating the effectiveness of FMCSA safety programs and providing recommendations for improvements ultimately contributes to the goal of reducing surface safety fatalities,

Federal Highway Administration: FHWA is working to achieve the shared goal of zero roadway deaths through the implementation of the Safe Systems Approach. Key to this effort is collaboratively advancing the implementation of the NRSS. The NRSS embraces the Safe Systems Approach, which builds multiple layers

of protection around road users and is based on the principle that although people make mistakes, those mistakes should not have fatal consequences. FHWA is advancing the Safe Systems Approach through its programmatic activities as well as integrating the Safe Systems Approach into Federal-aid safety programs, discretionary safety grants, and technical assistance on various safety countermeasures and safety technologies. FHWA is also implementing many new safety provisions in BIL, including improvements to the Highway Safety Improvement Program such as the Vulnerable Road Users Special Rule, playing a leading role in the initiation and implementation of the Safe Streets and Roads for All discretionary grant program, and updating the Manual on Uniform Traffic Control Devices.

Focus Area: Improving Monitoring and Enforcement of Surface Transportation Safety Programs

National Highway Traffic Safety Administration: NHTSA will continue enforcement efforts to ensure regulated entities comply with statutes that require companies to identify, report and remedy defects by requiring quick action to recall and repair safety defects in motor vehicles or motor vehicle equipment and to resolve any identified noncompliance with the Federal Motor Vehicle Safety Standards. NHTSA will use innovative enforcement strategies as appropriate, such as the recent Standing General Order on crashes involving vehicles with Automated Driving Systems (SAE Automation Levels 3 – 5) and those operating an SAE Automation Level 2 system at the time of the crash or 30 seconds prior to the crash. With the increase in BIL funding, NHTSA will provide additional technical assistance to States in updating their highway safety plans to address recent increases in fatalities using effective countermeasures, expanded partnerships, and programs that will reach under-represented populations. Consistent with BIL, NHTSA issued the Uniform Procedures for State Highway Safety Grant Programs regulation that implements changes to its safety grant programs. These changes establish requirements for States to submit a longer-term (triennial) Highway Safety Plan in the context of the NRSS and the Safe System Approach. This regulation includes expanded requirements for public and community participation in funding decisions to ensure a more equitable use of Federal funds to address highway safety problems in the locations where they occur.

Federal Motor Carrier Safety Administration: As a condition of participation in the Motor Carrier Safety Assistance Program, States agree to submit timely, accurate, and complete crash and inspection data and make corrections as necessary. These data feed into FMCSA's Safety Measurement System to help FMCSA identify high-risk carriers. The crash rate for the high-risk carrier group is four times the National average crash rate. As of the end of FY 2022, all States had inspection record completeness and crash record completeness scores of at least 90%. Being able to identify high-risk carriers and having complete inspection and crash records enables FMCSA and its State partners to focus enforcement efforts and prevent fatalities. As FMCSA reviews each State's Commercial Vehicle Safety Plans for FY 2023, it will continue working with its State partners to address data challenges.

In FY 2024, FMCSA will fully implement the July 2021 final rule requiring State Driver Licensing Agencies to develop systems for the electronic exchange of driver history record information. State Driver Licensing Agencies will be able to improve accuracy of commercial driver's license driver records and evaluate additional opportunities to use these more accurate records to identify and take unsafe drivers off the road more expeditiously. FMCSA has completed its assessment of the National Academy of Sciences Correlation Study, which made recommendations to FMCSA on data, data collection, and the potential for using an Item Response Theory modeling approach for carrier prioritization. FMCSA is actively reviewing data to explore options for improving its identification and prioritization of unsafe motor carriers.

FMCSA seeks to change human behaviors that negatively affect safety and guide decisions through safety data compilation and analysis. FMCSA is carrying out the Large Truck Crash Causal Factor Study, which will provide vital data on the role of pre-crash factors like driving behaviors and novel technologies that might have prevented crashes. The Large Truck Crash Causal Factors Study expands upon an initial study that was completed in FY 2003. Since then, there have been many changes in technology, vehicle safety, driver behavior, and roadway design. This new study will provide valuable insights into the factors contributing to the increase in large truck crashes since FY 2009. An additional purpose of this study is to identify data requirements, data collection procedures, reports, and other measures that can help improve the ability of the States and DOT to evaluate future crashes, monitor crash trends, and develop effective safety policies. FMCSA anticipates the Pilot Study to begin in 2024 and full data collection to begin in early 2025.

Air Traffic Control and Airspace Modernization

As travelers return to the skies in record numbers in the wake of the COVID-19 pandemic, DOT faces challenges in managing the National Airspace System (NAS). For example, the FAA's longstanding challenges in meeting its air traffic controller staffing and training goals have been exacerbated following COVID-19 shutdowns. In addition, the number of delayed and canceled flights is rising, along with consumer complaints, challenging the Department to ensure air carriers treat travelers fairly. In addition, although the FAA's Next Generation Air Transportation System (NextGen) programs are intended to improve efficiency and reduce congestion in the NAS, they have achieved only a small percentage of their expected benefits.

Focus Area: Meeting Staffing Needs at the Nation's Most Critical Air Traffic Control Facilities

Federal Aviation Administration: The FAA has taken a proactive, multi-phased approach to increase air traffic control specialists staffing across the NAS. During the COVID-19 pandemic, the FAA paused air traffic control specialist training activities to protect employee health while ensuring the continuity of operations. In March 2020, facility on-the-job training was paused while the agency focused on air traffic operations and implemented protocols to safely resume on-the-job training. It was not until February 2022 that on-the-job training resumed at a pre-pandemic level. With the resumption of on-the-job training, the National Training Initiative resumed, setting weekly training minimums each trainee should receive to increase certified professional controller certifications. While on-the-job training has resumed at air traffic control facilities, the FAA is also focused on increasing the pipeline of air traffic control specialists with the Air Traffic Controller Certification Training Process Initiative. This initiative seeks to streamline the path to certification, increase resiliency to serve high-demand markets as air traffic increases, and develop the workforce of the future.

The FAA plans to increase controller hiring efforts in FY 2023 and FY 2024. For FY 2023, the FAA has revised its hiring plan to 1,500 controllers, an increase of 480 from the original Controller Workforce Plan estimate of 1,020. Resources are also being dedicated to facility training efforts to include additional instructors and remote pilots to allow for daytime and evening training shifts at our most critical facilities. The FAA is also investing in our Tower Simulation System program to ensure we continue to use state-of-the art capabilities and meet the increased demand.

The multi-phased effort in FY 2023 and 2024 includes increased hiring, additional resources including instructors and remote pilots, training on evening shifts for critical facilities and enhancements to the Tower Simulation System. The FAA will expand hiring in FY 2023 and 2024 and its investments in the certified professional controller pipeline will facilitate hiring in future years. The FAA will also evaluate its staffing models to take into account the changes in workforce motivations. New generations of workers are motivated by different factors than previous generations, and the FAA seeks to retain the best qualified candidates by providing the right settings for training, structure, and content. Additionally, the FAA will be able to increase the number of operations supervisors and traffic management coordinators, who are also critical to the safe and efficient movement of air traffic. These key positions will be filled by the current certified professional controller workforce; therefore, hiring new controllers and increasing certification rates are necessary in FY 2023 and 2024.

Focus Area: Ensuring Air Carriers Provide Fair and Adequate Service

Office of General Counsel: The Office of Aviation Consumer Protection, located within the Office of the General Counsel for the Office of the Secretary of Transportation, is responsible for assisting and protecting aviation consumers by processing and analyzing consumer complaints, educating consumers about their rights, enforcing aviation consumer protection requirements, and drafting aviation consumer protection and civil rights regulations. Consumer complaints have risen dramatically since the onset of the COVID-19 pandemic, at its height increasing more than 500% from pre-pandemic averages. Although complaints have come down from that peak, they remain high as disruptions continue to impact the recovering airline industry. Congress, recognizing these emergent challenges appropriated additional funds in FY 2023 which will allow the Office of General Counsel to address the backlog of consumer and civil rights complaints, and advance key rulemakings that will help ensure fair and adequate service.

Additional resources are included in the FY 2024 President's Budget to further expand the capabilities of the Office of Aviation Consumer Protection and ensure it the Department is able to not only handle the

sustained level of consumer complaints, but also carry out more proactive outreach and enforcement activity to protect passenger's civil rights and improve consumer protections. The Department has initiated development of a new IT system to replace its outdated consumer complaint system and modernize and upgrade the Office of Aviation Consumer Protection's capabilities. A modern system with features to efficiently process consumer complaints will enable analysts to devote more time to substantive review and individualized attention to consumer complaints, resulting in more timely complaint review and more thorough investigations of potential violations by regulated entities of aviation consumer protection requirements. The new system will also have more refined data processing and reporting capabilities, which will allow for more robust data analysis and will better assist the Office of Aviation Consumer Protection in tracking enforcement activities and identifying potential problems and trends that may indicate violations by regulated entities.

Focus Area: NextGen Benefits for Airspace Users and Deploying Controller Automation Tools to Improve Efficiency

Federal Aviation Administration: Last year, the FAA solicited advice from the NextGen Advisory Committee (NAC) on key priorities to inform the FAA's planning as we move forward in making challenging decisions to sustain and evolve the National Airspace System. This consensus-based advice from the NAC helped the FAA reassess near-term priorities coming out of the COVID-19 pandemic to ensure we have the right balance between sustaining the National Airspace System operations and continued investments in operationalizing NextGen.

In FY 2023, the FAA will continue to assess and update program schedules due to COVID-19 impacts and agency funding reprioritizations, including those for the Terminal Flight Data Manager and Automatic Dependent Surveillance-Broadcast. The FAA will continue to validate updated timelines, interdependencies, and budget impacts and will communicate the status to stakeholders. Moving forward, the FAA will continue to work with the NAC to validate their priorities, leveraging the quarterly meetings and other coordination tools identified in the NAC charter. In addition, the FAA will continue to work with industry to fully equip to maximize NextGen benefit outcomes. The FAA will also continue to measure benefits delivered to date by implementations and will maintain the benefit details on the NextGen website.

The FAA continues to collaborate with industry and stakeholders on Terminal Sequencing and Spacing, an automation tool for ground controllers that facilities sequencing and merging arrivals. However, due to COVID-19-related delays and cost impacts, the FAA deferred implementation of Terminal Sequencing and Spacing. A new implementation timeline is yet to be determined. In FY 2023, the FAA will continue to implement time-based flow management metering tools to condition the arrival flows in support of Initial Trajectory-Based Operations.

The FAA continues to implement the Terminal Flight Data Manager (TFDM), which is meant to help air traffic controllers manage growing congestion on airport taxiways and runways. TFDM Build 1 provides Electronic Flight Strips to replace the current use of paper flight strips. The FAA has accomplished the following critical milestones in the TFDM acquisition process:

- Build one Initial Operating Capability at the key site in Cleveland was successful on October 24, 2022.
- Completed the Independent Operational Assessment with a recommendation to "Nationally deploy" TFDM Build 1 on December 30, 2022.
- The In-Service Decision (approval to deploy the waterfall) is planned for March 1, 2023. Five additional Build 1 sites are scheduled to receive TFDM Electronic Flight Strips in 2023.

In FY 2023, the FAA will continue to progress TFDM Build 2 (Surface Management features) and outreach to external stakeholders, including airlines and airports, by providing system demonstrations and integration testing in the TFDM testbed. TFDM Build 2 Key Site Charlotte is scheduled for June 2024.

To address ongoing challenges with aging air traffic systems and equipment, the FY 2024 President's Budget is proposing a new $115 million program in its Facilities & Equipment account to accelerate modernization efforts already in the pipeline for implementation. The FAA is currently assessing the resource and cost implications of compressing schedules for programs already or soon to be baselined. This funding will allow the FAA flexibility to adjust to current events in operations and increase capital investments where needed. Candidate programs under consideration include Aeronautical Information Management to continue the modernization of Notices to Air Missions, Enterprise Integrated Display System, to accelerate dissemination of supporting information to air traffic controllers across the Nation, and other investments under evaluation.

Surface Transportation Infrastructure

As a result of supplemental appropriations, including COVID-19 relief funding in 2020 and IIJA in 2021, the Nation has seen a significant increase in funds invested in roads, bridges, rail, transit, and port infrastructure projects. DOT agencies face significant challenges in effectively identifying and managing risks, as well as enhancing agency award, administration, and oversight processes to achieve legislative and DOT priorities and goals. These challenges also include balancing the need to complete IIJA infrastructure projects while meeting Executive Order priorities such as addressing the impact of climate change, advancing equity, and promoting resilience in infrastructure and supply chains.

Focus Area: Managing Risks to Achieve Goals

Office of the Assistant Secretary for Budget and Programs: To comply with Office of Management and Budget Circular A-123, the Department has established an Enterprise Risk Management program and has been updating a risk profile on an annual basis since 2017. However, there are still opportunities to make the risk profile more actionable by developing risk appetite and tolerance that can be used as benchmarks to compare current risk ratings to the desired level of risks. This provides an objective way to monitor and determine how the current and proposed risk responses are impacting the trajectory of risks, and whether these risk responses are moving the Department closer to the achievement of its strategic goals.

In FY 2023, DOT intends to operationalize a risk appetite statement for the Department. The agile approach will involve developing a structure and scale for the risk appetite statement, drafting notional statements for each strategic goal, reach a consensus on the risk appetite statement, and communicate the statement with internal stakeholders.

Risk appetite is a building block in the overall Enterprise Risk Management governance framework of an agency. Risk appetite has many formal definitions but is commonly understood as the amount and type of risk an agency is willing to accept on a broad level in pursuit of its objectives, given consideration of costs and benefits. It is established by the agency's most senior level leadership and serves as the guidepost to set strategy and select objectives. It can be defined as a qualitative measure and is usually established at the enterprise level based on strategic goals.

Risk appetite is commonly expressed in the form of a risk appetite statement. It is a document that articulates the current risk appetite of an agency in different areas or levels. A risk appetite statement should be endorsed by the agency leadership, communicated effectively, and supported by a broader set of processes to operationalize it. Expressly articulating risk appetite facilitates the communication of an agency's strategy for risk and promotes a culture of risk-informed decision-making.

Federal Highway Administration: The overall National Tunnel Inventory consists of individual State submissions, with each State responsible for submitting its inventory under 23 CFR 650.515. Each State is in the best position to submit a comprehensive inventory for itself. FHWA plans to take several steps to help the States with their reporting. It will update the guidance memo on structures subject to the National Tunnel Inspection Standards to emphasize that the States are responsible for identifying all structures that are subject to the National Tunnel Inspection Standards and reporting them to the National Tunnel Inventory. FHWA also plans to update the Compliance Review Manual to remind Division staff to continue working with the State DOTs and encourage them to employ all practical methods to identify highway tunnels. Compliance reviews are instrumental in identifying programmatic risks and mitigating those risks through follow up activities.

Federal Railroad Administration: To address the OIG's April 2022 recommendations, the Federal Railroad Administration (FRA) has implemented the following modifications to the Automated Track Inspection Program (ATIP):

- Updated fleet utilization performance metrics and established a process to monitor ATIP performance;
- Documented ATIP survey prioritization process;
- Established a schedule for running the prioritization tool utilizing updated data; and
- Released new Railroad Inspection System for Personal Computers program logic to ensure survey inspection reports are correct.

Additional changes to the Railroad Inspection System for Personal Computers program logic and Track Compliance Manual are forthcoming to ensure track inspectors have adequate information and guidance to correctly submit ATIP inspection reports. Track Inspectors will also receive training on the program changes to further ensure FRA has accurate data

to assess track conditions and compliance. These corrective actions will enable the ATIP program to have accurate data related to track conditions across the rail network. FRA will utilize this information to identify areas of track that present the most risk to safety and operations. ATIP vehicles will also be scheduled based on this information to confirm track remains in good condition to achieve the ATIP program goals of ensuring track safety throughout the rail network.

Additionally, FRA strengthened its ability to manage risks by enhancing its oversight of Amtrak by closing two out of four OIG recommendations from a June 2021 report. FRA conducts monthly reviews of Amtrak non-compliance and tracks status of all actions to ensure closure. FRA plans to complete deployment of its centralized Amtrak grant management system in FY 2023 to better enable FRA's data collection and analysis of Amtrak performance, which will support FRA in monitoring and communicating Amtrak's compliance with grant terms and project goals. Finally, FRA is establishing metrics consistent with its strategic plan to assess its oversight of Amtrak.

Focus Area: Enhancing Award, Administration, and Oversight Processes Over New and Existing Funded Programs and Projects

Federal Transit Administration: FTA received substantial new grant resources to assist local transit agencies' response to the effects of COVID-19. To help recipients understand and navigate new funding structures and requirements, FTA developed a Frequently Asked Questions website, provided standard operating procedures for grants to regions and grantees, and held a series of webinars that attracted more than 3,000 participants. The website focused specifically on helping recipients understand how to calculate and document operating expenses. Topics of discussion at the webinar series included key areas of procurement deficiencies in FTA's oversight review programs, common drivers of deficiencies and methods for preventing them, and procurement aspects of FTA's COVID-19 supplemental funds. FTA will continue to provide webinars based on findings and needs identified from Triennial and State Management Reviews and COVID-19 Financial Spot Reviews. FTA will also update the Frequently Asked Questions website, as applicable.

FTA developed a new virtual framework for completing Triennial and State Management Reviews and incorporated COVID-19 funding supplemental questions to ensure that recipients meet the new requirements and only use funds for eligible purposes. The framework was implemented for the FY 2021 Triennial and State Management Review cycle and will continue for the FY 2023 cycle. For the FY 2024 cycle, FTA is developing a virtual/onsite hybrid framework for conducting the reviews.

Additionally, FTA incorporated and implemented COVID-19 financial spot reviews into its existing oversight program. FTA's supplemental oversight for COVID-19 funds focuses on conducting spot reviews of Electronic Clearinghouse Operation draws to confirm eligibility of expenses; proper documentation; and correct reporting of program income and revenue, duplicate payments, and excess cash-on-hand of select recipients. FTA plans to continue reviews until COVID-19 funds are expended.

After BIL became law, FTA hosted webinars, developed fact sheets, and offered presentations at industry events explaining changes to public transportation law in BIL. FTA posted a Federal Register Notice of FTA Transit Program Changes, Authorized Funding Levels, and Implementation of BIL; and FTA FY 2022 Apportionments, Allocations, Program Information, and Interim Guidance. FTA is in the process of updating program circulars to include updated BIL guidance for recipients. FTA has included Executive Order priorities such as the impact of climate change and advancing equity as selection considerations in BIL Notices of Funding Opportunities.

Federal Highway Administration: FHWA has undertaken various initiatives to provide effective oversight of federal funds in the early stages of projects. For example, FHWA is developing a risk-based stewardship and oversight framework for the administration of existing and new discretionary grant programs authorized in BIL. FHWA is producing a series of stewardship and oversight tools that will consistently provide effective levels of oversight to address the increased number of recipients of federal-aid funds. FHWA is also increasing opportunities to provide technical assistance early in the process to ensure recipients are aware of and understand the various requirements associated with the use of the federal-aid funds.

FHWA continues to implement OIG recommendations from various audits. For example, OIG recommendations on the oversight of public-private partnership, including consulting with the Build America Bureau to define roles and responsibilities in overseeing public-private partnership projects, and accounting for

Federal stewardship considerations in the approval process. FHWA has implemented steps to address the recommendations and improve oversight of public-private partnership projects. For example, the FHWA developed project involvement guidance which describes the approach for identifying, monitoring, and reporting on the FHWA division office's risk-based project involvement, including how FHWA division offices should determine their level of project involvement and oversight of public-private partnership projects. Risk-based project involvement addresses program and project-level risks beyond the actions and approvals retained by the division office through the State/FHWA Stewardship and Oversight Agreement.

Office of the Secretary: The DOT Navigator is a virtual one-stop shop for accessing federal transportation technical assistance resources launched in June 2022 in response to BIL, which created significantly more first time DOT applicants. The site includes a searchable database of existing resources from technical centers to direct support, trainings, grants and webinars across a range of transportation topics. The DOT Navigator also provides curated information to help non-traditional and low-capacity communities understand Federal grant application processes and technical topics, identify upcoming notices of funding opportunities, and demystify key federal requirements including non-federal match. Many of the resource documents have been translated into Spanish, and also provides an option to ask for technical assistance through an email address that is staffed by DOT for real-time support. In its first six months, the site had more than 47,000 visitors.

DOT is making special efforts to reach rural and Tribal communities for whom resource and capacity constraints make it difficult to apply for discretionary grant programs. New and existing technical assistance programs—such as the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative and the Thriving Communities Initiative—provide hands-on support for rural project sponsors as they attempt to navigate DOT's grant system and apply for federal funding. The ROUTES initiative seeks to address disparities in rural and Tribal transportation infrastructure by developing user-friendly tools and information, aggregating DOT resources, and providing technical assistance to better connect rural project sponsors with the funding, financing, and outreach resources available. The ROUTES website provides a one-stop shop for information for rural applicants, and ROUTES will be releasing an update of its comprehensive Rural Grant Applicant Toolkit this year to provide information on the new BIL programs as well as DOT's continuing discretionary grant programs.

The Thriving Communities Initiative launched last year with the goal to ensure that all communities have the resources necessary to thrive by providing more transparent and easier access to existing resources, and developing best practices and new resources that can help clarify federal grant requirements and processes. The Thriving Communities Initiative also includes a new $25 million technical assistance, planning, and capacity building program that will provide hands-on support to selected communities to assist them in designing and delivering infrastructure projects that also serve broader community and economic goals—to include pre-application support. DOT is evaluating applications now and hopes to make announcements in spring 2023.

The DOT Volpe National Transportation Systems Center is currently working to launch the Project Delivery Center of Excellence to support and educate transportation infrastructure project managers in States; Tribes; and local, regional, and territorial governments on project design, planning, and construction. It will serve as a central resource for the most innovative and effective practices and bring project managers together to learn from one another.

Focus Area: Executing Federal Priorities Related to the Impact of Climate Change, Advancing Equity, and Promoting Resilience in Infrastructure

Climate Action Plan: DOT is addressing impacts of climate change in its programs by incorporating resilience into the Department's grant and loan programs; enhancing resilience throughout the project planning and development process; ensuring resiliency of DOT facilities and operational assets; ensuring climate-ready services and supplies; and improving climate education and research on resilience. DOT issued its Climate Action Plan for Resilience in October 2021, outlining these activities, and a Progress Report in October 2022 providing an update on its actions to bolster adaptation and increase resilience. Examples of progress include:

- DOT completed a Consensus Study on Resilience Metrics in fall 2021 with the National Academies of Science and Transportation Research Board. A follow-on effort is under development to address recommendations from the study, including promoting the use of benefit-cost analysis.

- FHWA released four, one-hour web-based training courses focused on resilience to climate change and extreme weather events. The courses introduce climate change science, future climate conditions and datasets, including future sea levels, modeling tools for temperature and precipitation change, system level vulnerability assessment, and methods for conducting project-level resilience assessments.
- DOT developed a climate resilience assessment tool that uses critical system vulnerability data, historical exposure data from the Federal Emergency Management Agency's National risk index, and projected exposure to heat and precipitation data from downscaled global climate models to calculate site-specific climate-risk scores for Departmental facilities and operational assets.
- DOT completed multiple projects at mission-critical facilities to ensure energy supply resilience, including energy system upgrades to increase capacity, redundant power supply, and protect back-up generators.

Decarbonization: In January 2023, U.S. Department of Energy, DOT, the U.S. Environmental Protection Agency, and the U.S. Department of Housing and Urban Development released the U.S. National Blueprint for Transportation Decarbonization, the landmark interagency framework of strategies and actions to remove all emissions from the transportation sector by 2050. The Blueprint states: "Transportation connects us. It connects people, countries, and cultures, and draw us closer to one another. It is also the backbone of our economy and critical to supporting the daily needs of all Americans. Our transportation system has been an engine for growth and prosperity over many decades, but that growth has not come without consequences, and that prosperity has not been shared equally. The transportation sector is now the largest source of greenhouse gas emissions in the United States, contributing to the climate crisis that is worsening quality of life in cities, towns, and rural communities throughout America. Emissions from the transportation sector also contribute to poor air quality. In the United States, these effects disproportionately impact underserved and disadvantaged communities."

Sustainable Procurement: DOT has launched a Low Carbon Procurement Pilot program to increase awareness and accelerate acquisition of climate-ready materials and services. The pilot targets four General Services Administration product service codes covering construction materials and furniture, providing guidance to acquisition workforce members for incorporating embodied carbon criteria into standard procurement actions. The pilot began in June 2022 and will establish the foundation for a permanent Buy Clean Program that will support the reduction of operational greenhouse gas emissions and potentially incentivize a shift in the broader building materials and products market.

Justice40: Executive Order 14008 on Tackling the Climate Crisis at Home and Abroad created the government-wide Justice40 Initiative, which aims to deliver the goal of having at least 40% of the overall benefits of relevant Federal investments flow to disadvantaged communities. Through its implementation, DOT will develop a methodology to identify disadvantaged communities and benefits for Justice40-covered programs. DOT is using a phased approach to implementing Justice40 requirements. Over the last year, DOT started to put Justice40 into practice by trying to understand how the benefits of past investments have flowed to underserved communities through first defining disadvantage through a transportation lens and then developing a standard of measurement to count the benefits of DOT's investments. DOT also included essential items of Justice40 throughout its competitive Notices of Funding Opportunities (NOFOs).

Contract and Fund Stewardship

Beyond its typical annual outlay in contracts and grants—averaging approximately $77 billion between fiscal years 2019 and 2021—DOT has received hundreds of billions of dollars in COVID-19- and BIL-appropriated funds since 2020 to obligate across all modes of transportation. Given this unprecedented influx of funds, it is critical for DOT to sustain its focus on contract and grant award and administration practices. This includes establishing sound pricing and verifying the appropriateness of expenditures for DOT-funded contracts and grants—particularly amidst an unpredictable economic environment and fragile supply chain.

Focus Areas: Establishing Sound Pricing for Contract and Grant Awards / Verifying Contract and Grant Expenditures are Supported and Proper, Including Compliance with Made in America Laws

Office of the Assistant Secretary for Administration: The Department remains committed to promoting effective stewardship of contract and grant funding, establishing sound pricing for contracts and grants, and ensuring qualified and sufficient oversight of these funds. In FY 2022, in support of the Program Management Improvement Accountability Act, the Office of the Senior Procurement Executive onboarded two new Federal analysts to assist in effective program-level oversight and implementation of the legislation's objectives. These analysts will also help to mature the program and project management discipline within the Department, which will contribute to enhanced oversight and stewardship of contract and grants funds. In addition, the Department will continue to leverage its primary and effective procurement oversight mechanisms—the Acquisition Strategy Review Board and Procurement Management Review program—to ensure effective and compliant management of Federal contract dollars.

Additionally, in late FY 2022, the Department decided to elevate the Financial Assistance Policy and Oversight division that current sits within the Office of the Senior Procurement Executive to a stand-alone office under the Office of the Assistant Secretary for Administration. This new office will be known as the Office of Grants and Financial Assistance and will promote Department-wide accountability by strengthening management and stewardship of Departmental financial assistance, grants, and agreement programs. The office will be responsible for providing Departmental guidance on grants and financial assistance on the interpretation and application of new and updated policies and regulations; identifying opportunities to standardize and centralize grants and financial assistance processing and reporting across the Department; establishing a training and certification program for employees involved with the grants and financial assistance program; and developing and implementing an internal assessment program. This office will also serve as a clearinghouse, allowing DOT to speak with one voice on grants management.

This office, led by Senior Executive Service leadership, will have increased staff and will be better resourced to ensure that it can properly fulfill its role in overseeing DOT's grants and financial assistance programs, particularly with the significant increases in discretionary program funding under BIL. The Department is current advertising for the director position of this office. The efforts that the Department are taking here are aligned with strategies, goals, and milestones in the President's Management Agenda to formalize the governance of Federal financial assistance and build a robust financial assistance community.

Information Security

DOT continues to face significant challenges related to securing the more than 400 IT systems used to carry out its mission. Our work has identified numerous weaknesses that may enable an attacker to gain control over certain systems, launch a denial-of-service attack, or gain unauthorized access to mission critical systems and sensitive data. As DOT works to address challenges in its development of a mature and effective information security program, it must also resolve obstacles to meeting a mandate to implement a Zero Trust Architecture. As increasingly sophisticated cybersecurity threats rise worldwide, addressing these challenges will be critical to protect DOT's systems from malicious attacks.

Focus Area: Strengthening Enforcement and Implementation of DOT's Enterprise-wide Information Security Program to Prevent Cyberattacks

Office of the Chief Information Officer: The Office of the Chief Information Officer (OCIO) is continuing to mature its governance, risk, and compliance application, the Cyber Security Assessment Management tool, to assist with the appropriate tracking, measurement, and administration of Plans of Actions and Milestones and Cybersecurity Controls Management. Features within the Cyber Security Assessment Management tool are enabled and functioning as intended allowing for information system owners or analysts to document required controls (Risk Management Framework Tailoring process) from their derived categorization baseline and select offered controls from Common Control Providers. Additionally, OCIO has integrated data values from the Cyber Security Assessment Management tool for additional analytics against departmental endpoint management tool suites to further evaluate application/system vulnerability and mission risk.

DOT will continue to mature available tools to better track risk and validate remediation leading to Plan of Action and Milestones closures. Through a phased approach, OCIO will utilize the data values to address the observed weaknesses, recommendations, and systemic issues to further prioritize and expedite remediation. DOT will also emphasize inheritance of security capabilities and IT controls from shared services platforms to reduce system complexity, improve the consistency of control implementation, and reduce risk. This will result in the closures of existing enterprise- and system-level security weaknesses. OCIO will also continue to increase enterprise asset monitoring and improve security assessment requirements to provide better protection for mission-critical system and assets.

Focus Area: Addressing Obstacles to Moving Towards a Zero Trust Architecture

Office of the Chief Information Officer: To address the obstacles to a zero-trust architecture (ZTA) and as a part of the DOT ZTA strategy development, the OCIO has an ongoing study on how to best implement ZTA specifically for DOT and its Operating Administrations. DOT has two Federal staff participating in the Department of Homeland Security-sponsored industry ZTA certification course to ensure DOT is fully trained on ZTA principles. The DOT ZTA strategy is being developed and will include specific milestones for moving DOT towards ZTA.

Financial Management

For fiscal year 2022, DOT's budget authority included approximately $355 billion—over $100 billion more than in fiscal year 2021—to fund programs and other operations through grants, contracts, and other means. Following Congress's addition of more than $660 billion in BIL and $106 billion in COVID-19 relief multi-year funding, DOT now monitors significantly more grant funds, posing challenges to the Department's financial management. Improving grant monitoring procedures with consistent oversight and maintaining controls to detect, prevent, and reduce improper payments is critical to help the Department safeguard assets.

Focus Area: Preventing and Detecting Increases in Improper Payments

Office of the Assistant Secretary for Budget and Programs: DOT embraces its leadership role in providing critical resources to the Nation's transportation systems, transportation employees, and public citizens in a timely fashion while maintaining public trust in DOT's stewardship of the funds. While navigating through the COVID-19 pandemic and assisting our Nation's recovery, DOT was charged with implementing and executing the funding appropriated in BIL. In response to the significant increase in funding, the Department has enhanced its efforts related to risk identification and the continued improvement of internal controls. The Department is leveraging lessons learned from prior tranches of supplemental funding to bolster our internal control system for end-to-end BIL implementation.

DOT must have rigorous internal controls to ensure that Federal funds reach the correct recipients, prevent improper payments, and reduce the risk of fraud, waste, and abuse. DOT's Payment Integrity Center is responsible for coordinating improper payment reviews, reporting results, and monitoring the progress of corrective actions in accordance with Payment Integrity Information Act of 2019 (P.L. 116-117) and OMB Circular A-123 Appendix C, Requirements for Payment Integrity Improvement. On an annual basis, a comprehensive overview of DOT's improper payment programs and results are publicly posted on www.paymentaccuracy.gov.

In FY 2023, DOT will develop a sampling and estimation methodology plan to test two programs susceptible to significant improper payments: FHWA Highway Planning and Construction and FTA COVID-19 Relief Funding. In addition, DOT plans to perform qualitative or quantitative risk assessments for over 30 programs, many of which received BIL as well as COVID-19 relief funding. In addition, DOT plans to analyze disbursement trends and legislative changes to its programs to determine if an off-cycle improper payment review is prudent.

Focus Area: Enhancing Policies and Procedures to Monitor and Report Grantee Spending

Office of the Assistant Secretary for Budget and Programs: The Department intends to perform internal control evaluations of its high-risk data elements in accordance with the Digital Accountability and Transparency Act. The Department is also planning to review its processes to ensure timely investigation of data quality issues.

Fraud Detection and Prevention

The volume of BIL and COVID-19 relief appropriations, along with the speed by which they are disbursed, puts these funds at an increased risk for fraud, waste, and abuse. A key challenge for the Department will be identifying and assessing fraud in high-risk areas, such as bid rigging, disadvantaged business, and materials fraud. DOT must also take steps to proactively manage fraud risks, including strengthening oversight procedures and increasing outreach efforts to enhance understanding among staff, grantees, and their contractors on how to recognize, prevent, and report potential fraud.

