

**FY 2025 |  
FY 2023**

# **Annual Performance Plan & Report**



U.S. Department of Transportation



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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) 2025 Performance Plan and FY 2023 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 2024 and 2025. The Performance Report is retrospective, providing information on the Department's progress achieving its goals and objectives in FY 2023.

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. In FY 2023 DOT continued to establish and track performance goals to set milestones and report on progress for BIL-related goals.

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 Agency Priority Goals (APGs), Key Performance Indicators (KPIs), or BIL Key Results using the following labels:

- **APG:** Performance goal aligns to one of the Department's FY 2024 – 2025 APGs;
- **KPI:** Performance goal is a key performance indicator from the DOT FY 2022 – 2026 Strategic Plan; and
- **BIL:** Performance goal is Bipartisan Infrastructure Law Key Result.

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## 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.



Federal Aviation  
Administration (FAA)



Federal Highway  
Administration (FHWA)



Federal Motor  
Carrier Safety  
Administration (FMCSA)



Federal Railroad  
Administration (FRA)



Federal Transit  
Administration (FTA)



Great Lakes St. Lawrence  
Seaway Development  
Corporation (GLS)



Maritime Administration  
(MARAD)



National Highway Traffic  
Safety Administration  
(NHTSA)



Pipeline and Hazardous  
Material Safety  
Administration (PHMSA)

# 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:

- *The 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.
- *The Federal Aviation Administration Reauthorization Act of 2018 (Public Law No. 115-254: October 5, 2018):* This legislation, which provided a five-year authorization of the Federal Aviation Administration (FAA), the first five-year reauthorization in over a decade, ended on September 30, 2023. The President signed an extension until December 31, 2023, and then a second short-term extension of FAA's expiring authorities to March 8, 2024. Congress continues to work towards passage of a new, full FAA Reauthorization bill, which we expect in early 2024. The House passed their version of the bill on July 20, 2023, and are awaiting Senate action.
- *The 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.



**Pete Buttigieg**  
Secretary of Transportation



**Polly Trottenberg**  
Deputy Secretary

Read more about our [Chief Financial Officer \(CFO\)'s Senior Management Team](#) who work to provide sound budget development, disciplined performance review, rigorous financial management, and responsible credit administration for the Department.

# Strategic Goals & 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, many of which support the transformational initiatives made possible by the BIL, and specify the impact DOT is trying to achieve.

Strategic Goal	Strategic Objectives
<b>1: Safety</b> Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.	1.1 Safe Public 1.2 Safe Workers 1.3 Safe Design 1.4 Safe Systems 1.5 Critical Infrastructure Cybersecurity
<b>2: Economic Strength and Global Competitiveness</b> 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.	2.1 Job Creation and Fiscal Health 2.2 High-Performing Core Assets 2.3 Global Economic Leadership 2.4 Resilient Supply Chains 2.5 System Reliability and Connectivity
<b>3: Equity</b> 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.	3.1 Expanding Access 3.2 Wealth Creation 3.3 Power of Community 3.4 Proactive Intervention, Planning, and Capacity Building
<b>4: Climate and Sustainability</b> 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.	4.1 Path to Economy-Wide Net Zero Emissions by 2050 4.2 Infrastructure Resilience 4.3 Climate Justice and Environmental Justice
<b>5: Transformation</b> 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.	5.1 Matching Research and Policy to Advance Breakthroughs 5.2 Experimentation 5.3 Collaboration and Competitiveness 5.4 Flexibility and Adaptability
<b>6: Organizational Excellence</b> 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.	6.1 Customer Service 6.2 Workforce Development 6.3 Data-Driven Programs and Policies 6.4 Oversight, Performance, and Technical Assistance 6.5 Sustainability Initiatives 6.6 Enterprise Cyber Risks



# Agency Priority Goals

Agency Priority Goals (APGs) 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 for the cycle FY 2024 through FY 2025. 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:** DOT carries out a range of critical efforts to reduce roadway fatalities. Based on this work, by September 30, 2025, DOT's reporting will show that U.S. roadway fatalities have decreased from 1.37 per 100 million vehicle miles traveled (VMT) in calendar year 2021 to 1.22 in calendar year 2023.
- **Aviation Safety:** Increase aviation safety for the flying public. By September 30, 2025, the Federal Aviation Administration's (FAA) will reduce the commercial air carrier fatality rate to below 4.4 fatalities per 100 million persons on board and reduce general aviation fatal accidents to below 0.92 fatal accidents per 100,000 flight hours. Ensure safe integration of near-term Advanced Air Mobility operations.
- **High-Performing Core Assets:** Improve the condition/performance of Federally funded portions of the Nation's transportation systems. By September 30, 2025, the Department will be on track to achieve three 2030 long-term goals: Fix the 10 Most Economically Significant Bridges and Repair the 15,000 In-Most-Need Smaller Bridges by 2030; Construct a Total of 30 Staffed Airport Traffic Control Towers (ATCT) and Increase the Number of Zero-Emission Bus Vehicles in the National Transit Fleet by 450% to 7,500 Vehicles.
- **Equity:** Increase wealth creation opportunities for underserved communities. By September 30, 2025, DOT commits to raise the small, disadvantaged business utilization contract award dollars from 18.2% in FY 2021 to 21.5%. In doing so, DOT aims to increase wealth creation opportunities for underserved communities through direct procurement mechanisms.
- **National Electric Vehicle Charging Network (Joint with the Department of Energy):** Deploy Electric Vehicle Charging Infrastructure Under the Infrastructure Investment and Jobs Act towards a National Network of at least 500,000 EV Chargers by 2030 so that everyone can ride and drive electric. The Joint Office of Energy and Transportation (Joint Office) in conjunction with DOT and DOE will support the increased deployment of publicly available EV charging ports to 310,000 by the end of calendar year 2025.

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## Overview

The Annual Performance Plan and Report discusses the accomplishments of the Department during FY 2023 as well as the challenges encountered. This document contains a summary of the Department's efforts to deliver greater impact through innovation, increased effectiveness and efficiency, and better customer service.

The document also includes the Department's Response to the Office of Inspector General's FY 2024 Top Management Challenges (Appendix III) and an assessment of the completeness and reliability of the Department's performance data (Appendix IV).





# Strategic Goal 1:

## Safety

# Strategic Goal 1: Safety

*Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.* Safety is DOT's top priority. Safety at DOT is a multimodal effort encompassing rail, marine vessel, pipeline, aviation, and roadway incidents and crashes.

The [National Roadway Safety Strategy \(NRSS\)](#) outlines the Department's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets. It is the first step in working toward an ambitious long-term goal of reaching zero roadway fatalities. The NRSS is a collaborative effort between the Office of the Secretary and the Operating Administrations whose roles and responsibilities encompass 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).

With the release of DOT's first NRSS in January 2022, DOT committed to carrying out 29 key actions that the Department would undertake over the three following years to work towards zero fatalities and serious injuries. The February 2023 NRSS Progress Report includes commitments to 15 additional high-impact activities. 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, articulating a "road map" for the New Car Assessment Program (NCAP) to encourage safety technologies in motor vehicles, publishing a notice of proposed rulemakings to equip automatic

emergency braking on both light and heavy vehicles, and awarding over \$800 million in funding for the Safe Streets and Roads for All (SS4A) discretionary grant program.

Additionally, FRA focused on railroad certification, training, and qualification standards to decrease the employee on-duty injury and illness rate. Under the FY 2021 Consolidated Rail Infrastructure and Safety Improvements program, FRA selected projects to improve nearly 400 grade crossings. FMCSA with State and local partners focused 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.

FAA is partnering 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 has provided opportunities to develop innovative methods to increase general aviation safety, including conducting outreach on risk and risk mitigation events, such as conducting runway safety outreach through the From the Flight Deck video series that highlight surface safety.

The Pipeline and Hazardous Materials Safety Administration (PHMSA) is focusing on reducing the total number of pipeline incidents/accidents and fatalities through updated information collection, promoting the Safety Management Systems (SMS), and working with State partners to improve their damage prevention programs and laws.

# Strategic Objective 1.1: Safe Public

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

## FY 2023 Performance Summary

The **Safe Public objective** is supported by 21 performance goals. The Department designated strategic objective 1.1 as a “Focus Area for Improvement,” a designation derived from legal guidance for federal agencies that is published by the Office of Management and Budget. The guidance requires that, every year, each agency designate at least one of its strategic objectives for this category. The National Roadway Safety Strategy identifies a number of near-term steps the Department will be taking to improve performance under this objective.

### Performance Goal

<b>1.1.1</b>	Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities
<b>1.1.2</b>	By September 30, 2025, the Department Will Reduce the Rate of Motor Vehicle Fatalities from 1.37 per 100 Million Vehicle Miles Traveled (VMT) as of October 1, 2021, to No More Than 1.22 per 100 Million VMT in CY 2023
<b>1.1.3</b>	Reduce Passenger Vehicle Occupant Fatalities per 100 Million Passenger Vehicle Miles Traveled
<b>1.1.4</b>	Reduce Large Truck and Bus Fatalities per 100 Million Vehicle Miles Traveled
<b>1.1.5</b>	Reduce Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations
<b>1.1.6</b>	Reduce Non-Occupant (Pedestrian/Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population
<b>1.1.7</b>	Reduce the Number of Non-Motorized Fatalities and Serious Injuries
<b>1.1.8</b>	Reduce the Race Fatality Ratio by Population
<b>1.1.9</b>	Reduce the Number of Vehicle Occupants Ejected from Passenger Vehicles per 100 Emergency Medical Services Motor Vehicle Crash Dispatches
<b>1.1.10</b>	Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles
<b>1.1.11</b>	Reduce Total Number of Transit-Related Fatalities
<b>1.1.12</b>	Reduce Fatalities and Injuries on Transit from Assaults on All Persons per 100 Million Train/Bus Revenue Miles
<b>1.1.13</b>	Reduce Highway-Rail Grade Crossing Incidents
<b>1.1.14</b>	Reduce Rail Right-of-Way Trespass Incidents
<b>1.1.15</b>	Reduce Train Accidents
<b>1.1.16</b>	Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline or Surface Transportation Conveyance

<b>1.1.17</b>	Reduce the Number of Incidents Involving Death and Major Injury Resulting from the Transportation of Hazardous Materials by All Modes Including Pipelines
<b>1.1.18</b>	Increase the Number of Overall Impressions, Social Media Engagement, Web Performance, and Email Engagement for the Our Roads, Our Safety Campaign
<b>1.1.19</b>	Increase the Percentage of Person Trips by Transit and Active Transportation Modes from Roughly 4% in 2020 to 6%
<b>1.1.20</b>	Increase Transit Ridership in the Top Transit Cities Back to 100% of 2019 Levels
<b>1.1.21</b>	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

## Key Successes and Opportunities

DOT's top priority is Safety across all modes of transportation. The National Roadway Safety Strategy (NRSS) is a roadmap for addressing the National crisis of roadway fatalities and serious injuries that the Department released in January 2022. The Department released its 2024 NRSS Progress Report on February 21, 2024. The report provides an update on the Department's efforts to address serious and fatal injuries on our roadways, details the Department's accomplishments related to addressing the NRSS actions in 2023, and identifies four new commitments to actions under the NRSS in calendar year (CY) 2024 and beyond. The NRSS represents a Department-wide approach to working with stakeholders across the country to achieve this goal. Almost 95% of the Nation's transportation deaths occur on its streets, roads, and highways. The NRSS 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). It is important to be transparent about our progress in implementing key Departmental actions, as well renewing our commitment to a future without serious injuries and fatalities on our roadways. Achieving this will

not be easy as we continue this priority; however, through the NRSS supported by significant Departmental actions, we are optimistic that, working together, we can and will save lives and make our roadways safer for everyone who uses them.

FAA strives to reach the next level of safety and efficiency and to demonstrate global leadership in how we safely integrate new users and technologies into our aviation system. The agency works diligently to reduce fatal aviation accidents and incidents across all aviation domains, with an emphasis on commercial and general aviation to ensure that the U.S. aviation system remains the safest in the world. This work is based upon a data-driven approach to identify systemic safety risks and hazards that are addressed by FAA policies, programs, and procedures. Success includes working with the general aviation community and industry to continually improve safety.

The Pipeline and Hazardous Materials Safety Administration (PHMSA) provides guidance to State partners to improve their damage prevention programs and laws and by promoting the Safety Management Systems (SMS). PHMSA develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation's 2.6 million mile pipeline transportation system and the nearly one million daily shipments of hazardous materials by land, sea, and air.

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

	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024	CY 2025
<b>Target</b>	N/A	N/A	38,048 <i>(2% reduction from baseline)</i>	36,883 <i>(5% reduction from baseline)</i>	36,883 <i>(5% reduction from baseline)</i>	36,458 <i>(6% reduction from baseline)</i>
<b>Actual</b>	39,007 <sup>1</sup>	42,939 <sup>2</sup>	42,795 <sup>3</sup>	N/A <sup>4</sup>	N/A	N/A

<sup>1</sup> The Baseline has been updated using the CY 2020 FARS Final File, reflecting small changes from the initial FARS Annual Report File release. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813435>.

<sup>2</sup> The CY 2021 fatality total and rate are from the Fatality Analysis Reporting System (FARS) Annual Report File, which is the first source of non-estimate data. 42,939 fatalities represent an increase of about 10% as compared to 39,007 fatalities reported in CY 2020.

<sup>3</sup> A statistical projection of traffic fatalities for CY 2022 is estimated at 42,795 with a rate of 1.35. This represents a marginal decrease of about 0.3 percent as compared to the 42,939 fatalities reported to have occurred in 2021.

<sup>4</sup> A statistical projection of traffic fatalities for the first three quarters of 2023 shows that an estimated 30,435 people died in motor vehicle traffic crashes, which represents a decrease of about 4.5% as compared to 31,880 fatalities projected to have occurred in the first three quarters of 2022.

### 1.1.2 By September 30, 2025, the Department will Reduce the Rate of Motor Vehicle Fatalities from 1.37 per 100 Million Vehicle Miles Traveled (VMT) as of October 1, 2021 to No More than 1.22 per 100 Million VMT in CY 2023 (NHTSA)<sup>APG</sup>

	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024	CY 2025
<b>Target</b>	1.01	1.01	1.25	1.22	1.22	1.20
<b>Actual</b>	1.34	1.37 <sup>1</sup>	1.35 <sup>2</sup>	N/A <sup>3</sup>	N/A	N/A

<sup>1</sup> The CY 2021 fatality total and rate are from the Fatality Analysis Reporting System (FARS) Annual Report File, which is the first source of non-estimate data. 1.37 represents an increase of .003 over the CY 2020 fatality rate.

<sup>2</sup> A statistical projection of traffic fatalities for CY 2022 is estimated at 42,975, with a rate of 1.35 fatalities per 100 million VMT. This represents a marginal decrease of about 0.3 percent as compared to the 42,939 fatalities reported to have occurred in 2021.

<sup>3</sup> The estimated fatality rate for the first three quarters of 2023 is 1.31 per 100 million VMT, compared to the estimated 1.40 for the first three quarters of 2022.

#### 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 have risen in recent years. In 2022, motor vehicle traffic incidents caused 42,795 fatalities—a 9.7 percent surge since 2020.

A statistical projection of traffic fatalities for the first three quarters of 2023 shows that an estimated 30,435 people died in motor vehicle traffic crashes, which represents a decrease of about 4.5%, as compared to 31,880 fatalities projected to have occurred in the first three quarters of 2022. The estimated fatality rate for the

first three quarters of 2023 is 1.25 per 100M VMT, compared to the estimated 1.40 for the first three quarters of 2022. The third quarter of 2023 also represents the sixth straight projected quarterly decline in fatalities. This comes after seven consecutive quarters of year-to-year increases in fatalities, beginning with the third quarter of 2020.

#### CY 2023 Accomplishments

Throughout CY 2023, NHTSA remained focused on achieving its mission through stakeholder outreach; facilitating widespread distribution of proven countermeasures; high visibility enforcement campaigns; advancing vehicle safety through robust vehicle safety

compliance and enforcement activities; conducting behavioral and vehicle safety research; finalizing regulations governing highway safety grant programs; issuing safety regulations; ensuring the safe deployment of advanced vehicle technologies, including automated driving systems; and improving post-crash outcomes with expedient access to emergency medical care via first responders. NHTSA published the sixth edition of the [Model Minimum Uniform Crash Criteria](#), also known as MMUCC, a voluntary guideline that represents a minimum, standardized set of data variables to describe motor vehicle traffic crashes, which could be used to identify traffic safety problems and design countermeasures to improve traffic safety nationally and in each state.

NHTSA also published a number of proposed rules aimed to increase the safety of road users on America's roads. In August, NHTSA issued a proposed rule to require automobile manufacturers to equip vehicles with seat belt use warning systems for the right front passenger and rear seats and to update the warning system for the driver. New proposals were also issued for Automatic Emergency Braking (AEB) for heavy vehicles and pedestrian AEB on passenger cars and light trucks. Proposals were published for NHTSA's New Car Assessment Program (NCAP) to include pedestrian crashworthiness tests in the program ratings. In addition to these activities, NHTSA issues numerous Consumer Alerts to bring attention to existing recalls, potential safety hazards, and warnings of dangerous incidents with vehicles such as theft or the dangers of hot cars.

In April, NHTSA issued a Recall Request Letter to ARC, Inc. (ARC) requesting the recall of all hybrid toroidal air bag inflators, both driver and passenger, manufactured by ARC from 2000 through January 2018. ARC refused to issue the recall. For the first time in several years, NHTSA held a public meeting on October 5, 2023, to receive statements on the response to the Recall Request Letter. Public comments on the Recall Request Letter were due to the docket by December 4, 2023.

In FY 2022, the Department issued a call for applications for up to \$1 billion in roadway safety funding for regional, Tribal, and local governments through the new SS4A discretionary grant program. The Department received more than 700 applications from all 50 States and Puerto Rico. In FY 2023, the Department issued a second NOFO, and the application deadline was July 10, 2023.

- 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.
- FHWA produced the [Vulnerable Road User Safety Assessment Guidance](#) to guide states on required 2023 safety assessments to facilitate project selection and roadway investment strategies, and proposals for upgrades.
- FHWA promoted the [Safe System Approach](#) by delivering technical assistance, documenting noteworthy practices, and developing numerous resources that will enable stakeholders to integrate the SSA into projects and practices, including updated [Highway Safety Improvement Program guidance](#) and its associated Vulnerable Road User Safety Assessment and Special Rule.
- FHWA prioritized nighttime visibility through traffic control devices and lighting as part of the new round of innovations under the [Every Day Counts](#) initiative to enhance visibility along corridors, intersections, and pedestrian crossings to improve safety for all road users.
- FHWA implemented the [speed management program](#), which included exploring speed management to improve pedestrian and bicyclist safety in rural, urban, and suburban areas; technical assistance to help inform traffic calming; development of an informational guide on speed safety camera program planning and operations; and a new project to develop informational guidance on setting appropriate speed limits.
- FMCSA awarded \$469 million in Motor Carrier Safety Assistance Program (MCSAP) grants in FY2023. Fifty-six State and Territory law enforcement agencies were provided funding to support consistent, uniform, and effective CMV safety programs. 2.9 million roadside inspections and over 4,500 investigations were supported with these funds.
- FMCSA continued the implementation of 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. Full implementation will be achieved by November 2024.
- FMCSA continued implementation of the July 2021 Exclusively Electronic Exchange final rule requiring State Driver Licensing Agencies (SDLAs) to develop systems for the electronic exchange of driver history record information. SDLAs will be able to improve accuracy of CDL driver records. They will be able to use these more accurate records to identify and take unsafe drivers off the road more expeditiously. Full implementation will be achieved by August 2024.



## CY 2024 – 2025 Plans for Progress

In CY 2024 and 2025, 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 released one SS4A NOFO, announced awards for the FY 2022 NOFO totaling more than \$800 million for 511 communities, announced awards for the FY 2023 NOFO, and established most grant agreements for the FY 2022 award 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 2024.

The FY 2025 President's Budget includes \$3.2 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 crossings. FHWA continues to implement the HSIP safety provisions; advance the SSA; and support transportation agencies as they plan, design, and operate streets and networks that prioritize safety, comfort, and connectivity. FHWA supports data-driven programs to improve roadway safety, which are based on an understanding of contributing factors to fatal and serious injury crashes, such as speeding, and where crashes are more likely to occur such as in rural areas and on arterial roads. FHWA also provides technical assistance to 15 States and Puerto Rico to promote Proven Safety Countermeasures; advances equity by addressing safety disparities; and addresses the most common types of crashes that result in fatalities as well as addresses who is most at risk, such as bicyclists, pedestrians, motorcyclists, and underserved populations.

FMCSA continues to develop and implement 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.

In FY 2024, NHTSA plans to accomplish the following:

- Advance regulatory actions for advanced crash test dummies, crashworthiness, and crash avoidance technologies to enhance road safety.
- Issue exemptions and advance Federal safety standards for the safe demonstration and deployment of vehicles equipped with automated driving systems and advanced technologies.
- Provide timely estimates of emerging fatality trends by generating quarterly projections of traffic fatalities and fatality rates.
- Provide statistical and analytical support to agency, departmental, and public stakeholders seeking to identify and understand crash factors and outcomes.
- Provide technical assistance to the States for their traffic records program through the [GO Team program](#) by deploying subject matter experts to address specific issues States identify in their traffic records systems.
- Work with the Association of Transportation Safety Information Professionals (ATSIP) to update the ANSI-D16 guideline Manual on Classification of Motor Vehicle Traffic Crashes.
- Provide regulatory analytical support to DOT by completing the analyses for the final rules for both light and heavy vehicle AEB systems.
- Conduct research and testing on motor vehicle safety technologies and countermeasures to evaluate performance capabilities, limitations, effectiveness, and develop draft research test procedures.
- Continue the reliable operation of National Driver Register Problem Driver Pointer System (NDR PDPS) to keep problem drivers from getting driver licenses.

In FY 2025, NHTSA plans to accomplish the following:

- Plan, initiate, and coordinate a comprehensive safety regulatory program for the governance of both light and heavy-duty vehicles by developing standards, regulations, exemptions and guidelines related to advanced and automated technologies.



- Develop requirements for and monitor research and development; perform data gathering, analysis, and testing; develop economic and demographic information, including international perspectives; and define needs for cost and lead time information to ensure reliable and comprehensive support for developing proposed safety standards, regulations, and guidelines related to advanced and automated technologies.
- Recommend standards, regulations, and guidelines related to advanced and automated technologies that reduce the severity of motor vehicle crashes and safety systems by tracking the state of the art in safety performance and reliability and redundancy of vehicle systems and subsystems.

In FY 2024, FMCSA plans to accomplish the following:

- Publish the Safe Integration of Automated Driving System (ADS)-Equipped Commercial Motor Vehicles Notice of Proposed Rulemaking (NPRM).
- Complete implementation of the July 2021 Exclusively Electronic Exchange (EEE) final rule.
- Publish the remaining Information Collection Requests (ICR) and begin the data collection phase of the Large Truck Crash Causal Factors Study (LTCCFS).

- Continue to engage potential carriers, trucking associations, advocacy groups, and other key transportation stakeholders to help raise awareness and increase carrier applications and approvals for the Safe Driver Apprenticeship Program (SDAP).
- Increase public awareness on how to prevent crashes through public outreach such as the Our Roads, Our Safety, Safer Speeds, Distracted Driving, Work Zone Safety, and Seat Belt Safety campaigns.

In FY 2025, FMCSA will continue to increase the number of inspections accompanying a traffic enforcement, inspections in and around high crash corridors, inspections involving unsafe driving, increased compliance reviews of risk-based carriers, increased safety audits focused on prohibited driver requirements, and investigations of out of service carrier operations. FMCSA will be developing and implementing policies and procedures for the investigation of brokers and necessary enforcement actions. In addition, the Agency will complete implementation of the October 2021 Drug and Alcohol Clearinghouse final rule and submit the final Women of Trucking Advisory Board (WOTAB) report to Congress.

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

	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024	CY 2025
Target	0.74	0.74	0.74	0.73	0.75	0.75	0.74
Actual	0.77	0.93	0.95 <sup>1</sup>	N/A <sup>2</sup>	N/A	N/A	N/A

<sup>1</sup> The CY 2021 passenger vehicle occupant fatality rate is derived from NHTSA's Fatality Analysis Reporting System (FARS) and FHWA's Highway Statistics.

<sup>2</sup> Early estimate data show that 25,199 passenger vehicle occupant fatalities occurred in CY 2022, a four percent decrease from CY 2021. The data required to provide the CY 2022 passenger vehicle fatality rate will not be available until spring 2024

#### Lead: National Highway Traffic Safety Administration

This performance goal is 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.

Both passenger vehicle occupant fatalities and the fatality rate increased from CY 2020 to CY 2021, from 23,914 fatalities in 2020 to 26,325 fatalities in CY 2021 (a 10% increase), while the

fatality rate increased from 0.93 in CY 2020 to 0.95 in CY 2021. However, early estimate CY 2022 data show that 25,199 passenger vehicle occupant fatalities occurred, a four percent decrease from CY 2021.

#### CY 2023 Accomplishments

NHTSA developed and promulgated Federal Standards regarding crash protection, survivability, and avoidance; and fuel economy and motor vehicle theft protections. Additionally, NHTSA directed programs related to bumper standards, safety performance

standards, and other regulations for new and used motor vehicles and equipment, including tires.

NHTSA completed vehicle safety research in support of an NPRM to make the advanced anthropomorphic test devices known as THOR-50M available for use in regulatory and voluntary safety tests. Further work was performed in support of drunk and impaired driving agency activities, upgrades to the New Car Assessment Program, and distraction efforts in light of NCSA's revised fatality estimates.

NHTSA also expanded its vehicle test program, which revealed noncompliant airbags resulting in the recall of 175,000 vehicles. NHTSA's vigorous enforcement of import regulations also uncovered the illegal entry of more than 32,000 noncompliant vehicles, including 4,300 with safety defects. In addition to initiating notification and recall campaigns for these vehicles, NHTSA also imposed severe penalties on violators.

### CY 2024 – 2025 Plans for Progress

NHTSA's FY 2025 budget request will support the continued development and delivery of numerous critical safety actions mandated by the Bipartisan Infrastructure Law (BIL):

- Requiring a new safety standard for passenger vehicles with advanced drunk and impaired driving prevention technology;
- Establishing a safety standard to address child heatstroke in passenger vehicles;
- Improving occupant safety in limousines;
- Requiring performance-based standards for headlamp systems;
- Requiring lane departure safety technologies in passenger vehicles;
- Addressing seatback strength of passenger vehicles;
- Requiring safety standards for automatic shutoff of vehicles equipped with keyless ignitions; and
- Advancing the safety actions for underride protection, including the work of the advisory committee for underride protection established under BIL.

In 2024 and 2025, NHTSA will continue research to advance passenger vehicle safety in areas such as:

- **Driver Distraction and Engagement:** Distraction research will focus on the distraction impact from in-vehicle technology interfaces. This research will explore safety benefits related to monitoring and measuring drivers' visual gaze and implement mitigation strategies to direct attention back to the roadway as necessary for the driving environment. Engagement research will focus

on Continue SAE Level 2 driving automation research to examine drivers' state of vigilance to resume control when necessary. Human factors challenges and benefits for these new technologies will continue to be evaluated. Research into the effectiveness of driver monitoring system strategies at mitigating driver distraction will continue.

- **Advanced Crash Test Dummies and Experimental Biomechanics Research:** Research will continue the development and documentation of advanced anthropomorphic test devices (ATDs) (THOR 50th percentile adult male, THOR 5th percentile adult female, WorldSID 50th percentile adult male, LODC – large omnidirectional child, BioRID – biofidelic rear impact dummy). In FY 2024, efforts will include a specific focus on the development and testing of the WorldSID 5th percentile adult female side impact ATD. Efforts include integration of these tools into test procedures with enhanced injury metrics. Crashworthiness Research also supports the collection and analysis of human response and injury tolerance associated with motor vehicle crashes.
- **Equity in Crash Safety:** Research will include a focus female crash safety, including updated analyses of real-world injury and fatality data. Efforts include collection of small and average-sized female-specific impact response and injury risk in simulated motor vehicle crash environments; collection and application of anthropometry and seating preference data; efforts to develop, document and demonstrate the use of advanced female crash test dummies; and computer model-based studies of vehicle safety countermeasures to supplement physical testing. Equity efforts also consider other affected road users including those considered more vulnerable (e.g., older or obese people).
- **Occupant Protection:** research will include testing to evaluate head protection (FMVSS No. 201 – Occupant Protection in Interior Impact) in lower interior areas of the rear seat occupant compartment including front seat back and b-pillars; development of seating procedures and evaluation of advanced ATDs for use in frontal and oblique crash testing (FMVSS No. 208 – Occupant Crash Protection/NCAP); investigating the use of the ECE R16 (Seat Belts) dynamic test configuration as an option to current quasistatic FMVSS No. 209 (Seat Belt Assemblies) test condition in assessing belt elongation performance; development of seating procedures and evaluation of advanced ATDs for use in side crash testing (FMVSS No. 214 – Side Impact Protection/NCAP); and investigating barrier designs to improve objectivity in an offset-oblique frontal crash test suitable for an NCAP or regulatory occupant safety assessment.