Focus Area: Identifying and Assessing Fraud

Office of the Assistant Secretary for Budget and Programs: DOT Order 1101.12B identifies the Office of the Chief Financial Officer and Assistant Secretary for Budget and Programs' Office of Internal Controls and Enterprise Risk Management with the responsibility for developing Department-wide fraud risk management guidance. To date, emphasis has been placed on the following activities: documenting fraud risk on the Enterprise Risk Management profile, performing analytics of charge card transactions during the annual A-123 reviews, analyzing OIG investigations for instances of confirmed fraud, and adding fraud risk inquiries to recent American Rescue Plan Act and BIL supplemental funding internal control toolkits. The Department considers these specific reviews and its continuous monitoring activities over financial and administrative controls to be effective fraud risk management measures.

In addition, DOT plans to perform fraud risk assessments for more than 30 programs in conjunction with improper payment risk assessments, many of which received BIL as well as COVID-19 relief funding. The fraud risk assessments include a business process risk analysis that encompasses DOT programs and key activities. Risk factors assessed include the risk associated with the susceptibility and incentive of fraudulent activities. Inherent and residual risk levels are ranked for each business process and subprocess using a scale system. Survey results inform Operating Administrations of the subsequent scope of the assessment process.

Focus Area: Proactive Managing Fraud Risks Through Oversight, Outreach, and Data Analysis

Office of the Assistant Secretary for Budget and Programs: Preserving the integrity of DOT programs is essential to serving communities and provide stewardship of the public's resources. The Department is committed to preventing and detecting fraudulent activity through its risk management program. The program provides a schedule and milestones to assess fraud risk and incorporates leading practices identified by the U.S. Government Accountability Office's Framework for Managing Fraud Risks in Federal Programs. As noted by OIG, DOT plans to conduct fraud risk assessments of a subset of its BIL-funded programs by the end of FY 2023 in conjunction with improper payment risk assessments.

With an increase in OIG findings associated with the Disadvantaged Business Enterprise program, DOT plans to thoroughly study the program's fraud risks and develop action plans to enhance our internal controls. We anticipate that existing fraud risk management requirements will evolve over time. Moreover, DOT continues to seek additional opportunities to collaborate with OIG on emerging fraud risks within DOT programs and activities. In addition, DOT is actively seeking best practices across government to implement fraud risk management efforts.

Innovation and the Future of Transportation

A fundamental challenge for DOT is to proactively address legislative and technological changes in the transportation environment that significantly affect our Nation's future economic prosperity, industry competitiveness, and national security as well as the safety of the traveling public. Recognizing this challenge, DOT has established guiding principles for transportation innovation that the Department must now fulfill while maintaining safety. Key focus areas include advancing the safe integration of autonomous and electric vehicles on our Nation's roads, as well as safely integrating commercial space operations, Advanced Air Mobility (AAM) aircraft, and Unmanned Aircraft Systems (UAS) into the National Airspace System (NAS).

Focus Area: Advancing the Safe Integration of Vehicle Automation and Electric Vehicles on Our Nation's Roads

National Highway Traffic Safety Administration: NHTSA is researching safety assurance metrics, methods, and test frameworks, as well as engaging routinely with stakeholders, to monitor technology development and evolution around Advanced Driver Assistance Systems. NHTSA's research agenda includes studying behavioral changes associated with the expansion of Advanced Driver Assistance Systems and potentially the introduction of Automated Driving Systems within the vehicle fleet. Projects will investigate the current knowledge of road users, including pedestrians and bicyclists; the potential effects of Advanced Driver Assistance Systems on seat belt use, speeding, and distracted driving; and how to manage child restraint system use in future Automated Driving Systems-equipped vehicles. NHTSA is also researching high voltage battery safety risks associated with rapid deployment of electric vehicles within the U.S. fleet, including post-crash and emergency response.

Federal Motor Carrier Safety Administration: FMCSA is working on updates to the Federal Motor Carrier Safety Regulations to support the safe integration of automated commercial motor vehicle (CMV) operations on the Nation's roadways. FMCSA is conducting automated CMV research to increase understanding of human factors and address specific areas such as fleet management, truck driver readiness, the human-machine interface, adaptation to advanced technologies, automated CMV fleet maintenance, and communication with others outside of the automated CMV. FMCSA is also working with NHTSA, FHWA, FRA, the U.S. Customs and Border Protection, State agency officials, and industry stakeholders to develop National, uniform, and consensus-based procedures and standards on interactions between automated CMVs and public safety officials in operational scenarios, such as roadside truck inspections, work zones, post-crash emergency response, railroad grade crossings, and international border crossings. FMCSA is also supporting NHTSA and industry efforts to ensure that the CMV industry is adequately equipped and able to prevent or respond to cyber threats.

Focus Area: Safely Integrating New Technologies into the National Airspace System

Commercial Space: The FAA will continue implementing Part 450 regulations that streamlined commercial space launch and reentry regulations into a single rule that, in part, allows operators to focus on innovation. The FAA will publish advisory circulars providing acceptable means of compliance with various requirements to improve regulatory consistency and standardization throughout the industry. The FAA will also explore the need for future and amended regulations, for example, human space flight and financial responsibility requirements. The FAA deployed the Space Data Integrator operational prototype to the Command Center in June 2021 to deliver operations benefits today (such as access to real time space vehicle data and automating manual processes), while continuing to understand the needs of evolving space operations.

In FY 2022, the FAA enhanced the Space Data Integrator operational prototype by deploying system updates, as needed by operations. In FY 2023, the FAA will continue to enhance the Space Data Integrator operational prototype with new capabilities, such as the ability to process multiple concurrent missions.

The strategy is to integrate space data into existing automation tools through future investments. This includes working on the investment analysis process for the next space investment, called NAS Space Integration Capabilities. In addition to the automation capabilities, the FAA continues to use innovative procedures such as Dynamic Launch and Re-entry Windows, Time Based Launch Procedures, and Debris Response Areas to make space operations more efficient.

Advanced Air Mobility: The FAA is in close coordination with a DOT-led Interagency Working Group that was directed by the recent Advanced Air Mobility Collaboration and Leadership Act. DOT is the key conduit to the other agencies addressing security, infrastructure, and economic aspects of integrating Advanced Air Mobility into the NAS.

The FAA has established a cross-organizational team to advance Advanced Air Mobility that will address airspace, certification, regulatory, safety, and environmental aspects of achieving an operational Advanced Air Mobility capability in the near-term. The team will develop a draft implementation plan, which will be a living document to help expedite the Advanced Air Mobility ecosystem into the NAS and create a repeatable process for operationalizing this capability.

The FAA is working with numerous applicants to type certificate powered-lift aircraft under 14 CFR 21.17(b). Additionally, the FAA is developing a Special Federal Aviation Regulation NPRM to create a regulatory framework to permit operation of powered-lift aircraft. The Special Federal Aviation Regulation NPRM will propose alternate eligibility requirements to safely certify initial groups of powered-lift pilots, as well as determine which operating rules to apply to powered-lift aircraft.

Unmanned Aircraft Systems: As unmanned aircraft systems (UAS), commonly known as drones, become more popular and accessible, the FAA is committed to ensuring that they operate safely in the nation's airspace. The FAA reviewed and assessed the recommendations received through the UAS Beyond Visual Line of Sight Aviation Rulemaking Committee and has initiated rulemaking efforts to enable these operations by rule to regulate the operation of drones. This rule, called UAS Operations with Special Airworthiness, is expected to enable the majority of Beyond Visual Line of Sight operations that are conducted today under waivers and exemptions. In FY 2023, the FAA will continue to work through the draft rulemaking process that will ultimately result in publication of an official NPRM.

The FAA's BEYOND program will continue partnerships with eight State, local, and Tribal government entities and their dozens of industry team members to further advance the safe integration of drones into the NAS. Many of the partners are collaborating with the FAA toward solutions for repeatable and scalable infrastructure inspection and public safety operations. The BEYOND program also plans to conduct a round-table meeting with State, local, and Tribal governments and industry representatives in 2023. The FAA will also continue working with industry through BEYOND, Partnership for Safety Plans, Integration Partnership Agreements, and Technical Assistance requests to track complex applications and policy issues through the regulatory requirements to operate in the NAS in advance of rulemaking.

The FAA is working to complete and finalize the Congressionally mandated UAS Traffic Management Implementation Plan, which identifies much of the current work underway, as well as open policy questions and challenges ahead.

The FAA continues to advance testing of UAS detection and mitigation technologies (i.e., counter-UAS technologies) under Section 383 of the FAA 2018 Reauthorization Act. Testing will expand to include five airports this year, including one airport in the top 10 of the FAA's most recent Passenger Boarding Data (Seattle-Tacoma International Airport). Under this mandate, the FAA will also convene an Aviation Rulemaking Committee to provide recommendations for the certification, permitting, authorizing, or allowing of counter-UAS technology deployment.

Evolving Operations and Workforce Management

DOT is facing immediate and long-term pressures to evolve its operations and hire and retain a right-sized workforce to meet its mission. These pressures include effective coordination to address DOT and stakeholder challenges in enhancing capacity and securing a skilled workforce to successfully deliver BIL programs. Additionally, DOT must take steps to maximize the benefits of workforce flexibilities and the hybrid work environment in order to enhance efficiency, effectiveness, and engagement.

Focus Area: Coordinating Effectively to Address DOT and Stakeholder Capacity Challenges to Successfully Deliver IIJA Programs

Office of the Assistant Secretary for Administration: DOT has taken several steps to support hiring needed to successfully implement BIL (also referred to as the Infrastructure Investment and Jobs Act [IIJA]) programs. The Department has focused on coordinating outreach and recruitment activities and utilizing a broader range of recruitment strategies and hiring flexibilities. One of the most significant steps was the request and approval of direct hire authority granted by the Office of Personnel Management to support hiring in 17 critical occupations. This authority provides greater access to qualified candidates beyond traditional USAJobs vacancy postings and has allowed greater emphasis on focused outreach; for example, DOT participated in the Transportation Research Board Career Fair and hosted another DOT virtual career fair in January 2023. The DOT recruitment council is developing a collaborative social media campaign to connect BIL hiring with these events to include Operating Administration cross-posting on specific days, sharing videos of diverse candidates, and utilizing DOT's Employee Resource Groups to promote the events and positions to the broadest pool of potential candidates. DOT has posted several Department-wide vacancy announcements in three-month intervals, which provides hiring managers with a readily available listing of potential applicants. There is a weekly review of all BIL selections that is used to report out to the Office of Personnel Management. The review provides an opportunity to determine if there are any specific challenges and measures success against meeting established hiring targets.

With respect to stakeholder capacity challenges, the Department is taking action to address challenges that project sponsors, including State and local governments, have due to inadequate resources or expertise. The Department appointed a senior advisor dedicated to coordinating technical assistance and launched a DOT Navigator website to provide applicants with a one-stop shop to access information on Federal funding, including IIJA programs. In addition, BIL expanded funding for some of the Department's technical assistance programs. The Department has also established the Key Notices of Funding Opportunity Calendar so that potential applicants can better anticipate key NOFOs and has worked to simplify NOFOs where appropriate. For example, in March 2022 the Department announced a combined NOFO for three programs: the National Infrastructure Project Assistance program, the Infrastructure for Rebuilding America program, and the Rural Surface Transportation Grant Program. Applicants for these programs were able to use one application for these programs and common criteria were applied to those applications.

Focus Area: Maximizing the Benefits of Workforce Flexibilities and the Hybrid Work Environment to Enhance Efficiency, Effectiveness, and Engagement

Office of the Assistant Secretary for Administration, Human Resources Management: In the FY 2022 Federal Employee Viewpoint Survey, more than 80% of all DOT respondents indicated that their supervisors support their efforts to stay healthy and safe while working. This may be tied to DOT's approach to allow each Operating Administration to implement workforce flexibilities that best meet the culture and work of their individual organizations. While each Operating Administration implements its own policy, there has been intentional collaboration and sharing of best practices.

Responsible Officials

	Responsible Official(s)
Aviation Safety	Billy Nolen, Acting Administrator (FAA)
Surface Transportation Safety	Ann Carlson, Acting Administration (NHTSA) Robin Hutcheson, Administrator (FMCSA) Shailen Bhatt, Administrator (FHWA)
Air Traffic Control and Airspace Modernization	Billy Nolen, Acting Administrator (FAA)
Surface Transportation Infrastructure	Shailen Bhatt, Administrator (FHWA) Amit Bose, Administrator (FRA) Nuria Fernandez, Administrator (FTA) Victoria Wassmer, Chief Financial Officer (OST-B) Carlos Monje, Under Secretary of Transportation for Policy (OST-P)
Contract and Grant Fund Stewardship	Philip McNamara, Assistant Secretary for Administration (OST-M)
Information Security	Cordell Schachter, Chief Information Officer (OCIO)
Financial Management	Victoria Wassmer, Chief Financial Officer (OST-B)
Fraud Detection and Prevention	Eric Soskin, Inspector General (OIG)
Innovation and the Future of Transportation	Ann Carlson, Acting Administrator (NHTSA) Robin Hutcheson, Administrator (FMCSA) Billy Nolen, Acting Administrator (FAA)
Evolving Operations and Workforce Management	Philip McNamara, Assistant Secretary for Administration (OST-M)

APPENDIX IV

Performance Data Completeness and Reliability Report

Introduction

This appendix outlines the processes the U.S. Department of Transportation (DOT or the Department) pursues to support the general accuracy and reliability of performance information, reduce the risk of inaccurate performance data, and provide a sufficient level of confidence to Congress and the public that the information presented is credible as appropriate to its intended use (Office of Management and Budget Circular A-11, Section 260.9: Assessing the completeness, reliability, and quality of performance data). Measures not provided to the Bureau of Transportation Statistics (BTS) for verification and validation prior to the submission deadline for the Fiscal Year (FY) 2022 Annual Performance Report (APR) are not included in this year's Performance Data Completeness and Reliability appendix.

Subsection 49 U.S. Code 6302(b)(3)(B)(ix) tasks the Director of BTS with reviewing and reporting to the Secretary of Transportation on the sources and reliability of the statistics produced to measure outputs and outcomes as required by the Government Performance and Results Act of 1993. To complete this task, BTS assessed the completeness, reliability, and quality of the performance measures that feed into the APR. The review included all measures that DOT actively collects. Per Subsection 6302(b)(3)(B)(ix), BTS reviews the reliability and other statistical properties of the measures, not whether the measures are the most appropriate reflection of performance for the particular goal or program. BTS' review supports the Department's Learning Agenda, which is required by the Foundations for Evidence-Based Policymaking Act of 2018.

Each section of this appendix includes a description of performance measures and associated data provided by the agency or agencies in charge of those measures.

- *Scope:* Provides a definition and an overview of the performance measure;
- *Sources:* Identifies the sources from which the data for each measure were taken;
- *Statistical Issues:* Describes the variability of the measure and other issues, based on information provided by BTS and the agency or agencies in charge of the measure;
- *Completeness:* Describes any limitations due to missing data or availability of current measures, and provides methods used to develop projections, as appropriate;
- *Reliability:* Provides the reader with an indication of the consistency and quality of the measure; and
- *Verification and Validation:* Explains the processes agencies have in place to support the general accuracy and reliability of performance information, reduce the risk of inaccurate performance data, and provide a sufficient level of confidence to Congress and the public that the information presented is credible, as appropriate, for its intended use (OMB Circular A-11, section 260.9: Assessing the completeness, reliability, and quality of performance data).

Strategic Goal 1: Safety

Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities

Lead	National Highway Traffic Safety Administration
Scope	Roadway fatalities are collected for each calendar year (CY). The number of fatalities included in National reports is a count of deaths of motorists or non-motorists occurring within 30 days of a crash involving a motor vehicle traveling on a traffic way customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico. A roadway fatality is the death of any vehicle occupant (any driver, passenger, or person riding on the exterior of a motor vehicle), including motorcycle (two- or three-wheeled motor vehicle) riders or passengers, and any non-occupants (any person not an occupant of a motor vehicle in transport, such as a pedestrian or cyclist) in a motor vehicle crash.
Sources	Roadway fatality data are obtained from the National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS). The FARS database is a census of fatal traffic crashes, based on Police Crash Reports (PCRs), within the 50 States, the District of Columbia, and Puerto Rico. Roadway fatality counts rates for CY 2021 and CY 2022 are statistical projections, and rates are based on those projections. Fatalities for CY 2020 were taken from the 2020 FARS annual report file.
Statistical Issues	FARS counts of motor vehicle traffic crash fatalities may differ from fatality statistics reported by the National Center for Health Statistics because of any deviation from the criteria listed below. FARS is a census of fatal motor vehicle crashes with a set of data files documenting all qualifying fatalities that occurred within the 50 States, the District of Columbia, and Puerto Rico since 1975. To qualify as a FARS case, the crash had to involve a motor vehicle traveling on a trafficway customarily open to the public and must have resulted in the death of a motorist or a non-motorist within 30 days of the crash. Additionally, the National Center for Health Statistics includes fatalities that occurred during a current calendar year from crashes that occurred the previous year.
Completeness	Annual traffic fatalities are currently available through CY 2020, published in March 2022.
Reliability	To complete each FARS case, the analyst applies specific definitions and guidelines and inputs the appropriate values for each data element into the data entry system. In this way, all data contained in the FARS system are uniform, eliminating State differences in collecting and maintaining relevant crash records.
Verification and Validation	FARS counts of motor vehicle crash fatalities are known to be different from fatality statistics by cause of death reported by the National Center for Health Statistics because FARS captures fatalities from vehicle crashes only on public roadways and death within 30 days of the crash. NHTSA ensures consistency in FARS data by establishing training, numerous quality control measures, and standard data coding guidelines, thereby assuring adequate National data to facilitate accurate analyses. Training for field personnel includes a new analyst training program that provides self-directed preparatory training followed by a five-day classroom session, as well as annual, system-wide training for all analysts. Training issues identified throughout the year and changes to the system are addressed at this system-wide training. Ongoing coding assistance, quality checks, and guidance for FARS analysts are available through a FARS hotline. The data are controlled upon entry with the FARS data entry system edit checks. These edit checks are updated annually along with a Coding and Validation Manual that provides definitions, rules, and guidance for each data element. The quality of a FARS case also is monitored for completeness, unknown values, and violations of edit check rules. Once in the database, the FARS data are also monitored through statistical quality control charts, which identify deviations from expected trends in the data and indicate when an inconsistency in the data occurs. While these activities help to ensure consistency in data acquisition, additional factors such as changes in the collection of the data in States and corresponding changes in FARS make monitoring data quality more complex. When these changes occur, they can limit the effectiveness of data monitoring using trend analysis to identify potential problems. To help address these issues, steps have been taken to develop additional means to support data quality that involves manual reviews of the case work coded by the FARS analysts. The FARS case re-coding process was developed to conduct annual case sampling and re-coding for data quality monitoring, analyst performance assessment, and training. The design combines the concepts of selected case re-coding with State-specific training. This quality assurance process uses samples from the current file year so that corrective actions to improve the quality of the data can be performed throughout the file year when inconsistencies are identified. The aim is to provide more immediate benefits from a case re-coding effort in the form of analyst training and tangibly improve data quality.

By 2023, the Department Will Reduce the Rate of Roadway-Related Fatalities from 1.36 per 100 Million Vehicle Miles Traveled (VMT) as of October 1, 2021, to No More than 1.22 per 100 Million VMT

Lead	National Highway Traffic Safety Administration
Scope	Roadway fatalities per 100 million VMT are calculated for each CY. The number of fatalities included in National reports is a count of deaths of motorists or non-motorists occurring within 30 days of a crash involving a motor vehicle traveling on a traffic way customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico. A roadway fatality is the death of any vehicle occupant (any driver, passenger, or person riding on the exterior of a motor vehicle), including motorcycle (two- or three-wheeled motor vehicle) riders or passengers, and any non-occupants (any person not an occupant of a motor vehicle in transport, such as a pedestrian or cyclist) in a motor vehicle crash. VMT include all vehicle miles traveled by all types of vehicles including passenger cars; motorcycles; buses; two-axle, four-tire vehicles (including vans, pickup trucks, and sport/utility vehicles); single unit two-axle, six-tire or more trucks; and combination trucks.
Sources	Roadway fatality data are obtained from NHTSA's FARS database, which is a census of fatal traffic crashes that are based on PCRs within the 50 States, the District of Columbia, and Puerto Rico. Annual VMT are estimated using data from the Federal Highway Administration's (FHWA) Highway Performance Monitoring System (HPMS). The HPMS compiles annual data from the States concerning the condition and performance of all roads in the United States. The HPMS includes the annual average daily traffic by road segment. States provide annual average daily traffic on all Federal-aid highway sections. These data are based on traffic counts taken at least once every three years on the National Highway System (NHS), interstate, and principal arterials and at least once every six years on minor arterials and collectors. Traffic counts are adjusted by States to reflect day-of-week and seasonal variations, current year conditions, and axle corrections, as necessary. These annual average daily traffic counts are multiplied by the length of each road segment and summed for all road segments and days of the year to yield the annual VMT. Monthly VMT are calculated using the annual VMT from the HPMS and the monthly traffic counts that States submit to FHWA from their automated traffic recorders (ATRs). These ATRs are permanent traffic counting devices, such as inductive loops in the roadway. About 6,000 ATRs are reported to FHWA each month, which are submitted and processed using the Travel Monitoring Analysis System. Monthly average daily traffic is computed from the ATR traffic counts. Each monthly average daily traffic is compared with the monthly average daily traffic for the same month the previous year to yield a change rate. The change rates are averaged by functional class of road. If a State does not provide traffic data in time, its change rates are estimated based on data from surrounding States. Monthly VMT are estimated and reported in FHWA's Traffic Volume Trends (TVT) by combining the change rates for each month with the most recent annual VMT from the HPMS. The TVT report is available to the public within 60 days after the close of the month. Data that cover a minimum of 30 States and 70% of the VMT are required for publication. Roadway fatality counts rates for CY 2021 and CY 2022 are statistical projections, and rates are based on those projections. Fatalities for CY 2020 were taken from the 2020 FARS annual report file. VMT are taken from the FHWA March 2021 TVT.
Statistical Issues	As both the HPMS and TVT are based on samples of the traffic, there are associated sampling errors.
Completeness	Annual traffic fatalities are currently available through CY 2020, published in March 2022. VMT are complete through 2020. The final 2020 VMT estimate was available in December 2021.
Reliability	To complete each FARS case, the analyst applies specific definitions and guidelines and inputs the appropriate element values for each data element into the data entry system. In this way, all data contained in the FARS system are uniform, eliminating State differences in collecting and maintaining relevant crash records.
Verification and Validation	See Verification and Validation for Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.

Reduce Passenger Vehicle Occupant Fatalities per 100 Million Passenger Vehicle Miles Traveled

Lead	National Highway Traffic Safety Administration
Scope	Passenger vehicle occupant fatalities per 100 million VMT are calculated for each CY. The number of fatalities included in National reports is a count of passenger vehicle occupant deaths occurring within 30 days of a crash involving a motor vehicle traveling on a traffic way customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico. An occupant is any person (drivers and passengers) inside or on the exterior of a passenger vehicle in transport. VMT include vehicle miles traveled by all types of passenger vehicles including passenger cars, vans, pickup trucks, sport/utility vehicles.
Sources	Roadway fatality data are obtained from the NHTSA FARS. The FARS database is a census of fatal traffic crashes within the 50 States, the District of Columbia, and Puerto Rico, and is based on PCRs. Roadway fatality counts for CY 2020 were taken from the 2020 FARS Annual Report File and rates were derived using VMT from March 2021. For information on the TVT, see Sources for By 2023, the Department Will Reduce the Rate of Roadway-Related Fatalities from 1.36 per 100 Million Vehicle Miles Traveled (VMT) as of October 1, 2021, to No More than 1.22 per 100 Million VMT.
Statistical Issues	As both the HPMS and TVT are based on samples of the traffic, there are associated sampling errors.
Completeness	Annual traffic fatalities are currently available through CY 2020. VMT are complete through 2020. The 2020 VMT estimate was available by December 2021.
Reliability	There is concern about consistency in vehicle counts across States. Further research is needed to address this concern. To complete each FARS case, the analyst applies specific definitions and guidelines and inputs the appropriate element values for each data element into the data entry system. In this way, all data contained in the FARS system are uniform, eliminating State differences in collecting and maintaining relevant crash records.
Verification and Validation	See Verification and Validation for Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.

Reduce Large Truck and Bus Fatalities per 100 Million Vehicle Miles Traveled

Lead	Federal Motor Carrier Safety Administration
Scope	The number of fatalities included in National reports is a count of deaths occurring within 30 days of a crash involving large trucks or buses traveling on a traffic way customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico. VMT include all vehicle miles traveled by all types of vehicles including passenger cars; motorcycles; buses; all two-axle, four-tire vehicles (including vans, pickup trucks, and sport/utility vehicles); single unit two-axle, six-tire-or-more trucks; and combination trucks.
Sources	Roadway fatality data are obtained from the NHTSA FARS. The FARS database is a census of fatal traffic crashes within the 50 States, the District of Columbia, and Puerto Rico, and is based on PCRs. A large truck is defined in FARS as a truck with a gross vehicle weight rating greater than 10,000 pounds. A bus is defined in FARS as any motor vehicle designed primarily to transport nine or more persons, including the driver. By 2023, the Department Will Reduce the Rate of Roadway-Related Fatalities from 1.36 per 100 Million Vehicle Miles Traveled (VMT) as of October 1, 2021, to No More than 1.22 per 100 Million VMT for VMT source information.
Statistical Issues	As both the HPMS and TVT are based on samples of the traffic, there are associated sampling errors. Projections depend on the continuation of individual and market behavior regarding highway safety policies, VMT, seat belt use, and alcohol-related fatalities for large trucks and buses. The assumptions inherent in these projections, together with the normal levels of uncertainty inherent in statistical evaluations, may influence the accuracy of the projection.
Completeness	Annual traffic fatalities are currently available through CY 2020, published in March 2022. VMT are complete through 2020. The 2020 VMT estimate was available in December 2021.
Reliability	To complete each FARS case, the analyst applies specific definitions and guidelines and inputs the appropriate element values for each data element into the data entry system. In this way, all data contained in the FARS system are uniform, eliminating State differences in collecting and maintaining relevant crash records.
Verification and Validation	See Verification and Validation for Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.

Reduce Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations

Lead	National Highway Traffic Safety Administration Safety Administration
Scope	Motorcyclist fatalities per 100,000 motorcycle registrations are calculated for each CY. The number of motorcyclist fatalities included in National reports is a count of motorcyclist (rider, operator, and passenger) deaths occurring within 30 days of a crash involving a motorcycle traveling on a traffic way customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico. A motorcycle is a two- or three-wheeled motor vehicle designed to transport one or two people, including motor scooters, minibikes, and mopeds.
Sources	Roadway fatality data are obtained from NHTSA FARS. The FARS database is a census of fatal traffic crashes within the 50 States, the District of Columbia, and Puerto Rico, and is based on PCRs. States collect motorcycle registration data and provide the data to FHWA, which then publishes the data to the public. Fatality counts for CY 2020 were taken from the 2020 FARS Annual Report File, and rates were derived using FHWA's motorcycle registration data, June 2022.
Statistical Issues	Some motorcyclist fatalities occur under circumstances not covered by FARS, which is limited to public roads. FHWA estimates of registered motorcycles may be an underestimate of the true number of motorcycles used on the roads each year. Data collected by the Motorcycle Industry Council corroborate this possibility and have noted that not all motorcyclists register their bikes (National Transportation Safety Board [NTSB]—Safety Recommendation Date: Oct 3, 2007). The motorcycle registration date varies among States. Although many States continue to register specific vehicle types on a calendar year basis, all States use some form of the "staggered" system to register motor vehicles. This system permits a distribution of the renewal workload throughout all months. Most States allow pre-registration or permit grace periods to better distribute the annual registration workload. To present vehicle registration data uniformly for all States, the information is shown as nearly as possible on a calendar-year basis. Insofar as possible, the registrations reported exclude transfers and re-registrations and any other factors that could otherwise result in duplication of the vehicle counts.
Completeness	Annual traffic fatalities are available through CY 2020, published in March 2022.
Reliability	FHWA motorcycle registration data include all vehicles that have been registered at any time during the calendar year. It is possible the data includes vehicles that were retired during the year and vehicles that were registered in more than one State. In some States, it is also possible that, contrary to the FHWA reporting instructions, vehicles that have been registered twice in the same State may be reported as two vehicles. The NHTSA data include only those vehicles that are published by FHWA. Therefore, they do not include vehicles registered in the last half of the calendar year or vehicles that may only be registered for a part of a year such as those for farm use. To complete each FARS case, the analyst applies specific definitions and guidelines and inputs the appropriate element values for each data element into the data entry system. In this way, all data contained in the FARS system are uniform, eliminating State differences in collecting and maintaining relevant crash records.
Verification and Validation	See Verification and Validation for Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.

Reduce Non-Occupant (Pedestrian/Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population

Lead	National Highway Traffic Safety Administration Safety Administration
Scope	The number of fatalities included in National reports is a count of non-occupant deaths occurring within 30 days of a crash involving a motor vehicle traveling on a traffic way customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico. A non-occupant is any person involved in a traffic crash who is not an occupant of a motor vehicle in transport, including pedestrians, bicyclists and other pedal cyclists, occupants of parked motor vehicles, joggers and skateboard riders, and people riding on animals and in animal-drawn conveyances.
Sources	Roadway fatality data are obtained from NHTSA FARS. The FARS database is a census of fatal traffic crashes within the 50 States, the District of Columbia, and Puerto Rico, and is based on PCRs. Roadway fatality counts for CY 2020 were taken from the 2020 FARS Annual Report File. Population data are obtained from the U.S. Bureau of the Census.
Statistical Issues	Non-occupant fatalities (pedestrian, bicycle) occur in places not covered by FARS, which is limited to public roads.

Completeness	Annual traffic fatalities are currently available through CY 2020, published in March 2022.
Reliability	To complete each FARS case, the analyst applies specific definitions and guidelines and inputs the appropriate element values for each data element into the data entry system. In this way, all data contained in the FARS system are uniform, eliminating State differences in collecting and maintaining relevant crash records. To complete each FARS case, the analyst applies specific definitions and guidelines and inputs the appropriate element values for each data element into the data entry system. In this way, all data contained in the FARS system are uniform, eliminating State differences in collecting and maintaining relevant crash records.
Verification and Validation	See Verification and Validation for Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.

Reduce the Number of Non-Motorized Fatalities and Serious Injuries

Lead	Federal Highway Administration
Scope	A non-motorized fatality is defined using the FARS person attribute codes: (5) Pedestrian, (6) Bicyclist, (7) Other Bicyclists, and (8) Persons on Personal Conveyances. A non-motorized serious injury is defined as where the injured person is or is equivalent to, a pedestrian (2.2.36) or a pedalcyclist (2.2.39) as defined in ANSI D16.1-2007.
Sources	Fatality data are pulled from NHTSA's FARS. Serious injury data are pulled from FHWA's Highway Safety Improvement Program (HSIP) annual report.
Statistical Issues	Serious injury data are State reported while fatality data are derived from a National database.
Completeness	Annual non-motorized fatalities and serious injury data are available through CY 2019.
Reliability	Fatality data are derived from a nationwide census of fatal motor vehicle crashes with a set of data files documenting all qualifying fatalities that occurred within the 50 States, the District of Columbia, and Puerto Rico. Conversely, serious injury data do not come from a National database but are self-reported by each State in their HSIP annual report. Every State is required to report serious injuries using the Model Minimum Uniform Crash Criteria definition for Suspected Serious Injury (A).
Verification and Validation	To qualify as a FARS fatality, the crash had to involve a motor vehicle traveling on a traffic way customarily open to the public and must have resulted in the death of a motorist or a non-motorist within 30 days of the crash. To qualify as a serious injury, the crash must be an injury other than fatal that results in one or more of the following: severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest, or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10% or more of the body); unconsciousness when taken from the crash scene; and/or paralysis.

Reduce the Race Fatality Ratio by Population

Lead	Federal Highway Administration
Scope	The proposed categories are based on OMB's "Standards for Classification of Federal Data on Race" guidelines.
Sources	Fatality data are pulled from NHTSA's FARS. Population estimates are from the U.S. Census Bureau.
Statistical Issues	Coding varies greatly from one State to the next. Variations in the police crash reports between States, data lags due to medical examiner reports, and a variety of other reporting issues all contribute to data quality issues.
Completeness	Race data are incomplete Nationally and by State. Many states frequently code "unknown," and other States do not have consistent processes in place for coding race on crash reports or cross-referencing the crash report with the medical examiner's report.
Reliability	The quality varies greatly due to the reasons stated above.
Verification and Validation	The data sources are utilized at different levels. Self-reporting, police reporting, State records, merging with hospital records, and cause of death files.