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

	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024	CY 2025
<b>Target</b>	0.114	0.114	0.114	0.114	0.114	0.114	0.114
<b>Actual</b>	0.161	0.177	0.192	0.186*	N/A	N/A	N/A

\* [Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories 2022 \(dot.gov\)](#)

#### Lead: Federal Motor Carrier Safety Administration

This performance goal is a sub-metric of DOT's Roadway Safety APG. NHTSA projects that an estimated 42,795 people died in motor vehicle traffic crashes in 2022, of which 5,887 involved large trucks and buses, representing 13.8% of all roadway fatalities. The large truck and bus fatality rate of 0.186 for CY 2022 decreased from CY 2021, but remained higher than CY 2020 and CY 2021.

#### CY 2023 Accomplishments

FMCSA and its State partners conducted 12,562 Compliance Reviews in FY 2023. These compliance reviews resulted in issuing 3,285 acute violations, which are the most serious violations.

In FY 2023, the top three acute violations in the Code of Regulations in the Federal Register, included:

- Allowing a driver to operate with suspended or revoked CDL, see 383.37(a);
- Failing to implement an alcohol and/or drug testing program see 382.115(a); and
- Failing to randomly test for drug and/or alcohol, see 382.305.

FMCSA and its State partners conducted 3,030,397 inspections in FY 2023, a 2.9% increase from FY 2022 and a 5.4% increase from FY 2021. Of these, 2,926,685 were driver inspections resulting in 1,132,847 driver violations. The top roadside inspection violations included:

- Speeding violations – all categories (141,466);
- Failure to obey traffic control device (69,296); and
- Failing to report of drivers record of duty status (63,075).

FMCSA continues to implement the [Commercial Driver's License Drug and Alcohol Clearinghouse](#) final rule. As of September 1, 2023, FMCSA's Drug and Alcohol Clearinghouse had 4,601,977 registered users, State Driver's License Agencies ran more than 22,097,389 queries, and 229,599 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 September 1, 2023, there were 146,216 CDL and commercial learner's permit holders listed in "Prohibited Status", and 111,031 had not yet started the Return-to-Duty process.

#### CY 2024 – 2025 Plans for Progress

FMCSA will continue to focus on investigations and traffic enforcement investigations addressing risky driver behaviors. The FY 2025 President's Budget requested \$44.4 million for Commercial Driver's License Program implementation. These discretionary grants, in addition to the \$80.0 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 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 2024 and 2025 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.

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

	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024	CY 2025
<b>Target</b>	62	61	61	62.75	61.2	61.2	60.2
<b>Actual</b>	58.68	65.96	60.03 <sup>1</sup>	N/A <sup>2</sup>	N/A	N/A	N/A

<sup>1</sup> The CY 2021 motorcycle fatality rate is derived from the 2021 FARS ARF file and the FHWA registration data: Table MV-1 <https://www.fhwa.dot.gov/policyinformation/statistics/2021/mv1.cfm>

<sup>2</sup> Early estimate data show that 6,000 motorcycle fatalities occurred in CY 2022, a one percent increase from CY 2021. The data required to calculate the CY 2022 fatality rate will be available spring 2024.

#### 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 motorcycle, scooter, minibike, and moped riders. Motorcyclists remain overrepresented in vehicle fatalities and are disproportionately impacted, accounting for only 0.6% of all VMT but representing 14% of all traffic fatalities. They are affected by contributing factors such as speed and impaired driving. Motorcyclist fatalities increased by 426 to 5,932 in 2021, a 7.7% increase from 2020. However, the motorcycle fatality rate per 100,000 motorcycle registrations decreased to 60.03 in 2021 from 65.96 in 2020, meeting the 2021 target rate of 61.2. Early estimate data show that 6,000 motorcycle fatalities occurred in CY 2022, a one percent increase from CY 2021.

#### CY 2023 Accomplishments

In 2023, NHTSA completed testing to characterize passenger vehicle AEB systems in response to motorcycles in rear-end, crash-imminent driving situations, as well blind spot detection systems with a motorcycle target. Vehicles that claimed to respond to motorcycles were selected for various test conditions. These conditions included day and night timing, the position of the motorcycle relative to the test vehicle, stopped motorcycles, and decelerating or slow-moving motorcycles, in addition to placement of a Global Vehicle Target (GVT, simulating a passenger vehicle) in front of a motorcycle to determine if the test vehicle responded to the GVT or the motorcycle (simulating the scenario of both a passenger vehicle and a motorcycle in the sensor technology's perception). The results of the study are included in a report which

is expected to be published in 2024. The test vehicles each had their own challenges and limitations with no consistency in those limitations. The results of the study will assist in determining agency action and development of test procedures for motorcycle detection for both blind spot detection tests as well as AEB.

A charter for the Motorcyclist Advisory Council was developed and posted on the Federal Advisory Committee Act (FACA) Database, with a stated objective to advise the Secretary, and NHTSA and FHWA Administrators on transportation safety issues of concern to motorcyclists and to provide a forum for the development, consideration, and communication of information from a knowledgeable and independent perspective. The Council will submit a report to the Secretary addressing these issues not later than October 31, 2024, and not less than once every 2 years thereafter.

#### CY 2024 – 2025 Plans for Progress

In CY 2024 and 2025, NHTSA will seek to identify ways to lower the motorcycle crash risk and increase crash survivability by building upon previous research, and programs while considering changes that can impact safety. Upcoming projects include studying the barriers to motorcyclists' use of protective gear, as well as providing additional safety resources to include a Safe System Approach model and a basic safety plan for motorcycle safety stakeholders and organizations to implement. Planned accomplishments also include enhancing the motorcycle safety program through updates to NHTSA's Model National Standards for Motorcycle Safety and resource development, including educational material, outreach, and a Motorcycle Safety Resource guide that can be utilized to enhance a State or community's focus on Motorcycle Safety.

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

	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024	CY 2025
<b>Target</b>	2.10	2.10	2.10	2.19	2.13	2.13	2.10
<b>Actual</b>	2.26	2.34	2.61 <sup>1</sup>	N/A <sup>2</sup>	N/A	N/A	N/A

<sup>1</sup> The CY 2021 non-occupant fatality rate is derived from NHTSA's FARS and Census Bureau population data.

<sup>2</sup> Early estimate data show that approximately 8,413 non-occupant fatalities occurred in CY 2022, including 7,345 pedestrians and 1,068 cyclists. This represents a one percent decrease from the 7,388 pedestrians killed in CY 2021, but an 11% increase from the 966 cyclists killed in CY 2021. The data required to calculate the CY 2022 fatality rate will be available spring 2024.

#### 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 2021, 7,388 pedestrians were killed in traffic crashes in the United States, a 13% increase over 2020. The CY 2021 fatality rate increased by 11.5%, from 2.34 in CY 2020 to 2.61 in CY 2021. Additionally, 966 pedalcyclists were killed in U.S. traffic crashes in CY 2021, a 1.9% increase over 2020. In CY 2022, an estimated 7,345 pedestrians were killed in traffic crashes in the United States, a 1% decrease over 2021; while an estimated 1,068 pedalcyclists were killed in traffic crashes, an 11% increase over 2021.

#### CY 2023 Accomplishments

NHTSA's Office of Vehicle Safety Research provided intensive research and support towards the publication of the Notice of Proposed Rulemakings (NPRMs) for various Automatic Emergency Braking (AEB) Systems, including Light Vehicle AEB, Pedestrian AEB, and Heavy Vehicle AEB requirements, each expected to have strong impacts on injury and fatality reductions.

Some of NHTSA's recent significant safety rulemaking efforts include publishing a Notice of Proposed Rulemaking (NPRM) on June 13, 2023, that would require automatic emergency braking (AEB) and pedestrian AEB on all new passenger cars and light trucks. NHTSA also published a proposal to require [seat belt reminder systems](#), and aims to publish proposals covering a pedestrian protection standard for passenger cars and light trucks and alcohol-impaired driving prevention technology in late 2023.

NHTSA announced proposals to upgrade the NCAP program to include pedestrian protection ratings as well. This offers a unique opportunity for consumers to understand and be proactive in their role of purchasing a vehicle designed to offer safer vehicle design in an unexpected incident involving a pedestrian.

#### CY 2024 – 2025 Plans for Progress

NHTSA's Safety Countermeasures programs conducts research and development to support States and communities implementing evidence-based safety strategies, programs and products to enhance safety of vulnerable road users, such as pedestrians, cyclists, and other non-occupants. In FY 2024, funding will support:

- Development of a national strategy to prevent illegal passing of school buses.
- Expansion of pedestrian safety efforts to include Tribal lands and rural communities.
- Expansion of the pupil transportation program to include novice drivers and rural communities.
- Enhancement of the motorcycle safety program through updated resources.
- Development of training for traffic safety professionals to address the safety of older road users.

Crashworthiness research at NHTSA also supports non-occupant safety through activities on topics such as:

- **Real-world Crash / Injury Data Analysis / CIREN Program:** Research activities include collecting, reconstructing, analyzing, and publishing real-world injury data from in-depth investigations of motor vehicle crashes involving occupants and pedestrians through the Crash Injury Research and Engineering Network (CIREN); and completing analyses of injury outcomes using real-world crash data, including risk and injury odds modeling as well as projections for future crash data-based estimates.
- **Virtual Testing / Computational Biomechanics / Machine Learning:** Crashworthiness research supports development and application of human body models (HBMs) to investigate occupant and pedestrian crash safety, occupant demographics, and injury outcomes not well represented in current regulatory or consumer information crash testing programs; and demonstrating machine learning-based crashworthiness



applications including predicting head kinematics and real-world crash characteristics using video and image data. Research efforts will include a focus on the development and demonstration of virtual testing protocols that include HBMs, culminating in a safety rating that combines physical and virtual testing.

- **Vulnerable Road Users:** Research will investigate the applicability and objectivity of pedestrian test procedures or applications in FMVSS and NCAP, including the evaluation of new test devices. Research efforts will also include an

assessment of occupant-less delivery vehicle interaction with pedestrians, injury outcomes, and influential vehicle structural design characteristics; examination of how the size of a vehicle affects the risk of injuries to pedestrians; real-world data analysis examining the degree to which vehicle crashworthiness designs and requirements for pedestrian crash safety affect injury outcomes; and conducting tests on motorcycle helmets using both established (FMVSS No. 218 – Motorcycle Helmets) and novel test conditions.

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

	CY 2022	CY 2023	CY 2024	CY 2025
Target	27,357	25,659	27,901	26,828
Actual	Available April 2024	Available April 2025	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 Person on Motorized/Non-Motorized/Unknown Personal Conveyances. 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 2021, pedestrian fatalities increased by 12.5% compared to CY 2020, the highest number since CY 1989, and bicyclist fatalities increased 2.0% compared to CY 2020, the highest number since 1987. In addition, 31 States demonstrated that at least 15% of their total annual fatalities in CY 2021 were vulnerable road users. This resulted in those States triggering the HSIP’s Vulnerable Road User Safety Special Rule for FY 2024 and will require States to obligate additional funds for pedestrian and bicycle safety projects.

FY 2023 Accomplishments

Pedestrian and Bicyclist safety is a Focused Approach to Safety (FAS) Focus Area. The FAS program provided ongoing technical assistance to eligible high priority States to address the Nation’s

most critical safety challenges through additional program technical assistance. In FY 2023, FHWA completed development and pilot delivery of new training materials to support Equity and Safe System Approach implementation efforts in four states. FHWA also conducted 17 training workshops focused on improving pedestrian and bicyclist safety, including Designing for Pedestrian Safety, Complete Streets, Pedestrian and Bicycle Safety Action Plans, and Systemic Methods for Pedestrian and Bicyclist Safety training sessions. On-call technical assistance related to pedestrian and bicyclist safety policies and programs was also provided to three Focused Approach agencies.

FHWA prioritized nighttime visibility through traffic control devices and lighting as part of the new round of innovations under the Every Day Counts initiative to enhance visibility along corridors, intersections, and pedestrian crossings to improve safety for all road users. FHWA delivered presentations explaining this initiative and resources available to help implement strategies to improve nighttime visibility, awarded a task order contract for technical support, marketing and outreach materials development, published an article in FHWA Innovators, and hosted webinars for States, locals, and FHWA Divisions.

FHWA released the Vulnerable Road User Safety Assessment Guidance on October 21, 2022. All States are required to develop a Vulnerable Road User Safety Assessment as part of their Strategic Highway Safety Plan (SHSP). The Vulnerable Road User Safety Assessment includes a quantitative analysis of vulnerable road

user fatalities and serious injuries to identify areas as "high-risk" to vulnerable road users. An external outreach webinar providing an overview of the guidance was held on November 17, 2022. All States that triggered the HSIP Vulnerable Road User Special Rule obligated 100% of their required Special Rule funding amount. FHWA continued efforts to ensure that all States completed their VRU safety Assessment.

Posted updated guidance for FHWA approval of State Geometric Design Procedures for Resurfacing, Restoration, and Rehabilitation (RRR) Projects on the National Highway System. The guidance is extensively revised to reflect current practices, including discussion of the Complete Streets Design Model intended to improve roadway safety for all users. Includes new information on multiple pedestrian and bicycle safety countermeasures and infrastructure that were absent from the previous guidance, last updated in 1988. Most of the new material is ped/bike related.

Final revisions were completed for three new courses, including the Achieving Equity in Transportation: A Focus on Pedestrians and Bicyclists course, the Safe System Approach for Pedestrian and Bicyclist Safety module, and the Systemic Methods for Pedestrian and Bicyclist Safety module.

#### FY 2024 – 2025 Plans for Progress

In FY 2024 and 2025, 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 will continue activities described in the Pedestrian and Cyclist Safety section of the DOT Learning Agenda.

#### 1.1.8 Reduce the Race Fatality Ratio by Population (FHWA)

		CY 2019	CY 2022	CY 2023	CY 2024	CY 2025
White	Target	N/A	1.01	1.01	1.01	1.01
	Actual	1.01	Available spring 2024	Available spring 2025	N/A	N/A
Black	Target	N/A	1.14	1.11	1.08	1.05
	Actual	1.23	Available spring 2024	Available spring 2025	N/A	N/A
American Indian	Target	N/A	1.51	1.46	1.25	1.12
	Actual	1.9	Available spring 2024	Available spring 2025	N/A	N/A
Pacific Islander	Target	N/A	0.39	0.39	0.39	0.39
	Actual	0.39	Available spring 2024	Available spring 2025	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 25% between 2019 and 2020, compared to an overall increase in fatalities of 7.3%. 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 1.00 by CY 2026. The FY 2025 President's Budget requests \$25 million for the Tribal Transportation Program safety set-aside to prevent and reduce deaths or serious injuries in transportation related crashes on Tribal lands.

## FY 2023 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 Roadway 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.