Reduce Number of Vehicle Occupants Ejected from Passenger Vehicles per 100 Emergency Medical Services Motor Vehicle Crash Activations

Lead	National Highway Traffic Safety Administration
Scope	Emergency medical services (EMS) data from 50 U.S. States, territories, and the District of Columbia.
Sources	The National Emergency Medical Services Information System (NEMSIS) database is a product of NHTSA's Office of EMS in collaboration with the University of Utah Technical Assistance Center (TAC). It is a National database that is used to store EMS data from 50 U.S. States, three territories, and Washington, D.C. NEMSIS is a universal standard for how patient care information resulting from an emergency 9-1-1 call for assistance is collected. NEMSIS is a collaborative system to improve patient care through the standardization, aggregation, and utilization of point-of-care EMS data at the local, State, and National levels. Approximately 50 million EMS activations are collected yearly. Local agencies send EMS data in the proper XML format to States, then on to the National EMS Database. The system is versatile and allows local and State agencies to customize their reports while also maintaining consistent National elements. ▪ Local agency providers select elements according to their needs while keeping the National and State elements as part of their selection. ▪ States select elements from the NEMSIS Dataset according to their needs while keeping the National elements as part of their selection. ▪ The National elements are transmitted to the NEMSIS TAC to populate the National EMS Dataset.
Statistical Issues	The National EMS Database data are event-based, not patient-based. That is, a single patient may be represented in more than one record for a variety of reasons. For example, several agencies (e.g., first responder and transport agencies) may respond to the same event (i.e., one patient) and each submits a patient care record to the National EMS Database.
Completeness	Data files received from contributing EMS agencies and States are checked for completeness, logical consistency, and proper formatting. Any data files not passing the NEMSIS validation and data cleaning processes are rejected or flagged based on the seriousness of the discovered errors. A data profile report is generated for each submitted file from a State (and/or submitting entity), allowing the opportunity to review the quality of submitted data, correct errors, and resubmit their data if needed. The proportion of missing data varies across data elements in the National EMS Database. In most cases, NEMSIS data are not missing at random, and analyses, therefore, are subject to bias if missing data are ignored. Excluding observations with missing values is the default for most software programs when running statistical analyses. Another option is to provide plausible values for the missing data, either by a single-value or multiple-value imputation. A single imputation of a value may be an educated guess at the value, substitution of the mean value, or substitution based on a regression equation using other (observed) values. Most statistical software packages can do imputations without much difficulty.
Reliability	NEMSIS is a large convenience sample, meaning it consists solely of data submitted by participating EMS agencies within States and may approximate a population-based data set. The National EMS Database inherits the individual deficiencies originating from its contributing entities.
Verification and Validation	The NEMSIS TAC employs edit checks to identify invalid or out-of-range values for the variables included in the research data set. There are currently over 300 edit checks.

Reduce Total Number of Transit-Related Fatalities

Lead	Federal Transit Administration
Scope	This measure includes rail transit systems subject to FTA's State Safety Oversight (SSO) Program. Those agencies which do not receive FTA funding—and thus are not subject to the SSO Program—and those that are regulated by the Federal Railroad Administration (FRA) are excluded. The measure also excludes Amtrak and all aerial tramway systems. Fatalities data are collected from most other non-rail transit systems that report to the National Transit Database (NTD). This excludes fatalities from those systems that do not report to the NTD and fatalities from rural transit systems and from small urbanized systems that receive a small system reporting waiver. Transit fatality data include passengers, revenue facility occupants, trespassers, employees, other transit workers (e.g., contractors), pedestrians, occupants of third-party vehicles, and others. A transit fatality is a death within 30 days of an incident on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle. Excluded are deaths due to unrelated medical conditions or natural causes occurring on public transportation systems. Also excluded are occupational safety deaths occurring inside administrative buildings.

Sources	NTD Monthly Safety Reports.
Statistical Issues	None identified, these data are collected as a complete count.
Completeness	Within the scope defined above, the fatality count data are complete. In some cases, a transit operator might fail to report an event to the FTA, although FTA attempts to ensure that all transit operators meet their reporting obligations.
Reliability	Transit systems must report reportable safety events to the NTD within 30 days of the event. Rail safety events are reconciled against SSO Investigatory Reports. Data reports are self-certified by a designate of the transit system's Chief Executive Officer (CEO) annually.
Verification and Validation	FTA independently verifies and validates safety event reports.

Reduce Fatalities and Injuries on Transit from Assaults on All Persons per 100 Million Service Vehicle Revenue Miles

Lead	Federal Transit Administration
Scope	Number of NTD-reportable fatalities and injuries resulting from assaults occurring on transit agency-owned property or vehicles, per 100 million bus and train revenue miles (TRM). This measure includes rail transit systems subject to FTA's SSO Program. Those agencies which do not receive FTA funding—and thus are not subject to the SSO Program—and those that are regulated by the FRA are excluded. The measure also excludes Amtrak and all aerial tramway systems. Fatalities and injuries are collected from most other non-rail transit systems that report to the NTD. This excludes fatalities from those systems that do not report to the NTD and fatalities from rural transit systems and from small urbanized systems that receive a small system reporting waiver. An assault is defined as an unlawful attack by one person upon another. "Assaults" is based on an updated NTD definition, which will change during the Bipartisan Infrastructure Law (BIL) implementation. Also included are events involving a person boarding/alighting from a vehicle. Bus stops or shelters owned by municipalities or authorities that also operate transit systems are not considered "transit-owned" property. Injury is defined as any damage or harm to persons as a result of an event that requires immediate medical attention away from the scene. A serious injury is defined as an injury that may or may not require transport from the scene for medical attention that result in any one of the following: ▪ Requires hospitalization for more than 48 hours, commencing within seven days from the date of the event, ▪ Results in a fracture of any bone (except simple fractures or fingers, toes, or nose), ▪ Causes severe hemorrhages, nerve muscle, or tendon damage, ▪ Involves an internal organ, or ▪ Involved second-degree burns affecting more than five percent of the body surface. Within the scope of this performance goal, a fatality is defined as a death confirmed within 30 days of a reported event and does not include deaths in or on transit property that are a result of illness or other natural causes. This performance goal excludes suicide events.
Sources	NTD Monthly Safety Reports for fatality data. NTD Monthly Service Reports for service revenue mile data.
Statistical Issues	None. Fatalities and injury data and VRM data are collected as 100% counts.
Completeness	Within the scope defined above, the fatality and injury from assaults count data are complete. Transit systems must report reportable safety events to the NTD within 30 days of the event. In some cases, a transit operator might fail to report an event to the FTA. Although FTA attempts to ensure that all transit operators meet their reporting obligations, in some cases the agency may not know if a report is missed. Within the scope defined above, the service revenue miles data are complete.
Reliability	Transit systems must report reportable safety events to the NTD within 30 days of the event. Most reportable rail safety events must also be investigated by the SSO Organization that has been designated in each state with rail transit. NTD safety event reports are reconciled against the list of SSO Investigations on an annual basis. Data reports for both safety events and service revenue miles are self-certified by a designate of the transit system's CEO annually.
Verification and Validation	FTA independently verifies and validates safety event reports. Service revenue mile data are validated against the operations and financial data in the rest of the annual NTD report to ensure consistency and are also validated against the prior year's reported service revenue miles.

Reduce Highway-Rail Grade Crossing Incidents

Lead	Federal Railroad Administration
Scope	The railroad accident and incident reporting subsystem compiles rail-related accident and incident data from railroads subject to FRA oversight. Railroads subject to oversight must have an accident and incident record-keeping system that meets or exceeds Federal standards. Requirements to report a Highway-Rail Grade Crossing event to FRA apply to any impact, regardless of severity, between railroad on-track equipment and a highway user at a highway-rail grade crossing site. The term "highway-rail grade crossing" means a location where the public highway, road, street, or private roadway, including associated sidewalks, crosses one or more railroad tracks at grade; or a location where a pathway explicitly authorized by a public authority or a railroad carrier that is dedicated for the use of non-vehicular traffic, including pedestrians, bicyclists, and others, that is not associated with a public highway, road, or street, or private roadway, which crosses one or more railroad tracks at grade. All crossing locations within industry and rail yards, ports, and dock areas are considered highway-rail crossing within the meaning of the term. Railroads report highway-rail grade crossing incidents on FRA form F6180.57, Highway-Rail Grade Crossing Accident/Incident Report. If the same event also has damages that exceed the reportable monetary damage threshold, the railroad will also submit FRA form F6180.54, Rail Equipment Accident/Incident Report. If there were any injuries, the railroad would submit FRA form F6180.55a, Railroad Injury and Illness Summary, for each injured person.
Sources	FRA's railroad accident and incident reporting subsystem compilation of railroad-reported data that railroads submit as required under 49 CFR Part 225. This subsystem contains approximately 40 years of data on railroad casualties, train accidents, highway-rail grade crossing collisions, and operating statistics, including train miles.
Statistical Issues	None identified.
Completeness	Railroad systems that do not connect with the general rail system are excluded from reporting to FRA. Examples include subway systems (e.g., Washington, D.C. Metro and New York City Subway), track existing inside an industrial compound, and insular rail (e.g., rail not connected to the general system and not intersecting a public highway-rail grade crossing or navigable waterway). Although railroads are generally required to report accidents and incidents within 30 days after the end of the month in which the event occurred, FRA keeps data files open for amendment for five years to capture late reports, audit findings, and other updates. Data processing requires up to 30 days to prepare the information for merging into the database. As a result, FRA measures are subject to change and might differ from previous reports. A more detailed explanation of this process is available in FRA's Guide for Preparing Accident/Incident Reports at http://safetydata.fra.dot.gov.
Reliability	FRA audits railroads' reporting and internal records. If railroads do not report accurately, completely, and timely, FRA can assess civil monetary penalties.
Verification and Validation	FRA's systems and periodic audits help validate railroad-submitted data to ensure that they are timely, complete, accurate, and reliable. Every two years, FRA conducts a data reporting audit of each of the seven largest carriers, known as Class I railroads, and Amtrak. FRA also audits the smaller railroads approximately every five years. The purpose of these audits is to check for properly completed reports and verify the reported data, including identifying accidents or incidents that meet thresholds but were not reported. After verification and validation, FRA provides public access to the data through its website at http://safetydata.fra.dot.gov.

Reduce Rail Right-of-Way Trespass Incidents

Lead	Federal Railroad Administration
Scope	The railroad accident and incident reporting subsystem compiles rail-related accident and incident data from railroads subject to FRA oversight. Railroads subject to oversight must have an accident and incident record-keeping system that meets or exceeds Federal standards. Requirements to report a trespasser incident to FRA apply when there has been a death or injury to a trespasser if an event or exposure arising from the operation of a railroad is a discernible cause of the resulting condition. If it is not obvious whether a precipitating event or exposure arose from the operation of a railroad or elsewhere, the railroad must evaluate the circumstances surrounding the injury to decide whether it is more likely than not that one or more events or exposures arising from the operation of a railroad contributed to the resulting condition. The railroad must report a death to any trespasser and an injury to any person that results in medical treatment, a significant injury as diagnosed by a physician or other licensed health-care professional, or a loss of consciousness. Railroads report trespasser injuries on FRA form F6180.55a, Railroad Injury and Illness Summary. The type of person is indicated on the F6180.55a form in field 5f, TypePerson/Job Code as E-Trespassers. The type of right of way at which the injury occurred is indicated in field 5k, Location, and will be one of the following: Main/branch, Yard, Siding, Industry, Repair, or Other Track, along with the location of the person whose injury is being reported, which include choices such as Beside Track, Between Track and On Track.
Sources	See Sources for Reduce Highway-Rail Grade Crossing Incidents.
Statistical Issues	None identified.
Completeness	See Completeness for Reduce Highway-Rail Grade Crossing Incidents.
Reliability	FRA audits railroads' reporting and internal records. If railroads do not report accurately, completely, and timely, FRA can assess civil monetary penalties.
Verification and Validation	See Verification and Validation for Reduce Highway-Rail Grade Crossing Incidents.

Reduce Train Accidents

Lead	Federal Railroad Administration
Scope	The railroad accident and incident reporting subsystem compiles rail-related accident and incident data from railroads subject to Federal Rail Administration (FRA) oversight. Railroads subject to oversight must have an accident and incident record-keeping system that meets or exceeds Federal standards. Requirements to report an event to FRA apply when the event's consequences exceed the annually adjusted damage threshold. The reporting threshold was increased from $11,200 to $11,300, effective December 15, 2021. A rail equipment (including train) accident is any collision, derailment, fire, explosion, an act of God, or other event involving the operation of railroad on-track equipment (standing or moving) that results in damages greater than the current reporting threshold to railroad on-track equipment, signals, track, track structures, or roadbed. Railroads must also maintain internal records on accountable events (those that are generally less impactful than reportable events These internal records are subject to FRA review. Railroads report train accidents on FRA form F6180.54, Rail Equipment Accident/Incident Report and operational data, including train miles, on FRA form F6180.55, Railroad Injury and Illness Summary.
Sources	FRA's railroad accident and incident reporting subsystem compilation of railroad-reported data that railroads submit as required under 49 CFR Part 225. This subsystem contains approximately 40 years of data on railroad casualties, train accidents, highway-rail grade crossing collisions, and operating statistics, including train miles.
Statistical Issues	None identified.
Completeness	Railroad systems that do not connect with the general rail system are excluded from reporting to FRA. Examples include subway systems (e.g., Washington, D.C. Metro and New York City Subway), track existing inside an industrial compound, and insular rail (e.g., rail not connected to the general system and not intersecting a public highway-rail grade crossing or navigable waterway). Although railroads are generally required to report accidents and incidents within 30 days after the end of the month in which the event occurred, FRA keeps data files open for amendment for five years to capture late reports, audit findings, and other updates. Data must be updated if the costs of an accident are more than 10% higher or lower than the initially reported cost. Data processing requires up to 30 days to prepare the information for merging into the database. As a result, FRA measures are subject to change and might differ from previous reports. A more detailed explanation of this process is available in FRA's Guide for Preparing Accident/Incident Reports at http://safetydata.fra.dot.gov.

Reliability	FRA audits railroads' reporting and internal records. If railroads do not report accurately, completely, and timely, FRA can assess civil monetary penalties.
Verification and Validation	See Verification and Validation for Reduce Highway-Rail Grade Crossing Incidents.

Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline or Surface Transportation Conveyance

Lead	Pipeline and Hazardous Materials Safety Administration
Scope	Incidents on gas pipeline systems, liquefied natural gas facilities, and underground natural gas storage facilities must be reported to the Pipeline and Hazardous Materials Safety Administration (PHMSA) under 49 CFR 191.15. Hazardous liquid and carbon dioxide (CO_2) pipeline system accidents must be reported to PHMSA under 49 CFR 195.50. Both interstate and intrastate pipeline systems are subject to the reporting requirements. Additionally, any person in possession of hazardous material during air, water, rail, or highway transportation, including loading, unloading, and storage incidental to transportation, must report incidents if certain conditions are met under 49 CFR 171.15 and 171.16. A fatality resulting from a failure in a hazardous materials transportation system in which there is a release of a hazardous liquid, CO_2, natural gas, or other regulated hazardous material must be reported. This includes operator employees, contractors working for the operator, other workers in the right of way, emergency responders, and the public. If an injured person dies within 30 days of the incident date, it is counted as a death, not as an injury. PHMSA partners with operators, State partners, and other stakeholders to identify and confirm deaths that occurred due to a release of hazardous liquid, gas, or other hazardous material regulated by PHMSA.
Sources	DOT and PHMSA incident data are used for this measure. For pipeline incidents, these data are derived from pipeline operator reports submitted on PHMSA Forms, F-7100.1, F-7100.2, F-7100.3, and F-7000-1. PHMSA regulations require incidents to be reported online through the PHMSA Portal. For incidents involving all other modes of transportation, hazardous materials transportation incident data are derived from reports submitted on Form DOT F 5800.1 and maintained in the Hazardous Materials Information System. In addition, PHMSA seeks information and data to identify potentially reportable hazardous materials incidents through the National Response Center (NRC), as well as the monitoring of print, television, and social media daily.
Statistical Issues	Results in any single year should be interpreted with caution. There is some normal annual variation in the number of reported incidents each year, particularly given the small number of fatalities, and this variation might not reflect real changes in the underlying risk. The target each year is set at one standard deviation from the trend line estimated based on the best-fit function to account for normal variation year-to-year. This provides about 80% probability of achieving the target if the risk continues to follow the trend line. The trend line is evaluated and calibrated at the end of every fiscal year. The performance measure is not normalized for changes in exposure, or external factors such as changes in pipeline mileage, energy consumption, or U.S. population, that could affect the number of incidents with fatality.
Completeness	Compliance in reporting is very high and most incidents that meet reporting requirements are submitted. Operators must submit reports within 30 days of an incident or face penalties for non-compliance. There is typically a 30-day lag between the date of the pipeline incident and PHMSA's receipt of the incident report. Pipeline operators can supplement incident reports at any time after the original submittal. For other transportation modes, there may be a 30- to 60-day lag in reporting, verifying, validating, and compiling information in the database for analysis, as many companies do not file incident reports on time. Filers have one year to modify their 5800.1 submission.
Reliability	All incident data are collected on OMB-approved forms online. Detailed OMB-approved instructions for incident reports are available on the PHMSA website. Validation checks are run in the online instrument prior to submittal to ensure all required data fields have been populated.
Verification and Validation	PHMSA routinely cross-checks incident reports against other sources of data, such as immediate notifications provided to the NRC and media outlets. PHMSA inspectors also regularly discuss incidents with operator personnel during routine inspections. PHMSA staff are responsible for reviewing each incident report to ensure the data matches information gained during PHMSA investigation or media reports. Pipeline operators have online access to each report they have submitted. On the PHMSA website, the public can download all the incident raw data or view 20-year trend lines of pipeline incident data with views of individual report data available.

Increase the Number of Overall Impressions, Social Media Engagement, Web Performance, and Email Engagement for the *Our Roads, Our Safety* Campaign

Lead	Federal Motor Carrier Safety Administration
Scope	*Our Roads, Our Safety* is a National safety campaign encouraging all road users to share the road safely with large trucks and buses. As part of the campaign, FMCSA offers a wide range of materials to help raise awareness about safe riding, walking, and driving practices around large trucks and buses. The strategy to achieve the campaign's goal of educating the American public is two-fold: 1) Directly disseminating safe driving tips and information via paid, owned, and earned media tactics; 2) Directing stakeholders to the *Our Roads, Our Safety* outreach toolkit, which provides them with turn-key educational resources they can share with their networks. By increasing the overall impressions of its campaign advertisements, FMCSA is ensuring an increased number of people have seen this safety information. In addition, by increasing traffic to the FMCSA website, including its outreach toolkit, FMCSA is equipping more users with helpful information they can disseminate to their networks. Ultimately, these increased measures will allow FMCSA to gauge the level of public awareness it is creating through its various campaign efforts.
Sources	*Our Roads, Our Safety* public website analytics; Facebook social insights, and campaign tracking tools and results.
Statistical Issues	Determining how many users are unique or return users; weeding out potential spammers and bots from data monitoring.
Completeness	Website monitoring is completed both manually by the Office of Communications staff and through automated monitoring techniques. Information tracked includes the number of visitors to the site, overall visit length, website speed, and website bounce rate.
Reliability	While the awareness campaign itself can technically be sustained with or without the partners, the success of the partnership aspect of the program depends on the participation and engagement of the partners who are currently a part of this effort.
Verification and Validation	FMCSA staff verify and validate the automated and manually collected data.

Increase the Percentage of Person Trips by Transit and Active Transportation Modes from 4% in 2020 to 6% in 2026

Lead	Federal Transit Administration
Scope	The NextGen National Household Travel Survey (NHTS) provides travel behavior data for person trips by all modes to include transit and active transportation.
Sources	The NextGen NHTS program focuses on providing National travel behavior data on a more frequent basis than prior NHTS efforts. This effort includes moving to a biennial household travel survey and adding annual passive original destination (OD) truck and passenger data products at the National level. The core (household) NHTS was redesigned to be shorter and more focused. The 2022 core survey is underway and will collect data from 7,500 randomly sampled households and 7,500 households that are part of the contractor's Knowledge Panel. Data collection will continue through January 2023, and data should be available in late spring-early summer of 2023. The NextGen NHTS also features an OD data component. The OD data contractor will be providing National passenger and truck OD data annually for calendar years 2020 through 2024. The 2020 National OD data are now available at https://nhts.ornl.gov/od/.
Statistical Issues	For the 2022 core survey, the data will represent the specified population/strata within a margin of error not to exceed five percentage points, with a confidence level of at least 95% for key metrics. The stratification is at the Census Division Level, with separate targets for urban and rural geographies within each Census Division, allowing for analysis Nationally, for urban vs. rural at the National level, and within/between Census Divisions (division, division-urban and division-rural geographies). The OD data focuses on travel within and among 583 zones. These zones are metropolitan statistical area-based, with additional zones created for within-State non-metropolitan statistical areas as defined here: https://www.fhwa.dot.gov/policyinformation/analysisframework/04.cfm. Statistical precision is estimated as part of the validation process against ground truth data.
Completeness	For the 2022 core survey, travel behavior data are collected for a 24-hour period from all household members ages five and over. An allowance is made for larger households to be considered complete if 75% or more of household members ages five and over report travel, consistent with prior NHTS designs.

Reliability	For the 2022 core survey data, the survey design focuses on the collection of key demographic and travel behavior characteristics using consistent question wording from prior NHTS cycles to ensure the trending of travel behavior over time on key metrics. The sampling frame for the 7,500 randomly sampled households is constructed in the same fashion as was used for the 2017 NHTS and the sample is drawn monthly to capture new construction and recent movers, thus minimizing coverage bias. In addition, a non-response bias analysis will be performed, and the results incorporated into the survey weights. For the OD data products, the essential metrics include sample consistency and population coverage, temporal consistency and coverage, spatial consistency and coverage, and location accuracy.
Verification and Validation	The data for both the 2022 core survey and the National OD data are validated against the same sources prior to release. This includes HPMS data for vehicle trips, the National Transit Data for transit trips, and BTS T-100 and DB1B data for air travel. In addition, the passenger OD rail trips are validated against Amtrak ridership numbers. In addition, both data components are also compared to aggregate passenger travel trends from the 2017 NHTS.

Increase Transit Ridership in the Top Transit Cities Back to 100% of 2019 Levels

Lead	Federal Transit Administration
Scope	For each of the 26 Top Transit Cities, the numerator is total transit unlinked passenger trips (UPT) from October to September for the current year cycle and the denominator is total transit UPT from October 2018 to September 2019. Data for rural and reduced reporters are not included in this measure. The top transit cities are the 26 urbanized areas (UZA) which met at least one of the following two conditions in 2019: transit operators reported 50 million or more passenger trips or transit operators reported 50 miles or more of local transit rail investment. This metric is a median of the above measure.
Sources	The data for these conditions are obtained from NTD reporting from transit operators in 2019 for the dominator and the current year for the numerator. Transit operators are included in the UZA in which their headquarters location exists, even if their operations span more than one UZA.
Statistical Issues	None. UPT data are collected as 100% counts.
Completeness	Within the scope defined above, the UPT data are complete.
Reliability	Data reports for UPT data are self-certified by a designate of the transit system's CEO annually. Data can be influenced by late reporters.
Verification and Validation	UPT data are validated against the operations and financial data in the rest of the annual NTD report to ensure consistency.

Through the Safe Streets for All Program, Ensure More than 200 Communities Have Strategies to Reduce Fatalities and More than 100 Have Interventions to Reduce Fatalities and Injuries

Lead	Federal Highway Administration
Scope	The Safe Streets and Roads for All Program (SS4A) awards grants to eligible applicants to develop comprehensive safety action plans ("strategies" to reduce fatalities) and to implement safety projects ("interventions" to reduce fatalities and serious injuries). Availability of SS4A grant funding is announced in an annual Notice of Funding Opportunity (NOFO) and extensive outreach is conducted to alert communities to the grant opportunity and to provide resources and information that will support successful applications.
Sources	The NOFO and SS4A website, as well as ongoing outreach activities, provide critical information that is streamlined and easy to understand, such as application aids, FAQs, and other resources to help eligible entities submit a successful application. Applications for the SS4A program are submitted and tracked through Grants.gov. They are then imported into an application intake and evaluation system that tracks applicant type (local agency, MPO, etc.), grant type (i.e., comprehensive safety action plan, safety project), grant application evaluation results, award status, award amount, and other applicant information.
Statistical Issues	No known variability or statistical issues.
Completeness	No known limitations due to missing data.
Reliability	Data will be consistent based on tracking grant applications and awards through trusted systems (i.e., Grants.gov) with quality controls that are built in.
Verification and Validation	Data are verified and validated through the intake and evaluation process.

Reduce Highway Workers Fatalities

Lead	Federal Highway Administration
Scope	While work zones play a critical role in maintaining and upgrading our roads, crashes in and near work zones impact everyone. Factors such as the amount of construction work being done alongside varying traffic volumes as well as the use of night work may impact safety considerations for highway workers. FHWA develops and deploys solutions and strategies that enable agencies to incrementally and continuously improve work zone management and maintain the safety of all road users (motorists, bicyclists, pedestrians) and workers. Each year in the spring, National Work Zone Awareness Week is held to bring National attention to motorist and worker safety and mobility issues in work zones. Since 1999, FHWA has worked with the American Association of State Highway and Transportation Officials and the American Traffic Safety Services Association to coordinate and sponsor the event. In addition to holding the FY 2023 National Work Zone Awareness Week, FHWA will continue conducting training initiatives with industry, updating work zone regulations, and pursuing research and technology deployment activities to improve safety.
Sources	FHWA gathers information on the number of highway worker fatalities occurring in work zones using the Bureau of Labor Statics (BLS) Census of Fatal Occupational Injuries (CFOI) and NHTSA/FARS. For tracking performance under this goal, FHWA will use BLS CFOI data. FHWA is not able to provide fatality or serious injury rates.
Statistical Issues	For the FHWA goal, we suggest "Reduce highway worker fatalities by 15% by 2026". Comparable rates are not available for work zones for two reasons: 1) lack of VMT or other exposure methods to estimate the amount of traffic in work zones, and 2) lack of a National comprehensive database for non-fatal motor vehicle injuries. The Data (through NHTSA/FARS) are only available on annual basis and lag the current year. Similar issues exist with the BLS CFOI data.
Completeness	The NHTSA FARS data identifies all fatalities occurring on public roads Nationally. However, identification of pedestrian fatalities that are highway workers is not consistently identified in the FARS database, making it difficult to track highway worker fatality data year to year. The ability to identify workers at road construction sites who are killed appears to be more comprehensive and consistent from year to year in the BLS CFOI database.
Reliability	The availability of the NHTSA FARS and BLS CFOI data are reliable.
Verification and Validation	NHTSA FARS and BLS CFOI data undergo extensive verification and validation prior to release. The issue pertaining to the inability to identify highway worker fatality in the FARS database is more attributable to the incompleteness of information included in the crash report forms filled out by law enforcement that are used to generate the entries in those databases. BLS CFOI data may have similar reporting and coding issues.

Reduce the Transportation Worker Fatality and Serious Injury Rate by 2026

Lead	Federal Motor Carrier Safety Administration
Scope	FMCSA will conduct a Large Truck Crash Causal Factors Study (LTCCFS) so the Agency can improve its understanding of the driver, vehicle, and roadway factors that contribute to large truck crashes. The LTCCFS will collect data on approximately 2,000 crashes (containing 1,000 variables) that can be jointly used to examine the critical events and reasons surrounding large truck crashes. FMCSA will need to develop a statistically valid study plan for the LTCCFS. Criteria for the study design will be developed internally and consider the capability gaps that are required to meet study requirements. Steps to develop this study plan include developing high-level study requirements and research questions to guide analysis of data sources, creating an integrated master schedule to include key milestones and deliverables, estimating time frames for completing these steps, documenting key stakeholders (internal and external) whose input is vital to the study's success, and creating an acquisition plan to encompass all parts of the study plan (e.g. sample design, data collection, and IT development).
Sources	The study plan will determine the data source.
Statistical Issues	FMCSA will develop a statistically valid study plan. Statistical issues will be identified later in the study development process.
Completeness	Data completeness will be determined later in the study development process.
Reliability	Data reliability will be determined later in the study development process.
Verification and Validation	The data verification and validation process will be determined later in the study development process.

Reduce Transit Worker Fatalities and Injuries from Collision and Derailment Events per 100 Million Service Revenue Miles

Lead	Federal Transit Administration
Scope	Number of NTD-reportable transit worker fatalities and injuries resulting from transit vehicle collisions and derailment events at rail and bus modes, excluding suicides, per 100 million service revenue miles. This measure includes rail transit systems subject to FTA's SSO Program. Those agencies which do not receive FTA funding—and thus are not subject to the SSO Program—and those that are regulated by the FRA are excluded. The measure also excludes Amtrak and all aerial tramway systems. Fatalities and injuries data are collected from most other non-rail transit systems that report to the NTD. This excludes fatalities from those systems that do not report to the NTD and fatalities from rural transit systems and from small urbanized systems that receive a small system reporting waiver. Includes all transit worker fatalities and injuries resulting from non-suicide transit vehicle collisions and events where a rail transit vehicle derails. Injury is defined as any damage or harm to persons as a result of an event that requires immediate medical attention away from the scene. A serious injury is defined as an injury that may or may not require transport from the scene for medical attention that result in any one of the following: ▪ Requires hospitalization for more than 48 hours, commencing within seven days from the date of the event; ▪ Results in a fracture of any bone (except simple fractures or fingers, toes, or nose); ▪ Causes severe hemorrhages, nerve muscle, or tendon damage; ▪ Involves an internal organ; or ▪ Involved second-degree burns affecting more than five percent of the body surface. Within the scope of this performance goal, a fatality is defined as a death confirmed within 30 days of a reported event and does not include deaths in or on transit property that are a result of illness or other natural causes. This performance goal excludes suicide events.
Sources	NTD Monthly Safety Reports for fatality data. NTD Monthly Service Reports for service revenue mile data.
Statistical Issues	TRM used in this calculation are estimated, as this service metric is reported to NTD based on the Reporter's fiscal year, not FTA's fiscal year. TRM for each FTA FY is estimated based on the rail industry's monthly VRM reporting, using the industry-wide railcars per train (CPT) ratio for the corresponding reporting year (VRM/CPT = TRM). The CPT ratio for Reporting Year 2021 is not available as the 2021 Annual Reporting is not yet complete; therefore, the CPT for Reporting Year 2020 was used instead.
Completeness	Some data are preliminary and subject to revision. All rates calculated for FTA FY 2020 and 2021 may change. Safety data for FY 2021 will be finalized in January 2023. Otherwise, within the scope defined above, the worker fatality and injury data and service revenue mile data are complete.
Reliability	Transit systems must report reportable safety events to the NTD within 30 days of the event. Most reportable rail safety events must also be investigated by the SSO Organization that has been designated in each State with rail transit. NTD safety event reports are reconciled against the list of SSO Investigations on an annual basis. Data reports for both safety events and service revenue miles are self-certified by a designate of the transit system's CEO annually.
Verification and Validation	FTA independently verifies and validates safety event reports. Service revenue mile data are validated against the operations and financial data in the rest of the annual NTD report to ensure consistency and are also validated against the prior year's reported service revenue miles.

Reduce the Railroad Employee On-Duty Injury and Illness Rate

Lead	Federal Railroad Administration
Scope	The railroad accident and incident reporting subsystem compiles rail-related accident and incident data from railroads subject to FRA oversight. Railroads subject to oversight must have an accident and incident record-keeping system that meets or exceeds Federal standards. Requirements to report an employee on duty incident to FRA apply when there has been a death or injury to an employee on duty if an event or exposure arising from the operation of a railroad is a discernible cause of the resulting condition. If it is not obvious whether a precipitating event or exposure arose from the operation of a railroad or elsewhere, the railroad must evaluate the circumstances surrounding the injury to decide whether it is more likely than not that one or more events or exposures arising from the operation of a railroad contributed to the resulting condition. The railroad must report a death to any employee on duty and an injury to any person that results in medical treatment, a significant injury as diagnosed by a physician or other licensed healthcare professional, or a loss of consciousness. Railroads report employee on duty injuries on FRA form F6180.55a, Railroad Injury and Illness Summary, for each injured employee in field 5f, Type Person/Job Code, as Code A-Worker on Duty- Railroad Employee. If the injuries occurred in a Train Accident or Grade Crossing Incident, the railroad will submit and indicate the total number of employees on duty injuries on the FRA form F6180.54, Rail Equipment Accident/Incident Report, or FRA form F6180.57, Highway-Rail Grade Crossing Accident/Incident Report, respectively.
Sources	FRA's railroad accident and incident reporting subsystem compilation of railroad-reported data that railroads submit as required under 49 CFR Part 225. This subsystem contains approximately 40 years of data on railroad casualties, train accidents, highway-rail grade crossing collisions, and operating statistics, including train miles.
Statistical Issues	None identified.
Completeness	Railroad systems that do not connect with the general rail system are excluded from reporting to FRA. Examples include subway systems (e.g., Washington, D.C. Metro and New York City Subway), track existing inside an industrial compound, and insular rail (e.g., rail not connected to the general system and not intersecting a public highway-rail grade crossing or navigable waterway). Although railroads are generally required to report accidents and incidents within 30 days after the end of the month in which the event occurred, FRA keeps data files open for amendment for five years to capture late reports, audit findings, and other updates. Data processing requires up to 30 days to prepare the information for merging into the database. As a result, FRA measures are subject to change and might differ from previous reports. A more detailed explanation of this process is available in FRA's Guide for Preparing Accident/Incident Reports at http://safetydata.fra.dot.gov.
Reliability	FRA audits railroads' reporting and internal records. If railroads do not report accurately, completely, and timely, FRA can assess civil monetary penalties.
Verification and Validation	FRA's systems and periodic audits help validate railroad-submitted data to ensure that they are timely, complete, accurate, and reliable. Every two years, FRA conducts a data reporting audit of each of the seven largest carriers, known as Class I railroads, and Amtrak. FRA also audits the smaller railroads approximately every five years. The purpose of these audits is to check for properly completed reports and verify the reported data, including identifying accidents or incidents that meet thresholds but were not reported. After verification and validation, FRA provides public access to the data through its website at http://safetydata.fra.dot.gov.