- The FHWA developed a new Equity in Roadway Safety Website, which received over 2,000 page views in just 2 months.
- A Public Roads Magazine edition on Equity in Transportation was published resulting in 535 copies mailed and receiving over 550 web views. A Speed Safety Camera Guide incorporated equity considerations to fully realize an effective and equitable program.
- FHWA conducted an Equity in Roadway Safety webinar series, which featured noteworthy actions and tools transportation professionals may implement to address disparities in traffic

fatalities and serious injuries. The first webinar, the Equity in Safety Leadership Panel, drew 2,429 transportation professionals. The following three webinars, Equity in Safety Data, Strategies for Meaningful Public Involvement in Roadway Safety Planning, and Elevating Equity and Safety in Project Prioritization, drew hundreds of transportation professionals and stakeholders from across the country.

- Published presentation on Integrating Equity into the Safe System Approach and four noteworthy practices on Equity in Transportation Safety from Caltrans (SHSP), Minnesota DOT (SPACE tool), Virginia DOT (Pedestrian Safety Action Plan), and San Francisco (Vision Zero collaboration between local Public Health and Transportation agencies) onto FHWA Safety website.
- Hosted Safety Discipline Webinar and Workshop titled: Integrating Equity into the Safe System Approach. This cross-Discipline event, which brought together members from Safety, Civil Rights, Planning and Environment disciplines, addressed the inequities in the traffic safety crisis, how equity integrates into each Safe System Principle and specific strategies to fortify the Safe Roads element. The presentation was followed by an optional workshop to determine specific actions to advance equity and safety in programs.
- FHWA initiated a new Noteworthy Practice on Homelessness and Roadway Safety and continued progress on research study Exploring Potential Contributors to Racial and Socioeconomic Disparities in Pedestrian and Bicyclist Morbidity and Mortality (Case Studies were selected and the second draft of literature review was completed).
- Equity is a key evaluation criterion for the SS4A grants which helps to ensure disadvantage communities are considered for safety grants.
- VRU Safety Assessments are required to consider equity analyses to assist the State in identifying the correct strategies and projects. The FHWA Equity webinar series, which features noteworthy actions and tools transportation professionals may implement to address disparities in traffic fatalities and serious injuries drew 2,429 transportation professionals. <https://highways.dot.gov/safety/zero-deaths/equity-roadway-safety>
- A one-year follow up was conducted for a 2022 FHWA sponsored vision zero and equity peer exchange with five large cities (Houston, Los Angeles, New York City, Chicago, and Philadelphia). These cities are working to integrate equity into their Vision Zero efforts and are implementing equity-driven projects and working creatively to engage their communities effectively in Vision Zero.

- A two-day training on Equity in Pedestrian and Bicyclist Safety developed by FHWA was successfully piloted.
- A FHWA-led research project on Exploring Potential Contributors to Racial and Socioeconomic Disparities in Pedestrian and Bicyclist Mortalities and Morbidities is in development.

#### FY 2024 – 2025 Plans for Progress

To address disparities in crash fatalities for underserved communities, the Equity in Roadway Safety Workgroup will continue to advance strategic efforts including hosting sessions of the webinar series, holding peer exchanges and trainings on equity to

increase capacity for transportation professionals, and developing noteworthy practices to promote equity in transportation safety. FHWA also will work to institutionalize equity in roadway safety in guidance documents, NOFOs, and through education and training to FHWA staff and stakeholders. For example, the SS4A grant program will continue to use equity considerations as an evaluation criterion and equity will remain 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.

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

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	1.1	1.0	1.0	1.0	1.1	1.1	1.4
<b>Actual</b>	0.76	1.55	1.45	1.42	1.32	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 26,325 passenger vehicle occupants killed in FY 2021, 22% (5,867) were ejected from vehicles, a 7.5% increase from 5,460 occupants ejected and killed in FY 2020. Among passenger vehicle occupant fatalities in traffic crashes when restraint use was known, 90% of occupants ejected were unrestrained (Among passenger vehicle occupant fatalities in traffic crashes when restraint use was known).

#### FY 2023 Accomplishments

In 2023, NHTSA issued a proposed rule that requires automobile manufacturers to equip vehicles with seat belt use warning systems for the right front passenger and rear seats to increase seat belt use. The new requirements would apply to passenger cars, trucks, most buses, and multipurpose passenger vehicles with a gross vehicle weight rating of 10,000 pounds or less. NHTSA estimates that the proposed requirements would prevent approximately 300

non-fatal injuries and over 100 fatalities annually. On December 5th, 2023, NHTSA issued a [final rule](#) amending the FMVSS covering child restraint systems to modernize the standard and to ensure continued effectiveness of child restraint systems in current and future vehicles.

NHTSA also promoted child passenger safety in September 2023, with nationwide Child Passenger Safety Week activities. Additionally, NHTSA conducted multiple State program assessments to help State Highway Safety Offices identify opportunities for improvements, and the agency released several research reports that were posted on the NHTSA website and on the National Transportation Library website.

#### FY 2024 – 2025 Plans for Progress

In FY 2024 and 2025, 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. NHTSA will also work to increase seat belt use in populations with lower average use rates,

including teens and Native Americans, among occasional seat belt users, and in rear seats.

NHTSA will also continue its safety work of preventing child passenger ejections, including promoting the hybrid curriculum to train child passenger safety technicians. Additionally, NHTSA continues to enhance the 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;
- Disseminating the report to implement and assess 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.

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

	FY 2021	FY 2022	CY 2023	FY 2024	FY 2025
<b>Target</b>	N/A	247.4	242.5	238	235
<b>Actual</b>	228.1	251	262.0	N/A	N/A

#### 1.1.11 Reduce Total Number of Transit-Related Fatalities (FTA)

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	255	255	306	300	297
<b>Actual</b>	293	338	307	N/A	N/A

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

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	N/A	60.2	59.0	58	57
<b>Actual</b>	46.4	66.5	80.7	N/A	N/A

Collisions, derailments and assaults are the most common causes of reported transit fatalities and injuries. In FY 2023, there were 262.0 fatalities and injuries resulting from collisions and derailments per 100 million train/bus revenue miles.<sup>1</sup> A total number of 7,272 fatalities and injuries resulted from a collision or derailment. An assault is defined as an unlawful attack by one person upon another. In FY 2023, there were 80.7 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 2,239 total fatalities and injuries on transit resulting from assault.

There were a total number of 307 fatalities from any cause (defined as resulting from any event that involved transit vehicles, occurred on transit-owned property, or occurred during a transit-related maintenance activity). Targets were developed for performance goals 1.1.10 and 1.1.11 by applying a one percent reduction to a baseline period of the previous three years. Targets for performance goal 1.1.12 were developed by applying a one percent reduction to the previous year's rate of assaults.

### **FY 2023 Accomplishments**

FTA continued to provide safety guidance and regulatory oversight to transit agencies. In FY 2023 FTA, published a Notice of Proposed Rulemaking (NPRM) for the Public Transportation Agency Safety Plans (PTASP) regulation under 49 CFR part 673 to clarify definitions and establish more robust safety oversight.

Over the course of FY 2023, FTA published 31 Special Directives defining required actions by State Safety Oversight Agencies (SSOAs) to develop and implement a risk-based inspection program in accordance with the Bipartisan Infrastructure Law. FTA also published Safety Advisory 23-1: Bus-to-Person Collisions on September 19, 2023 that recommended bus service providers consider mitigation strategies to reduce bus collisions with pedestrians, bicyclists, and people using other micromobility devices.

FTA finalized National Transit Database (NTD) form changes to support the collection of bus collision and assault on transit worker data from all operators, including those with fewer than 30 vehicles, to support Bipartisan Infrastructure Law requirements.

FTA delivered 173 transit safety-related courses, resulting in 13,387 course completions and 10,722 individuals trained.

FTA carried out its safety risk management process to identify hazards, assess safety risk, develop mitigations, and monitor safety performance relating to the following topics: Bus-to-Person Collisions; Prevention of Assaults on Transit Customers; Prevention of Assaults on Transit Workers; End-of-Railcar Door Messaging; Rail-to-Privately Owned Vehicle Collisions at Rail Grade Crossings;

Rail-to-Person Collisions; and Transit Worker Fatigue. In addition, FTA developed a risk-based safety performance and oversight data monitoring framework that utilizes existing safety performance and oversight data to identify potential safety concerns. The framework will be used to support the prioritization of targeted oversight and technical assistance to State Safety Oversight Agencies and Rail Transit Agencies.

### **FY 2024 – 2025 Plans for Progress**

To meet Bipartisan Infrastructure Law requirements, in FY 2024 and 2025 FTA will continue to advance rulemaking efforts to revise existing regulations, including: 49 CFR part 672 (Public Transportation Safety Certification Training Program); 49 CFR part 673 (PTASP); and 49 CFR part 674 (State Safety Oversight Programs).

FTA will also advance new rulemakings. These include minimum baseline standards and risk-based redundant protections for roadway workers, updated transit worker and public safety rulemakings to address the requirements of Section 3022 of the Fixing America's Surface Transportation Act, and an hours of service and fatigue risk management rule.

To inform its oversight process and to conduct effective, evidence-based interventions, FTA will continue to collect data and improve reporting on safety issues. FTA will issue a General Directive on Required Actions Regarding Assaults on Transit Workers that would require transit agencies to document and report safety risk assessment information, safety risk mitigation information and safety assurance data related to the effectiveness of safety risk mitigations. FTA will offer continued data reporting technical assistance and training to facilitate the collection of new collision and assault-related data in the NTD. Additionally, FTA will enhance its risk-based safety performance and oversight data monitoring framework to introduce additional data sources and refine performance measures and peer groups to help support the prioritization of targeted oversight and technical assistance to State Safety Oversight Agencies and Rail Transit Agencies.

FTA will offer technical assistance to support transit agencies in implementing their Agency Safety Plans using a Safety Management Systems approach, including the restart of the PTASP Technical Assistance Center's Safety Management Systems (SMS) Workshop series to focus on key SMS topics including a deeper dive into safety performance measurement, safety risk assessment and safety risk mitigation.

Alongside technical assistance, FTA will offer training courses for safety professionals in oversight roles under the [Public Transportation Safety Certification Training Program](#).

<sup>1</sup> "Train/Bus Revenue Miles" is defined as the sum of revenue miles per train (for all rail-guided vehicles) and revenue miles for buses, vanpools, and demand-response vehicles.

FTA will continue its oversight and audits of the [State Safety Oversight Agencies](#) that oversee rail transit safety, with a focus on Bipartisan Infrastructure Law requirements for the implementation of risk-based inspection programs. FTA will also conduct audits of Drug and Alcohol Compliance programs.

FTA will conduct safety risk management and safety assurance to identify hazards, assess safety risk, develop safety risk mitigations, monitor safety performance, and monitor the effectiveness of safety risk mitigations, and will offer support for research and demonstration of innovative approaches to mitigate safety risk.

### 1.1.13 Reduce Highway-Rail Grade Crossing Incidents (FRA)

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	N/A	2,165	2,057	1,967	2,062	2,041	***
<b>Actual</b>	2,289*	1,957*	2,091*	2,170*	2,148**	N/A	N/A

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

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	N/A	1,015	964	1,007	1,127	1,233	***
<b>Actual</b>	1,044*	1,040*	1,026*	1,186*	1,298**	N/A	N/A

\* As reported in each respective Annual Performance Report.

\*\* Preliminary data as of December 4, 2023 (subject to revision for five years per the FRA Guide for Preparing Accident/Incident Reports dated July 1, 2011).

\*\*\* FY 2025 targets will be revised after FY 2024 actuals become available in December 2024.

## Lead: Federal Railroad Administration

Highway-rail grade crossing and trespass incidents account for the vast majority of rail-related deaths that occur each year. 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 2023 Accomplishments

FRA completed five State focus inspections in FY 2023 to assist States in identifying improvements required at the highest-risk grade crossings. FRA started State Focused Inspections in FY 2022 and has completed 10 inspections in 6 states over the two years – California, Florida, Georgia, Illinois, Texas, and Washington; with all but Georgia and Washington undergoing two separate inspections. These inspections are collaborative efforts involving State DOT's,

host railroads, and local public authorities. In addition to identifying defects, the inspections inform the States' project plans and enable them to prepare applications for FRA grant funding. Other outreach efforts completed in FY 2023 included townhalls and collaboration with law enforcement and local officials in Florida where Brightline extended operations from West Palm Beach to Orlando. FRA also initiated a review of the Broward County, Florida Quiet Zone (QZ). Local authorities submitted a plan to address the risks at the crossings in the QZ.

In 2022-2023, FRA also dedicated increased resources to improve operations and reduce blocked crossings in the Houston East Belt. The goals of this initiative were to 1) decrease the number of grade crossings blocked by standing trains, 2) eliminate occurrences of blocked "critical" crossings, 3) decrease the number of complaints, and 4) support innovative approaches and develop a scalable standard operating procedure for other blocked crossing hot spots around the country.



FY 2024 – 2025 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 continue to collaborate with FHWA on the update to the Manual on Uniform Traffic Control Devices (MUTCD), which provides information to States on how to best design and improve grade crossings. FRA will also expand State focused inspections and provide technical assistance to inform more States on how to prioritize projects to apply for funding available under BIL. The comprehensive system audits of individual railroads that FRA began in FY 2021 and the grant funding provided under BIL will enable the FRA and the industry to achieve the new targets. Finally, FRA is planning to evaluate grade crossing grant benefits to better understand how FRA funding of grade crossing improvements has resulted in increased safety at grade crossings. The information gained from this evaluation will enable FRA to provide enhanced technical assistance to applicants as it relates to the benefits of various improvements that can be made to crossings.

The BIL strengthened the CRISI program by clarifying the eligibility of trespass prevention projects. FRA will continue making selections under this program for FY 2024 and FY 2025 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 Railroad Crossing Elimination program. The robust funding provided through this program will assist in addressing complex grade separations and eliminations. The FY 2025 President's Budget requests \$250 million for these two grant programs, in addition to the \$1.6 billion provided for these programs in FY 2025 through BIL advance appropriations. Additionally, FRA is planning to complete the evaluation of its grant agreement with Operation Lifesaver (OLI) which will assess the extent to which FRA and OLI can better collaborate to reduce trespass incidents.

FRA is also planning to continue its efforts to identify and analyze “humped crossings” on the roadway and rail networks, which result when the elevation of the railroad track at a grade crossing is significantly higher than the elevation of the approaching roadway. This condition can cause motor vehicles with lower ground clearance—including large trucks, trailers, and school buses—to become stuck on the track. FRA is also seeking to establish a drone program to enhance its ability to gather information to improve grade crossing safety, while keeping FRA inspectors at a safe distance from high-traffic crossings.

1.1.15 Reduce Train Accidents (FRA)

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Target	N/A	1,921	1,566	1,507	1,624	1,751	***
Actual	2,027*	1,692*	1,652*	1,709*	1,843**	N/A	N/A

\* As reported in each respective Annual Performance Report.  
\*\* Preliminary data as of December 4, 2023 (subject to revision for five years per the FRA Guide for Preparing Accident/Incident Reports dated July 1, 2011).  
\*\* FY 2025 targets will be revised after FY 2024 actuals become available in December 2024.

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 2023 Accomplishments

In FY 2023, FRA conducted a system safety audit on the Port Terminal Railroad Authority, an audit of Amtrak<sup>2</sup> required by Section 22407 of the Bipartisan Infrastructure Law (BIL), an assessment of Norfolk Southern’s safety culture<sup>3</sup>, and FRA initiated a sequence of safety culture assessments on all Class I railroads that will

<sup>2</sup> FRA Audit Report, National Railroad Passenger Corporation (ATK), FRA Audit Number: 2022-ATK Special Audit 05-1 (Nov. 15, 2022) (available at: <https://railroads.dot.gov/sites/fra.dot.gov/files/2023-07/FRA%20Report%20to%20Congress%20on%20the%20Comprehensive%20Rail%20Safety%20Review%20of%20Amtrak.pdf>).  
<sup>3</sup> Norfolk Southern Safety Assessment, FRA (Aug. 2023) (available at: <https://railroads.dot.gov/elibrary/norfolk-southern-safety-assessment>).

continue into FY 2024. In response to Section 22410 of the BIL, FRA also continued to conduct audits of the training, qualification, and certification programs of railroad locomotive engineers and conductors. In December 2022, FRA published an [Information Guide on PTC](#) to address frequently asked questions and help railroad operators, stakeholders, and the public understand the role of PTC systems in preventing train-to-train collisions, over-speed derailments, incursions into established work zones, and movements of trains through switches left in the wrong position. FRA began conducting preliminary reviews to assess railroads' progress in implementing safety management systems required under 49 CFR Parts 270 (System Safety Programs) and Part 271 (Risk Reduction Programs). FRA identified shortline or regional railroads that have inadequate safety performance as defined in 49 CFR Part 271 to begin the process of assisting them to develop compliant Risk Reduction Programs. FRA conducted audits of passenger and commuter rail operations' compliance with hours-of-service regulations and, beginning in July 2023, FRA began review and approval of fatigue risk management program plans required under 49 CFR Parts 270 and 271. Finally, Secretary Buttigieg issued a call to action – referred to as the “5x5x5” plan or “three-part push” — to improve railroad accountability and safety following the Norfolk Southern Railway (NS) freight train derailment that occurred in East Palestine, Ohio on February 3, 2023. To support this call to action, in August 2023, FRA completed field work for the High-Hazard Flammable Train (HHFT) Route Assessment. Through its teams of federal and state-partner inspectors, FRA conducted approximately 7,500 inspections of railroad track, equipment, and other infrastructure in all 50 states.

### **FY 2024 – 2025 Plans for Progress**

In addition to FRA's audits of hours of service, fatigue risk management programs, and other railroad safety issues, FRA will accomplish the goal of reducing train accidents by implementing the [5x5x5 Plan as laid out by the Secretary](#).<sup>4</sup> The Secretary's 5x5x5 Plan identified five actions that each of the rail industry, Congress, and the Department could take to improve rail safety. Specifically, in that Plan, the Secretary committed the Department to (1)

advancing the train crew staffing rule; (2) initiating a focused safety inspection program of rail routes over which high-hazard flammable trains (HHFTs) and other trains carrying large volumes of hazardous materials travel; (3) initiating a focused inspection program of legacy non-DOT 117 tank cars; (4) deploying BIL resources to fund track modernization and improvement projects, projects to eliminate at-grade rail crossings and improve raise safety; and (5) pursue a rulemaking addressing electronically controlled pneumatic brakes on HHFTs. FRA published a Notice of Proposed Rulemaking for the train crew size rule in 2022 and is currently developing a final rule expected to be published in 2024. Additionally, FRA has initiated the focused inspections of legacy non-DOT 117 tank cars and is supporting the Rail Safety Advisory Committee in addressing a task related to ECP brakes.

The FY 2025 President's Budget also requests to nearly double the funding provided for the Confidential Close Call Reporting System (C3RS), which enables railroad employees to report close calls and unsafe events and conditions. Secretary Buttigieg called on the Class I railroads to join C3RS following the East Palestine derailment and all Class I railroads publicly agreed to join. The FY 2025 President's Budget also includes a \$3.5 million increase for FRA's Automated Track Inspection Program (ATIP), which collects data on track geometry and rail integrity across the network. FRA is planning to conduct an evaluation of the contractual utilization of ATIP vehicles so that FRA can understand the extent to which vehicle usage is optimized to ensure safety along the rail network.

Additionally, in FY 2024, the National Academies of Science is expected to complete a study of the operation and safety of trains longer than 7,500 feet. Once this study is completed, FRA will consider the study's results, along with all other available data, including the results of the Government Accountability's Office's 2019 review titled “Freight Trains are Getting Longer, and Additional Information Is Needed to Assess Their Impact.”<sup>5</sup> After such consideration, FRA will take appropriate action to implement any safety improvements related to train length the findings identify as justified.

<sup>4</sup> <https://www.transportation.gov/briefing-room/us-department-transportation-fact-sheet-steps-forward-freight-rail-industry-safety>.

<sup>5</sup> <https://www.gao.gov/products/gao-19-443>.



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

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	25	24	22	22	22	21	21
<b>Actual</b>	25	17	19	11	12	N/A	N/A

### 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)

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	62	61	61	61	58	55	38**
<b>Actual</b>	49	42	39*	26*	18*	N/A	N/A

\* Preliminary estimate. OHMS 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.

\*\* Due to 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, the FY 2025 target represents the reduced probability of traffic incidents.

#### 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 2023 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:

- Received OMB approval to add excavation damage reporting to the Hazardous Liquid, Gas Transmission and Gas Gathering annual report data, in addition to the Gas Distribution data we already collect. The new data collections will be included in the 2024 Annual Report data collection cycle. This will allow PHMSA to gather more data about excavation damage, which is consistently one of the leading causes of serious incidents.
- Received additional OMB approval for a voluntary information collection on Safety Management Systems for Gas Distribution operators. PHMSA completed this one time information collection and are currently using the resulting data to write a report to Congress assessing the current state of SMS implementation among Gas Distribution operators, as required by the PIPES Act of 2020.
- PHMSA awarded 15 new research projects through its Core research program totaling \$7.54 million and six new research projects through its Competitive Academic Agreement program totaling \$4.79 million.
- PHMSA made great strides in progressing and closing out many PIPES Act of 2020 mandates that are tied to helping advance pipeline safety, environmental protection, technology innovation,

effective and efficient government, and workforce development. Among some key mandates that were completed:

- Section 102 (b) directed PHMSA to increase the number of full-time equivalent (FTE) by 8 full-time employees with subject matter expertise in pipeline safety, pipeline facilities, and pipeline systems to finalize outstanding rulemakings and fulfill congressional mandates through 102(b)(1). The section also directed PHMSA to ensure that the number of FTE for pipeline inspection and enforcement personnel in Office of Pipeline Safety (OPS) does not fall below the following: 224 for FY21; 235 for FY22; and 247 for FY23 through 102 (b)(2). This mandate was partially completed. PHMSA has filled all 8 of the positions mandated through section 102(b) (1). PHMSA is in the process of filling the inspection and enforcement FTEs through 102(b)(2) and as of January 2024, approximately 213 of these positions have been filled.
- Section 111 required PHMSA to submit a report detailing the resources necessary to establish a Liquified Natural Gas Center of Excellence (COE), how the COE will carry out functions, and potential costs of the COE. The report detailing the resources necessary to establish a COE was submitted in December 2022. PHMSA has begun planning to stand up the COE, conducting several site visits with the General Services Administration for its location. Site visits have included both a federally owned building and non-federal academic institutions. Additionally, PHMSA has been reaching out to various stakeholders begin establishing partnering discussions.
- Section 113 directed PHMSA to issue regulations requiring operators of gas transmission, distribution, and gathering pipelines to conduct leak detection and repair programs. PHMSA published its proposed rulemaking for Gas Pipeline Leak Detection and Repair in the Federal Register on May 18, 2023. The proposed rule will update decades-old federal leak detection and repair standards that rely primarily on human senses in favor of new requirements that add an additional layer of safety by deploying commercially available, advanced technologies to find and fix leaks of methane and other flammable, toxic, and corrosive gases. These health and safety improvements will advance environmental justice in communities where gas pipeline infrastructure is disproportionately sited.

- PHMSA stood up a pipeline data analysis team (DAT). The DAT is charged with the responsibility to analyze the office of pipeline safety's data to help enhance pipeline safety. This includes more timely tracking of performance metrics, data collection, inspector training, policies, regulations, states' safety program evaluations and industry standards.

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. Historically, fires resulting from cargo tank rollovers of flammable liquids have been the primary driver of human consequences. PHMSA has also made progress addressing other emerging risks presented in the prior year APP. These actions include: collaborative research with VOLPE on nurse tank metal fatigue; research into Battery Logistics Integrated Safety System (BLISS), an innovative packaging for the safe transportation of damaged and defective lithium-ion batteries; and the promulgation of HM-264B, a rule to pause LNG transportation by rail pending a holistic evaluation.

### **FY 2024 – 2025 Plans for Progress**

In FY 2024 and 2025, PHMSA will continue to work to 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 to advance implementation of the LNG Center of Excellence. PHMSA also anticipates that through the DAT, OPS will explore ways to not only better analyze our data on system performance, inspections, and incidents, but use the data to be more predictive to assess the effectiveness of our program and determine where to focus our limited resources to better achieve our safety and environmental protection priorities, among others.

With respect to hazardous materials safety, PHMSA will continue addressing:

- Emerging battery safety issues with lithium and sodium-ion batteries;
- The safety of “nurse” tanks that transport anhydrous ammonia to America’s farmers;
- Safe methods for transporting energy products such as hydrogen and liquefied natural gas in HM-264B, the LNG transportation by rail holistic rulemaking.

### 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)

	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	Established baseline in March 2023 to determine campaign reach and web activity.  27,000 web page views	5% increase from March 2023 baseline  29,000 web page views	25% increase from FY 2023 baseline  34,000 web page views	50% increase from 2023 baseline  41,000 web page views
<b>Actual</b>	Launched campaign on September 14, 2022, which includes a mix of advertising through radio, websites, and social media.*	FMCSA launched the 2023 campaign in May concurrently with the Our Roads, Our Safety Week.  100,000 web page views	N/A	N/A

\* Baseline established 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 2023 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. FMCSA's *CMV Safety Belt Campaign*, part of *Our Roads, Our Safety*, aligns with the NRSS and aims to increase CMV driver seat belt usage. FMCSA continued the campaign in FY 2023. Efforts include 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](#). FMCSA also launched their *Safer Speeds* campaign during the *Our Roads, Our Safety* week in FY 2023. The Safer Speeds campaign ran for a 2-week period in May as well as July. During those periods the campaign garnered over 40.2M impressions and drive over 66K

clicks to our website. Additionally, radio spots ran over 700 times. FMCSA has increased outreach efforts around distracted drivers with a special focus on safer people during Distracted Driving Awareness month in April 2023. During Distracted Driving Month, FMCSA ran paid advertising on social media channels to highlight the importance of staying focused while driving. The campaign received over 3.5M impressions throughout April. FMCSA launched the Your Roads, Their Freedom Human Trafficking Campaign in 2023. The media portion of the campaign ran primarily from late May through early August 2023. The overall campaign delivered over 24.8 million impressions with digital display garnering the highest number of impressions and clicks followed by social media. The audio news release also performed very well delivering over 800 million impressions. Google search ads ran in both English and Spanish. Ads were geo-targeted across 17 states.

#### FY 2024 – 2025 Plans for Progress

FMCSA will continue to launch each of its outreach campaigns during FY 2024 and FY 2025. The FY 2024 "Protect Your Move" winter campaign runs November 1, 2023 - January 17, 2024. The Spring campaign begins in March 2024. Both campaign ad flights will include keyword search, social media (YouTube, Facebook, and Instagram), display and video advertising. The ads will run nationwide. In 2024, the Work Zone campaign will be updated with new graphics and materials and focus on other high work zone crash areas outside of the top 10. The 2024 work zone safety campaign will launch during National Work Zone Awareness Week.

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.

**1.1.19 Increase the Percentage of Person Trips by Transit and Active Transportation Modes from Roughly 4% in 2020 to 6% (FTA)<sup>KPI</sup>**

	FY 2022	FY 2023	FY 2024	FY 2025
Target	N/A	N/A	6.7%	7.1%
Actual	N/A*	6.2%	N/A	N/A

**Note 1:** This performance goal has been revised starting in FY 2023. Due to more frequent data collection, DOT changed the data source from the National Household Transportation Survey (NHTS) that is published every two years to the American Community Survey (ACS), which is published annually. However, the ACS data collection is limited to commuting trips to work, while the NHTS includes all trip purposes. Due to the change in data source, the baseline year of the performance goal changed from FY 2021 to FY 2023. Finally, the Federal Transit Administration replaced the Federal Highway Administration as the lead mode.

**Note 2:** American Community Survey (ACS) data are collected on a calendar-year basis. Data are published in December of the following year. ACS 2021 data were published in December, 2022 (FY 2023 Q1).

\* ACS 2020 data are not available from the U.S. Census Bureau because the pandemic disrupted data collection for that year.

**Lead: Federal Transit Administration**

Encouraging greater use of transit and active transportation modes supports a number of DOT's strategic objectives, including reducing greenhouse gas emissions from the transportation sector and improving equity for those who cannot operate an automobile to meet mobility needs. Increased use of transit and active transportation modes is also positively correlated with the public health benefits of increased exercise and reducing automobile crashes. Increased mode share for transit is primarily driven by increasing the frequency, service hours, and service coverage of transit services. FTA primarily funds transit expansion projects through the Capital Investment Grants (CIG) Program, although expansion projects are also eligible activities under many of its formula grant programs. 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. Mode shift to transit and active transportation modes is also driven by external factors such as increases in gasoline prices, increases in parking prices, state of good repair on transit systems, and perceptions of crime on transit systems. This measure currently only measures usual mode of transportation to work, as that is currently the best-available data source. DOT hopes to develop a data source to track mode share among trips for all purposes in the coming years.

**FY 2023 Accomplishments**

During FY 2023, 12 Capital Investment Grant (CIG) projects opened for service, and a further five were awarded a Grant Agreement by FTA. FTA also announced the largest grant in the history of the CIG program, investing more than \$3 billion in an extension of the New York City subway system that will improve mobility for over 200,000 people.