Increase the Volume of PackSafe Messaging to the Traveling Public and SafeCargo Messaging to Shippers

Lead	Federal Aviation Administration
Scope	On a monthly basis, the Federal Aviation Administration (FAA) reports on the use of different platforms to deliver the dangerous goods safety messaging for the PackSafe for Air Travelers and SafeCargo for Air Shippers and E-Commerce campaigns, identified in the annual stakeholder engagement plan. On a quarterly basis, the FAA measures the total volume of PackSafe for Air Travelers and SafeCargo for Air Shippers messaging with metrics for Website updates, social media posts, and events according to established metrics.
Sources	Air Operator Certificate tracks content on the FAA's website and social media accounts, using appropriate, automated third-party tools for each platform. The FAA's Office of Hazardous Materials Safety uses a database to track both in-person and virtual events where the staff provides PackSafe and/or SafeCargo safety messaging.
Statistical Issues	Identification of website and social media updates are limited by the software used to identify and track updates. Events are tracked in a database inputted by FAA staff, with the potential for human error.

Completeness	Data are only available for the volume of messaging provided directly by the FAA. Stakeholders may further download content and share content outside of the direct volume of messaging measured on FAA platforms. As messaging may support more than one campaign, the total volume of PackSafe and SafeCargo messaging will be combined for each FAA platform.
Reliability	Measures are consistent with figures tracked in the FAA's FY 2021 and FY 2022 business plan for the FAA's Security and Hazardous Materials Line of Business and were selected for consistency. Website updates and social media post tracking are generated using analytic tools for the appropriate platform. The results are evaluated by subject matter experts. All PackSafe and SafeCargo events are tracked in an FAA database, which is used for internal FAA performance reporting.
Verification and Validation	The FAA's Office of Hazardous Materials Safety and Air Operator Certificate organization review and analyze the website and social media data. All PackSafe and SafeCargo events are tracked in an FAA database, following internal processes with manager review and approval of event entries.

Conduct Random and Targeted Checks on Compliance with EMBARC Standards of Not Less than 5% of Commercial Vessels that Host Cadets from the USMMA

Lead	Maritime Administration
Scope	*This is a new performance goal; reporting will begin in FY 2023.*
Sources	
Statistical Issues	
Completeness	
Reliability	
Verification and Validation	

Increase the Highway Safety Improvement Program Obligation Rate

Lead	Federal Highway Administration
Scope	The obligation rate is the ratio of the HSIP cumulative obligations to the cumulative apportionments for all 50 States and the District of Columbia.
Sources	HSIP obligation data are derived using the Fiscal Management Information System (FMIS). Combined obligations include authorization act funding for HSIP; High-Risk Rural Roads; Vulnerable Road User Safety; Specified Safety Projects; and Rail Highway Crossing Program. Apportionments are derived from the Supplementary Tables – Apportionments pursuant to the applicable authorization Acts as posted annually here.
Statistical Issues	Measure variability may be impacted by Advance Construction obligations. Also, the National obligation rate is measured annually after the end of the FY, so there may be variability if reported quarterly. Also, planning and implementing projects takes time, so an influx of additional funding and/or new BIL requirements that impact the administration of the HSIP may cause variability in the measure.
Completeness	While apportionments are not reliant on appropriations as the funding is contract authority provided in an authorization act, the ability to obligate apportionments is dependent on obligation limitation provided in an appropriations act. Under a Continuing Resolution, FHWA does not receive a full-year obligation limitation and, therefore, obligations of HSIP apportionments may be constrained during the Continuing Resolution period.
Reliability	HSIP funding obligation rates are not necessarily a reflection of a State's commitment to safety. There are many other ways to fund safety improvements. Obligation rates do not necessarily provide explanations as to why rates are high or low, or how safe highways may be in each State. Obligation rates do not include safety improvements that are planned, but not yet obligated, do not include the transfer of funds to another agency, and do not reflect safety spending through other core programs such as the Surface Transportation Block Grant Program or the National Highway Performance Program, or funded by non-Federal funds.
Verification and Validation	HSIP apportionments are contained in Notices that are reviewed by various offices within FHWA and then signed by the FHWA Administrator (or Acting Administrator). The apportionments are uploaded into FMIS and are reviewed for accuracy by the Budget Execution & FMIS Team. HSIP obligations are based on project authorizations in FMIS, which are signed off on by the State and two levels of reviewers within FHWA.

Increase the Number of Compliance Reviews by 50% by FY 2027

Lead	Federal Motor Carrier Safety Administration
Scope	Compliance review is a way for FMCSA to ensure motor carriers are following the Agency's safety rules. During a Compliance review, a safety investigator conducts a detailed review of specific compliance elements of a carrier's operation. FMCSA conducts two types of Compliance review s: (1) a full Compliance review which covers all compliance elements of a carrier's operation and is typically performed on-site at the carrier's main office, and (2) a focused Compliance review which usually covers one or two compliance areas, such as Hours-Of-Service compliance. Focused Compliance reviews can be performed on-site at the carrier's main office, or entirely off-site.
Sources	FMCSA's Motor Carrier Management Information System (MCMIS) data
Statistical Issues	Further research is needed to identify potential statistical issues.
Completeness	Compliance Review data are available from MCMIS through FY 2021 and partial data are available through August 2022.
Reliability	There is concern about consistency in vehicle counts across States. Further research is needed to address this concern.
Verification and Validation	FMCSA analyzes self-reported MCMIS registration data and applies filters to identify and remove inaccurate entries to avoid over- or under-estimating values.

Increase the Number of Compliance Reviews by 50% by FY 2027

Lead	Federal Motor Carrier Safety Administration
Scope	New Entrant motor carriers have a higher crash rate than existing carriers. It is critical that FMCSA identify unsafe carriers early in their operations and require corrective action or revocation of their authority, resulting in safer highways. FMCSA's New Entrant Program monitors motor carriers' compliance with safety regulations for their first 18 months to help carriers operate safely on the Nation's roads. Within this program, FMCSA and its State partners assess safety performance by collecting data about carriers through safety audits, roadside inspections, investigations, and crash reports. During safety audits, FMCSA and States review carriers' records to verify that the carriers have safety management controls in place.
Sources	FMCSA's MCMIS data
Statistical Issues	Further research is needed to identify potential statistical issues.
Completeness	New Entrant Safety Audit data are available from MCMIS through FY 2021 and partial data are available through August 2022.
Reliability	There is concern about consistency in vehicle counts across States. Further research is needed to address this concern.
Verification and Validation	FMCSA analyzes self-reported MCMIS registration data and applies filters to identify and remove inaccurate entries to avoid over- or under-estimating values.

Increase the Number of Compliance Reviews by 50% by FY 2027

Lead	Federal Railroad Administration
Scope	This metric includes projects funded under the Railroad Crossing Elimination (RCE) program or the Consolidated Rail Infrastructure and Safety Improvement (CRISI) program. Under the RCE program, FRA intends to prioritize grade separation projects but has the ability to fund a wide range of projects that improve the safety and mobility of people and goods at highway-rail or pathway-rail grade crossings. Under the CRISI program, FRA is limited to funding highway-rail grade crossing improvement projects, to include installation, repair, or improvement of grade separations, railroad crossing signals, gates, and related technologies, highway traffic signalization, highway lighting, and crossing approach signage, roadway improvements such as medians or other barriers, railroad crossing panels and surfaces, and safety engineering improvements to reduce risk in quiet zones or potential quiet zones.
Sources	Applications and grant agreements for selected projects under RCE and CRISI include detailed scopes of work and project locations. The projects will be selected based on their respective technical merit and project benefit reviews that are conducted as part of the application evaluation process.

Statistical Issues	None identified.
Completeness	OST and FRA control and track the grant application process. Applications are required to have a complete proposal of all aspects of the project, to include specific grade crossings to be improved and information on the types of improvements to be made. Scope changes may take place after an application is submitted and selected as part of the grant award and obligation process. However, since grade crossing incidents and data are cataloged, the actual crossing improvements and/or closures funded by FRA are considered to be sufficiently tracked.
Reliability	Both RCE and CRISI require applicants to provide geospatial data (such as latitude and longitude) as well as the respective highway-rail grade crossing number(s) that would be involved in the project. This not only enables FRA to track the respective highway-rail grade crossing but also ensures that safety at those highway-rail grade crossings that are at the highest risk are being improved.
Verification and Validation	Improvements funded by grant programs are subject to FRA's risk-based monitoring and risk assessment process, including site visits, routine monitoring, and regular validation of grant-funded work against milestones in the grant agreement. This continues through the life of the grant, and any issues are appropriately measured, assessed, and resolved by FRA staff and project sponsors. An example of this effort can be seen through the monthly/quarterly reports that grantees provide FRA as a condition of the grant agreement.

Maintain the Percentage of 5-Star Safety Ratings by Model Year Through New Car Assessment Program Vehicle Safety Testing at 85%

Lead	National Highway Traffic Safety Administration
Scope	Each year, NHTSA tests new passenger cars, light trucks, sport utility vehicles, and minivans and rates them under the 5-Star Safety Ratings Program. Five stars indicate the highest safety rating, and one star indicates the lowest. As part of the New Car Assessment Program (NCAP), the 5-Star Safety Ratings Program evaluates how well vehicles perform in crash tests and rollover resistance tests to help consumers make informed decisions about safety when purchasing a vehicle. Vehicle safety ratings are provided at the point of sale on the window sticker that is applied to new vehicles, on NHTSA's website, and other consumer information outlets. This provides consumers with a reliable, transparent, and unbiased assessment of the safety performance of light vehicles (with gross vehicle weight ratings of 10,000 pounds or less) that are sold in the United States.
Sources	NHTSA's official test results from test vehicles conducted under NCAP.
Statistical Issues	None identified.
Completeness	NHTSA conducts crash testing on approximately 85% of the new vehicle fleet. Each year, NHTSA selects a number of vehicle models to be tested under NCAP. The Agency purchases vehicles at various dealerships just like consumers would. Vehicles are then delivered to NHTSA's contracted test labs to assess the occupant protection performance. Once all relevant tests are conducted and the quality control of the test data are completed, NHTSA assigns ratings to test vehicles using the 5-Star Safety Ratings System. A vehicle's overall vehicle score combines results from the frontal crash tests, side crash tests, and rollover resistance test(s) into one rating that indicates the overall protection to a vehicle occupant if the vehicle is involved in a crash. NHTSA also assigns ratings by seating position for the individual test modes.
Reliability	NHTSA has developed detailed control mechanisms to ensure that the crash testing protocols are repeatable and reproducible for crash tests conducted across all brands and vehicle types. The data are carefully reviewed for any potential anomalies.
Verification and Validation	NHTSA's protocols for conducting crash tests have been developed, verified, and refined (when necessary) over the years since the establishment of NCAP in 1978. The test procedures are similar to those set forth in the relevant Federal motor vehicle safety standards.

By September 30, 2023, the Federal Aviation Administration's Range of Programs will Contribute to the Commercial Air Carrier Fatality Rate Remaining Below the Target of 4.9 Fatalities per 100 Million Persons on Board

Lead	Federal Aviation Administration
Scope	This metric includes both scheduled and nonscheduled flights of U.S. passenger and cargo air carriers (14 CFR Part 121) and scheduled passenger flights of commuter operators (14 CFR Part 135). It excludes on-demand (i.e., air taxi) services and general aviation. Accidents involving passengers, crew, ground personnel, and the un-involved public are all included.
Sources	The data on commercial fatalities come from NTSB's Aviation Accident Database. All but a small share of the data from persons on board comes from the air carriers, who submit information for all passengers on board to the Office of Airline Information within BTS. Additionally, the FAA estimates crew on board based on the distribution of aircraft departures by make and model, plus an average of 3.5 persons on board per Part 121 cargo flight.
Statistical Issues	Both accidents and passengers on board are censuses, having no sampling error. The crew on board is an estimate with a small range of variation for any given make and model of aircraft. Departure data and enplanements for Part 121 are from the BTS. The crew estimate is based on fleet makeup and crew requirements per number of seats. For the current fleet, the number of crew is equal to about seven percent of all Part 121 enplanements. The average number of cargo crew on board is 3.5 per departure, based on data from subscription services such as Air Claims (Ascend), a proprietary database used by insurers to obtain information such as fleet mix, accidents, and claims. Cargo crews typically include two flight crew members, and occasionally another pilot or company representative or two deadheading passengers. Part 135 data also comes from BTS and Air Claims databases but is not as complete. The Office of Aviation Policy and Plans verifies with the operators when it identifies gaps in the data. Based on previous accident and incident reports, the average Part 135 enplanement is five per departure. Crew estimates for Part 135 are based on previous accident and incident data. Any error that might be introduced by estimating the crew will be very small and will be overwhelmed by the passenger census. Importantly, the fatality rate is low and could significantly fluctuate from year to year due to a single accident.
Completeness	The FAA does comparison checking of the departure data collected by BTS. These data are needed for crew estimates. However, the FAA has no independent data sources against which to validate the numbers submitted to BTS. The FAA compares its list of carriers to the DOT list to validate completeness and places the carriers in the appropriate category (i.e., Part 121 or Part 135). The number of actual persons on board for any given period is considered preliminary for up to 18 months after the close of the reporting period. This is due to amended reports subsequently filed by the air carriers. Preliminary estimates are based on projections of the growth in departures developed by the Office of Aviation Policy, Planning, and Environment. However, changes to the number of persons on board should rarely affect the annual fatality rate. To overcome reporting delays of 60 to 90 days, the FAA must rely on historical data, partial internal data sources, and Official Airline Guide (OAG) scheduling information to project at least part of the FY activity data. The FAA uses OAG data until official BTS data are available. The final result for the air carrier fatality rate is not considered reliable until BTS provides preliminary numbers. Due to reporting procedures in place, it is unlikely that the calculation of future FY departure data will be markedly improved. This lack of complete historical data on a monthly basis and independent sources of verification increases the risk of error in the activity data. NTSB and the Office of Accident Investigation and Prevention (AVP) confer periodically to validate information on the number of fatalities. Accident data are considered preliminary. NTSB usually completes investigations and issues reports on accidents that occur during any fiscal year by the end of the next fiscal year. Results are considered final when all those accidents have been reported in the NTSB press release published early in the following year. For example, FY 2022 results will be final after the FY 2024 press release. In general, however, the number of fatalities is not likely to change significantly between the end of the fiscal year and the date they are finalized.
Reliability	Results are considered preliminary based on projected activity data. Most accident investigations are joint undertakings. NTSB has the statutory responsibility to determine probable cause, while FAA has separate statutory authority to investigate accidents and incidents to ensure that the FAA meets its broader responsibilities. The FAA's own accident investigators and other FAA employees participate in all accident investigations led by NTSB investigators.
Verification and Validation	The FAA's own accident investigators and other FAA employees participate in all accident investigations led by NTSB investigators. The FAA uses performance data extensively for program management, personnel evaluation, and accountability. Results are considered final when all those accidents have been reported in the NTSB press release published early in the following year. For departure data, FAA does comparison checking on the data collected by BTS. Data are reviewed by FAA senior leadership every week. This metric is part of a core group of goals that the FAA pegs employee performance-based pay.

By September 30, 2023, the Federal Aviation Administration's Range of Programs Will Contribute to Reducing General Aviation Fatal Accidents to No More Than 0.94 Fatal Accidents per 100,000 Flight Hours

Lead	Federal Aviation Administration
Scope	This metric includes U.S.-registered, on-demand (non-scheduled 14 CFR Part 135), and general aviation flights. General aviation comprises a diverse range of aviation activities from single-seat homebuilt aircraft; helicopters; balloons; and single and multiple-engine land and seaplanes to highly sophisticated, extended-range turbojets.
Sources	The data for general aviation fatal accidents come from the NTSB Aviation Accident Database. Aviation accident investigators, under the auspices of the NTSB, develop the data. Annual flight hours are derived from the FAA's annual General Aviation and Part 135 Activity Survey. The FAA's Forecast and Performance Analysis Division provides current-year estimates.
Statistical Issues	The NTSB finalizes the actual number of general aviation fatal accidents. As this is a simple count of accidents, there are no statistical issues relevant to the data. The GA community and the General Aviation Joint Steering Committee (GAJSC), as part of the Safer Skies initiative, recommended the development of a data collection program that will yield more accurate and relevant data on GA demographics and utilization. Improved general aviation survey and data collection methodologies have been developed. Because of these efforts, FAA, working with the General Aviation Manufacturers Association, the NTSB, and other aviation industry associations, has made many improvements to the survey. An improved survey was initiated in FY 2004. These annual surveys created, for the first time, a statistically valid report of activity on which the general aviation community could agree. First, the sample size has significantly increased. Second, a reporting form has been created to make it much easier for organizations with large fleets to report. Third, the agency worked with the Aircraft Registry to improve the accuracy of contact information. Each year, significant improvements are being made to substantially improve the accuracy of the data. The GAJSC, the Safety Analysis Team of the GAJSC, and the General Aviation Data Improvement Team worked closely with the GA community and industry to develop this performance metric and target. There was unanimous support and consensus for the metric and target.
Completeness	The number of general aviation fatal accidents, even when reported as preliminary, is very accurate. NTSB and the Office of AVP confer periodically to validate information on the number of fatalities. NTSB usually completes investigations and issues reports on accidents that occur during any fiscal year by the end of the next fiscal year Results are considered final when all those accidents have been reported in the NTSB press release published early in the following year. For example, FY 2022 results will be final after the FY 2024 press release. In general, however, the numbers of fatalities are not likely to change significantly between the end of the fiscal year and the date they are finalized. Further research is needed to determine how well annual flight hours derived from the FAA's annual General Aviation and Part 135 Activity Survey capture total general aviation flight hours. General aviation survey calendar hours are finalized by December 31 of the following year. Hence, the fatal accident rate for FY 2020 will not be considered final/complete until December 31, 2021.
Reliability	Results are considered preliminary based on projected activity data. Most accident investigations are joint undertakings. NTSB has the statutory responsibility to determine probable cause, while the FAA has separate statutory authority to investigate accidents and incidents to ensure that the FAA meets its broader responsibilities. The FAA's own accident investigators and other FAA employees participate in all accident investigations led by NTSB investigators.
Verification and Validation	For the number of fatal accidents, NTSB and the Office of AVP confer periodically to validate their information. For flight hours, general aviation survey data are highly accurate with a percent-standard error of less than one percent. The general aviation community and the GAJSC, as part of the Safer Skies initiative, recommended the development of a data collection program that will yield more accurate and relevant data on GA demographics and utilization. Improved general aviation survey and data collection methodologies have been developed. Because of these efforts, the FAA, working with the General Aviation Manufacturers Association, the NTSB, and other aviation industry associations, has made many improvements to the survey. An improved survey was initiated in 2004. FAA senior leadership review safety data on a weekly basis. This metric is part of a core group of goals that the FAA pegs employee performance-based pay.

Maintain the Weighted Surface Safety Risk Index at or Below 0.35 per Million Operations for Commercial Aviation

Lead	Federal Aviation Administration
Scope	The metric measures the overall safety performance of the National Airspace System (NAS) in the runway environment. It includes all manner of commercial operations, aircraft, vehicles, and pedestrians that occur in that environment. It includes runway collision accidents, runway excursion accidents, taxiway collision accidents, runway incursion incidents, runway excursion incidents, and taxiway surface incidents. Operations are defined as total takeoffs and landings. Commercial operations are considered those operating under FAR Parts 121, 129, and 135; all other operation types are considered non-commercial.
Sources	The NTSB database is the primary source of runway accident data. Runway excursion data are supplemented by AVP's Aviation System Analysis and Sharing database, which aggregates runway excursion data from multiple sources. Air traffic controllers and pilots are the primary sources of runway incursion and surface incident reports. The data are recorded in the Comprehensive Electronic Data Analysis Reporting system. This system replaced the FAA Air Traffic Quality Assurance database for the Air Traffic Organization. Preliminary incident reports are evaluated when received and evaluation can take up to 90 days. Operations data used to calculate the runway incursion rate are provided via Operational Network and are downloaded directly from the FAA Operations and Performance Data database.
Statistical Issues	Categorization of the various accidents is performed using statistical modeling, which is prone to sampling error.
Completeness	The FAA conducts annual reviews of reported data and compares them with data reported from previous years. Annual runway incursion and surface incident data are used to provide a statistical basis for research, analysis, and outreach initiatives. The Surface Safety Metric will be recalculated if accidents or incidents are reported late or if operations data are retroactively adjusted.
Reliability	A classification algorithm with approximately 95% accuracy is used to classify NTSB events as runway collisions, taxiway collisions, or runway excursions. Given this classification error, there is a small chance that irrelevant accidents will be included in the Surface Safety Metric calculation or relevant accidents will be excluded.
Verification and Validation	The FAA verifies and validates the accuracy of runway incursion and surface incident data through the initial validation process followed by quality assurance and quality control reviews. Reconciliation of the databases is conducted monthly, and anomalies are explored and resolved. In cases where major problems are identified, a request to re-submit is issued.

Maintain the Weighted Surface Safety Risk Index at or Below 0.60 per Million Operations for Non-Commercial Aviation

Lead	Federal Aviation Administration
Scope	The metric measures the overall safety performance of the NAS in the runway environment. It includes all manner of non-commercial operations, aircraft, vehicles, and pedestrians that occur in that environment. It includes runway collision accidents, runway excursion accidents, taxiway collision accidents, runway incursion incidents, runway excursion incidents, and taxiway surface incidents. Operations are defined as total takeoffs and landings. Commercial operations are considered those operating under FAR Parts 121, 129, and 135; all other operation types are considered non-commercial.
Sources	See Maintain the Weighted Surface Safety Risk Index at or Below 0.35 per Million Operations for Commercial Aviation.
Statistical Issues	Categorization of the various accidents is performed using statistical modeling, which is prone to sampling error.
Completeness	See Maintain the Weighted Surface Safety Risk Index at or Below 0.35 per Million Operations for Commercial Aviation.
Reliability	
Verification and Validation	

Reduce the Fatal and Serious Injury Accident Rate in Alaska with Emphasis on Part 135 Air Carrier Incidents

Lead	Federal Aviation Administration
Scope	The tiger team is developing a roadmap that will move along with the recommendations from the final FAA Alaska Aviation Safety Initiative report, developed last year. We will use the roadmap to engage stakeholders on timelines in the roadmap. Stakeholder engagement is a priority of this initiative and will be incorporated at least annually as the FAA moves the Alaska Aviation Safety Initiative forward.
Sources	FAA Alaska Aviation Safety Initiative Final Report; NTSB Charting Safer Course 2019.
Statistical Issues	None identified.
Completeness	Regular tiger team collaboration will result in a final report.
Reliability	Meaningful stakeholder engagement will result in a reliable product aimed at enhancing aviation safety in Alaska.
Verification and Validation	Not applicable.

Increase the Number of Inspections by 10% by 2023

Lead	Federal Motor Carrier Safety Administration
Scope	A roadside inspection is an examination of a vehicle, driver, or both to ensure that the motor carrier is complying with Federal safety regulations. Roadside inspections are often conducted by law enforcement officials at weigh stations, agricultural checkpoints, or when a vehicle is pulled over during a routine traffic stop. Roadside inspections are only completed by certified inspectors based on criteria developed by the Commercial Vehicle Safety Alliance. Data from roadside inspections is input into FMCSA's Safety Measurement System as part of the motor carrier's safety compliance record.
Sources	FMCSA's MCMIS data.
Statistical Issues	Further research is needed to identify potential statistical issues.
Completeness	Inspection data are available from MCMIS through FY 2021 and partial data are available through August 2022.
Reliability	There is concern about state differences in the rate of inspections and violations. There are differences from State to State in road type, congestion, and in the prevalence of ice, degree of visibility, and other conditions. Since the driving environment varies State by State, this can have an impact on crash frequency. There are differences among states in the administration of the Commercial Vehicle Safety Alliance inspection system.
Verification and Validation	FMCSA analyzes self-reported MCMIS registration data and applies filters to identify and remove inaccurate entries to avoid over- or under-estimating values.

Increase Percentage of High-Risk Carrier Investigations Completed within 90 Days

Lead	Federal Motor Carrier Safety Administration
Scope	The average number of days from identification until an investigation is the average number of days from identification as high-risk to when an investigation is conducted, for carriers investigated during this time. FMCSA policy is to investigate identified high-risk carriers within 90 days. This measure informs and guides the following programs for FMCSA: roadway safety policy, safety program planning, regulatory development, resource allocation, and operational mission performance. FMCSA identifies and investigates carriers that pose the greatest safety risk, based on roadside performance data and investigation results. Carrier type and high-risk criteria include: ▪ *Passenger Carriers:* Two or more of the following Behavior Analysis and Safety Improvement Categories (BASICs) at or above the 90th percentile for one month: unsafe driving, crash indicator, Hours of Service compliance, and vehicle maintenance. These are the BASICs most closely correlated with crash risk and have not received an onsite investigation in the previous 12 months. ▪ *Non-Passenger Carriers:* Two or more of the BASICs listed above at or above the 90th percentile for two consecutive months and have not received an onsite investigation in the previous 18 months.

Sources	Investigation data are obtained from the MCMIS. The MCMIS Crash File contains data on commercial trucks and buses in fatal, injury, and tow-away crashes (crashes in which at least one vehicle is disabled as a result of the crash and transported away from the crash scene). Crash severity thresholds and vehicle type definitions in MCMIS differ slightly from those in FARS and the General Estimating System/Crash Report Sampling System, and all tables are noted accordingly.
Statistical Issues	The MCMIS Crash File is intended to be a census of trucks and buses involved in fatal, injury, and tow-away crashes; however, some States do not report all FMCSA-eligible crashes, and some report more than those that are eligible. FMCSA continues to work with the States to improve data quality and reporting of eligible large truck and bus crashes to the MCMIS crash file.
Completeness	MCMIS fatal crash data used in the calculation for large trucks and buses are reported based on a subset of the Model Minimum Uniform Crash Criteria used by FARS. Total annual fatalities are available from MCMIS through CY 2020 and partial data are available through September 2021. Because FMCSA investigation results take time to upload, all data are considered preliminary for 22 months to allow for changes.
Reliability	Further research is needed.
Verification and Validation	FMCSA analyzes self-reported MCMIS registration data and applies filters to identify and remove inaccurate entries to avoid over- or under-estimating values.

Reduce the Number of Hours to Relay Critical Infrastructure Cybersecurity Information to Co-Sector Risk Management Agencies' Stakeholders

Lead	Office of Intelligence, Security, and Emergency Response
Scope	DOT is a Co-Sector Risk Management Agency (Co-SRMA), alongside the U.S. Department of Homeland Security (DHS), for the Transportation Systems critical infrastructure sector. Co-SRMA stakeholders include the private sector owners and operators of critical infrastructure spanning the various modes of transportation.
Sources	Email records of critical infrastructure cybersecurity messages that DOT receives from the DHS / Cybersecurity and Infrastructure Security Agency (among others), and email records of those messages being relayed to Co-SRMA stakeholders through an email account that the DHS / Transportation Security Administration owns and manages on behalf of the Co-SRMAs.
Statistical Issues	None identified.
Completeness	If there are relevant email messages that DOT did not receive for any reason (e.g., based on the sender using an incorrect or outdated email distribution list), that would negatively impact the completeness of the email records we can assess, as we would not be aware of messages that other SRMAs may have received to relay to their respective stakeholders.
Reliability	If there are relevant email messages that DOT did not receive for any reason (e.g., based on the sender using an incorrect or outdated email distribution list), that would also negatively impact the reliability of the email records we can assess. Barring such instances, the email records should accurately reflect information received that should be relayed to stakeholders.
Verification and Validation	The email records (received and sent) are the only data to verify and validate, and there have been no known issues to date.

Strategic Goal 2: Economic Strength and Global Competitiveness

Increase Employment in the Transportation and Warehouse Sector by 7% Annually

Lead	Office of the Assistant Secretary for Transportation Policy
Scope	Employment in transportation and related industries and employment in transportation occupations are two ways to measure the Nation's transportation workforce.
Sources	The data presented are from the BLS' Current Employment Statistics. Each month, the Current Employment Statistics program releases detailed industry estimates of non-farm employment, hours, and earnings of workers on payrolls. The data are from a monthly establishment level survey. See data sources on transportation employment and workforce characteristics for more information about the survey and a comparison to other sources.
Statistical Issues	Macroeconomic trends might skew this metric unrelated to DOT activities, programs, oversight, and funding.
Completeness	This is an established metric that BLS continues to track so is a complete metric.
Reliability	Given the established nature of this metric, it is reliable, routinely measured and reported metric.
Verification and Validation	BLS reporting is a verified and validated source.

Increase the Number of Students Who Participate in the Commercial Driver's License Operator Safety Training Program

Lead	Federal Motor Carrier Safety Administration
Scope	The Commercial Motor Vehicle Operator Safety Training Grant Program will fund the recruitment (personnel and materials), tuition, and associated required fees such as DOT medical certificate and drug and alcohol testing, and licensing fees. The only entities that are eligible to apply for this grant funding are accredited post-secondary educational institutions (public or private) and truck driver training schools accredited and recognized by the U.S. Department of Education. Non-accredited institutions that are approved by the U.S. Department of Labor as eligible training providers who accept Workforce Innovation and Opportunity Act grants, and those approved by the State Approving Agency and the U.S. Veteran's Administration to accept VA benefits will also be considered for funding. The priority for funding has been to assist current or former members of the U.S. Armed Forces. FY 2022 other focus will be to support underserved students as described in Executive Order 13985. FMCSA utilizes grants.gov to post the opportunity, holds a funding conference, and provides guidance on the Agency grants web page on how to apply. In addition, all eligible entities subscribe to assistance listing number 20.235 on grants.gov to receive automated email notifications. The FY 2022 proposed NOFO requires tracking of two new performance metrics. a) student category: veteran, underserved, and other students, and b) retention data, when available. FMCSA utilizes excel spreadsheets completed by the grant managers who oversee and monitor each performance measure listed above quarterly and annually.
Sources	The grantee's performance data are provided to the Field and Headquarters in the form of quarterly progress reports. Performance metric data are entered into the excel spreadsheet maintained on the Headquarters Commercial Driver's License SharePoint site.
Statistical Issues	The funding varies by year due to appropriations, so the average number of students funded varies from year to year.
Completeness	The data are only as accurate as the source, grantee, provides, and the Division's entry. The data are available 30 days after each fiscal quarter and 90 days after the end of the awards period of performance.
Reliability	The data are only as reliable as the source data from the grantee.
Verification and Validation	The Grant Program manager who reviews invoices can validate the number of students who enrolled. FMCSA cannot validate the category of student or employment. Retention data will be challenging to obtain and validate for several reasons: 1) the grantee has no requirement to report after the performance period has ended, and 2) no requirements for a student to answer retention questions from the institutions of FMCSA.

Execute a Commercial Driver's License Apprenticeship Program for Under-21 Drivers

Lead	Federal Motor Carrier Safety Administration
Scope	The Safe Driver Apprenticeship pilot program, initiated in 2022, allows motor carriers meeting specific requirements to use drivers between 18 and 20 years of age in interstate commerce. The apprenticeship model is proven to increase retention of employees; apprentices earn while they learn to be truck drivers and can command a higher salary throughout their careers. The pilot program allows private sector motor carriers to establish an apprenticeship program for qualified 18-, 19-, and 20-year-old drivers to operate commercial motor vehicles (CMVs) in interstate commerce. The apprenticeship program must consist of two probationary periods, one for 120 hours and the other for 280 hours, each of which includes minimum hours of driving time with an experienced driver and performance benchmarks. In addition, the CMVs to be operated during the pilot program must be equipped with specific vehicle safety technologies. The BIL limits the participants in the program to no more than 3,000 apprentices at any one time.
Sources	The grantee's performance data are provided to the Field and Headquarters in the form of quarterly progress reports. Performance metric data are entered into the excel spreadsheet maintained on the Headquarters Commercial Driver's License SharePoint site.
Statistical Issues	The funding varies by year due to appropriations, so the average number of students funded varies from year to year. The BIL limits participants to no more than 3,000 apprentices at any one time.
Completeness	The data are only as accurate as the source, grantee, provides, and the Division's entry. The data are available 30 days after each fiscal quarter and 90 days after the end of the awards period of performance. The program is just launching at the end of FY 2022.
Reliability	The data are only as reliable as the source data from the grantee.
Verification and Validation	The Grant Program manager who reviews invoices can validate the number of students who enrolled. FMCSA cannot validate the category of student or employment. Retention data will be challenging to obtain and validate for several reasons: 1) the grantee has no requirement to report after the performance period has ended, and 2) no requirements for a student to answer retention questions from the institutions of FMCSA.