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.

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. In February 2023, \$185 million in funds was announced for the first round of 45 projects. A NOFO for the second round of grants was issued in July 2023, with applications due in September of that year.

**FY 2024 – 2025 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. Building on cleaner transportation investments, FTA’s continuing capital and operating support helps enhance transit

systems reliability and viability as the mode of choice. 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 (FSP) and CRISI, will support projects to improve existing services or introduce new services, which will result in ridership growth. The majority of Northeast Corridor (NEC) rail riders are daily commuters so FSP funding awarded to NEC projects will go towards bringing the corridor to a state-of-good-repair and improving the experience for riders getting to and from work. Funds from BIL will also be used to make rail transportation more accessible to riders with disabilities and will bring rail services to new markets across the Nation. Finally, 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.

**1.1.20 Increase Transit Ridership in the Top Transit Cities Back to 100% of 2019 Levels (FTA)<sup>KPI</sup>**

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Target	N/A	55%	65%	68%	72%
Actual	43%	56%	65%	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 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 2023 Accomplishments**

FTA continued to support transit agencies by obligating Covid-19 relief funding. By FY 2023 Q4, FTA obligated 99.9% of CARES Act, 99.8% of CRRSAA, and 99.5% of ARP funds. Additionally, FTA has allocated \$102.3 million in emergency relief funds to help transit systems recover from recent natural disasters and \$10 million in Tribal Transit competitive funds for 22 projects that will improve

tribal transit service. Finally, over the course of FY 2023, 12 Capital Investment Grant (CIG) projects have opened for service, and a further five were awarded a Grant Agreement. FTA funding and technical assistance will be critical to aiding transit agencies in their return to pre-pandemic service levels.

**FY 2024 – 2025 Plans for Progress**

The BIL authorizes up to \$108 billion to support Federal public transportation programs which is a significant funding increase for FTA's grant programs to support transit systems. In FY 2024 and 2025, 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.

**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)<sup>BIL</sup>**

	FY 2022	FY 2023	FY 2024	FY 2025
Target	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  10 or more communities receive awards for projects.	An Additional 200 communities receive awards to develop comprehensive safety action plans and  10 or more communities receive awards for projects.
Actual	Published NOFO for FY 2022.	511 grant awards total. 474 Action Plan Grants.  37 Implementation Grants.  Published NOFO for FY 2023.	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 funds grant recipients 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 most awards are for communities to develop comprehensive safety actions plans, as these plans are a prerequisite to receiving awards to implement actual roadway projects.

FY 2023 Accomplishments

In year one, DOT announced 511 grant selections totaling more than \$800 million funding and in year two, the NOFO was published in March 2023. FHWA participated in the evaluation of approximately 700 SS4A applications. FHWA developed SS4A Grant Management Processes and Procedures for non-traditional recipients. Established the National SS4A Clearinghouse to support SS4A grant recipients.

On October. 27, 2023, the USDOT announced 235 fiscal year (FY) 2023 Safe Streets and Roads for All (SS4A) grant awards totaling \$82.7 6,651,600 million to local communities. This was the first of two FY23 announcements for the SS4A competitive grant program and includes only Planning and Demonstration Grants. These planning and demonstration projects help the nation’s cities, counties, metropolitan planning organizations, and Tribal governments better understand the safety challenges in their communities, and then begin to identify solutions to make our streets, roads, and highways safer for all road users. Learn about the selected FY23 project at [2023 SS4A Awards | US Department of Transportations](#).

FY 2024 – 2025 Plans for Progress

In FY 2024, FHWA anticipates that an additional 200 communities will receive awards to develop comprehensive safety action plans and 10 more 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.*

FY 2023 Performance Summary

The **Safe Workers objective** is supported by six performance goals.

Performance Goal

1.2.1	Reduce Highway Workers Fatalities
1.2.2	Reduce the Transportation Worker Fatality and Serious Injury Rate by 2026
1.2.3	Reduce Transit Worker Fatalities and Injuries From Collision and Derailment Events per 100 Million Train/Bus Revenue Miles
1.2.4	Reduce the Railroad Employee On-Duty Injury and Illness Rate by 5% Less than the Prior Year Amount
1.2.5	Increase the Volume of PackSafe Messaging to the Traveling Public and SafeCargo Messaging to Shippers.
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



Key Successes and Opportunities

Safety in all aspects of transportation is DOT’s highest priority. The performance goals under this objective seek to reduce the number of workers injured and killed across all modes of the transportation industry. DOT’s safety mission ranges from investments of resources and opportunities related to Safe Workers including communications with the public and stakeholders, regulations and enforcement, emerging and automated technologies and effective interventions that mitigate the effects of human error on safety.

Specifically, work zone safety strategies such as automated speed enforcement, safety contingency funds, smarter work zones, connected work zones, and performance measures. DOT established a Crash Causal Factor Program Federal Steering Committee, this fiscal year, focused on enforcement efforts on roadway work zones. DOT continues to evaluate transit safety risk for potential mitigation, including safety concerns identified

through National Transportation Safety Board recommendations. FRA has been auditing the certification and qualification programs of railroads. Additionally, the new requirement for railroads to have Fatigue Risk Management Programs (FRMP) aims to ensure all railroads place fatigue mitigation as a priority for protecting railroad workers.

All U.S.-flag vessel commercial operators who employ cadets on their vessels are required to adopt and follow the Every Mariner Builds a Respectful Culture (EMBARC) Sexual Assault and Sexual Harassment Prevention Mandatory Standards (EMBARC Standards). The Maritime Administration met its goal this year for inspections to ensure compliance with the EMBARC standards.

DOT increased the safety of aviation and first-responder workers by promoting information to passengers and air shippers on how to safely transport dangerous goods (e.g., lithium batteries) on an aircraft.

1.2.1 Reduce Highway Workers Fatalities (FHWA)<sup>KPI</sup>

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Target	N/A	128	111	105	100
Actual	135	117	108*	N/A	N/A

\* CY2021 data

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 State and local 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 2023 Accomplishments

FHWA delivered several workshops and webinars with private and public stakeholders on potential work zone safety strategies such

as the use of automated speed enforcement, safety contingency funds, smarter work zones, connected work zones, and the use of performance measures. FHWA published several new publications to improve work zone safety related to CMV safety in work zones and data-driven work zone process reviews. FHWA also published a national summary report that documents the results of an effort to develop a list of needs, objectives, and activities for enhancing safety in and around work zones. FHWA led activities in support of the annual National Work Zone Safety Awareness Week and published a related fact sheet. FHWA awarded the work zone safety information clearinghouse grant to assist in the dissemination of work zone-related research, publications, data, and training materials. In September, FHWA published the NPRM on 23 CFR 630 Subparts J & K to propose new language and provisions in the work zone-related regulations to promote work zone and highway worker safety. FHWA started several new projects to improve work zone safety and continued efforts related to the work zone data exchange (WZDx) and the successful completion of micro-grants to state/local agencies to make harmonized work zone data available for third-party use to make travel on public roads safer.

FY 2024 – 2025 Plans for Progress

In addition to holding the 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 notice of proposed rulemaking (NPRM) which was published in the Federal Register in September 2023. The NPRM emphasizes the use of data and performance measures, especially around safety and mobility performance. The comments that were received in November are being reviewed and considered for the final rule. 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. To accelerate its adoption, the Work Zone Data Exchange successfully provided microgrants to State and local agencies to make harmonized work zone data available for third-party use. FHWA and the Intelligent Transportation Systems Joint Program Office are still actively involved in this initiative.

1.2.2 Reduce the Transportation Worker Fatality and Serious Injury Rate by 2026 (FMCSA)<sup>KPI</sup>

	FY 2022	FY 2023	FY 2024	FY 2025
Target	Initiate development of LTCCFS study plan and create high-level study requirements and research questions.	Complete development of study plan.	Begin data collection phase.	Complete ICR for Study Data Collection
Actual	Completed the Concept of Analysis of Alternatives; began Probabilistic Risk Assessments process; completed the Solution Analysis of Alternatives; and initiated LTCCFS plan.	Completed the concept planning phase  Statistically valid study plan developed	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 surveys will be conducted in FY 2024, a pilot study will begin in FY2026 and full data collection will begin in FY 2026. Phase 2 of the LTCCFS includes kicking off the Medium-duty truck Crash Causal Factors Study in 2026. The scope of the study 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 2023 Accomplishments**

In FY 2023, FMCSA formed a Crash Causal Factor Program (CCFP) Federal Steering Committee. The CCFP will be reviewing the risk registry to ensure potential risks, and mitigation strategies are up to date. FMCSA, also continued its work to develop a statistically valid study plan. The Solution Analysis of Alternatives was submitted and approved by the FMCSA Administrator. Work on the data needs analysis began, which identifies crash data that is uniformly collected by existing resources. A master schedule including key milestones and deliverables was created. An award for a study pilot has been executed

**FY 2024 – 2025 Plans for Progress**

In FY 2024 and FY 2025, FMCSA will continue work on Phase 1 of the Crash Causal Factors Program (CCFP), the Large Truck Crash Causal Factors Study (LTCCFS). The data collection phase of the LTCCFS begins with the approval of several Information Collection Requests (ICR), developing data collection agreements and training personnel who will be collecting the data. In FY 2025 the Crash Data Division will establish data collection agreements with participating states, conduct training, and establish information technology requirements for the LTCCFS which will be scalable to other crash causal factor data collections. The data collection period for this study is scheduled to begin in December 2026 and continue through December 2028. The data analysis and reporting period is expected to begin in March 2027 and be completed by September 2027.

In addition, in FY 2025, the Crash Data Division will initiate planning for Phase 2 of the CCFP the Medium-Duty Truck Crash Causal Factor Study (MDTCCFS). The MDTCCFS is focused on fatal crashes involving Class 3-6 (10,001 – 26,000-pound large trucks) that have a USDOT number and are under FMCSA's jurisdiction. The MDTCCFS will build on lessons learned during the LTCCFS and utilize much of the LTCCFS structure as possible. However, this new study will require a different notification process, data collection procedures, training, increased involvement of local jurisdictions as sampling units, and other considerations.

**1.2.3 Reduce Transit Worker Fatalities and Injuries from Collision and Derailment Events  
per 100 Million Train/Bus Revenue Miles (FTA)<sup>KPI</sup>**

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Target	N/A	37.3	36.5	36	35
Actual	40.9	43.4	42.7	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 2023, there were 42.7 transit worker fatalities and injuries from collision and derailment events per 100 million train/bus revenue miles and 1,184 total transit worker fatalities and injuries from collisions and derailments. The

FY 2024 target is based on a one percent reduction from a FY 2021–23 baseline, and the FY 2025 target is based on a further one percent reduction.

**FY 2023 Accomplishments**

FTA continued to provide safety guidance and regulatory oversight to transit agencies. In FY 2023 FTA, published a Notice of Proposed Rulemaking (NPRM) for the Public Transportation Agency Safety Plans (PTASP) regulation at 49 CFR part 673.

Over the course of FY 2023, FTA published 31 Special Directives defining required actions by State Safety Oversight Agencies

(SSOAs) to develop and implement a risk-based inspection program in accordance with the Bipartisan Infrastructure Law. FTA also published Safety Advisory 23-1: Bus-to-Person Collisions on September 19, 2023 that recommended bus service providers consider mitigation strategies to reduce bus collisions with pedestrians, bicyclists, and people using other micromobility devices.

FTA finalized changes to the National Transit Database (NTD) form to support the collection of bus collision and assault on transit worker data from all operators, including those with fewer than 30 vehicles, to support Bipartisan Infrastructure Law requirements.

FTA delivered 173 transit safety-related courses, resulting in 13,387 course completions and 10,722 individuals trained.

FTA carried out its safety risk management process to identify hazards, assess safety risk, develop mitigations, and monitor safety performance relating to the following topics: Bus-to-Person Collisions; Prevention of Assaults on Transit Customers; Prevention of Assaults on Transit Workers; End-of-Railcar Door Messaging; Rail-to-Privately Owned Vehicle Collisions at Rail Grade Crossings; Rail-to-Person Collisions; and Transit Worker Fatigue. In addition, FTA developed a risk-based safety performance and oversight data monitoring framework that utilizes existing safety performance and oversight data to identify potential safety concerns. The framework will be used to support the prioritization of targeted oversight and technical assistance to State Safety Oversight Agencies and Rail Transit Agencies.

### **FY 2024 – 2025 Plans for Progress**

To meet Bipartisan Infrastructure Law requirements, in FY 2024 and 2025 FTA will continue to advance rulemaking efforts to revise existing regulations, including: 49 CFR part 672 (Public Transportation Safety Certification Training Program); 49 CFR part 673 (PTASP); and 49 CFR part 674 (State Safety Oversight Programs).

FTA will also advance new rulemakings. These include minimum baseline standards and risk-based redundant protections for roadway workers, updated transit worker and public safety rulemakings to address the requirements of Section 3022 of the

Fixing America's Surface Transportation Act, and an hours of service and fatigue risk management rule.

FTA will continue to collect data and improve reporting on safety issues to inform oversight. FTA will issue a General Directive on Required Actions Regarding Assaults on Transit Workers that would require transit agencies to document and report safety risk assessment information, safety risk mitigation information and safety assurance data related to the effectiveness of safety risk mitigations. FTA will offer continued data reporting technical assistance and training to facilitate the collection of new collision and assault-related data in the NTD. Additionally, FTA will enhance its risk-based safety performance and oversight data monitoring framework to introduce additional data sources and refine performance measures and peer groups to help support the prioritization of targeted oversight and technical assistance to State Safety Oversight Agencies and Rail Transit Agencies.

FTA will offer technical assistance to support transit agencies in implementing their Agency Safety Plans using a Safety Management Systems approach, including the restart of the PTASP Technical Assistance Center's Safety Management Systems (SMS) Workshop series to focus on key SMS topics including a deeper dive into safety performance measurement, safety risk assessment and safety risk mitigation.

Alongside technical assistance, FTA will offer training courses for safety professionals in oversight roles under the [Public Transportation Safety Certification Training Program](#).

FTA will continue its oversight and audits of the [State Safety Oversight Agencies](#) that oversee rail transit safety, with a focus on Bipartisan Infrastructure Law requirements for the implementation of risk-based inspection programs. FTA will also conduct audits of Drug and Alcohol Compliance programs.

FTA will conduct safety risk management and safety assurance to identify hazards, assess safety risk, develop safety risk mitigations, monitor safety performance, and monitor the effectiveness of safety risk mitigations, and will offer support for research and demonstration of innovative approaches to mitigate safety risk.

## 1.2.4 Reduce the Railroad Employee On-Duty Injury and Illness Rate by 5% Less than the Prior Year Amount (FRA)<sup>KPI</sup>

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Target	N/A	1.70	1.67	1.67	***
Actual	1.79*	1.76*	1.76**	N/A	N/A

\* As reported in each respective Annual Performance Report.