The Percent of Paved Runways in the National Plan of Integrated Airport Systems in Excellent, Good, or Fair Condition Will be Maintained at 93%

Lead	Federal Aviation Administration
Scope	The metric covers all open and paved runways at Federally funded National Plan of Integrated Airport Systems airports.
Sources	Data and information are collected through visual inspection of runway pavement in accordance with existing FAA guidance, including Advisory Circular 150/5320-17. Airfield Pavement Surface Evaluation and Rating Manuals provide uniformity to field observations made by individuals collecting data for the Airport Master Record (FAA Form 5010). The pavement condition is reported in the 5010 Airport Master Record database and the results of the inspections are entered into the FAA's NAS Resource.
Statistical Issues	None identified.
Completeness	The inspection and reporting of conditions are conducted in accordance with existing FAA guidance. The data are publicly available and therefore can be examined and evaluated by any Federal auditor.
Reliability	Not applicable.
Verification and Validation	Runway pavement condition data are collected annually by FAA Airport Certification Safety Inspectors during their physical inspection of all certified airports in the United States and its territories. Other public-use airports are inspected by airports or airport safety data inspectors under an FAA contract every three years. Information is collected through visual inspection of runway pavement in accordance with existing FAA guidance, resulting in a condition rating for each runway of Excellent, Good, Fair, Poor, or Failed. FAA senior leadership reviews the data on a quarterly basis, with a more frequent review at the line of business level.

Complete Construction on a Total of 30 Staffed Air Traffic Control Towers by 2030

Lead	Federal Aviation Administration
Scope	The FAA owns and maintains many airport traffic-control-towers across the U.S. that have exceeded their life expectancy and are past due for replacement. Accordingly, the FAA is launching an effort to accelerate the rate at which it replaces aging facilities that do not meet today's building codes and/or technological needs. To address airport traffic control towers in rural and underserved communities, the FAA initiated a significant effort on new construction for 30 of these facilities.
Sources	The Airport Traffic Control Tower Design Initiative relies on multiple data sources. Some of the sources that support this initiative are architect-engineering design proposals, field surveys, environmental impact analyses, soil and geotechnical investigations, and construction management services.
Statistical Issues	None identified.
Completeness	The inspection and reporting of conditions are conducted in accordance with existing FAA guidance. The data are publicly available and therefore can be examined and evaluated by any Federal auditor.
Reliability	Not applicable.
Verification and Validation	The content of the data used for this initiative is verified through workgroup discussions with subject matter experts within the FAA and across Air Traffic Control Service Areas. The nature of the data varies depending on the milestone of the construction projects that are addressed. The validation process incorporates best practices recommended nationwide.

Reduce the Backlog of $830 Billion in Highway Repairs by 50% by 2040

Lead	Federal Highway Administration
Scope	The Highway Repair Backlog serves as an indicator of changes in the level of investment needed to address all existing highway and bridge deficiencies when it is cost-beneficial to do so. The backlog is estimated biennially and reported in the *Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance Report to Congress*. The $830 billion from the 24th edition of the Conditions and Performance Report, expressed in constant 2016 dollars, is the 50% backlog reduction target. Since the backlog is estimated infrequently, proxy measures for improvements in system conditions are used to set annual performance targets. For FY 2022, the target was for less than 11.9% of pavement on the NHS to be in poor condition. For FY 2023, the targets are to reduce the number of bridges in poor condition by five percent and for less than five percent of NHS pavement to be in poor condition.
Sources	The Highway Repair Backlog is derived from 1) analyses of data from the HPMS conducted using the Highway Economic Requirements System (HERS); 2) analyses of data from the National Bridge Inventory (NBI) using the National Bridge Investment Analysis System (NBIAS); and 3) estimates for non-modeled capital expenditure types generated from State FHWA-534 reports on highway capital expenditures by functional class and improvement type. Data used to determine if pavements are in Poor condition are contained in the HPMS. Data used to determine if bridges are in Poor condition are contained in the NBI.
Statistical Issues	The Highway Repair Backlog is an estimate derived primarily from analytical models that are continually being updated and refined. Changes in the backlog can be influenced by improvements in estimation methodology rather than solely by actual changes in highway and bridge deficiencies. No statistical issues have been identified for the annual targets for pavements or bridges in poor condition.
Completeness	The HERS-derived portion of the Highway Repair Backlog is based on a stratified sample of approximately 130,000 highway sections, which is designed to be statistically valid at the State level. These samples are drawn from Federal-aid highways only. The NBIAS-derived portion of the backlog is based on all bridges included in the NBI. The backlog includes estimates for pavement investment needs for non-Federal-aid highways and for types of highway capital spending that are not currently modeled in HERS or NBIAS. The annual targets for pavements in poor condition reflect only a subset of the pavements reflected in the backlog. The annual targets for bridges in poor condition pertain to the same population of bridges that are reflected in the backlog.
Reliability	To ensure reliability, FHWA provides guidelines for data collection in the HPMS Field Manual and 23 CFR 490.309. Adherence to these guidelines varies by State; however, to help States improve data quality, they are required to develop data quality management plans that define the acceptable level of data quality and describe how the data collection process will ensure this level of quality in its deliverables and processes per 23 CFR 490.319c. HPMS sample data are run through a preprocessor prior to being analyzed using HERS. This preprocessor identifies and adjusts anomalous data to reduce the potential for spurious analysis results.

Reliability	The National Bridge Inspection Standards (NBIS) require the inspection of all highway bridges located on public roads and the submission of bridge inventory and inspection data to FHWA for inclusion in the NBI. The information in the NBI contains 95 data items for each of the bridges as required by the *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges*. Because the performance measure relies on data associated with all of the more than 617,000 bridges included in the NBI, the impact of any differences in reporting across States is minimized in the overall National analysis.
Verification and Validation	An annual review of reported HPMS data is conducted by FHWA, both at headquarters and in the division offices in each State. The reported data are subject to comparisons with previously reported data and other reasonability checks. A written annual evaluation is provided to each State to document potential problems and to encourage corrective actions. Data resubmittal is requested in cases where major problems are identified. Through the NBI Program Oversight Process, FHWA division offices annually evaluate the quality of each State's and agency's bridge inspection program using 23 different metrics, two of which pertain to data quality and timely submission. The inspection programs are evaluated comprehensively using statistical sampling methods, file reviews, field reviews, and data analysis. A written annual evaluation is provided to each State and agency to document problems and require corrective actions. Upon annual submittal of the NBI data to FHWA headquarters, additional safety and reasonableness checks are performed on the data prior to acceptance, including comparisons with previously reported data. Data re-submittal is required in cases where significant or safety-related problems are identified. Significant refinements to the HERS and NBIAS models are peer-reviewed as needed to ensure new methodologies are technically valid.

The Percentage of Interstate Pavement in Either Good or Fair Condition will be Maintained at 95%

Lead	Federal Highway Administration
Scope	This measure serves as an indicator of trends in pavements in Good or Fair conditions on the interstate system. Effective May 2017, a DOT-issued Final Rule established a new framework of National performance measures for pavement and bridge conditions. States are required to make significant progress towards achieving targets for their individual performance measures for pavements and bridges. Per the regulation, the performance of highway pavements is reported Nationally as the percentage of the interstate system in Good and Poor condition. The pavement condition measure is based on a classification system of Good, Fair, and Poor. Data used to determine the measure include mainline lane miles of the interstate system and full-extent International Roughness Index and distress data (i.e., cracking percent, rutting, and faulting) that is reported by State DOTs in the HPMS. The information in the HPMS contains pavement condition and inventory data items for 0.1-mile sections of the entire NHS as required by the *HPMS Field Manual*. From the data provided, FHWA monitors the condition of the Nation's pavements, which includes identifying those pavements that are in Good and Fair condition.
Sources	Data used to determine if pavements are in Good and Fair condition are contained in the HPMS file assembled from annual data submittals from States. The percentage is then calculated from mileage and pavement condition data reported to the HPMS.
Statistical Issues	None identified.
Completeness	States are required to report their data by April 15 each year. However, updates are accepted until June 15, after which the data are extracted, and measures are calculated and published.
Reliability	To ensure reliability, FHWA provides guidelines for data collection in the *HPMS Field Manual* and 23 CFR 490.309. Adherence to these guidelines varies by State; however, to help States improve data quality, they are required to develop data quality management plans that define the acceptable level of data quality and describe how the data collection process will ensure this level of quality in its deliverables and processes per 23 CFR 490.319c.
Verification and Validation	An annual review of reported data is conducted by FHWA, both at headquarters and in the division offices in each State. The reported data are subject to comparisons with previously reported data and other reasonability checks. A written annual evaluation is provided to each State to document potential problems and to encourage corrective actions. Data resubmittal is requested in cases where major problems are identified.

The Percentage of Deck Area on National Highway System Bridges in Either Good or Fair Condition will be Maintained at or Above 95%

Lead	Federal Highway Administration
Scope	This measure serves as an indicator of trends in bridges in Good or Fair conditions on the NHS. The surface area (i.e., length multiplied by width) of bridge decks is viewed as a more meaningful measure than simply a count of bridges. The area measure recognizes the size difference among bridges and avoids the pitfall associated with counting bridges where every bridge is treated the same regardless of size. Beginning in 1971, and with the expanded authority provided in 1978, the NBIS has required the inspection of all highway bridges located on public roads and the submission of bridge inventory and inspection data to FHWA for inclusion in the NBI. FHWA maintains the NBI, which contains data on more than 617,000 highway bridges. The information in the NBI contains 95 data items for each of the bridges as required by the *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges*. From the data provided, FHWA monitors the condition of the nation's bridges, which includes identifying those bridges that are in Good or Fair condition.
Sources	Data used to determine if a bridge is in Good or Fair condition are contained in the NBI and are currently assembled from annual data submittals from States, Federal agencies, and tribal governments. The deck area is calculated from length and width data also reported to the NBI.
Statistical Issues	Further research is needed to identify potential statistical issues.
Completeness	The NBI is the world's most comprehensive database of bridge information. States, Federal agencies, and Tribal governments are required to report their data by March 15 of each year. However, updates are accepted until June 15th at which time the full data set is archived and published.
Reliability	Because the performance measure relies on data associated with more than 145,000 NHS bridges, the impact of any differences in reporting across States is minimized in the overall National analysis.
Verification and Validation	The NBIS requires annual submittal to FHWA of bridge inventory and inspection data collected and submitted by 50 States, the District of Columbia, and Puerto Rico in cooperation with local governments. In addition, 19 Federal agencies and a growing number of tribal governments submit data for Federally and tribally owned bridges. Through the NBI Program Oversight Process, FHWA division offices annually evaluate the quality of each State's and agency's bridge inspection program using 23 different metrics, two of which pertain to data quality and timely submission. The inspection programs are evaluated comprehensively using statistical sampling methods, file reviews, field reviews, and data analysis. A written annual evaluation is provided to each State and agency to document problems and require corrective actions. Upon annual submittal of the NBI data to FHWA headquarters, additional safety and reasonableness checks are performed on the data prior to acceptance, including comparisons with previously reported data. Data re-submittal is required in cases where significant or safety-related problems are identified. The accuracy and reliability of the submitted NBI information are evaluated through data checks by both headquarters and division office personnel and as part of FHWA's annual NBIS compliance reviews.

Fix the Ten Most Economically Significant Bridges and Repair the 10,000 In-Most-Need Smaller Bridges

Lead	Federal Highway Administration
Scope	This measure serves as a direct indication of an obligation of funds towards the improvement of bridges, including those obligated through the BIL's Bridge Formula Program and Bridge Investment Program.
Sources	The data used to track the ten most economically significant bridges will come directly from Bride Investment Large Bridge Project construction grants. The data used to track the 10,000 smaller bridges will come from the Agency's FMIS.
Statistical Issues	No statistical issues are expected.
Completeness	The data from the grant program will be publicly available. The data from FMIS originates from the States and is provided as reports are requested.
Reliability	FMIS is a mission-critical system for FHWA, and data are relied upon to make ongoing business decisions.
Verification and Validation	Obligations are based on project authorizations in FMIS, which are signed off on by the State and at least two levels of reviewers within the FHWA Division.

Eliminate 100% of Amtrak's State of Good Repair Backlog of Amtrak-Owned Fleet, ADA Stations Compliance, and Non-NEC Infrastructure by 2035

Lead	Federal Railroad Administration
Scope	At the end of September 2022, FRA developed and agreed to terms and conditions and a programmatic Statement of Work (SOW) that outlines all requirements for Amtrak's BIL supplemental grants for the Northeast Corridor (NEC) and the National Network. In these documents, FRA developed performance measures for Amtrak's projects. The grant terms and conditions require Amtrak to periodically report on these performance measures so that FRA can track and report on Amtrak's progress and performance in meeting its project milestones. Further, the FRA team is currently developing Standard Operating Procedures on the BIL grant that will outline specific responsibilities for the review and reporting of the performance measures associated with eliminating Amtrak's state of good repair backlog of their owned fleet, ADA stations, and non-NEC infrastructure by 2035.
Sources	At this time, FRA is developing specific sources and systems for performance tracking; however, FRA will certainly rely on Amtrak's monthly Project Status Reports from which to pull the data for reporting. FRA is currently tracking performance on ADA stations compliance and Amtrak's state of good repair backlog of their owned fleet, e.g., Amtrak Long-Distance Charger locomotives and Intercity Trainsets. As other fleet programs may be funded by BIL funds in the future, FRA will add additional sources for that reporting.
Statistical Issues	None identified.
Completeness	FRA believes that its grants terms and conditions as well as its programmatic and project SOWs require complete reporting. Amtrak has reported information on Americans with Disabilities Act (ADA) station compliance for over five years and FRA and Amtrak track the quality and completeness of that information. Reporting on fleet procurements started in the past couple of years and the FRA staff follow a similar process – review monthly and quarterly project status reports for the performance data that Amtrak must report to the FRA on its milestone progress and performance. Amtrak has not yet proposed state of good repair capital projects on its non-NEC infrastructure. The grant programmatic SOW requires Amtrak to inventory and eliminate the state of good repair backlog on the National Network, including the backlog associated with Level 1 maintenance facilities. Once that is complete, FRA will address creating a structure for reporting Amtrak's progress on its milestones.
Reliability	The data associated with ADA stations and fleet procurements are generally sound. FRA follows up with Amtrak on issues or irregularities found in the reported information. In general, quality assurance of Amtrak data is a continual issue for FRA.
Verification and Validation	FRA verifies and validates Amtrak's data reporting by comparing and cross-referencing reports from multiple sources, such as site visits, compliance checks, and monthly reviews of Project Status Reports.

Reduce the Northeast Corridor State of Good Repair Backlog by 60% and Reduce Corridor-Wide Trip Times by 2035

Lead	Federal Railroad Administration
Scope	The performance measure will reflect the projects initiated by NEC project sponsors (typically, NEC owners and operators) to repair, rehabilitate, or replace NEC infrastructure that is not in a state of good repair, as well as modernize and/or build new infrastructure that supports the improvement of NEC service such that corridor-wide trip times are reduced. Projects that address state of good repair are defined as activities associated with (1) rehabilitation or replacement of major bridges and tunnels, which is not undertaken on a routine basis (NEC infrastructure that is defined as major bridges and tunnels are identified as "major backlog projects" by the NEC Commission, and includes a list of 15 identified pieces of major NEC infrastructure), and (2) repair, replacement, rehabilitation, or modernization of basic infrastructure assets including rails, ties, ballast, communication systems, signaling systems, electric traction power systems, and undergrade bridges. Projects that address service improvements including improved trip times include (1) projects to bring infrastructure assets to a state of good repair such that NEC service is improved due to the reduction of delays caused by planned and unplanned maintenance activities, and (2) projects to modernize or build new infrastructure such as foundational investments to address signal restrictions and upgrade catenary systems (e.g., switch from direct fixation catenary systems to constant tension catenary systems), and (3) projects to examine, plan for, and construct new right of way to address speed limitations associated with curve geometries or other restrictions that prevent higher speed operations.

Sources	The performance measure tracks grant awards for projects that achieve the scope identified above. The source of information would be grant applications and awards within the Federal State Partnership for Intercity Passenger Rail grant program specific to NEC projects as well as through direct funding of Amtrak work through the annual FRA-Amtrak grant agreement and/or through FRA's administration of supplemental BIL funds to Amtrak. The grant awards would be towards projects that FRA has identified as achieving the performance objectives through its work in developing the NEC Project Inventory, developed by FRA in coordination with the NEC Commission, a statutorily established organization comprising NEC railroad owners and operators as well as DOT. Additionally, FRA will quantify the percentage of state of good repair that needs to be addressed and delay minutes saved associated with such grant awards. For FY 2023 and FY 2024, FRA will work to develop an appropriate metric to quantify these benefits and apply the metric to measure the benefits. FRA will coordinate with the NEC Commission to develop the metric and then collect data to apply the metric. The NEC Commission tracks such performance data as part of its routine work, including the development on a fiscal-yearly basis of the "NEC Annual Report: Infrastructure and Operations" which documents the implementation of the railroads' capital programs as well as the operational performance of NEC trains.
Statistical Issues	None identified.
Completeness	FRA believes that its grants terms and conditions as well as its programmatic and project SOWs require complete reporting. Additionally, FRA relies on the NEC Commission to collect performance data and asset conditions data as part of the statutory obligations of the NEC Commission.
Reliability	Data and publications from the NEC Commission are considered reliable as this entity has had statutory responsibility for collecting NEC performance and asset condition data. FRA also requires each grantee to submit periodic progress reports for individual projects. NEC projects are typically sponsored by experienced FRA grantees such as Amtrak and State Departments of Transportation, with a history of providing FRA progress reports that contain comprehensive and reliable data. Data for trip times would be considered highly reliable, given its source in publicly available intercity and commuter passenger rail service information.
Verification and Validation	FRA validates project completion by reviewing periodic progress reports submitted by each grantee and verifying data through site visits and compliance checks. These project reports will serve as references to validate publications from the NEC Commission. Given its source in publicly available intercity and commuter passenger rail service information, verification or validation is not anticipated to be required for trip time metrics. Additionally, the NEC Commission data are publicly available.

Initiate Intercity Passenger Rail Service on at Least Three New Corridors by 2035

Lead	Federal Railroad Administration
Scope	This performance measure will reflect the initiation of new intercity passenger services, operated by any entity (including, but not limited to Amtrak), and may include both short-distance services (under 750 miles) and long-distance services (over 750 miles), consistent with the statuary definition of "corridor" under the Corridor Identification and Development Program. New corridors may include services that operate, in whole or in part, over routes that previously had no intercity passenger rail service, and new services that may overlap existing services, but are significantly different in their service characteristics (e.g., trip time, frequency, target geographic origin-destination markets) – for example, the introduction of a short-distance service that operates over a portion of the route of an existing long-distance service.
Sources	Interest, proposals, and progress in initiating intercity passenger rail service on new corridors will be sourced through several channels. Within the context of the Corridor Identification and Development Program, FRA 1) has, and intends to continue, to request Expressions of Interest from eligible entities that may be considering proposing corridors for the program, 2) will be publishing regular periodic solicitations of formal corridor proposals (likely on an annual basis, with the first targeted for December 2022), and 3) will select corridors for development under the program. Expressions of Interest, formal proposals, and the progress of selected Corridors through the program (as reflected in regular progress reports on selected corridors) and subsequent implementation will be captured in a corridor development database that is currently under development in conjunction with FRA grant award-oriented Project Management Tracker.
Statistical Issues	None identified.

Completeness	No limitations are foreseen, as information will be submitted to FRA directly in conjunction with FRA's role in providing financial and technical assistance toward the development and implementation of corridors. As corridors are identified and selected for the program, the project will be provided financial assistance through an FRA grant that will be tracked and monitored in the Project Management Tracker. The grant agreements will contain requirements for the project sponsor to provide periodic reports that must be complete and accurate.
Reliability	For corridors under FRA-supported development and implementation, the reliability of information is anticipated to be high, and any lack of reliability would likely originate from errors or omissions in required regular periodic progress reports.
Verification and Validation	Projects funded by grant programs are subject to FRA's risk-based monitoring and risk assessment process, including site visits, routine monitoring, and regular validation of grant-funded work against milestones in the grant agreement. This continues through the life of the grant, and any issues are appropriately measured, assessed, and resolved by FRA staff and project sponsors. An example of this effort can be seen through the monthly/quarterly reports that grantees provide FRA as a condition of the grant agreement.

Improve Short Line Railroad Infrastructure and Equipment

Lead	Federal Railroad Administration
Scope	This goal applies to equipment and infrastructure improvements funded by FRA grant programs for short-line rail. A short-line railroad is a small or mid-sized railroad company that operates over a relatively short distance relative to larger, National railroad networks. Short Line railroads generally exist to link two industries requiring rail freight together, to interchange revenue traffic with other, usually larger, railroads; or to operate a tourist passenger train service.
Sources	Grant applications within the CRISI program from either Class II/III railroads or an Association representing a Class II/III railroad must contain descriptions of the current state of the infrastructure and equipment needs to improve the infrastructure or equipment. As applications are selected and grants awarded for the projects, the project sponsor will be required to submit periodic progress reports. FRA is also teaming with the American Short Line Railroad Association to further identify the needs of the various short-line railroads and to establish metrics to measure progress toward improving the short-line rail network.
Statistical Issues	None identified.
Completeness	Presently, there is not a comprehensive repository or database of infrastructure or equipment on short-line rail networks. Thus, the completeness of data for the full universe of needs is not available. FRA has engaged with the American Short Line Railroad Association and begun to identify the data needs as well as identify the various sources of data (like the FRA grade crossing database) that are readily available to help establish the baseline universe of short-line railroad infrastructure needs.
Reliability	As part of this effort, FRA will cross reference the project improvements that are currently active under the various discretionary grant programs, such as CRISI. Additionally, FRA will continue to work with the American Short Line Railroad Association to identify datasets that are critical to establishing the baseline universe of short-line railroad infrastructure needs as well as continue outreach/technical assistance to short-line railroads in preparation for future rounds of CRISI NOFOs.
Verification and Validation	Infrastructure and equipment improvements funded by grant programs are subject to FRA's risk-based monitoring and risk assessment process, including site visits, routine monitoring, and regular validation of grant-funded work against milestones in the grant agreement. This continues through the life of the grant, and any issues are appropriately measured, assessed, and resolved by FRA staff and project sponsors. An example of this effort can be seen through the monthly/quarterly reports that grantees provide FRA as a condition of the grant agreement.

Reduce the State of Good Repair Backlog for Transit Revenue Vehicles by 25% by 2030

Lead	Federal Transit Administration
Scope	The percentage is calculated as the number of transit revenue vehicles in state of good repair backlog divided by the total number of transit revenue vehicles. Transit providers report annually on the asset type, number, date of manufacture, and Useful Life Benchmark of revenue vehicles for which they have capital responsibility. Excluded are vehicles that are not part of a dedicated fleet, meaning that they are used regularly for activities other than public transportation. Also excluded are spare revenue vehicles that are only pressed into service when necessary. Assets are considered due for replacement when their age (calculated from the date of manufacture) reaches the Useful Life Benchmark value. Assets that are beyond their Useful Life Benchmark are considered to be in the state of good repair backlog.
Sources	NTD Annual Revenue Vehicle Inventory.
Statistical Issues	An inventory of revenue vehicles is reported to the NTD annually. FTA calculates the annual state of good repair backlog metric for each asset category based on the agency-reported condition of each asset. Data reporting requirements for assets have only been in place for three years.
Completeness	Within the scope defined above, the transit revenue vehicle data are complete.
Reliability	The provider's CEO certifies that the data reported to the NTD are accurate.
Verification and Validation	Revenue vehicle data reported to the NTD are subject to validation for consistency with the rest of the annual report, as well as a comparison with the prior year's report.

Reduce the State of Good Repair Backlog for Transit Buildings and Facilities by at Least 50% by 2030

Lead	Federal Transit Administration
Scope	Transit buildings and facilities are enclosed structures that are used for passenger, maintenance, administrative, or parking purposes. Transit agencies are required to inventory all assets used in the provision of public transportation but are only required to assess the condition of assets for which they have direct capital responsibility. Transit providers assess and rate the overall condition of their facilities using the five-point asset-rating scale in FTA's Transit Economic Requirements Model. Using this scale, a facility is considered to be in a state of good repair if it has a rating of 3 (Adequate), 4 (Good), or 5 (Excellent). A facility is not considered to be in a state of good repair if it has a rating of 1 (Poor) or 2 (Marginal). Facility condition assessments must be updated every four years at a minimum.
Sources	NTD Annual Transit Facilities Inventory.
Statistical Issues	An inventory of facilities is reported to the NTD annually. Facility condition assessments must be updated every four years at a minimum. FTA calculates the annual SGR backlog metric for each asset category based on the agency-reported condition of each asset. Data reporting requirements for assets have only been in place for three years.
Completeness	Complete data for this measure will not be available until after FY 2022, as Report Year 2021 is the first year when all facilities for which providers have capital responsibility are required to have a condition assessment.
Reliability	The provider's CEO certifies that the data reported to the NTD are accurate.
Verification and Validation	Facilities data reported to the NTD are subject to validation for consistency with the rest of the annual report, as well as a comparison with the prior year's report.

Increase the Frequency of Bus Service in Urbanized Areas Over 100,000 in Population by 10% by 2026

Lead	Federal Transit Administration
Scope	Frequency of bus service is calculated as bus VRM of transit agencies within a UZA divided by the total square miles of that UZA. For this measure, the total bus VRM in all UZAs over 100,000 is calculated and divided by the total square miles of all UZAs over 100,000 in population. Total VRM by UZA are obtained from the NTD. Merging a table of total VRM by urban area with the previously created table allows for the calculation of the measure by urban area and summed for a National total. Bus VRM is defined by using the Metro Bus, Commuter Bus, Rapid Bus Transit, Trolley Bus, and public modes in the NTD. The denominator is 80,127 square miles, which includes all UZAs over 100,000 in population, including those without monthly data reported by a primary transit agency.
Sources	VRM totals are collected through the NTD. UZA land areas are obtained from Census UZA tables.
Statistical Issues	None identified.
Completeness	Rural and reduced reporters are not included in the monthly data set. Otherwise, within the scope defined above, the VRM and UZA data are complete.
Reliability	Data quality and limitations for Census data are well documented and can vary by year. Additionally, this measure can be negatively impacted by late NTD reporters.
Verification and Validation	Revenue vehicle data reported to the NTD are subject to validation for consistency with the rest of the annual report, as well as a comparison with the prior year's report.

By 2036, Repair or Replace of 1,000 Miles of High-Risk, Leak-Prone, Community-Owned Legacy Gas Distribution Pipeline Infrastructure, as Well as an Estimated Reduction of 1,000 Metric Tons of Methane Emissions and a Reduction in Fatalities/Serious Injuries

Lead	Pipeline and Hazardous Materials Safety Administration
Scope	The Natural Gas Distribution Infrastructure Safety and Modernization (NGDISM) grant program, authorized by BIL, offers $200 million in grants annually over five years to municipal and community-owned utilities (excluding for-profit entities) seeking assistance in repairing, rehabilitating, or replacing high-risk, leak-prone natural gas distribution infrastructure. Funds can also be used to acquire equipment that will assist in reducing natural gas distribution pipeline incidents and fatalities, as well as to avoid economic loss from leaks.
Sources	Per the FY 2022 NGDISM NOFO, grantees must include the following in the final performance report: ▪ A summary of the activities and outputs that took place during the period of performance – including estimated reduction in risk of fatalities and/or serious injuries, and estimated reduction in methane emissions. If the projected outputs listed in the approved Project Narrative were not met, an explanation should be provided. ▪ Challenges the grantee faced, and strategies taken to mitigate such challenges. ▪ A complete timeline of the activities that took place during the completed period of performance. ▪ As available, impact statements or analyses regarding the impact that current period of performance grant activities have had on infrastructure improvement for communities, pipeline safety, and mitigation of environmental hazards.
Statistical Issues	NGDISM results in the first years of this program should be interpreted with caution. There is expected to be a normal variation in the number of applicants and quality of proposals over the initial fiscal years. This variation likely reflects PHMSA and operators gaining experience with a novel program. First-year targets were based on programmatic requirements, rather than experience with similar prior programs. In the first several years, this may fluctuate in unexpected ways as new operators submit proposals, prior submissions are improved, or operators expected to submit applications drop out of future fiscal year NOFO opportunities. It is unlikely PHMSA will have reliable estimates for operators submitting applications until the second NOFO year. At that point, a trend line will be established and calibrated at the end of every fiscal year.
Completeness	NGDISM award recipients will be required to comply with PHMSA reporting requirements per the notice of grant award. PHMSA reporting requirements include quarterly progress reports, quarterly federal financial reports, final performance reports, and final financial reports.
Reliability	Pursuant to 2 CFR 170.210, non-federal entities must have the necessary processes and systems in place to comply with the reporting requirements should they receive federal funding. Each applicant selected for funding must collect information and report on the project's performance using measures mutually agreed upon by PHMSA and the grantee to assess progress in achieving strategic goals and objectives.

Verification and Validation	PHMSA anticipates verifying and validating the information provided by grant recipients via post-award monitoring tools, such as quarterly calls, spot checks, desk audits, and site visits.

Average Project Completion Time for Major Projects Posted on the Permitting Dashboard

Lead	Office of the Assistant Secretary for Transportation Policy
Scope	*This is a new performance goal; reporting will begin in FY 2023.*
Sources	
Statistical Issues	
Completeness	
Reliability	
Verification and Validation	

Average NEPA Schedule Length of In-Progress Major Projects Posted on the Permitting Dashboard

Lead	Office of the Assistant Secretary for Transportation Policy
Scope	*This is a new performance goal; reporting will begin in FY 2023.*
Sources	
Statistical Issues	
Completeness	
Reliability	
Verification and Validation	

Increase Number of New Air Transport Agreements, Modernized Air Transport Agreements, and Commercial Concerns Resolved

Lead	Office of International Aviation
Scope	Air transport agreements establish the legal basis for international air services connected to the United States, and sometimes between two or more foreign countries. U.S. air transport agreements also provide for the commercial opportunities necessary for U.S. air carriers to do business in foreign countries.
Sources	Information is available directly from OST-X-40, which is the organization responsible for the negotiation of air transport agreements and resolving commercial concerns.
Statistical Issues	Not applicable, no statistical analysis is necessary.
Completeness	Information regarding air services agreements and commercial concerns are central to the work of OST-X-40 and records are maintained as a part of performance metrics.
Reliability	Tracking agreements and the resolution of commercial concerns is central to the work of OST-X-40 and tracked as a performance metric.
Verification and Validation	The U.S. State Department also maintains a repository of air transport agreements; however, its website is not always maintained and up to date. OST-X-40 staff may not track the resolution of minor or easily fixed commercial concerns.

Participate in Policy Meetings to Represent U.S. International Aviation Policy Interests

Lead	Office of International Aviation
Scope	Participation in policy meetings to represent U.S. interests and advocate or negotiate favorable outcomes is a significant contributor to creating the international regulatory environment necessary to foster economically viable international air services that result in a range of options.
Sources	Information is available directly from OST-X-40, which is the organization responsible for representing DOT in meetings related to international aviation policy.
Statistical Issues	Not applicable, no statistical analysis is necessary.
Completeness	Engagement regarding international aviation policy is a core responsibility of OST-X-40; it is tracked through varying and sometimes redundant performance tracking mechanisms.
Reliability	Engagement regarding international aviation policy is a core responsibility of OST-X-40; it is tracked through varying and sometimes redundant performance tracking mechanisms. However, the staff is likely to record only significant policy-related interactions and would not include day-to-day interactions and events.
Verification and Validation	No statistical verification or validation is necessary.

Alleviate Freight Congestion

Lead	Federal Highway Administration
Scope	Travel time reliability is a key indicator of transportation system performance. The Truck Travel Time Reliability (TTTR) index measures the reliability or consistency of truck travel times on the interstate from day to day over the course of a year. The TTTR index is the ratio of the 95th percentile truck travel time to the 50th percentile truck travel time for each roadway segment, which is then averaged for the entire interstate system to provide the National TTTR Index. The TTTR Index represents a system-wide average of extra time or cushion that needs to be added to typical or average travel time to ensure on-time arrival 95% of the time. The TTTR Index is reported as 1.0 or greater. The higher the value above 1.0, the less reliable the roadway, while TTTR Index values closer to 1.0 indicate a more reliable roadway. This gives a system-wide indication of how much extra time a motor carrier needs to budget for freight travel on the interstate to account for traffic delays. This additional time results in extra shipping and carrying costs for businesses. National targets may be adjusted in early 2023 after the State 2022 Baseline Performance reports are reviewed.
Sources	The National Performance Management Research Data Set (NPMRDS) provides vehicle probe-based travel time data for passenger vehicles and trucks and is used by FHWA and State DOTs to calculate the TTTR Index. Probe data are collected from a variety of sources including mobile devices, connected autos, portable navigation devices, commercial fleet GPS, and sensors. NPMRDS includes historical average travel times in five-minute increments daily covering the entire NHS.
Statistical Issues	The key concerns are the sample size of commercial vehicle probes and the frequency of the sampling time and position sampling. The reported results provide Nationwide coverage using data from 700,000 freight vehicles operating in North America. Most of the data are from medium to large fleets that operate tractor-trailer combination trucks in every sector of the industry and every region of the U.S. and Canada.
Completeness	The NPMRDS provides average travel times in five-minute increments daily covering the entire NHS. Data completeness for the interstate system has been at least 90%.
Reliability	To provide reliable roadway performance estimates, a large enough number of freight vehicles must be equipped with GPS to provide a valid and reliable measure of roadway performance, and to provide the temporal and geographic diversity desired by the performance measurement system. Through the use of the NPMRDS, FHWA has made progress in increasing sample size and the frequency of sampling by increasing the sources of the probe data and the number of vehicles providing position information. The NPMRDS travel times are produced using path processing. In path processing, a space mean speed is calculated for each individual probe vehicle from the points along its trajectory path. This provides more accurate average vehicle speed data. Probe vehicle performance systems, such as the NPMRDS, are designed to provide travel time and speed or delay information without traditional fixed-location traffic monitoring and data collection systems. Analysis of the GPS location data allows for very accurate roadway measurements.
Verification and Validation	NPMRDS includes a measurement of the density of data used to generate each average travel time. There are quarterly validations conducted that compare deployed Bluetooth sensor travel-time data to the NPMRDS data.

Reduce the Number of Hazardous Materials Incidents that Resulted in a Road Closure of One Hour or More

Lead	Pipeline and Hazardous Materials Safety Administration
Scope	This performance goal considers incidents by highway and rail that resulted from a failure in the hazardous materials transportation system, a release of hazardous materials, and a road closure of one hour or more. PHMSA plans to measure, track, and evaluate these incidents to improve emergency response and recovery practices to reduce system disruption.
Sources	DOT and PHMSA incident data are used for this measure. For incidents not involving pipelines, hazardous materials transportation incident data are derived from reports submitted on Form DOT F 5800.1 and maintained in the HMIS. In addition, PHMSA's Office of Hazardous Materials Safety seeks information and data to identify potentially reportable incidents through the National Response Center, as well as monitoring prints, television outlets, and social media daily.
Statistical Issues	Results in any single year should be interpreted with caution. There is some normal annual variation in the number of reported incidents each year.
Completeness	Compliance in reporting is very high and most incidents that meet reporting requirements are submitted. Operators/Filers must submit reports within 30 days of an incident, or face penalties for non-compliance, and have one year to modify their 5800.1 submissions. The Office of Hazardous Materials Safety (OHMS) is currently experiencing delays in processing due to large volumes of reports. As of September 28, 2022, there were 2552 incidents in FY 2022 Q1-Q3 that have yet to be processed. This count is well beyond the 30-60 days lag time for processing incident reports.
Reliability	All incident data are collected on OMB-approved forms online. Detailed OMB-approved instructions for incident reports are available on the PHMSA website. Validation checks are run in the online instrument prior to submittal to ensure all required data fields have been populated.
Verification and Validation	PHMSA inspectors also regularly discuss incidents with operator personnel during routine inspections. All incident data are collected on OMB-approved forms online. Detailed OMB-approved instructions for incident reports are available on the PHMSA website. Validation checks are run in the online instrument prior to submittal to ensure all required data fields have been populated.

Increase the Number of U.S. Flag Vessels in International Trade

Lead	Maritime Administration
Scope	MARAD tracks the number of large, internationally trading, ocean-going commercial vessels (1,600 gross tons or more) operating under the U.S. flag to help ensure an adequate U.S. flag fleet, crewed by U.S. qualified Merchant Mariners, to meet U.S. Department of Defense requirements for sealift support during National contingency operations. Most of the ships that MARAD tracks participate in the Voluntary Intermodal Sealift Agreement program, and Voluntary Tanker Agreement program, including those participating in the Maritime Security Program, and vessels operating in the recently implemented Cable Security Fleet Program. MARAD estimates that at least 125 large, internationally trading U.S. flag commercial cargo carrying ships of 1,600 gross tons and over are required to maintain a sufficient force of unlimited credentialed mariners to meet sustainment sealift needs in a major contingency situation exceeding four to six months in duration.
Sources	MARAD relies on both commercial and private data sources to maintain an accurate list of ships. This ship list is based on an extract of ship data from S&P Global Market Intelligence, which is a commercial vendor of vessel registry data and is the trusted and widely used source for such data across the maritime shipping industry. MARAD also validates the data against ship information received from the U.S. Transportation Command and the Military Sealift Command. Additionally, MARAD oversees the Maritime Security Program and Cable Security Fleet Program and receives data on these vessels directly from participants operating in the program. MARAD also uses the Sea Web online database provided by S&P Global to track the actual movements of MSP vessels worldwide to ensure they are meeting program requirements.
Statistical Issues	The list of ships includes the population of ships meeting the vessel criteria outlined above for the measure. Accordingly, no statistical methods are used to create the list. Basic trend analysis is done to identify any anomalies in terms of the number and type of ships. MARAD has constructed an annual time series of the number of cargo-carrying commercial ships of 1,600 tons or more operating in international trade back to 2000. MARAD does not have records of ships lists before that time that would allow discernment between vessels in domestic and international trade. Under an interagency agreement with DoD, aging vessels may be replaced in a phased approach, with periodic increases in the number of vessels for government-owned sealift, before obsolete vessels can be retired.

Completeness	The internationally sailing vessel list produced by MARAD is the complete list of large, U.S. flag self-propelled, privately-owned merchant vessels carrying cargo from port to port that are not eligible to serve in U.S. domestic trade. It is relatively easy to keep a good handle on the number of such ships because of the limiting criteria. All ships of this type have an official and unique International Maritime Organization number, which allows MARAD to identify and track them with certainty.
Reliability	The number of vessels MARAD tracks is highly reliable. The ships tracked are among the largest in the world fleet, all cataloged in international databases and subject to tracking via established online services. The commercial data vendor is considered the trusted source in the maritime industry.
Verification and Validation	MARAD can ensure validation and verification through data collected directly from vessel operators and other federal resources. MARAD conducts monthly data assurance checks to account for and resolve any discrepancies in the data.

Increase Port Capacity Throughput Availability by 10% by 2026

Lead	Maritime Administration
Scope	The President's commitment has resulted in a once-in-a-generation investment in our ports and intermodal infrastructure to move goods more quickly, bring down shipping costs, strengthen supply chain resiliency, and reduce the climate impacts of port operations themselves. The increased investments in port and waterways infrastructure will create the modern transportation system our Nation needs to speed the movement of freight—supporting continued economic growth, lowering shipping costs, and ensuring that we can meet Americans' demands now and into the future. To track progress in meeting the goal of increasing port capacity availability by 10% by 2026, MARAD monitors the potential container capacity reported by grant recipients for funding awarded to maritime port projects. This includes all DOT discretionary grant programs awarded annually.
Sources	The Port Infrastructure Development Program has the authority to make grants related to maritime port resilience, including projects that support supply chain resilience (46 USC 54301(a)(3)). The awarded grants to container terminals may include an estimate of the increased capacity in twenty-foot equivalent unit (TEU) containers. Additionally, other discretionary grant programs such as America's Marine Highways, Rebuilding American Infrastructure with Sustainability and Equity, Infrastructure for Rebuilding America, Mega (known statutorily as the National Infrastructure Project Assistance program), and Rural Opportunities to Use Transportation for Economic Success may have maritime port-related awards that will contribute toward an increase in TEU handling capacity at ports. A National baseline will be established from the latest annual data (2021) on TEU throughput at U.S. ports available through the BTS. For this estimate, MARAD will work with BTS to analyze monthly historical throughput data to identify the highest throughput month for each port and then multiply this "high" monthly TEU throughput by 12 to formulate an estimate of annual TEU capacity. Each FY after projects under the discretionary grant programs (mentioned above) have been awarded, MARAD will review and identify the awarded projects that contribute to an increase in TEU handling capacity at U.S. container ports. Until the awarded project is operational, the capacity contribution will be identified as potential, and once the project is operational the capacity will be identified as actual. This potential capacity from the projects awarded will be tracked annually towards meeting the goal of increasing capacity by 10% from the established FY 2022 baseline data.
Statistical Issues	*Measuring maritime port capacity is a detailed and complex process:* ▪ There is no single, comprehensive source of capacity information for U.S. ports. ▪ Using the highest recorded monthly throughput level simply serves as a proxy for actual TEU capacity and therefore, must be viewed as an estimate. ▪ Possible undercounting at ports that have unused, excess capacity. ▪ This measure only identifies MARAD's influence with respect to containerized capacity. *Not all grant applications are created equal:* ▪ Although most applicants provide detailed projections of capacity and throughput increases, providing such information is not specifically requested in the NOFO soliciting applications. Therefore, MARAD has no control over what data will be made available in each application. ▪ Information in applications may not be sufficient for MARAD to make a quantitative determination on whether the project will increase capacity.

Completeness	As mentioned under statistical issues, completeness may suffer if MARAD is not able to determine whether an awarded project contributes to increasing capacity at containership ports.
Reliability	The BTS data are used to estimate the baseline in authoritative information provided through the Port Performance Freight Statistics Program. BTS is required to report on port performance freight statistics under 49 U.S. Code 6314. MARAD considers these data to be highly accurate and reliable. The risk of discontinuity in the data source is low. However, there is some risk in reliability in developing a quantitative contribution toward increased TEU capacity at containership ports. As mentioned earlier, there may be cases where MARAD cannot make a quantitative assessment of contribution towards capacity.
Verification and Validation	As it becomes available, the annual port performance data on TEU throughput will be used to help identify any increases in capacity. The BTS figures are throughput figures and not capacity; however, using the methodology described under "Sources" above, MARAD can use the throughput data to get an indication of whether capacity has increased. For example, data for a port that moved more TEUs annually than the capacity identified in the baseline would be analyzed for errors and/or for indications of increased capacity. Future BTS port performance data can also be used to validate capacity increase claims made by applicants that have been awarded grants. Each FY, the cumulative overall total increase for TEUs identified and verified for awarded grants are then compared to the FY 2022 baseline of TEUs for a percentage increase towards meeting the overall targeted increase of 10% by FY 2026.

Maintain or Increase the Percentage of Time the U.S. Portion of the St. Lawrence Seaway is Available to Commercial Users

Lead	Great Lakes St. Lawrence Seaway Development Corporation
Scope	The reliability of the U.S. sectors of the St. Lawrence Seaway (including the two U.S. Seaway locks in Massena, New York) is critical to continuous commercial shipping during the navigation season from late March to late December. System downtime due to any condition (weather, vessel incidents, malfunctioning equipment) causes delays to ships, which affects international trade to and from the Great Lakes region of North America. Downtime is measured by: ▪ Hours/minutes of delay for the weather (visibility, fog, snow, ice); ▪ Vessel incidents (human error, electrical and/or mechanical failure); ▪ Water level and rate of flow regulation; and ▪ Lock equipment malfunction.
Sources	The GLS Office of Lock Operations and Marine Services.
Statistical Issues	None identified.
Completeness	The GLS is the Federal agency responsible for the operation and maintenance of the United States portion of the St. Lawrence Seaway. Furthermore, GLS' lock operations unit gathers primary data for all vessel transits through the U.S. Seaway sectors and locks, including any downtime in operations. Data are collected onsite at the U.S. locks, as vessels are transiting or as operations are suspended. This information measuring the system's reliability is compiled and delivered to GLS senior staff and stakeholders each month.
Reliability	The GLS compiles annual system reliability data for comparison purposes. As the GLS gathers data directly from observation, there are no limitations. The GLS historically reports this performance metric for its navigation season (typically late March to late December).
Verification and Validation	The GLS verifies and validates the accuracy of the data through a review of 24-hour vessel traffic control computer records, radio communication between the GLS and vessel operators, and video and audiotapes of vessel incidents.

Focus $19.4 Billion in BIL Funds on Airport Modernization and Safety Infrastructure Projects, Including Participation in Completing 20 Terminals and 400 New or Rehabilitated Pavement Projects by 2030

Lead	Federal Aviation Administration
Scope	This metric is the lifetime aggregate expenditure of BIL funds on airport modernization and safety infrastructure projects. Meeting the target requires that both 20 terminals and 400 new or rehabilitated pavement projects are partially funded with BIL grant funds. Airport modernization projects are defined as projects that construct, expand, modify, improve, or update an airport terminal building. Safety infrastructure projects are defined as projects that enhance airport safety to meet FAA design standards (AC5300-13b and other relevant guidance). A terminal project includes constructing, expanding, modifying, rehabilitating, or improving a terminal building. A terminal building is defined as a structure where passengers transfer between ground transportation and the facilities that allow them to board and disembark from an aircraft. Pavement projects are defined to include runways, taxiways, aprons, access roads, and other airport miscellaneous pavements. A rehabilitated pavement project is defined as the restoration of pavement that has a condition index of less than 70 back to its original functionality. Participation is defined as the issuance/execution of a BIL grant that funds at least a portion of a project.
Sources	The System of Airports Reporting (SOAR) contains all relevant capital planning and financial data. It has capital planning information that includes a project description, funded scope, and the pavement condition index, if applicable. It also has financial information on grant approvals, statuses, and expenditures.
Statistical Issues	This metric requires summing expenditures. It also requires counting specific terminal and pavement projects. No statistical issues are expected.
Completeness	The data for this measure is complete. All BIL grant funding is processed through SOAR and requires all statutory and administrative requirements are met before a grant is issued.
Reliability	The data for this measure is reliable. All BIL grant funding is processed through SOAR and is verified at multiple times and levels throughout the well-defined process.
Verification and Validation	SOAR is a verified and validated data source. Transactional data on each expenditure and details on each project can be provided on request.

Meet the Annual Target for Average Number of Daily Arrivals and Departures at Core Airports

Lead	Federal Aviation Administration
Scope	Core airports are those which have one percent or more of total U.S. enplanements (the DOT large hub airports) or 0.75% or more of total U.S. non-military itinerant operations. Reportable hours are based on a review of called rates and actual flight counts for each of the core airports. ▪ *15 Reportable Hours:* DFW, IAH, LGA, MCO, PHX, SLC ▪ *16 Reportable Hours:* ATL, BOS, CLT, DCA, DEN, FLL, IAD, LAS, MDW, MIA, MSP, ORD, PHL, SEA, SFO, TPA ▪ *17 Reportable Hours:* BWI, DTW, EWR, HNL, LAX, SAN ▪ *18 Reportable Hours:* JFK ▪ *24 Reportable Hours*: MEM Each airport facility determines the number of arrivals and departures it can handle for each hour of each day, depending on various conditions, including weather. These numbers are the called arrival and departure rates of the airport for that hour. The average daily capacity is calculated on a daily, monthly, and annual basis.
Sources	The Aviation System Performance Metrics (ASPM) database, maintained by the FAA's Office of Performance Analysis, provides the data for this metric. The individual air traffic facilities for the core airports provide arrival and departure rates through the use of the National Traffic Management Log. ASPM obtains the capacity rates from the National Traffic Management Log.
Statistical Issues	None identified.
Completeness	FY data are finalized approximately 10 days after the close of the fiscal year.
Reliability	ASPM data are verified daily by the execution of multiple audit checks, comparison to other published data metrics, and through the use of ASPM by more than 1,300 active users.
Verification and Validation	FAA leadership reviews the data each month. Data are reviewed at the line of business level on a weekly basis. This metric is part of a core group of goals that the FAA uses to establish employee performance-based pay.

Meet the Annual Target for National Airspace System On-Time Arrival Rate at Core Airports

Lead	Federal Aviation Administration
Scope	A flight is considered on time if it arrives no later than 15 minutes after its published, scheduled arrival time. This definition is used in both the DOT Airline Service Quality Performance (ASQP), and ASPM reporting systems. Air carriers, however, also file up-to-date flight plans for their services with FAA that may differ from their published flight schedules. This metric measures on-time performance against the carrier's filed flight plan, rather than what may be a dated published schedule. The arrival time of completed passenger flights to and from the core airports is compared to their flight plan scheduled arrival time. For delayed flights, delay minutes attributable to extreme weather, carrier-caused delay, security, and a prorated share of delay minutes due to a late arriving flight at the departure airport are subtracted from the total minutes of delay. If the flight is still late, it is counted as a delayed flight attributed to the NAS and the FAA. The core airports are those which have one percent or more of total U.S. enplanements (the DOT large hub airports) or 0.75% or more of total U.S. non-military itinerant operations.
Sources	The ASPM database, maintained by the FAA's Office of Performance Analysis in conjunction with DOT's ASQP causation database, provides the data for this metric. By agreement with the DOT, certain major U.S. carriers file ASQP flight data for flights to and from most large and medium hubs. Flight records contained in the Traffic Flow Management System supplement the flight data.
Statistical Issues	Data are not reported for all carriers; at present, 23 operating carriers report monthly into the ASQP reporting system.
Completeness	FY data are finalized approximately 90 days after the close of the fiscal year.
Reliability	Further research is needed.
Verification and Validation	ASPM data are verified daily by the execution of multiple audit checks, comparison to other published data metrics, and through the use of ASPM by more than 1,500 active users. Each month, FAA senior leadership reviews ASQP data under 14 CFR Part 234, ASQP Reports, which separately requires reporting by major U.S. air carriers on domestic flights to and from reportable airports.

The Percentage of Person-Miles Traveled on the Interstate that are Reliable Will be at or Above 82.8%

Lead	Federal Highway Administration
Scope	The interstate travel time reliability measure examines the reliability of travel (i.e., consistency from day to day and/or hour to hour) on the interstate system from the perspective of the user as reported as the percent of person-miles traveled that are reliable. National targets may be adjusted in early 2023 after the Full Performance Period reports are reviewed.
Sources	Data sources include average travel time data for interstates from the NPMRDS. The data reflect actual, observed travel times on the interstates, reported as an average every five minutes. Data are collected by INRIX and provided by the Center for Advanced Transportation Technology Laboratory at the University of Maryland to FHWA as the NPMRDS. The vehicle probe data can be from cell phones, in-vehicle navigation units, and/or fleet (e.g., truck, delivery vehicles, taxi) management systems. Related volume data for weighting the measure are from the HPMS.
Statistical Issues	Person-miles traveled estimation requires information on the number of vehicle occupants that is not available in the monthly travel data. Additionally, the monthly VMT data does not distinguish between passenger and freight VMT.
Completeness	Missing data points in the NPMRDS do exist, where there are low volumes and no probe vehicles traveling through during a five-minute period especially overnight and in some rural areas. FHWA accounts for missing data, in part, by using average travel times for every 15 minutes.
Reliability	Reliability for these measures is excellent. All metric submissions, as well as all targets and other reporting, are reviewed by FHWA. Data resubmittal is requested in cases where major problems are identified. As many as 35 States have access to an analysis tool developed as part of the Transportation Performance Management Capacity Building pooled fund study which provides consistent and reliable results.
Verification and Validation	NPMRDS data are validated quarterly in limited locations by comparing them to ground truth travel time data. The results are within the specifications of the contract. Recently available volume data from HPMS are used to calculate the results. Typically, there is a lag in data availability and of conflation to the NPMRDS location referencing network.

Increase Intercity Passenger Rail On-Time Arrivals System-Wide

Lead	Federal Railroad Administration
Scope	On November 16, 2020, FRA published the final rule for measuring the performance and service quality of intercity passenger train operations. Under the rulemaking, on-time performance is defined as the percentage of all customers on an intercity passenger rail train who arrive at their detraining point no later than 15 minutes after their published scheduled arrival time, reported by train and by route. Under the final rule, on-time performance is measured based on two consecutive quarters. As such, if a route does not meet the 80% threshold for one quarter, it still has the potential to meet the requirement if the route exceeds 80% on-time arrivals in the following quarter. NEC routes are those which operate predominantly on the 457-mile NEC (Connecticut, Delaware, District of Columbia, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, and Rhode Island). State-supported routes are those which operate short-distance corridors of not more than 750 miles between endpoints (not including NEC routes). Long-distance routes are more than 750 miles between endpoints operated by Amtrak as of the date of enactment of the Passenger Rail Investment and Improvement Act of 2008. (49 U.S. Code 24102)
Sources	Amtrak captures the data for each service and provides reports to FRA with annual, quarterly, and monthly measures. FRA publishes the quarterly Service Quality and Performance Report for Amtrak Services each quarter using the data.
Statistical Issues	None identified.
Completeness	FRA and stakeholder groups, including the NEC Commission and State-Amtrak Intercity Passenger Rail Committee, monitor and evaluate Amtrak on-time performance closely. FRA receives adequate information from Amtrak to monitor on-time performance.
Reliability	No reliability issues in terms of on-time performance data integrity. Actual Amtrak performance varies depending on the degree of delays caused by Amtrak's host freight railroads, Amtrak's own causes of delay, and third-party issues, such as extreme weather and accidents.
Verification and Validation	FRA tracks Amtrak on-time performance data each month, matches it against other performance data, and conducts monthly meetings with Amtrak and host railroads to better understand the nature of Amtrak delays.

Increase Percentage of DoD-Required Shipping Capacity Complete with Crews Available within Mobilization Timelines

Lead	Maritime Administration
Scope	This measure is based on the number of available ships in MARAD's Ready Reserve Force, and ships enrolled in the Voluntary Intermodal Sealift Agreement program that can be fully crewed within the established readiness timelines. The Voluntary Intermodal Sealift Agreement program includes 60 ships enrolled in the Maritime Security Program. It is MARAD's emergency preparedness program for dry cargo ships and provides the U.S. Department of Defense (DoD) with assured access to critical sealift capability for National security contingency requirements. Crewing of the Ready Reserve Force vessels is accomplished by commercial mariners employed by private sector companies under contract to the government. MARAD estimates that at least 125 large, internationally trading U.S. flag commercial cargo carrying ships of 1,600 gross tons and over are required to maintain a sufficient force of unlimited credentialed mariners to meet sustainment sealift crewing needs in a major contingency situation exceeding four to six months in duration.
Sources	Each month, the Ready Reserve Force, Voluntary Intermodal Sealift Agreement, and Maritime Security Program fleet readiness are monitored by MARAD to ensure the availability of sufficient capacity and U.S. mariners. MARAD also maintains records of the sealift ships enrolled in the Voluntary Intermodal Sealift Agreement and Maritime Security Program, and their crew requirements.
Statistical Issues	None identified.
Completeness	MARAD's measure for shipping capacity and crew availability is to ensure that the level of both commercial and government-owned sealift crew levels are sufficient to meet current and projected DoD requirements for cargo to support U.S. military and during times of National emergency.
Reliability	Data are collected from the program offices and are considered reliable and useful in managing these programs.
Verification and Validation	MARAD can ensure validation and verification through its direct oversight of the Ready Reserve Force and the activities of contracted vessel managers, as well as its administration of the Voluntary Intermodal Sealift Agreement programs and data collected from other sources. MARAD conducts monthly data assurance checks to account for and resolve any discrepancies in the data on both the government-owned and commercial fleets.

Strategic Goal 3: Equity

Reduce National Transportation Cost Burden by 5%, Including Transportation Travel Cost as a Percent of Income, by 2030

Lead	Office of the Assistant Secretary for Transportation Policy
Scope	*This is a new performance goal; reporting will begin in FY 2023.*
Sources	
Statistical Issues	
Completeness	
Reliability	
Verification and Validation	

Increase the Number of State ADA Report Submissions in eCivil Rights Connect

Lead	Federal Highway Administration
Scope	The measure is a numerical count of State DOTs submitting ADA Reports through eCivil Rights Connect.
Sources	The eCivil Rights Connect system and database
Statistical Issues	No statistical issues are expected. eCivil Rights Connect can be filtered directly for this information.
Completeness	No known data limitations. Based on historical information, this is an attainable goal, yet a significant increase.
Reliability	Other FHWA Office of Civil Rights program areas have reliably utilized this system for the collection of data and submission of reports.
Verification and Validation	The database has been in place for four years, and the system is now being updated to provide notification of submissions.

Increase U.S. DOT Direct Contract Dollars to Small Disadvantaged Businesses from 18.2% in FY 2021 to 22% by FY 2026

Lead	Office of Small and Disadvantaged Business Utilization
Scope	Office of Small and Disadvantaged Business Utilization (OSDBU) measures Departmental performance against established small disadvantaged business (SDB) goals. As part of Departmental efforts to implement equitable practices in DOT procurement activities and increase SDB participation, we have established an SDB goal of 22%.
Sources	General Services Administration's (GSA) System for Award Management (SAM).
Statistical Issues	There are no statistical issues or concerns. OSDBU assesses Operating Administration direct award data in SAM, which is the official government-wide award data system.
Completeness	OSDBU reviews and reports SDB data related to DOT direct procurement dollars on a monthly basis. OSDBU staff validates Departmental contract data to ensure an accurate record of contract actions in SAM and tracks Departmental performance against established goals.
Reliability	The data used by OSDBU to track and report SDB direct procurement dollars are the same data GSA and Small Business Administration use to track Federal agencies' SDB performance. At the time of award, data are interfaced with the Federal Procurement Data System (FPDS) reflecting elements such as obligation amount, vendor name, and business size. SAM pulls award information directly from FPDS ensuring data and processes are consistent and reliable.
Verification and Validation	OSDBU does monthly contract data reporting and validation of Department contract actions. Our staff reviews Departmental contract data to ensure accurate information is kept in SAM.

Increase the Percentage of Total FAA Direct Procurement Dollars Awarded to Small Disadvantaged Businesses

Lead	Federal Aviation Administration
Scope	The scope of this measure includes the FAA's percentage of direct procurement dollars towards SDB concerns, as defined by the FAA Acquisition Management System and the Small Business Administration. This percentage is reported to the DOT and the OMB and is publicly available through the SAM.
Sources	GSA's SAM.
Statistical Issues	Data are based on direct procurement awards by Contracting Officers within the FAA's Procurement Information System for Management and business size standards as defined by the FAA Acquisition Management System and Small Business Administration. No sampling errors are anticipated.
Completeness	The FAA reviews and reports data related to SDB direct procurement dollars on a monthly basis, ensuring there is no data missing and that progress is consistent with established targets and goals.
Reliability	The data from SAM used to report direct procurement dollars to SDB concerns are reliable and have a high confidence rate. At the time of an award in the FAA's Procurement Information System for Management, data are directly shared with the FPDS reflecting elements such as obligation amount, vendor name, and business size. When the FAA and others generate required reports in SAM, it pulls award information directly from FPDS ensuring data and processes are consistent, reliable, and repeatable.
Verification and Validation	In addition to monthly reporting and validation of award information by the FAA Small Business Office, the FAA's National Acquisition Evaluation Program performs annual reviews of awards and associated data to ensure award information in the official contract file and systems of record are consistent, accurate and reportable.

Increase Number of State DOTs Adopting and Implementing Identified Best Practices When Administering the DBE Program on Design-Build Projects

Lead	Federal Highway Administration
Scope	Design-Build has become one of the most popular alternative contracting project delivery methods in this country, with evidence supporting expedited delivery and cost savings. Almost every State DOT has approved legislation for Design-Build contracting. With the expected influx of transportation funds, FHWA and DOT leadership are keen on ensuring that a fair percentage of dollars go to Disadvantaged Business Enterprise (DBE) firms. The measure of success in year one is s the number of states adopting the best practices of DBE administration in the context of Design-Build project delivery. Goals for future years will include not just additional state adoption, but successful implementation of these practices as a means of institutionalizing these processes and procedures into contract specifications and State DOT culture.
Sources	This initiative was selected for Every Day Counts, Round 7. This initiative will promote the use of effective practices for State DOTs to learn and adopt into their procedures and DBE Program Plan. States will report adoption to FHWA through the Every Day Counts reporting process.
Statistical Issues	None identified.
Completeness	It is likely data will be accurate and complete through the reporting process of Every Day Counts.
Reliability	States must document and submit to FHWA their progress on implementing the selected proposals. This is the seventh round of the Every Day Counts process and states and FHWA have worked to create a reliable reporting process.
Verification and Validation	Every Day Counts report data will be validated by Divisions against State DOT's updated contract language and DBE Program Plan.

Increase the Total Federal Transit Grant Dollars Announced or Allocated for Rural or Tribal Areas

Lead	Federal Transit Administration
Scope	Includes both formula and discretionary grant dollars announced or allocated. Includes Rural Formula (including Rural Transportation Assistance Program and 5340 funds), Tribal Formula, Bus and Bus Facilities (5339a) Formula, Rural Ferry Discretionary, Tribal Transit Discretionary Announced, Rural allocations from Special Services for Elderly and Disabled (5310) Formula, and Rural and Tribal Grant Announcements from Low-No Discretionary and Buses and Bus Facilities Discretionary, and Innovative Coordinated Access and Mobility Discretionary. Does not include COVID-19 supplemental funding (formula or discretionary).
Sources	Competitive program project selection announcements and formula program apportionment tables.
Statistical Issues	None identified.
Completeness	Within the scope defined above, the grant announcement and apportionment data are complete.
Reliability	Announcement and apportionment data are recorded in the Transit Award Management System and apportionment tables.
Verification and Validation	Announcement and apportionment data are reconciled against other budgetary documentation and congressional reporting.

All 50 State DOTs and Top 100 MPOs Adopt a Quantitative Equity Screening Component to Their S/TIP Development Processes by 2030

Lead	Office of the Assistant Secretary for Transportation Policy
Scope	*This is a new performance goal; reporting will begin in FY 2023.*
Sources	
Statistical Issues	
Completeness	
Reliability	
Verification and Validation	

Increase the Percentage of Community Outreach Activities Directed Toward Underserved Communities to Increase Hazmat Transportation Awareness, Preparedness, and Response

Lead	Pipeline and Hazardous Materials Safety Administration
Scope	PHMSA intends to increase its outreach efforts to underserved communities to promote the safe transport of hazardous materials and be a resource for emergency preparedness and response, grant opportunities, emergency special permits, technical assistance, and safety data. Objectives of this performance measure align with DOT's *Job Creation and Fiscal Health* strategic objective and strategy to support workforce and educational programs that create and promote opportunities for careers in transportation.
Sources	PHMSA will track the number of OHMS community outreach activities in underserved areas through the OHMS Outreach and Engagement Tracker. This will be accomplished by capturing the number of outreach activities performed including, but not limited to, community meetings, workshops, webinars, and/or emergency response events.
Statistical Issues	OHMS will utilize various data sources to identify rural and underserved areas. The outputs will only reflect activities performed by the OHMS Outreach and Engagement Team and not the entire OHMS program.
Completeness	PHMSA has built a tool to identify underserved communities and is actively reaching out to these communities to ensure they are aware of the hazardous materials planning and outreach resources that are available to them.
Reliability	Underserved outreach activities and tracking will be conducted by OHMS; therefore, reliability should not be an issue.
Verification and Validation	The outreach activity tracker will be monitored on a consistent basis to ensure the accuracy and validation of the outreach performed.

By 2025, Increase by 5% the Number of U.S. DOT Discretionary Grant Applicants from Disadvantaged Communities who have Never Applied for U.S. DOT Funding Before

Lead	Office of the Assistant Secretary for Transportation Policy
Scope	*This is a new performance goal; reporting will begin in FY 2023.*
Sources	
Statistical Issues	
Completeness	
Reliability	
Verification and Validation	

Utilize the IIJA to Assess and Strengthen Civil Rights Program Capacity, Coordination, and Outcomes, Including Fully Implementing DOT's New Title VI Order, Phased to Meet IIJA Implementation Timelines

Lead	Departmental Office of Civil Rights
Scope	The Departmental Office of Civil Rights (DOCR) is engaged in strategic planning to assess and strengthen civil rights programs to assure the full and adequate implementation of BIL. The planning efforts require analysis of oversight processes, documentation, and performance management. Activities, including pre-award work, will target support for equity initiatives related to Title VI of the Civil Rights Act of 1964, the ADA, and the DBE programs. The activities also include expanding organizational functions and hiring additional staff sufficient to support these functions.
Sources	DOCR program offices and Operating Administrations' civil rights program offices will be the sources of data.
Statistical Issues	None identified.
Completeness	Strategic planning is underway to develop evaluation methods for DOCR programs.
Reliability	Strategic planning is underway to develop appropriate Standard Operating Procedures and tracking for DOCR divisional offices and coordination with Operating Administrations' civil rights program offices.
Verification and Validation	

Reduce the Number of Displacements Resulting from Federal-Aid Highway Projects

Lead	Federal Highway Administration
Scope	Each State DOT reports, on an annual basis, the total number of residential, business, farm, and nonprofits displaced by each State DOT when administering Federal-aid projects or programs. The State DOTs report on Federal-aid right-of-way program metrics including the number of acquisitions, condemnations, settlements, and relocations of residential and non-residential occupants.
Sources	These data are supplied annually by each State DOT that has carried out Federal-aid right-of-way projects and programs that require the acquisition of real property and which displaced occupants of that real property. The data are collected from the State DOTs through FHWA's division offices and are due in November of each year. Starting in FY 2021, State DOTs submit their data through the use of an online form. After the Office of Real Estate Services reviews the data to detect anomalies, the data are then posted on the Office of Real Estate Services' public Website here.
Statistical Issues	These statistics are reported by each State DOT and there are no data systems or methods which can be used to cross-check and validate the data. Some State DOTs' reported totals do not include local public agencies' data that carry out Federal-aid projects which cause displacements.
Completeness	These data are reported by each State DOT. From 2012 forward, the State DOTs are required to report annually. Prior to 2012, the State DOTs voluntarily reported on an annual basis. In years prior to 2012, there are instances where an State DOTs either did not report or reported a zero for a particular measure or measures in that year.