\*\* Preliminary data as of December 4, 2023 (subject to revision for five years per the FRA Guide for Preparing Accident/Incident Reports dated July 1, 2011).

\*\*\* FY 2025 targets will be revised after FY 2024 actuals become available in December 2024.

### 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 2023 Accomplishments

In FY2023, FRA reviewed the on-track safety programs for three Class I railroads and followed up on another Class I railroad's previous review to ensure corrective actions were properly taken, such as establishing new procedures and revising others to be more effective. FRA continually attends railroads' Railroad Worker Protection (RWP) Training to address potential training issues and ensure compliance with [Part 243 Training, Qualification, and Oversight for Safety-Related Railroad Employees](#) regulations. The Railroad Safety Advisory Committee (RSAC) accepted a task to consider improvements to existing RWP regulations and also accepted tasks related to expanding Confidential Close Call Reporting System (C3RS), improving FRA's Critical Incident Stress Plan regulation, reviewing 49 CFR Part 220 regarding railroad communications to determine if specific regulation or guidance is needed, and identifying best practices to maximize alertness and reduce fatigue. FRA also published various guidance and Safety Advisories covering topics such as Positive Train Control (PTC),

portable derails, pre-departure inspections, unintended brake releases, wayside detectors, and train makeup.

### FY 2024 – 2025 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. FRA will continue to conduct comprehensive, system-wide audits of railroads—which includes an assessment of each railroad's safety culture—and continue to oversee railroads' implementation of their Risk Reduction and System Safety Programs. Additionally, FRA will review Fatigue Risk Management Program Plans submitted in July 2023 and ensure that the programs meet the intent of the regulation. FRA will also ensure that railroads implement their plans within 3 years of approval. The plans required by FRA rulemakings 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. 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. At the same time, FRA will continue its comprehensive safety oversight and enforcement program. Finally, the FY 2025 President's Budget includes \$5 million to maintain a Railroad Workforce Development Program within the CRISI grant program to provide grants to eligible CRISI recipients, including non-profit groups representing railroad employees, to develop and execute their own internal or third-party workforce training and apprenticeship programs.



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

	FY 2022	FY 2023	FY 2024
<b>Target</b>	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.
<b>Actual</b>	Increased safety messaging by 31.16% above FY 2021 levels	Increased messaging 12.22% above FY22 and 47.18% above FY21 levels.	N/A

\* Removed 1.2.5 as complete after FY 2023

#### 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 passengers and air shippers on their responsibilities for proper identification and preparation of dangerous goods (also known as hazardous materials) for air transportation. Proper identification and preparation of dangerous goods for air transportation protects transportation workers across the supply chain by mitigating the severity of incidents and communicating information to first responders and transportation workers when incidents occur.

In FY 2021, FAA PackSafe 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. In FY 2022, safety messaging exceeded the five percent target with a total increase of 31.16% above FY 2021 levels.

#### FY 2023 Accomplishments

In FY 2023, 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 is once again anticipated to significantly exceed the five percent target. By the end of FY 2023 Q3, FAA has leveraged social media messages on Facebook, Instagram, Twitter, LinkedIn platforms, and FAA podcasts with more than 200 social media posts. The FAA published ten new website products on its [Dangerous Goods website](#), doubling its goal. To date, representatives from the FAA also engaged directly with stakeholders in 50 events, including high-influence stakeholder conferences and tradeshow, virtual and in-person presentations, and workshops with certificate holders. The FAA is on track to exceed the 52 virtual or in-person events from FY 2021. By continuing engagement at this level, the FAA is raising awareness of dangerous goods safety risks to help protect the Nation's aviation system, transportation workers and first responders.



### 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)

	FY 2022	FY 2023	FY 2024	FY 2025
Target	5%	5%	5%	5%
Actual	5%	12%	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 assault, sexual harassment, and other forms of misconduct. The EMBARC Standards apply to vessels to which the international Convention for Safety of Life at Sea 1974 applies. 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 privately owned, oceangoing, self-propelled vessels of 1,000 gross tons and above that carry cargo from port to port.<sup>6</sup>

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 2023 Accomplishments

In late FY 2022, MARAD established a newly formed six-person office, the Office of Cadet Training At-Sea Safety (OCTAS), responsible for coordinating the agency's implementation of the EMBARC program and ensure enrolled vessel operators' adherence to EMBARC standards. A Director and three staff members were hired and attended ISO and ISM training to align their auditing techniques and methodology. In late FY 2023, the Director completed all hiring actions to fully staff the office, bringing on a lead analyst, and the two remaining staff members.

A requirement of the EMBARC Standards program is to meet with DOT, USMMA, and other invited government and industry participants quarterly, to assess compliance with SASH policies and implement any necessary adjustments and/or corrections. MARAD hosted four quarterly meetings in FY 2023; October 2022, January, May, and August of 2023. As a result of these meetings, training

<sup>6</sup> Historical Fleet Lists Since July 1990 | MARAD (dot.gov)

challenges are being addressed by the Administration through a cooperative agreement between the Administration and the Ship Operations Cooperative Program (SOCP) which will update SASH training material initially published in 2017, available for free to all industry stakeholders. Additionally, industry identified the need for the USCG to better communicate their role in response and accountability. As a result, the USCG has launched a SASH Prevention, Response, Accountability campaign, working closely with MARAD to execute. On average, more than 50 attendees were present in person and 100 online at each event.

The fully staffed MARAD office conducted 22 EMBARC operator vessel assessments in FY 2023. MARAD has enrolled 19 U.S.-flag vessel operators, to include all that are statutorily required to carry USMMA cadets and comply with the EMBARC standards per 46 U.S. Code §51307. The OCTAS continue to engage stakeholders to encourage enrollment through in-person visits, phone calls, and video conferencing to provide technical assistance from implementation to compliance with the EMBARC Standards.

#### **FY 2024 – 2025 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. Furthermore, 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. The OCTAS will provide ongoing technical assistance to industry and vessel operators to implement the EMBARC Standards Program to improve industry wide SASH prevention and response. MARAD will host EMBARC quarterly meetings with all vessel operators and other industry stakeholders, assess program effectiveness and will amend the EMBARC Standards as practicable to include updates that take into consideration widely agreed upon feedback from commercial operators and industry stakeholders. Outreach efforts will continue by the OCTAS to engage additional operators to submit EMBARC enrollment packages to increase the number of commercial vessels available to carry USMMA cadets for Sea Year training and exhaust all available training opportunities.

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## **Strategic Objective 1.3: Safe Design**

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

#### **FY 2023 Performance Summary**

The **Safe Design objective** is supported by five performance goals. DOT continues to pursue improving safety through the incorporation of safety into the design of transportation infrastructure.

The Department designated this strategic objective as an "Area Demonstrating Noteworthy Progress." This designation is derived from the Office of Management and Budget's guidance that requires that, every year, each agency designates at least one of its strategic objectives for this category. The designation is reserved for strategic objectives that meet at least one of the official criteria for recognition of noteworthy performance, including that "[n]ew innovations in strategy, program design, risk mitigation, or operations have led to notable improvements in outcomes, risk reductions, and/or cost reductions and promise greater impact in the future." The Safe Design strategies span roadway design, vehicle safety improvements, and technological innovations that rely on data-driven programs and an understanding of contributing factors to reach the right solutions to the complex problems in our transportation system.

## Performance Goal

<b>1.3.1</b>	Increase the Highway Safety Improvement Program Obligation Rate
<b>1.3.2</b>	Increase the Number of Compliance Reviews by 50% by 2027
<b>1.3.3</b>	Increase the Number of New Entrant Safety Audits by 25% by 2027
<b>1.3.4</b>	Fund Improvements to at Least 250 Highway-Rail Grade Crossings Each Year, Including Grade Separating at Least 10 of the Highest Risk Crossings
<b>1.3.5</b>	Maintain the Percentage of 5-Star Safety Ratings by Model Year through New Car Assessment Program Vehicle Safety Testing at 85%

### Key Successes and Opportunities

Consistent with the Safe Systems Approach (SSA), the first strategy is “adopt roadway designs and countermeasures that anticipate human error. During FY 2023 FHWA promoted the SSA by delivering technical assistance, documenting noteworthy practices, and developing numerous resources to enable stakeholders to integrate the SSA into projects and practices, including updated Highway Safety Improvement Program guidance and associated Vulnerable Road User Safety Assessment and Special Rule; providing technical assistance to address the most common types of crashes that result in fatalities; promoting Proven Safety Countermeasures; providing technical assistance for State and local transportation agencies that are implementing a Complete Streets Design Model; implementation of the Safe Streets and Roads for All grant program; innovations under the Every Day Counts initiative to enhance visibility along corridors, intersections, and pedestrian crossings; resources to encourage safer speeds vehicle; and addressing disparities in crash fatalities for underserved communities.

FMCSA ensures safety in motor carrier operations through strong enforcement of safety regulations; targeting high-risk carriers and commercial motor vehicle drivers; improving safety information systems and commercial motor vehicle technologies; strengthening commercial motor vehicle equipment and operating standards; and increasing safety awareness. FMCSA works with Federal, State, and local enforcement agencies, the motor carrier industry, labor and safety interest groups, and others.

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’s safety audits for New Entrant carriers ensures proper safety management controls are in place. 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 and 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.

FRA has selected projects that will improve 559 grade crossings and fund separation activities for 16 high-risk grade crossings under the FY 2022 Railroad Crossing Elimination and the Consolidated Rail Infrastructure and Safety Improvement grant programs. Future selections under these two programs will continue to provide funding for grade crossing improvement.

NHTSA’s 5-Star Safety Ratings program, known as 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. In 2024, NHTSA expects to publish 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: (a) Adding crashworthiness pedestrian protection to NCAP, and (b) Crash avoidance pedestrian automatic emergency braking (PAEB) and crashworthiness pedestrian testing programs address safety by either avoiding collisions with pedestrians or mitigating injuries to pedestrians if the PAEB system cannot completely avoid the impact.

### 1.3.1 Increase the Highway Safety Improvement Program Obligation Rate (FHWA)

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	N/A	91.4%	94.3%	96.6%	98.1%
<b>Actual</b>	89.3%	91.5%	97.5%	N/A	N/A

#### Lead: Federal Highway Administration

The HSIP is a 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 highway safety improvement and specified safety projects.

Funds from the HSIP are used to design and implement transportation safety projects and strategies to improve safety outcomes. Under the HSIP, obligations are recorded against HSIP apportionments. From the Federal perspective, the obligation to apportionment ratio (or obligation rate) represents the degree to which a State is using HSIP funds.

#### FY 2023 Accomplishments

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.

All States that triggered the HSIP High Risk Rural Roads Special Rule and Vulnerable Road User Safety Special Rule in FY 2023 obligated 100% of their required Special Rule funding amounts.

#### FY 2024 – 2025 Plans for Progress

In FY 2024 and 2025, FHWA will continue to implement the HSIP safety provisions; advance the Safe System Approach (SSA); and support transportation agencies as they plan, design, and operate streets and networks that prioritize safety, comfort, and connectivity. FHWA supports data-driven programs to improve roadway safety, which are based on an understanding of contributing factors to fatal and serious injury crashes, such as speeding, and where crashes are more likely to occur such as in rural areas and on arterial roads. 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; advance equity by addressing safety disparities; provide resources and tools to stakeholders; develop additional resources to help State and local agencies improve vulnerable road user safety; conduct walking and biking research, and; address the most common types of crashes that result in fatalities as well as addresses who is most at risk, such as bicyclists, pedestrians, motorcyclists, and underserved populations.

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.

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

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	N/A	N/A	13,100 <i>(10% increase from FY 2021)</i>	14,300 <i>(20% increase from FY 2021)</i>	15,500 <i>(30% increase from FY 2021)</i>	19,000 <i>(40% increase from FY 2021)</i>
<b>Actual</b>	N/A	11,896	12,559	12,356	N/A	N/A

#### 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 2023 Accomplishments

FMCSA and its State partners conducted 12,562 Compliance Reviews in FY 2023. These compliance reviews resulted in issuing 3,223 acute violations, which are the most serious violations. In FY 2023, the top three acute violations in the Code of Regulations in the Federal Register, included:

- allowing a driver to operate with suspended or revoked CDL, see 383.37(a);
- Failing to implement an alcohol and/or drug testing program see 382.115(a); and
- Failing to randomly test for drug and/or alcohol see 382.305.

#### FY 2024 – 2025 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.

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

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	N/A	46,500 <i>(5% increase from FY 2021)</i>	48,700 <i>(10% increase from FY 2021)</i>	50,900 <i>(15% increase from FY 2021)</i>	53,000 <i>(20% increase from FY 2021)</i>
<b>Actual</b>	44,285	62,162	60,098	N/A	N/A

#### 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 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. 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.



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 2023 Accomplishments

FMCSA exceeded our goal of conducting at least 48,700 audits in 2023 and conducted 60,130 New Entrant Safety Audits in FY 2023. This is an increase of 3.4% from FY 2022 (62,162).

### FY 2024 – 2025 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 50,900 in FY 2024 and 53,000 in FY 2025. 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.

### 1.3.4 Reduce the Race Fatality Ratio by Population (FHWA)

		FY 2022	FY 2023	FY 2024	FY 2025
Crossings	Target	250	250	250	250
	Actual	398*	559	N/A	N/A
Grade Separations	Target	10	10	10	10
	Actual	48*	16	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. FRA defines highest-risk crossings as those with 3 or more incidents in the past 5 years. 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 2023 Accomplishments

FRA exceeded FY 2023 targets for both grade crossing improvements and grade separations through announcement of FY 2022 funding selections under the Railroad Crossing Elimination (RCE) program in June 2023 and the Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant program in September 2023. The FY 2022 selections fund improvements to a total of 559 grade crossings. RCE project selections additionally fund 16 grade crossing separations (10 planning and 6 construction). Through the competitive grant-making process,

FRA has established criteria to prioritize the projects that will yield the greatest safety and operational benefits. Grant selections for FY 2022 funds included the closure or separation of the highest risk crossings such as crossing number 522646H in Gary, Indiana, which had 11 incidents in the last 5 years. These grade crossing closures and 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. 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. The inaugural Railroad Crossing Elimination competition funded 63 projects in 32 states.

### FY 2024 – 2025 Plans for Progress

The \$600 million provided in BIL advance appropriations annually from FY 2022 – FY 2026 for the 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. Under the program, FRA will continue to encourage 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 and FY 2023 application processes. Additionally, the FY 2025 President’s Budget proposes to modify 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, including launching a new public awareness campaign.