Reliability	These data are provided by each State DOT through their respective FHWA division office and the data are therefore assumed to be reliable. However, there is not currently a method by which FHWA can test or assess the reliability of these data. This performance measure will ensure that displacements that may occur as a result of Federal-aid projects and programs are identified, avoided, and/or mitigated. The increased emphasis on relocation planning will better inform project planning and National Environmental Policy Act (NEPA) analysis to ensure that the number and types of potential displacements for a proposed project are accurately identified and quantified. This will also ensure that solutions that minimize the adverse impacts of displacements are both considered and implemented as part of the project planning and NEPA processes. This measure is meant, in part, to provide a measurable, total number of displacements, which will provide FHWA with an indication that policy and program requirements are effectively identifying and limiting the impacts of Federal-aid projects on the public and disadvantaged communities. However, these data are a measure of a project's performance which relies on planning, and NEPA processes that were carried out several years ago. Therefore, while these data are likely reliable as an indicator of annual displacement activity, the performance measure is not a tool that will provide insight into the immediate efficacy of recent changes in policy surrounding displacements resulting from highway projects.
Verification and Validation	FHWA relies on the State DOTs to provide accurate data, but we do not have a current method or resource to allow for cross-checking and validation. Beginning in 2021, each State DOT enters their annual report data directly into a database. This allows for enhanced State DOT self-checking and validation. In addition, the statistics reports available on FHWA's website will begin to use visualization tools which will provide a method for identifying new and previously reported data which may be anomalous.

Complete Three Projects that Reconnect Communities that were Divided by Transportation Corridors

Lead	Office of the Assistant Secretary for Transportation Policy
Scope	*This is a new performance goal; reporting will begin in FY 2023.*
Sources	
Statistical Issues	
Completeness	
Reliability	
Verification and Validation	

Strategic Goal 4: Climate and Sustainability

Reduce Transportation Emissions in Support of Net-Zero Emissions Economy-Wide by 2050

Lead	Office of the Assistant Secretary for Transportation Policy
Scope	*This is a new performance goal; reporting will begin in FY 2023.*
Sources	
Statistical Issues	
Completeness	
Reliability	
Verification and Validation	

Reduce Greenhouse Gas Emissions from Aviation to at or Below 2019 Levels (216 $MtCO_2$) by 2030

Lead	Federal Aviation Administration
Scope	Carbon dioxide is the primary greenhouse gas (GHG) emitted through human activities, and it is directly related to the fuel burned during the aircraft's operation. Calculating and tracking NAS-wide CO_2 emissions from domestic operations allows the FAA to monitor improvements in aircraft/engine technologies and operational procedures, the rollout and use of sustainable aviation fuel, and enhancements in the air transportation system. This information provides an assessment of their influence on reducing aviation's emissions contribution.
Sources	The Aviation Environmental Design Tool (AEDT) model uses satellite-based data from the GPS, the Enhanced Traffic Management System, and the OAG schedule information to generate annual inventories of CO_2 emissions and total distance-flown data for all U.S. domestic operations in the NAS. BTS provides the payload factors for commercial aircraft.
Statistical Issues	Potential seasonal variability and variability from year to year can be expected when analyzing air traffic data and commercial domestic operations. The extent to which enhancements are incorporated to improve model accuracy, for example via more robust aerodynamic performance modeling algorithms and database of aircraft/engine fuel burn information, will impact the overall results and thus the performance target. This could create some statistical variability from year to year if not properly taken into account. In cases where such enhancements have the potential to create a significant shift in baseline, annual inventories may need to be re-processed and/or adjusted to ensure consistency and accuracy of results. The extent to which aircraft fleet improvements cannot be sufficiently modeled because of a lack of manufacturer proprietary data may also influence the performance target results. In this case, attempts will be made to characterize such aircraft with the best publicly available information, recognizing that newer aircraft types in the fleet will likely exist in significantly lesser numbers, thus minimizing the influence upon the results.
Completeness	Data used for this performance goal is assessed for quality control purposes. Input data for the AEDT model are validated before proceeding with model runs. Both satellite and radar data are assessed to remove any anomalies, check for completeness, and pre-processed for input to the AEDT model. Aircraft movement data are verified against the OAG information to avoid any duplication of flights in the annual inventory. In some cases, aircraft movement data lack appropriate fields to conduct quality control, and in these cases, the data are removed. Data from the AEDT model is verified by comparing output from previous years and analyzing trends to ensure that they are consistent with expectations. In other cases, monthly inventories may be analyzed to validate the results. Model output is subsequently post-processed through excel worksheets to perform the calculations for the performance target. Formulas and calculations are checked to ensure accuracy. Full documentation of this target is determined when the annual inventories have been accomplished and the post-processing calculations have been completed, resulting in the current year's total annual CO_2 emissions for domestic operations. The standard for this documentation is set by the Office of Environment and Energy , which is separate from the organization responsible for input and output associated with the AEDT model runs and annual inventories (i.e., DOT Volpe National Transportation Systems Center).

Reliability	Calculating the annual CO_2 emissions from NAS-wide domestic operations is heavily dependent on commercial airline operating procedures and day-to-day operational conditions. This includes the airline's operating fleet and route assignments, air traffic conditions, weather, airport operating status, congestion in the system, and any disruptions that introduce delays in scheduled flights. For example, a major sustained disruption or enhancement in air traffic and/or a significant shift in commercial operations amongst airlines, including changes in fleet composition and missions could have a profound impact on achieving the performance target. The use of sustainable aviation fuel by industry will also affect the performance metric and the adoption and consumption of these fuels by industry will need to be accounted for.
Verification and Validation	The processing of data through the FAA's AEDT model including the performance of algorithms is not subject to random factors that could influence the results. AEDT has also gone through extensive validation through an International Civil Aviation Organization workgroup and its own design review group.

Build a National Network of 500,000 EV Chargers by 2030 to Accelerate the Adoption of EVs

Lead	Office of the Assistant Secretary for Transportation Policy
Scope	This will measure the number of EV chargers put into service with a goal of having 500,0000 in place by 2030.
Sources	The reporting regime for NEVI grants will be established once the program is fully established.
Statistical Issues	*This is a new performance goal; reporting will begin in FY 2023.*
Completeness	
Reliability	
Verification and Validation	

Initiate or Develop At Least Three New Terminals Projects with Reduced Emissions and Multi-Modal Access By 2030

Lead	Federal Aviation Administration
Scope	This metric is the total number of new terminal projects, initiated or developed, that both reduced emissions and provide multi-modal access with BIL funding before 2030. A project is initiated or developed when a BIL-funded grant is executed. A terminal project includes constructing, expanding, modifying, rehabilitating, or improving a terminal building. An airport terminal building is defined as a structure where passengers transfer between ground/surface transportation and the facilities that allow them to board and disembark from an aircraft. A multi-modal terminal project connects multiple modes of transportation to air service. Reduced emissions mean the mitigation or abatement of GHGs or airborne contaminants. Multi-modal access is defined as linking airport passengers to a surface mode of transportation. Surface modes of transportation include passenger rail, mass transit, intercity buses, ferries, and commercially owned vehicles (taxis, ride-sharing services, etc.). Privately owned vehicles (cars, bicycles, scooters) and pedestrian transportation (walking) are excluded from this measure.
Sources	The SOAR contains all relevant capital planning and financial data. It has capital planning information to include a project description and the funded scope. When applicable, it has details on emissions. It also has financial information on grant approvals, statuses, and expenditures.
Statistical Issues	This metric requires counting multi-modal terminal projects that reduce emissions. No statistical issues are expected.
Completeness	The data for this measure is complete. All BIL grant funding is processed through SOAR and requires all statutory and administrative requirements are met before a grant is issued.
Reliability	The data for this measure is reliable. All BIL grant funding is processed through SOAR and is verified at multiple times and levels throughout the well-defined process.
Verification and Validation	SOAR is a verified and validated data source. Details on each project can be provided on request.

Increase the Number of Zero-Emission Bus Vehicles in the National Transit Fleet by 450% to 7,500 Vehicles by 2030

Lead	Federal Transit Administration
Scope	This measure is calculated as a total of all zero-emission buses transit agencies intend to purchase as reported in a given year's selected discretionary grant announcements. Buses include all non-rail, road vehicles. Zero-emission includes vehicles propelled by battery electric, hydrogen fuel cell, and electric propulsion power. Initial data inputs for this measure are from the Low and No Emissions and Buses and Bus Facilities competitive programs only, though other grant programs also fund zero-emission buses.
Sources	Progress on this measure is tracked through the Transit Award Management System and NTD reporting.
Statistical Issues	None identified, these data are collected as complete counts.
Completeness	While prior year applications and application reviews did not necessarily include data required for this performance measure, counts for FY 2022 and onward will be more accurate, as Buses and Bus Facilities Competitive applications will require information about the propulsion type. Otherwise, within the scope defined above, the transit revenue vehicle data are complete.
Reliability	For FY 2021, the number of vehicles is estimated by evaluating data from reviewing application packages, determining which supported purchasing zero-emission buses, totaling the federally funded amount, adding a 15% local match to that amount, and then dividing by an estimated average cost per bus of $750,000.
Verification and Validation	Application review teams will note the propulsion type and the number of any vehicles proposed for purchase in applications. Upon project selection announcement, the competition program manager will utilize evaluation summaries to count the number of zero-emission vehicles in the selected projects. These data will be confirmed by vehicle inventories reported in the NTD.

Reduce the Gross Volume Spilled from Crude Oil and Refined Products' Pipeline Systems (Barrels)

Lead	Pipeline and Hazardous Materials Safety Administration
Scope	Hazardous liquid pipeline incidents must be reported to PHMSA under 49 CFR 195.50. PHMSA tracks both gross and net volume spilled from pipeline systems transporting crude oil, refined products, and biofuels. The gross spilled volume measure shows how effective pipeline safety standards and programs are at containing energy products moving through pipelines. Beginning in FY 2019, PHMSA included a measure of the gross volume spilled for crude oil, refined products, and biofuels from pipeline systems.
Sources	DOT and PHMSA Hazardous Liquid accident data are used for this measure. The data are submitted online by pipeline operators using PHMSA Form F-7000-1.
Statistical Issues	Results in any single year should be interpreted with caution. There is some normal annual variation in the volume spilled each year, particularly given the annual number of failures, and this variation might not reflect real changes in the underlying risk. Targets account for year-to-year variations in gross spilled over a 13-year period. The target each year is set at one standard deviation from the trendline that uses a best-fit function to account for normal variation annually. This performance measure is not normalized for changes in exposure, or external factors such as changes in pipeline mileage, petroleum consumption, or ton-miles moved through pipelines, that could affect the gross volume of hazardous liquids spilled.
Completeness	Compliance in reporting is very high and reports are submitted for most or all incidents that meet reporting requirements. Operators must submit reports within 30 days of an incident or face penalties for non-compliance. There is typically a 30-day lag between the date of the incident and PHMSA's receipt of the report.
Reliability	PHMSA routinely cross-checks incident reports against other sources of data, such as immediate notifications provided to the NRC and media outlets. PHMSA inspectors also regularly discuss incidents with operator personnel during routine inspections. PHMSA continues to work to improve the quality of the incident data.
Verification and Validation	All pipeline incident data are collected on an OMB-approved form online in the PHMSA Portal. Detailed, OMB-approved instructions are available on the PHMSA website. Validation checks are run in the Portal prior to submittal to ensure all required data fields have been populated. PHMSA staff are responsible for reviewing each incident report to ensure the data matches information gained during PHMSA investigation or media reports. Pipeline operators have online access to each report they have submitted and can supplement the report at any time after the original submittal.

Reduce the Volume of Natural Gas Released During Pipeline Incidents (Million Cubic Feet)

Lead	Pipeline and Hazardous Materials Safety Administration
Scope	Incidents reporting requirements for gas pipeline systems were revised in 2010 to include a volume criteria of unintentional estimated gas loss of three million cubic feet or more. These incidents must be reported to PHMSA under 49 CFR 191.9 for gas distribution, 49 CFR 191.13, and 191.15 for transmission and gathering systems. Both interstate and intrastate pipeline systems are subject to the reporting requirements. The volume release measure shows how effective pipeline safety standards and programs are at reducing natural gas release while moving through pipelines. Beginning in FY 2022, PHMSA included a measure of the unintentional volume of natural gas released from incidents meeting the volume threshold on gas distribution, gas gathering, and gas transmission pipeline systems.
Sources	DOT and PHMSA gas distribution, gas gathering, and gas transmission incidents data are used for this measure. The data are submitted online by pipeline operators using PHMSA Forms F-7100.1 and F7100.2.
Statistical Issues	Results in any single year should be interpreted with caution. There is some normal annual variation in the volume released each year, particularly given the annual number of incidents, and this variation might not reflect real changes in the underlying risk. Targets account for year-to-year variations in gas releases since 2011. The target each year is set at one standard deviation from the trendline that uses a best-fit function to account for normal variation annually. This performance measure is not normalized for changes in exposure, or external factors such as changes in pipeline mileage, gas consumption, or volume of moved through pipelines, that could affect the volume of the release.
Completeness	See Reduce the Gross Volume Spilled from Crude Oil and Refined Products' Pipeline Systems (Barrels).
Reliability	PHMSA routinely cross-checks incident reports against other sources of data, such as immediate notifications provided to the NRC and media outlets. PHMSA inspectors and the State Program office also regularly discuss incidents with State partners and operator personnel. PHMSA continues to work to improve the quality of the incident data.
Verification and Validation	See Reduce the Gross Volume Spilled from Crude Oil and Refined Products' Pipeline Systems (Barrels).

By 2026, 50% of States/MPOs Have Developed Resilience Improvement Plans

Lead	Office of the Assistant Secretary for Transportation Policy
Scope	*This is a new performance goal; reporting will begin in FY 2023.*
Sources	
Statistical Issues	
Completeness	
Reliability	
Verification and Validation	

Ensure that the Benefits of At Least 40% of U.S. DOT Investments in the Areas of Clean Energy and Energy Efficiency, Clean Transportation, and the Remediation and Reduction of Legacy Pollution Flow to Disadvantaged Communities

Lead	Office of the Assistant Secretary for Transportation Policy
Scope	*This is a new performance goal; reporting will begin in FY 2023.*
Sources	
Statistical Issues	
Completeness	
Reliability	
Verification and Validation	

Strategic Goal 5: Transformation

Double the Number of Research and Deployment Projects Centered on Breakthrough Discoveries that Introduce New Technologies or Approaches Not Currently Deployed in the Transportation System

Lead	Office of the Assistant Secretary for Research and Technology
Scope	The Office of the Secretary of Transportation for Research (OST-R) is committed to expanding its research foundational processes to support its alignment with Departmental strategic goals. Improving coordination and processes to track and monitor research projects across all Operating Administrations is the key to identifying the research activities centered on breakthrough discoveries. Identifying the research centered on breakthrough discoveries will lead to introducing new technologies and approaches in the transportation system. OST-R intends to align various Federal mandates that intersect with research grant programs within OST and the Operating Administrations achieve to advance the goal of doubling the number of research and deployment projects centered on breakthrough discoveries.
Sources	OST-R strives to implement an internal continuous improvement model through ongoing maintenance and improvements for tools to efficiently track DOT's research portfolio to increase the level of visibility of research across the Operating Administrations. FY 2022 is the baseline year for this new measure.
Statistical Issues	None identified.
Completeness	OST-R is coordinating with all Operating Administrations to ensure the Research and Development portfolio captures the projects that are aligned with this measure. FY 2022 is the baseline year for this new measure.
Reliability	OST-R is leading the effort and collecting the data directly from the Operating Administrations.
Verification and Validation	OST-R is implementing a review process that collects and reviews key performance indicators to verify and validate information annually. FY 2022 is the baseline year for technologies toward implementation.

Increase the Capacity for Near-Team Operations of Advanced Air Mobility Operations

Lead	Federal Aviation Administration
Scope	Near-Term Advanced Air Mobility (AAM) Operations are defined as: piloted, type certificated, Vertical Takeoff and Landing aircraft, operating in currently defined airspace adhering to existing or modified safety and security protocols. These operations require a thorough review and may require regulatory updates to ensure safe, secure, and efficient operations in the NAS. For the FAA to be positioned to support AAM through regulatory updates, it must establish policies and procedures to bridge the identified gaps.
Sources	The Strategic Framework for AAM Near-Term Operations and an associated document characterizing the FAA's progression of activities necessary to support the evolution of AAM from its current state to future advanced stages of maturity. The document was developed in coordination with lead AAM focal points of contact.
Statistical Issues	None identified.
Completeness	Completeness of the products is dependent on the state of the industry. AAM is progressing at the speed of industry and the ability that industry had to share and coalesce on aircraft performance characteristics, unique infrastructure requirements, and intended operational models.
Reliability	The FAA has developed a Strategic Framework for AAM Near-Term Operations, but factors other than certification and the regulatory framework are beyond the FAA's control. For example, manufacturing capacity, public demand, the funding and installation of infrastructure, and supply chain capacity will significantly influence the capacity for near-term operations
Verification and Validation	A group of cross-FAA AAM focal points of contact identified by their executive leadership conducts monthly AAM information exchanges, which include a programmatic review of AAM-related activities. This group provides a mechanism for validating the identified gaps and approaches to bridging the gaps. The Advanced Aviation Advisory Council is an industry-led Federal Advisory Committee. The Council is reviewing the AAM strategic framework which captures our information gaps and decision points. Their review will provide industry validation on the gaps identified.

By 2026, Support 25 Novel Data and Technology Approaches Related to Artificial Intelligence, Cybersecurity, and Infrastructure Resilience in Communities Across the U.S.

Lead	Office of the Assistant Secretary for Research and Technology
Scope	OST-R is committed to expanding its research foundational processes to support its alignment with Departmental strategic goals. Improving coordination and processes to track and monitor research programs across all Operating Administrations is the key to identify the research activities related to Artificial Intelligence, Cybersecurity, and Infrastructure Resilience in communities across the United States. OST-R is identifying research activities that support novel data and technology approaches including coordination with other Federal agencies.
Sources	OST-R strives to implement an internal continuous improvement model through ongoing maintenance and improvements for tools to efficiently track DOT's research portfolio to increase the level of visibility of research across the Operating Administrations. FY 2022 is the baseline year for this new measure.
Statistical Issues	None identified.
Completeness	OST-R is coordinating with all Operating Administrations to ensure the Research and Development portfolio captures the projects that are aligned with this measure. FY 2022 is the baseline year for this new measure.
Reliability	OST-R is leading the effort and collecting the data directly from the Operating Administrations.
Verification and Validation	OST-R is implementing a review process that collects and reviews key performance indicators to verify and validate information annually. FY 2022 is the baseline year for technologies toward implementation.

By 2026, Create a Digital Forum to Engage 10k Transportation Professionals to Share Best Practices and Use Cases on Smart Cities and Communities, Technology, and Data in Transportation

Lead	Office of the Assistant Secretary for Research and Technology
Scope	OST-R is committed to expanding its research foundational processes to support its alignment with Departmental strategic goals. DOT plans to establish the Smart Community Resource Center, an online resource in partnership with Operating Administrations and other Federal agencies, on the intelligent transportation system and smart community approaches for use by State, local, and Tribal governments. OST-R will engage with transportation professionals and leverage the Smart Community Resource Center to share case studies, best practices, reports, and as a platform for collaboration across the transportation community. This is an online resource that provides information about intelligent transportation system technologies and smart community approaches to State, local, and Tribal government entities.
Sources	OST-R supports and sponsors the resource center through an active collaboration across various Operating Administrations on intelligent transportation system approaches. OST-R will actively monitor and maintain the resource center.
Statistical Issues	None identified.
Completeness	OST-R is coordinating with all Operating Administrations to ensure the resource is used for collaboration and is responsible for monitoring and maintaining it throughout FY 2022 – 2026. FY 2022 is the baseline year for technologies toward implementation.
Reliability	OST-R is leading the development and monitoring efforts directly.
Verification and Validation	OST-R will launch and monitor various activities to engage with 10,000 transportation professionals and leverage the Smart Community Resource Center to share case studies, best practices, reports, and as a platform for collaboration across the transportation community. FY 2022 is the baseline year for the resource center.

By 2026, Support 25 Projects that Build Data and Technology Systems for Transportation Planning and Infrastructure Operation that Serve as Interoperable Platforms that Can Engage with Various Tools, Technologies, and Approaches

Lead	Office of the Assistant Secretary for Research and Technology
Scope	OST-R is committed to leveraging its datasets across several programs related to transportation planning and infrastructure operations. DOT aims to make these datasets more accessible to support better research and planning to future-proof transportation systems while building out robust private markets for transportation innovation. These data and technology investments should be interoperable whenever possible, allowing for seamless integration across technologies, systems, and approaches
Sources	OST-R strives to implement an internal continuous improvement model through ongoing maintenance for its tools to efficiently track DOT's research portfolio to increase the level of visibility of research across the Operating Administrations and to identify projects that support this measure. FY 2022 is the baseline year for this new measure.
Statistical Issues	None identified.
Completeness	OST-R is coordinating with all Operating Administrations to ensure the Research and Development portfolio captures the projects that are aligned with this measure. FY 2022 is the baseline year for this new measure.
Reliability	OST-R is leading the effort and collecting the data directly from the Operating Administrations.
Verification and Validation	OST-R is implementing a review process that collects and reviews key performance indicators to verify and validate information annually. FY 2022 is the baseline year for technologies toward implementation.

Strategic Goal 6: Organizational Excellence

Decrease the Number of Weeks to Adjudicate Registration Operating Authority Applications

Lead	Federal Motor Carrier Safety Administration
Scope	Includes new and reinstatement operating authority applications that are over one year since revocation and all passenger carrier reinstatements. Excluded from the count are applications awaiting customer responses and other types of registration applications/requests (e.g., name changes, transfers). In general, companies that do the following are required to have interstate operating authority in addition to a USDOT Number: ▪ Operating as for-hire carriers (for a fee or other compensation); ▪ Transporting passengers, or arranging for their transport, in interstate commerce; and ▪ Transporting federally regulated commodities or arranging for their transport, in interstate commerce.
Sources	Utility for Risk-Based Screening and Assessment; Unified Registration System; FMCSA Vetting Dashboard.
Statistical Issues	Not applicable as this is not a statistical data collection.
Completeness	Data are complete, and 100% of applications provided to the Vetting Team are reviewed.
Reliability	Data are reliable. Metric measures staff work output against timeliness.
Verification and Validation	Information to create the metric is collected by vetting staff from multiple Agency systems and manually entered in an internal tracking sheet. Data are validated weekly. The tracking sheet was automated in early 2022 to record entries directly from the systems with edit checks against manually entered fields. In early 2022, the FMCSA Vetting Dashboard was updated to automate calculating program performance metrics.

Maintain Overall Customer Satisfaction with IT Help Desk Services

Lead	Office of the Chief Information Officer
Scope	Customer satisfaction with IT Help Desk.
Sources	Customer Satisfaction Survey
Statistical Issues	None identified.
Completeness	The data are only available after the survey and are a snapshot of time.
Reliability	Survey has been conducted historically by the Department and it is a reliable expectation that the survey will continue.
Verification and Validation	The Department has a robust process to distribute the survey as well as validate each survey.

Maintain the One-Week Service Desk Request Closure Rate

Lead	Office of the Chief Information Officer
Scope	IT Help Desk service desk requests.
Sources	IT Help Desk Requests System
Statistical Issues	None identified as there is a historical baseline available to support this performance measure.
Completeness	The data set is available within the help desk tracking system to cover all help desk tickets.
Reliability	This is tracked within the IT Help Desk system and can be accessed at any time.
Verification and Validation	The IT Help Desk Requests system and related processes are mature – this information is available and validated continuously.

80% of OA-Projected Bipartisan Infrastructure Law Hiring Targets are Achieved Starting in FY 2023

Lead	Office of the Assistant Secretary for Administration
Scope	Monitor efforts by Operating Administrations in meeting hiring targets set for FY 2023.
Sources	The Operating Administrations' Human Resources Offices will provide weekly updates on hiring.
Statistical Issues	None identified.
Completeness	No known limitations.
Reliability	The data are assumed to be reliable.
Verification and Validation	Progress against the hiring targets will be measured through weekly hiring selections. This information is collected and reviewed by the Departmental Office of Human Resources before being reported to the Office of Personnel Management.

Work to Increase the Diversity of Applicants for Mission-Critical Occupations in Each OA

Lead	Office of the Assistant Secretary for Administration
Scope	An analysis of the applicant pool for eight priority positions was conducted to identify opportunities where to focus efforts on increasing diversity in the applicant pool. The analysis indicated that female applicants for engineering and IT positions are hired more than two times as frequently as male applicants. However, women make up fewer than 15% of the applicant pool for each occupational area. For FY 2023, OST-M will focus on increasing the participation rates of female applicants for Engineering and Information Technology occupations through focused outreach and recruitment.
Sources	The assessment included applicant flow data and onboard workforce data.
Statistical Issues	None identified.
Completeness	There were some data gaps as a result of race, national origin, and sex being voluntarily provided by applicants. The analysis of the available applicant flow data and DOT workforce data is considered complete for this stage of the analysis.
Reliability	The analysis and subsequent findings are considered reliable.
Verification and Validation	Departmental recruitment activities are being tracked by the Departmental Office of Human Resources to ensure outreach to colleges and universities, and professional organizations related to women in engineering. The applicant flow data for engineering and information technology positions will be assessed to determine if these outreach efforts lead to an increase in female applicants.

Increase the Percentage of Large, Cross-Agency Science, Technology, Engineering, and Math Aviation and Space Education Outreach Events to Which the Equity Assessment Tool Has Been Applied

Lead	Federal Aviation Administration
Scope	The goal is to create an assessment tool with a list of questions that can be used as a decision-making tool to help the FAA determine (from an equity perspective) the best use of resources for Science, Technology, Engineering, and Math (STEM) Aviation and Space Education (AVSED) outreach at large events. A main emphasis for the tool will be to ensure the FAA provides access for all students when planning those events. This tool will be tested in FY 2022 for FAA-sponsored STEM AVSED outreach that meets the following criteria: ▪ 500+ students ▪ The FAA has participated in the past ▪ Multiple lines of business support ▪ Organizational goals ▪ Target Communities (Diversity Strategies) ▪ Demographics

Scope	The tool will be used first by the event planning teams for the Aviation Safety Symposium, the International Girls in Aviation Day, FAA Aviation Career Education camps, and internal and external communication strategy for the STEM AVSED outreach. As other events come to fruition and the tool matures, the subcommittee may choose to utilize the tool for other large outreach activities in FY 2022. The team will find the best IT platform to house the tool and provide a summary of results from FY 2022 activities to the STEM AVSED Executive Board and the Administrator/Deputy Administrator.
Sources	Not applicable.
Statistical Issues	None identified.
Completeness	Successful completion of targets will be measured by looking at the final products produced, as well as identifying if the tool was used for each of the identified outreach events. As the team nears completion of each target, it will provide a briefing/presentation to the Steering Committee of its progress and receive feedback to ensure completion. As for the Equity Assessment questions, an internal review was done by the National Engagement and Regional Administration and Office of Civil Rights leadership prior to finalizing the target. Lastly, the STEM AVSED Executive Board will receive briefings on all targets and make the final determination as to whether the targets are met.
Reliability	Not applicable.
Verification and Validation	Performance information is based upon the assessment of internal actions taken. There is minimal risk of any performance information being inaccurate.

Increase the Percentage of Persons with Disabilities and Persons with Targeted Disabilities in the FAA Workforce

Lead	Federal Aviation Administration
Scope	This metric will only measure employees who have self-identified their disability on Standard Form 256 - Self Identification of Disability (SF-256) or through their Employee Express profile. The self-identification of disability reporting process is entirely voluntary, with the exception of employees appointed under the Schedule A Excepted Appointing Authority for People with Intellectual Disability, Severe Physical Disability, or Psychiatric Disability (5 CFR 213.3102(u)) or the FAA's On-the-Spot Hiring Authority for People with Disabilities. Agencies will request that these employees identify their disability status and, if they decline to do so, their correct disability code will be obtained from medical documentation used to support their appointment.
Sources	The data come from the Federal Personnel Payroll System which is maintained by the Office of Human Resource Management. Data are compiled through completing the SF–256 or updating the Employee Express profile.
Statistical Issues	The completion of the SF-256 form by newly hired employees and the accuracy of entering the appropriate codes into the Federal Personnel Payroll System is paramount to the statistical data that will be collected. Individuals may choose not to identify their disability or may select the wrong disability code based on their personal opinion about the severity of their disability. Also, New Employee Orientation takes place every two weeks so it may take a couple of weeks to be entered into the Federal Personnel Payroll System by the HR specialist this will cause some lag time in the reporting.
Completeness	The Office of Civil Rights completes the annual Management Directive 715 (MD-715) report for the Equal Employment Opportunity Commission. The MD-715 calls for periodic agency self-assessments and the identification and elimination of barriers that prevent equal employment opportunities in the workplace. The hiring of persons with disabilities (PWD) and persons with targeted disabilities (PWTD) is measured in the MD-715 report. The report will be completed and submitted to the Commission during the second quarter of each FY.
Reliability	The reliability of this metric will be based on the completion of the SF-256 form and the accuracy of the reporting process.
Verification and Validation	Pursuant to 29 U.S. Code 791, Agency's Affirmative Action Plans require the FAA to perform a workforce analysis annually to determine the percentage of its employees at each grade level who have disabilities, and the percentage of its employees at each grade level who have targeted disabilities. The Office of Civil Rights will collect and review Federal Personnel Payroll System reports on a monthly basis to verify current PWD and PWTD workforce representation at each grade level. To ensure the validity of the workforce data, Human Resource Management will continue to provide guidance to FAA employees and new hires on completing the SF- 256 form to accurately self-identify their disability. In coordination with the DOT, the FAA will continue to conduct annual campaigns encouraging DOT employees to update their disability status and provide instructions on how to update their disability status appropriately through Employee Express.

Increase the Percentage of Supervisors and Managers who have Received Training on Unconscious Bias

Lead	Federal Highway Administration
Scope	In support of Executive Order 14035, the DOT Diversity, Equity, Inclusion, and Accessibility (DEIA) Strategic Plan for FY 2022 – 2026, and the FHWA Diversity and Inclusion Statement, FHWA is committed to provide managers with appropriate tools to advance and integrate DEIA across the workforce. FHWA is focused on cultivating DOT leaders and ensuring they received DEIA-tailored training. Training and developmental opportunities will allow all managers to be equity facilitators and help employees to realize their full potential and maximize their contributions to the FHWA mission and their service to the American people. FHWA is promoting and offering monthly sessions of Unconscious Bias Training for Supervisors and Managers. The training seeks to try to counteract biases so they do not interfere with the work environment and participants can better understand that all can contribute to a culture of inclusion. FHWA's goal is to have trained 25% of managers in FY 2022, 50% in FY 2023, and 75% in FY 2024. In addition, the FHWA is promoting a Diversity Hiring Guide for Supervisors and Managers to use in the Unconscious Bias Training to strengthen our ability to recruit, hire, and retain candidates from underrepresented groups, and to provide training for 60% of supervisors on the Diversity Hiring Guide in FY 2022. The Diversity Hiring Guide is an internal document, intended to outline strategies to increase the diversity of FHWA's applicant pool and reduce unintended and unconscious biases in the planning, application, recruitment, interview, and hiring process. Training for the guide was presented to FHWA Leadership at the 2021 Fall Business Meeting. There was also an awareness session provided at the 2022 Virtual Equal Employment Opportunity Symposium. The guide is also referenced in each Unconscious Bias training for managers/supervisors and is posted on the Managers/Supervisors' internal HR website and the Diversity, Equity, and Inclusion SharePoint Site for easy access.
Sources	The Office of Administration will be tracking the training completion rate of all employees in the organization with a supervisory designation.
Statistical Issues	None identified.
Completeness	No known limitations due to missing data.
Reliability	Data will be consistent based on tracking all completion rates.
Verification and Validation	Completion rates will be verified against roster information including supervisory codes to insure we are reaching all supervisors with this new training requirement.

Increase the Number of Partnerships with Historically Black Colleges and Universities and Minority-Serving Institutes

Lead	Federal Highway Administration
Scope	FHWA's Recruitment, Outreach, and Diversity Team has placed significant focus on the recruitment of diverse candidate pools for available positions. Partnerships with Historically Black Colleges and Universities (HBCU), Minority Serving Institutes (MSI), and diverse affinity groups to help FHWA to reach racially diverse talent pools to close gaps in recruitment from historically underrepresented groups in the FHWA workforce. Recruitment events include attending hiring fairs at MSI, implementing targeted virtual information workshops, and ensuring more diverse pools of talent are invited to attend traditional hiring events such as virtual hiring fairs. FHWA seeks to increase collaboration and engagement with HBCUs, MSIs, and DOT affinity groups to ensure adequate representation at diverse hiring events. FHWA's goal included a target of at least nine recruitment events per quarter for a total of at least 34 events for FY 2022. FHWA will exceed this target and recruit at 43 HBCU and MSI events in FY 2022. FHWA attended a total of 157 recruitment events in FY 2022. FHWA outreach included various events outside of HBCU and MSI, such as virtual information sessions, conferences, and career fairs, and served as additional opportunities to reach underrepresented groups and diverse talent pools. FHWA's goal was to attend 34 events in FY 2022 and exceeded these numbers by partnering with HBCUs and MSI to attend 43 events. FHWA also hosted the first FHWA Virtual Career Fair on September 15, 2022. The event attracted 747 registered participants and 80 FHWA hiring managers, allowing FHWA to reach a diverse pool of potential candidates for job vacancies.
Sources	Data are collected by the FHWA Office of Human Resources where records are tracked and maintained on hiring events attended annually.

Statistical Issues	None identified.
Completeness	No known limitations due to missing data.
Reliability	Data will be consistent based on an internal methodology for tracking these events.
Verification and Validation	Attendance for recruitment events is planned, funded, and approved by the Office of Human Resources. Resources are provided to staff attending the event and after successful completion of the event, staff reports to HR staff to track attendance and other statistical information such as the number of interested applicants, resumes collected, etc.

Increase the Number of Funded Positions Including the Pathways Program and Persons with Disabilities

Lead	Federal Highway Administration
Scope	Number of corporately funded positions including the Pathways Program and Persons with Disabilities (Schedule A). FHWA is an active participant in student programs such as the Pathways, Professional Development Program, Summer Transportation Program for Diverse Groups, Dwight David Eisenhower Transportation Fellowship Program, and other special hiring initiatives. FHWA can reach more potential hires in underrepresented groups. FHWA will increase the resources available for these programs to increase opportunities to attract and bring early career professionals into DOT. FHWA sought to increase corporately funded positions including the Pathways Program and Persons with Disabilities (Schedule A) by 20 positions in FY 2022. FHWA exceeded the goal with 42 Pathways interns and 15 Pathways recent grades hired for FY 2022. In addition to Pathways and Persons with Disabilities programs, FHWA invests in the retention of student positions such as the Professional Development Program. The FHWA hosts an annual PDP Leadership Skills Academy training class including an agenda that allows Professional Develop Program participants to learn from FHWA leadership. FHWA also awarded over 200 grants to students under the Dwight D. Eisenhower Transportation Fellowship Program Award through Graduate Fellowship, Local Competition, and Graduate Research Fellowships.
Sources	Personnel data reporting.
Statistical Issues	None identified.
Completeness	No known limitations due to missing data.
Reliability	Data will be consistent based on tracking all completion rates.
Verification and Validation	Target achievement will be verified against personnel data collected.

Increase the Number of Users of Department-Wide Data Services

Lead	Office of the Chief Information Officer
Scope	The scope of the measure is Department-wide.
Sources	The data source is the list of user accounts that have been provisioned on the Departmental shared services.
Statistical Issues	No statistical issues. This is a direct census of authorized users.
Completeness	No completeness issues. This is a direct census of authorized users.
Reliability	No reliability issues. This is a direct census of authorized users.
Verification and Validation	Accounts are provisioned in accordance with established internal controls. Usernames are associated with Operating Administrations in the DOT Active Directory.

Increase the Percentage of Operating Administrations Leveraging the Fast-Track Paperwork Reduction Clearance Process

Lead	Office of the Chief Information Officer
Scope	The scope applies to all Operating Administrations.
Sources	Generic clearances are already in place for most of the Operating Administrations and are reported to OMB through the Regulatory Information Service Center/Office of Information and Regulatory Affairs Consolidated Information System and publicly reported on reginfo.gov.
Statistical Issues	No statistical issues. This is a direct measurement of an administrative process.
Completeness	No completeness issues. This is a direct measurement of an administrative process.
Reliability	No reliability issues. This is a direct measurement of an administrative process.
Verification and Validation	This process relies on existing internal controls on paperwork.

OA	Control Number	Information Collections Used
OST	2105-0573	15
FAA	2120-0746	6
FAA	2120-0772	5
FHWA	2125-0628	18
FMCSA	2126-0049	0
FMCSA	2126-0061	4
FRA	2130-0593	0
FTA	2132-0654	2
FTA	2132-0572	2
MARAD	2133-0543	0
MARAD	2133-0546	0
PHMSA	2137-0640	1

Increase the Percentage of DOT Information Systems Encrypting Data at Rest and In Transit

Lead	Office of the Chief Information Officer
Scope	This measure applies to all DOT Federal Information Security Modernization Act (FISMA)-reportable information systems.
Sources	The information is reported in a data call but can eventually be stored in the Department's cybersecurity risk management system, Cyber Security Assessment and Management.
Statistical Issues	There are potential issues of non-response, there are potentially changing quantities of information systems to which this metric will apply, and other exogenous factors that may impact our ability to consistently measure.
Completeness	No completeness issues. This is a direct measurement of an administrative process.
Reliability	No reliability issues. This is a direct measurement of an administrative process.
Verification and Validation	There are existing programmatic internal controls in the DOT cybersecurity program to validate the information reported in the Cyber Security Assessment and Management system.

Increase the Percentage of Operating Administration Webpages Service Departmental Data that Experience an Increase in One or More Elements of the Customer Satisfaction Survey

Lead	Office of the Chief Information Officer
Scope	This performance measure applies to all Operating Administrations and the Web pages they operate that provide public access to the Department's data.
Sources	Feedback surveys
Statistical Issues	Feedback surveys are designed to provide qualitative information (insights, perceptions, opinions, experiences, and expectations) and are not designed to make generalized conclusions about the population of the study.
Completeness	Feedback surveys are voluntary.
Reliability	Feedback surveys are voluntary and do not need to be fully completed.
Verification and Validation	Information gathered is intended to be used only internally for general service improvement and program management purposes and is not intended for release outside of the Department (if released, the Department must indicate the qualitative nature of the information).

Increase the Percentage of IT Budget that Uses Shared Services

Lead	Office of the Chief Information Officer
Scope	OCIO tracks all IT spending for the Department, including whether the IT spending was used to pay for IT shared services through the Working Capital Fund.
Sources	Data are collected in DOT's Corporate Investment Management System as part of OMB IT Investment data requirements.
Statistical Issues	Not applicable as this is not a statistical data collection.
Completeness	OCIO relies on program offices and Operating Administration portfolio managers to upload relevant data into the Corporate Investment Management System. To ensure all data are being reported accurately, all IT procurements must include Chief Information Officer authorization before being procured, which ensures that all IT procurements are being included in our total IT budget submission and procurements that can be made through a DOT shared services vehicle are not being made other ways within the Department.
Reliability	Not applicable
Verification and Validation	All IT procurements are reviewed by OCIO staff, using procurement and financial documents to ensure proper reporting of IT costs, as well as what procurement vehicle they are using to ensure this calculation is correct.

Increase the Percentage of Software Development Contracts Awarded Under the Department's Mandatory Use SWES BPA

Lead	Office of the Chief Information Officer
Scope	Across the Department, there are many IT contracts of a duplicative nature. The Software Engineering Support Services Blanket Purchase Agreement (SWES BPA) was justified as a mandatory use vehicle based on projections that efficiencies realized would potentially reduce IT costs by allowing vendors to compete for smaller scope contracts on a centrally managed, Department-wide IT contract.
Sources	S86, IT ACE, and USAspending.gov
Statistical Issues	Cost savings and efficiencies are the primary objectives of the SWES BPA. These objectives are expected to be realized when the life-cycle costs are estimated at the program/project level.
Completeness	SWES award data are available on USAspending.gov. Contract quantity and value are both reflected.
Reliability	The number of contracts awarded, and their value are reflected in DOT's acquisition system, which is audited to ensure accuracy on an annual basis.
Verification and Validation	Financial audits at the Department occur on an annual basis to ensure accuracy. Additionally, USAspending.gov is consulted to monitor and ensure data accuracy in reporting. Corrective actions to resolve errors are performed throughout the year as inconsistencies are identified.

Increase the Number of Information Technology Systems Operating on a Shared Platform

Lead	Office of the Chief Information Officer
Scope	There are 488 FISMA-reportable systems across the Department. Of these systems, an unidentified quantity resides on shared platforms. S86 will seek to identify which systems or applications are currently on shared platforms and which are candidates for migration to a shared platform. This action will be performed by executing an Application Rationalization effort in FY 2022. A primary objective is to catalog all applications for identification to consolidate and modernize older technologies. These activities are expected to generate savings in cyber security compliance, reduce software and licensing costs, and reduce both acquisition and staff support requirements.
Sources	S86, S83, S81, DOT agencies.
Statistical Issues	Administrative cost savings, improved security, and efficiencies are the primary objective of this effort and are expected to be realized when the life-cycle costs are estimated at the application level.
Completeness	S86 will engage the DOT Chief Architect, S83 Chief Information Security Office, and all Operating Administrations to ensure an accurate inventory is captured for assessment.
Reliability	The number of contracts awarded, and their value are reflected in DOT's acquisition system, which is audited to To complete the DOT portfolio review, the analyst applies specific definitions and guidelines and inputs the appropriate values for each data element into the database. In this way, all data contained in the Application Rationalization are uniform, eliminating differences in collecting and maintaining relevant application records.
Verification and Validation	Reviewing every office portfolio of applications will identify applications used throughout the DOT organization. This activity will help to ensure consistency in the data acquired and will capture additional factors such as the technologies used, user authentication methods, software version, current security status, and other information. When inconsistencies are discovered, these can be quickly identified, and corrections are made to ensure accurate data collection. To help address these inconsistency issues, steps have been taken to develop a robust collection model to support data quality. This involves manual reviews of the work coded by the collection analysts. Once the full as-is list is validated, S86 will work with each Operating Administration Partner to look for efficiencies, opportunities for shared services and platforms, modernization solutions and reduce redundancies while planning the new "To-Be" future state roadmap.

Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles

Lead	Office of the Senior Procurement Executive
Scope	This performance metric is one of four key performance indicators identified by the Government-wide Category Management Program. The key performance indicators were developed to align with OMB Memo M-19-13 and OMB Memo M-22-03. The scope of Category Management encompasses spending in ten common categories of goods and services. The categories are facilities and construction; professional services; information technology; medical; transportation and logistics: industrial products and services; security and protection; human capital; office management; and travel. The Spend Under Management (SUM) key performance indicator is defined as the percentage of obligations through contracts that are actively managed in compliance with the SUM contract tiered maturity model. Managed vehicles range from Tier 1 (Department-wide vehicles) to Tier 3 (Best-in-Class vehicles). SUM achievement to target numbers are based on actual obligation data provided with each contract action report. The contract action reports are collected in the FPDS via the beta.sam.gov system. The data are then pulled, cleansed, and summarized for category management agency program officials in the GSA Data to Decision dashboards, which are endorsed for use by the OMB.
Sources	As the single authoritative repository for federal procurement award data, the FPDS is the primary data source for the SUM data. The data from FPDS is then populated in GSA's Data to Decision dashboards. The dashboards are then used by agencies in managing and overseeing their category management program implementation.
Statistical Issues	To calculate SUM, the GSA Program Management Office needs to populate the current information from FPDS into the Data to Decision dashboard. We do not anticipate technical issues from the data transfer impacting the statistics. What will cause statistical issue is the fluctuation of spend by Operating Administrations. To accurately pinpoint progress will be a challenge. Utilizing the Department's category management annual plan, OSPE will better be able to track Operating Administrations' plans to actual progress.

Completeness	Information collected to assess DOT's performance against this goal is based on data entered into FPDS by individual contracting officers within DOT OAs. Federal regulation and DOT acquisition policy require contracting officers to ensure all records for contracting actions are entered and finalized in FPDS within three days of award.
Reliability	Not applicable.
Verification and Validation	The data are initially entered into FPDS via an interface between DOT's contract writing system and then validated by individual contracting officers. Since there is a data validation step prior to finalizing the contract action reports in FPDS, DOT is satisfied that the data are primarily accurate; however, since human error is possible, there may be mistakes in minor pieces of the data pulled from beta.sam.gov. As an additional verification of FPDS data accuracy, DOT Operating Administration contracting offices perform an annual review of FPDS data to ensure accuracy and completeness in accordance with FAR 4.604 and provide assurance statements to the OSPE as to their results. Using the Operating Administrations' responses, OSPE provides a consolidated report to GSA each fiscal year on behalf of the Department.

Increase the Percentage of Utilization of Best-in-Class Contracts in DOT's Total Obligation

Lead	Office of the Senior Procurement Executive
Scope	This performance metric is one of four key performance indicators identified by the Government-wide Category Management program. The key performance indicators were developed to align with OMB Memo M-19-13 and OMB Memo M-22-03. The scope of Category Management encompasses spending in ten common categories of goods and services. The categories are facilities and construction; professional services; information technology; medical; transportation and logistics: industrial products and services; security and protection; human capital; office management; and travel. Best-in-Class (BIC) contracts have been vetted by OMB and the respective Government-wide Category Manager for the category against a rigorous set of criteria and determined to meet the Category Management Principles and thus should be utilized to the maximum extent practicable. BIC achievement to target numbers is based on actual obligation data provided with each contract action report. The contract action reports are collected in the FPDS via the beta.sam.gov system. The data are then pulled, cleansed, and summarized for category management agency program officials in the GSA D2D dashboards, which are endorsed for use by the OMB.
Sources Statistical Issues Completeness	See Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles.
Reliability	Not applicable.
Verification and Validation	See Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles.

Achieve a 99% Payment Accuracy Rate for Programs that Include the Bipartisan Infrastructure Law to Demonstrate Robust Internal Controls at Both the DOT and Grant Recipient Levels

Lead	Office of the Assistant Secretary for Budget and Programs
Scope	Improper payment legislation defines a program as susceptible to significant improper payments when annual improper payments exceed 1.5% and $10 million of outlays, or $100 million of outlays regardless of the error rate. The legislation requires agencies to obtain a statistically valid estimate of improper payments in programs that were identified, by risk assessment, as susceptible to significant improper payments. As of FY 2022, two DOT programs have been identified as susceptible to significant improper payments and are subject to annual reporting requirements: FHWA Highway Planning and Construction and FTA Transit Infrastructure Grants – COVID Relief Funds. A risk assessment, statutory law, OMB, or management may identify additional programs as susceptible to significant improper payments and require DOT to report annual estimates. For FY 2023, DOT expects to complete risks assessment for over 30 programs, many of which received Bipartisan Infrastructure Law funding. The results of the risk assessments will determine if any additional DOT programs are susceptible to significant improper payments and are required to calculate an estimate starting in FY 2024.

Sources	The population of payment data are extracted from Delphi, DOT's financial system of record. A DOT program office or grant recipient could be the source of detailed supporting documentation on the payment requirements.
Statistical Issues	DOT derives improper payment estimates rates based on probability samples with estimates for sampling error in accordance with OMB Circular A-123, Appendix C, Requirements for Payment Integrity Improvement. Improper payment estimates represent the results of programs susceptible to significant improper payments and are not a statistical estimate for all of DOT's programs.
Completeness	The Enterprise Service Center, DOT's financial management service provider, reconciles the data extracts to the Operating Administrations' financial statements to ensure completeness. Next, the statistician and DOT officials collaborate to identify the final payment populations for sampling.
Reliability	The results of improper payments are used to demonstrate effective stewardship of taxpayer funds. A structured approach to analyzing improper payments helps DOT identify the root cause of errors made within our internal control systems, implement targeted corrective actions, and reduce improper payments.
Verification and Validation	A statistician prepares, and an agency official certifies that DOT's sampling and estimation plans are in accordance with OMB Circular A-123, Appendix C requirements. The statistician designs and refines the sampling plans considering the nature and distribution of payments made by our programs. For grant-related programs, DOT typically employs a multi-stage random selection methodology. The first stage involves generating a sample from DOT payments to grant recipients. In the second stage, the statistician develops a sample from the list of invoices the grant recipient applied to the DOT payment. Next, DOT samples and tests line items from the grant recipient's invoice to determine if the expenditures are proper. After DOT officials confirm improper payments within the samples, the statistician extrapolates the results to arrive at the estimate.

Achieve 100% Submission Rates on Monthly and Quarterly Data Accountability and Transparency Act Reporting Submissions for All Bipartisan Infrastructure Law Programs to Provide Financial and Award-Level Detail to the American People

Lead	Office of the Assistant Secretary for Budget and Programs
Scope	The scope of this metric includes all DOT Treasury Account Symbols that include BIL programs.
Sources	The information is stored in the Department's financial management system, Delphi, and reported to the Department of Treasury's DATA Act Broker System (Broker).
Statistical Issues	Administrative cost savings, improved security, and efficiencies are the primary objective of this effort and are expected to be realized when the life-cycle costs are estimated at the application level.
Completeness	DOT's performance against this goal is based on DATA Act files generated in Delphi and uploaded to the Treasury Broker by the Enterprise Services Center. The data included in the DATA Act files must pass a series of data validations without fatal errors in order to publish the submission. If fatal errors (indicators of data quality issues) cannot be resolved prior to the submission deadline, the Treasury Account Symbol(s) causing the fatal error(s) is excluded from the submission and disclosed in the quarterly certification.
Reliability	There are currently no factors affecting DOT's ability to achieve this measure. This target can be impacted by changes to the Government-wide Treasury Account Symbol reporting requirements or data validations in the Treasury Broker. However, Treasury provides advance notification of these changes, and DOT can identify potential impacts and solutions prior to the monthly submissions.
Verification and Validation	The DATA Act Information Model Schema v2.1 is the authoritative source for the terms, definitions, formats, and structures for hundreds of distinct data elements that tell the story of how federal dollars are spent. The schema includes validation rules documentation for the business rules the Treasury Broker uses for field and cross-file validations of DATA Act files.

Identify New Buildings Entering the Design Phase in FY 2023 and Ensure the Guiding Principles for Sustainable Federal Buildings are Included in the Design for Applicable Facilities

Lead	Federal Aviation Administration
Scope	All new construction projects, regardless of size, entering the design phase in FY 2022 and beyond will need to be included in the Annual Sustainability Plan along with the projected status of compliance with the Guiding Principles. New or modernized facilities completing construction and undergoing commissioning in FY22 will be assessed for compliance with the Guiding Principles. Facilities covered under the Energy Independence and Security Act 2007 are required to consider the use of energy management systems, such as DOE 50001 Ready.
Sources	Federal Real Property Profile Management System
Statistical Issues	Not applicable.
Completeness	Organizations assess their facilities to determine if the building meets the Guiding Principles. There is no value assigned, or credit given, for facilities that fail to meet all of the principles. The target for DOE 50001 Ready will be complete when five facilities have completed their assessments. Facilities will then complete the required tasks to be certified as DOE 50001 Ready as feasible.
Reliability	There are no anticipated factors or influences that should prevent new construction, in the design phase, from being added to the Sustainability Plan. This target can be impacted by the timely completion and commissioning of a facility. Construction delays will cause a subsequent delay in assessing and designating a facility as sustainable. However, designs can be used to forecast compliance. Energy management systems require participation from field-level facility staff. Operational needs, facility maintenance, or project implementation may prevent field-level staff from participating in 50001 Ready assessments.
Verification and Validation	The Guiding Principles and associated guidelines for assessment are established by the Council on Environmental Quality. Agencies are afforded the responsibility to self-certify their facilities as compliant with each of the principles. The Office of Environment and Energy and Aviation Property Management review assessment documentation to help ensure the facility is accurately certified as sustainable. Documentation is available for OST or OMB review, upon request.

Reduce the Percentage of Direct Greenhouse Gas Emissions from DOT Operations, Facilities, and Fleets from 2008 Levels

Lead	Office of the Assistant Secretary for Administration
Scope	This measure includes all Scope 1 and 2 GHG emissions, including those from facilities and fleet vehicles owned and operated by DOT and its Operating Administrations.
Sources	Executive Order 14057 requires DOT to reduce overall scope 1 and 2 GHG emissions by 65% by 2030 relative to FY 2008 baseline. GHG emissions from fleet vehicles are provided by the Federal Automotive Statistical Tool which is maintained by the Department of Energy (DOE). Facility-related GHG emissions are collected at the field level and reviewed by the Operating Administrations. OST is responsible for compiling all GHG emission data from each of the Operating Administrations' facilities and fleet vehicles into the Energy Management Data Report workbook maintained by DOE.
Statistical Issues	DOT and its Operating Administrations are responsible for collecting actual GHG emission data from field sites and no known statistical issues exist.
Completeness	DOE's Energy Management Data Report workbook is prescribed by regulations as the official data collection mechanism for DOT GHG emissions. The annual submission from DOT to DOE is considered the most complete data set available. A 2008 baseline for these data has been established.
Reliability	There is an extensive review of GHG emission data that occurs at the field, Operating Administration, and OST level prior to entry into the Energy Management Data Report workbook. The Energy Management Data Report workbook is used to prepare many reports for Congress and other regulatory agencies. Performance goals follow data as reported in the Energy Management Data Report workbook and are the reliable basis for GHG emission data as required under Executive Order 14057.
Verification and Validation	DOT and its Operating Administrations are responsible for examining GHG emission data and validating for accuracy. After validating these data against internal sources, all known major errors in the data are eliminated.

Increase the Percentage of Zero-Emission Light-Duty Vehicle Fleet Acquisitions

Lead	Office of the Assistant Secretary for Administration
Scope	This measure includes all light-duty vehicle acquisitions for both owned- and leased-vehicles in the fleets of the Department and its OAs.
Sources	Executive Order 14057 requires 100% zero-emission light-duty vehicle acquisitions in agency fleets of 20 or more by 2027. Vehicle acquisition data is provided by GSA to the Department through the Vehicle Allocation Methodology data system. Owned vehicle acquisition data is provided by the individual Operating Administrations. The Office of the Secretary is responsible for compiling this data into the Integrated Logistics Management System. This system is owned and operated by the Department. Vehicle acquisition data are formatted and uploaded into the Federal Automotive Statistical Tool which is maintained by DOE.
Statistical Issues	DOT and its Operating Administrations are responsible for examining vehicle acquisition data and validating for accuracy. After validating these data against internal sources and GSA systems, all known major errors in the data are eliminated.
Completeness	The GSA Vehicle Allocation Methodology data system is prescribed by regulations as the official comprehensive data collection mechanism for DOT vehicle acquisition fleet information. Additionally, the Integrated Logistics Management System owned and managed by DOT contains comprehensive vehicle acquisition data and is used by the Operating Administrations to manage fleet information.
Reliability	There is extensive review of vehicle acquisition data that occurs at the field, Operating Administration, and OST level prior to entry into the Integrated Logistics Management System, GSA Vehicle Allocation Methodology data system and the DOE Federal Automotive Statistical Tool. The GSA data system and the DOE system are used to prepare many reports to Congress and others regulatory agencies. Performance goals follow data as reported in Integrated Logistics Management System, GSA Vehicle Allocation Methodology, and Federal Automotive Statistical Tool, and is the reliable basis for light duty vehicle acquisitions as required under Executive Order 14057.
Verification and Validation	DOT and its Operating Administrations are responsible for examining vehicle acquisition data and validating for accuracy. After validating these data against internal sources and GSA systems, all known major errors in the data are eliminated.

Increase the Percentage of Federal Information Security Modernization Act Information Systems Where Privacy Threshold Assessments and Privacy Plans Align with Authority to Operate

Lead	Office of the Chief Information Officer
Scope	This measure applies to all DOT FISMA-reportable, personally identifiable information (PII) information systems. All DOT Operating Administrations complete privacy threshold analysis (PTAs) and privacy plans and are aware of the need to complete PTA prior to authority to operate (AT).
Sources	FISMA Senior Agency Official for Privacy metrics will be used to develop and confirm numbers. As this is a yearly report, it is a consistent method and applicable to performance measurement. The Cyber Security Assessment and Management system is used to track the number of PII systems, adjudicated PTAs, and ATOs.
Statistical Issues	Chief Privacy Officer will use a consistent formula (i.e., the same one used in past years) to calculate the number of systems with reviewed and approved PTA/privacy plans prior to the information system's authorization or reauthorization.
Completeness	Completeness issues should be limited as all PTAs and privacy plans must be entered into the Cyber Security Assessment and Management system. The Chief Privacy Officer also separately tracks adjudicated system PTAs and ATO dates.
Reliability	This is a direct measurement of an administrative process whereby Operating Administrations must enter adjudicated PTAs and privacy plans into the Cyber Security Assessment and Management system.
Verification and Validation	There are existing programmatic internal controls in the DOT cybersecurity program to validate the information reported in the Cyber Security Assessment and Management system. Additionally, the FISMA Senior Agency Official for Privacy report is an annual report, and the same formula and methods for calculating the number of systems that have a reviewed and approved system privacy plan prior to the system's authorization or reauthorization are consistently applied.

Decrease the Percentage of DOT-Approved Plans of Actions and Milestones Recorded in the Cybersecurity Assessment Management System

Lead	Office of the Chief Information Officer
Scope	This measure applies to all DOT FISMA-reportable information systems.
Sources	The information is reported and stored in the Department's cybersecurity governance risk and compliance system, the Cyber Security Assessment and Management system.
Statistical Issues	DOT will evaluate the total of Plans of Action and Milestones (POA&Ms) in the Cyber Security Assessment and Management system to track and validate closure(s). However, the potentially changing quantities of information systems and new vulnerabilities discovered will impact this metric.
Completeness	None. This is a direct measurement of an administrative process.
Reliability	None. This is a direct measurement of an administrative process.
Verification and Validation	There are existing programmatic internal controls in the DOT cybersecurity program to validate the information reported in the Cyber Security Assessment and Management system.

Ensure 100% of Eligible OA Systems and Assets Meeting Compliance with Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for Internal and External Customers by September 30, 2025

Lead	Office of the Chief Information Officer
Scope	This measure applies to all DOT FISMA-reportable information systems.
Sources	The information is reported by data call but can eventually be stored in the Cyber Security Assessment and Management system, and agency Continuous Diagnostics and Mitigation dashboard being developed and deployed in partnership with the U.S. Department of Homeland Security.
Statistical Issues	There are potential issues of non-response, there are potentially changing quantities of information systems to which this metric will apply, and other exogenous factors that may impact our ability to consistently measure.
Completeness	None. This is a direct measurement of an administrative process.
Reliability	None. This is a direct measurement of an administrative process.
Verification and Validation	There are existing programmatic internal controls in the DOT cybersecurity program to validate the information reported in the DOT information system of records and dashboards.

APPENDIX V
Acronyms and Abbreviations

Acronyms and Abbreviations

AAM	Advanced Air Mobility
ADA	Americans with Disabilities Act
ADC	Average daily capacity
AEDT	Aviation Environmental Design Tool
APG	Agency Priority Goal
ASPM	Aviation System Performance Metrics
ASQP	Airline Service Quality Performance
ATIP	Automated Track Inspection Program
ATR	Automated traffic recorder
ATO	Authority to operate
AVP	FAA Office of Accident Investigation and Prevention
BASIC	Behavior Analysis and Safety Improvement Category
BFP	Bridge Formula Program
BIC	Best-in-Class
BIL	Bipartisan Infrastructure Law
BIP	Bridge Investment Program
BLS	Bureau of Labor Statistics
BTS	Bureau of Transportation Statistics
CDL	Commercial driver's license
CEO	Chief Executive Officer
CEQ	Council on Environmental Quality
CFOI	Census of Fatal Occupational Injuries
CFR	Code of Federal Regulations
CHBP	Competitive Highway Bridge Program
CLEEN	Continuous Lower Energy, Emissions, and Noise
CMV	Commercial motor vehicle
CMVOST	Commercial Motor Vehicle Safety Training
CO_2	Carbon dioxide
Corridor ID	Corridor Identification and Development Program
Co-SRMA	Co-Sector Risk Management Agency
CPT	Railcars per train
CRISI	Consolidated Rail Infrastructure and Safety Improvements
CSF	Cable Security Fleet
CY	Calendar year
DBE	Disadvantaged Business Enterprise
DATA Act	Digital Accountability and Transparency Act of 2014
DEI	Diversity, Equity, and Inclusion
DEIA	Diversity, Equity, Inclusion, and Accessibility
DoD	U.S. Department of Defense
DOCR	Departmental Office of Civil Rights
DOE	U.S. Department of Energy
DOHR	Departmental Office of Human Resources
DOT	Department of Transportation

EMBARC	Every Mariner Builds a Respectful Culture
EOD	Employee on-duty
EPA	U.S. Environmental Protection Agency
EV	Electric vehicle
FAA	Federal Aviation Administration
FARS	Fatality Analysis Reporting System
FLOW	Freight Logistics Optimization Works
FHWA	Federal Highway Administration
FISMA	Federal Information Security Modernization Act
FMCSA	Federal Motor Carrier Safety Administration
FMIS	Fiscal Management Information System
FPDS	Federal Procurement Data System
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTE	Full-time equivalent
FY	Fiscal year
GAJSC	General Aviation Joint Steering Committee
GHG	Greenhouse gas
GLS	Great Lakes St. Lawrence Seaway Development Corporation
GSA	General Services Administration
HBCU	Historically Black College or University
HERS	Highway Economic Requirements System
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
HUD	U.S. Department of Housing and Urban Development
ICAO	International Civil Aviation Organization
IIJA	Infrastructure Investment and Jobs Act
IT	Information technology
KPI	Key Performance Indicator
LTCCFS	Large Truck Crash Causal Factors Study
MARAD	Maritime Administration
MCMIS	Motor Carrier Management Information System
MCSAP	Motor Carrier Safety Assistance Program
MPO	Metropolitan planning organization
MSI	Minority-Serving Institution
MSP	Maritime Security Program
MY	Model year
NAC	NextGen Advisory Committee
NAS	National Airspace System
NBI	National Bridge Inventory
NBIAS	National Bridge Investment Analysis System
NBIS	National Bridge Inspection Standards
NCAP	New Car Assessment Program
NEC	Northeast Corridor

NEMSIS	National Emergency Medical Services Information System
NEPA	National Environmental Policy Act
NEVI	National Electric Vehicle Infrastructure
NextGen	Next Generation Air Transportation System
NGDISM	Natural Gas Distribution Infrastructure Safety and Modernization
NHPP	National Highway Performance Program
NHS	National Highway System
NHTS	National Household Travel Survey
NHTSA	National Highway Traffic Safety Administration
NOFO	Notice of Funding Opportunity
NPMRDS	National Performance Management Research Data Set
NPRM	Notices of Proposed Rulemaking
NRC	National Response Center
NRSS	National Roadway Safety Strategy
NTD	National Transit Database
OAG	Official Airline Guide
OASIS	One Acquisition Solution for Integrated Services
OCIO	Office of the Chief Information Officer
OD	Original destination
ODA	Organization Designation Authorization
OHMS	PHMSA Office of Hazardous Materials Safety
OIG	Office of the Inspector General
OMB	Office of Management and Budget
OSDBU	Office of Small Disadvantaged Business Utilization
OSPE	Office of the Senior Procurement Executive
OST	Office of the Secretary of Transportation
OST-B	Office of the Assistant Secretary for Budget and Programs
OST-M	Office of the Assistant Secretary for Administration
OST-P	Office of the Assistant Secretary for Transportation Policy
OST-R	Office of the Assistant Secretary for Research and Technology
OST-S	Office of Intelligence, Security, and Emergency Response
OST-X-40	Office of International Aviation
PCR	Police Crash Report
PHMSA	Pipeline and Hazardous Materials Safety Administration
PIDP	Port Infrastructure Development Program
PII	Personally Identifiable Information
PIPES Act	Protecting our Infrastructure of Pipelines and Enhancing Safety Act
PIV/MFA	Personal Identify Verification/Multi-Factor Authentication
POA&M	Plan of Actions and Milestones
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
PTA	Privacy threshold analysis
PTASP	Public Transportation Agency Safety Plan
PWD	Persons with disabilities
PWTD	Persons with targeted disabilities

RCE	Railroad Crossing Elimination
RRF	Ready Reserve Force
RWP	Roadway Worker Protection
S/TIP	Statewide/Transportation Improvement Program
SAF	Sustainable Aviation Fuel
SAM	GSA System for Award Management
SOAR	System of Airports Reporting
SOW	Statement of Work
SS4A	Safe Streets and Roads for All
SSA	Safe System Approach
STBG	Surface Transportation Block Grant Program
STEM AVSED	Science, Technology, Engineering, and Math Aviation and Space Education
SWES BPA	Software Engineering Support Blanket Purchase Agreement
TAC	Technical Assistance Center
TEU	Twenty-foot equivalent unit
TFDM	Terminal Flight Data Manager
TRM	Train revenue miles
TTTR	Truck Travel Time Reliability
TVT	Traffic Volume Trends
UAS	Unmanned aircraft system
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
UPT	Unlinked passenger trips
USMMA	United States Merchant Marine Academy
UZA	Urbanized area
VMT	Vehicle miles traveled
ZTA	Zero-trust architecture

U.S. Department of Transportation