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)

	MY 2021	MY 2022	MY 2023	MY 2024	MY 2025
Target	N/A*	85%	85%	85%	85%
Actual	87%	85%	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. NCAP disseminates vehicle safety information to the American public via [www.nhtsa.gov](http://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 2023 Accomplishments

On May 26, 2023, NHTSA published a Request for Comment notice announcing the agency’s intention to include a new crashworthiness pedestrian testing program in NCAP.

NHTSA has achieved its annual target by providing 85% of the vehicles sold in the U.S. with NCAP safety ratings information to the American public.

FY 2024 – 2025 Plans for Progress

In FY 2024 and 2025, 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 2024, NHTSA’s plans to finalize its decision to add four new crash avoidance systems with specified performance requirements and test procedures as well as the roadmap for updating NCAP in phases over the next several years. In early FY 2025, NHTSA also plans to finalize its proposal to include a new crashworthiness pedestrian protection testing program in NCAP after reviewing and addressing public comments. Furthermore, NHTSA plans to complete the consumer research efforts in FY 2025. FY 2025, 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
- Revamping the existing rating system to include not only crashworthiness but also crash avoidance vehicle safety information as well as information on pedestrian safety.

# 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.

## FY 2023 Performance Summary

The **Safe Systems objective** is supported by seven performance goals.

Performance Goal	
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
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
1.4.3	Maintain the Weighted Surface Safety Risk Index at or Below 0.38 per Million Operations for Commercial Aviation
1.4.4	Maintain the Weighted Surface Safety Risk Index at or Below 1.39 per Million Operations for Non-Commercial Aviation
1.4.5	Reduce the Fatal and Serious Injury Accident Rate in Alaska with Emphasis on Part 135 Air Carrier Incidents
1.4.6	Increase the Number of Inspections by 10% by 2024
1.4.7	Increase Percentage of High-Risk Carrier Investigations Completed within 90 Days
1.4.8	Achieve the Predicted Completion Rate (within 5 points) for Certain Classes of Vehicle Recalls

## Key Successes and Opportunities

The FAA met its FY 2023 targets for Commercial Safety Risk and Non-Commercial Safety Risk. As of September 30, 2023, the FAA attained 0.1 fatalities per 100 million people on board commercial aircraft and 0.76 fatal accidents per 100,000 flight hours in general aviation. FAA will continue to reduce the fatal and serious injury accident rate in Alaska by following the FAASI FY 2023 roadmap and using stakeholder feedback to prioritize actions. In FY 2023, FAA completed work on 3 of the 11 FAASI recommendations and made action plans for the remaining recommendations.

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.

NHTSA’s mission is to reduce defective vehicles on the road. The new performance measure focused on Vehicle Recalls will allow DOT to better identify recalls that are falling short of performance expectations, particularly those posing the most significant safety risks to the public are captured in the review process.

**1.4.1 By September 30, 2024, the Federal Aviation Administration's Range of Programs Will Contribute to the Commercial Air Carrier Fatality Rate Remaining Below the Target of 4.7 Fatalities per 100 Million Persons on Board (FAA)<sup>APG, KPI</sup>**

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	5.9	5.7	5.4	5.2	4.9	4.7	4.4
<b>Actual</b>	0.5	0.6	0.0	1.4	0.1	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 2023 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 2024 – 2025 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.

**1.4.2 By September 30, 2024, the Federal Aviation Administration's Range of Programs Will Contribute to Reducing General Aviation Fatal Accidents to No More Than 0.93 Fatal Accidents per 100,000 Flight Hours (FAA)<sup>APG, KPI</sup>**

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	0.98	0.97	0.96	0.95	0.94	0.93	0.92
<b>Actual</b>	0.95	0.91	0.74	0.75	0.70	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 2023 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 2023, the FAA Safety Team conducted 2,004 seminars with 56,335 attendees and 704 webinars with 82,402 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 2024 – 2025 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.

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

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Target	0.35	0.35	0.35	0.38	0.38	**N/A
Actual	0.07	0.10	0.12	*0.07	N/A	N/A

\* Through October 24, 2023.

\*\* N/A Not Available.



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

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	0.60	0.60	0.60	1.39	1.39	**N/A
<b>Actual</b>	0.41	0.40	0.27	0.39*	N/A	N/A

\* Through October 24, 2023.

\*\* N/A Not Available.

#### 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 2023 Accomplishments

As of June 2023, the FAA met its FY 2023 annual targets for Commercial Surface Safety Risk and Non-Commercial Surface Safety Risk.

#### FY 2024 – 2025 Plans for Progress

FAA continues to monitor the Surface Safety metric to identify safety-related trends and evaluate risk. To meet the performance targets, 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 tool, and the Runway Incursion Mitigation project. FAA also collaborates with stakeholders using targeted outreach to educate the pilot community better. 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, FAA meets with representatives from local airports and pilot groups to emphasize locality-specific problems that include runway incursions, surface incidents, and wrong surface operations. The FAA is continuing efforts toward implementing Approach Runway Verification software, which will alert controllers if an aircraft is aligned with any surface other than the assigned runway. The FAA will continue to improve data collection and automation to assess metric trends more quickly and accurately through newly developed data sources, such as the Shared Application for Factor Evaluation (SAFE), which incorporates the Common Taxonomy.

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

	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	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.	N/A
<b>Actual</b>	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.	FAA commenced work on all 11 FAASI recommendation. Completed work on 3 of the recommendations.	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 2023 Accomplishments

In FY 2023, the FAA Alaska Aviation Safety Initiative accomplished all goals in accordance with the FAA Alaska Aviation Safety Initiative FY 2023 Roadmap. FAA has commenced work on all 11 FAASI recommendations and has closed work on 3 of them. The 3 recommendations are T-Route development, Mountain Pass Working Group, and Aeronautical Charting Meetings. Work on the remaining 8 recommendations will continue through FY 2024 and beyond. The FAASI cross-lines of business process has been integrated into the regular work cycle of the FAA and will continue as such with annual end of year reports, stakeholder engagement, and roadmaps.

#### FY 2024 – 2025 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.

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.

#### 1.4.6 Increase the Number of Inspections by 10% by 2024 (FMCSA)<sup>BIL</sup>

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Target	N/A	N/A	5% increase from FY 2021	8% increase from FY 2021	10% increase from FY 2021	N/A
Actual	2.727 million	2.875 million	2.945 million*	3.030 million	N/A	N/A

\* This performance goal will be retired after FY 2025.

#### 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 2023 Accomplishments

In 2023, FMCSA focused on outreach to prevent crashes. FMCSA and its State partners conducted 3,030,397 inspections in FY 2023, a 2.9% increase from FY 2022 and 5.4% increase from FY 2021. Of these, 2,926,685 were driver inspections resulting in 1,132,847 driver violations and 229,692 being placed driver out-of-service (OOS) violations. The top roadside inspection violations included:

- Speeding violations – all categories (141,466);
- Failure to obey traffic control device (69,296); and
- Failing to report of drivers record of duty status (63,075).

#### FY 2024 – 2025 Plans for Progress

In 2024, FMCSA will continue to focus on outreach and workload balance to prevent crashes. FMCSA is shifting to more on-site investigations than off-sites, trying to balance the approach. 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.

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

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Target	N/A	N/A	75%	75%	80%	85%
Actual	76%	73%	81%	83%	N/A	N/A

#### 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 2023 Accomplishments

FMCSA and its State partners conducted 2,185 high-risk carrier investigations in FY 2023. Of these, 83% were completed on time (within 90 days of being identified as high-risk) and the average time to investigate from date assigned was 65 days. This is an improvement from FY 2022, where 2,346 high-risk carriers were investigated on average within 68 days and 81.0% were on time.

FY 2024 – 2025 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 2024 and FY 2025, FMCSA will continue to conduct investigations and emphasize equity in enforcement, focusing on high-risk carriers.

1.4.8 Achieve the Predicted Completion Rate (within 5 points) for Certain Classes of Vehicle Recalls (NHTSA)

	FY 2023	FY 2024	FY 2025
Target	N/A (Baseline)	Within 5 points of targeted completion rate*	Within 5 points of targeted completion rate*
Actual	58.0%	N/A	N/A

\* Completion rates for each year are determined by mid-November of that calendar year.

Lead: National Highway Transportation Safety Administration

This is a new performance measure.

Safety recalls are issued if either the manufacturer or NHTSA determines that a vehicle or its equipment pose a safety risk or do not meet motor vehicle safety standards. These recalls can include vehicles, equipment (such as air bags), tires, or car seats.

In the quarters following a safety recall, a manufacturer must report to NHTSA the number of recalled products that have been remedied by the manufacturer. NHTSA uses these completion rates to identify recalls that are underperforming, with a specific focus on certain classes of recalls.

Certain classes of recalls involve defects presenting immediate and direct risks of injury, death, or substantial economic harm. NHTSA analyzes these completion rates to ensure the timely resolution of potentially dangerous situations by reducing the number of vehicles on the road with open recalls. By monitoring the completion rate, we can ensure that these risks are mitigated as quickly as possible, reducing the potential harm they may cause. For more information or to report a recall, please visit <https://www.nhtsa.gov/recalls>.

FY 2023 Accomplishments

The predicted completion rate for FY 2023 through Q3 was 54.4%, and the target was to come within 5 percentage points of that

predicted rate. The office exceeded its target and achieved 1.1% points higher than the predicted completion rate.

In FY 2023, the Office of Defects Investigation’s (ODI) Recall Management Division (RMD) monitored recall completion rates and required manufacturers to extend their safety campaigns when a recall fell below predicted performance. Notably, RMD updated the criteria to ensure that recalls posing the most significant safety risks to the public are captured in the review process. Additionally, RMD completed working with State DMVs (Ohio, Texas, and California) who were awarded grants in FY 2021 to begin notifying their vehicle registrants of open recalls. Overall, the predicted completion rate for FY 2023 through Q3 was 54.4%, and the target was to come within 5 percentage points of that predicted rate. The office exceeded its target and achieved 1.1 percentage points higher than the predicted completion rate.

FY 2024 – 2025 Plans for Progress

During FY 2024 and FY 2025, NHTSA’s Office of Defects Investigation’s (ODI) Recall Management Division (RMD) will continue to monitor recall completion rates and require manufacturers to extend their safety campaigns when a recall falls below predicted performance. RMD is currently making updates to NHTSA’s prediction model to increase the model fit with recall completion rates and more accurately predict future recall completion rates. Critically, this allows RMD to better identify

recalls that are falling short of performance expectations, ultimately advancing NHTSA's mission to reduce defective vehicles on the road.

RMD will continue to evaluate and update the criteria for certain classes of recalls to ensure that recalls posing the most significant safety risks to the public are captured in the review process. Recalls entering the Recall Case Manager (RCM)<sup>7</sup> before March 13, 2023<sup>8</sup>, were considered within certain classes of recalls if they included at least one of the following: 1) over 50,000 light vehicles; 2) air bag recalls; 3) any recall with an observed timeliness concern; or 4) a recall from new manufacturers. Recalls that entered the RCM after March 13, 2023 were considered within certain classes of recalls if they included at least one of the following: 1) over 150,000

light vehicles; 2) air bag recalls; 3) recalls involving over-the-air updates<sup>9</sup>; 4) school buses, child safety seats, or sub-components of Occupant Safety Systems; 5) new technology; 6) recalls involving risk of death, park it/do not drive<sup>10</sup>, regional, re-recalls, and scope expansion; or 7) alternative propulsion-type recalls (e.g., EV, hydrogen).

Additionally, NHTSA will continue to conduct studies to better learn why consumers choose not to repair their recalled vehicle as well as possible improvements to the recall notification letter that vehicle manufacturers mail to their customers. NHTSA also intends to continue issuing grants to State Departments of Motor Vehicles who begin notifying their vehicle registrants of open recalls.

<sup>7</sup> The Recall Case Manager is an internal database used to track certain classes of recalls.

<sup>8</sup> ODI performs a review/update of its methodology regarding certain classes of every 2 years, with March 13, 2023, being the date of the latest update.

<sup>9</sup> Over-the-air updates are software updates that are pushed to vehicles from the cloud via cellular or Wi-Fi connection. Manufacturers use them to remedy safety defects or generally improve the software controlling the vehicle.

<sup>10</sup> In a "Do Not Drive" or "Park It" recall, owners are advised not to operate the affected vehicle to avoid a potential accident and/or injury.

# Strategic Objective 1.5: Critical Infrastructure Cybersecurity

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

## FY 2023 Performance Summary

The **Critical Infrastructure Cybersecurity objective** is supported by one performance goal.

### Performance Goal

1.5.1	Reduce the Number of Hours to Relay Critical Infrastructure Cybersecurity Information to Co-Sector Risk Management Agency Stakeholders
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## Key Successes and Opportunities

DOT and the U.S. Department of Homeland Security (DHS) completed the information exchange within the target of six business-day hours.



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

	FY 2022	FY 2023	FY 2024	FY 2025
Target	Eight business-day hours.	Six business-day hours	Four business-day hours	Two business-day hours
Actual	Achieved (majority less than three business-day hours)	Achieved (vast majority less than two business-day hours)	N/A	N/A

#### Lead: Office of Intelligence, Security, and Emergency Response

As Co-Sector Risk Management Agencies, DOT and the 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 2023 Accomplishments

The office of the Secretary Security (OST-S) continues to track the 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 2023 data to confirm that all messages were relayed within the target of eight business-day hours, with the vast majority being relayed in less than two business-day hours.

#### FY 2024 – 2025 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 2024 and 2025 center on assessing any opportunities to streamline the process to ensure the Departments consistently relay information to stakeholders as quickly as possible.



# Strategic Goal 2:

## Economic Strength & Global Competitiveness

# Strategic Goal 2: Economic Strength & 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.*

The Department made significant investments in restoring and modernizing core assets to improve the state of good repair, enhance resiliency, and expand beneficial new projects that support job creation and fiscal health. The BIL includes five-year

reauthorization (FY 2022-2026) of surface transportation programs and direct advanced appropriations. Total transportation funding in this five-year package is over \$660 billion, with more than 10,000 projects connected to these investments. These investments are creating jobs across the transportation and warehouse sector, both in building the new infrastructure and then operating and using it once built. BIL implementation is also working to relieve supply chain bottlenecks by making investments across transportation modes.

# Strategic Objective 2.1: Job Creation & Fiscal Health

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

## FY 2023 Performance Summary

The **Job Creation and Fiscal Health objective** is supported by three performance goals.

Performance Goal	
2.1.1	Increase Employment in the Transportation and Warehouse Sector by 7% Annually
2.1.2	Increase the Number of Students Who Participate in the Commercial Driver's License Operator Safety Training Program
2.1.3	Execute a Commercial Driver's License Apprenticeship Program for Under-21 Drivers

## Key Successes and Opportunities

Under the Office of the Assistant Secretary for Transportation Policy, the BIL dramatically expands funding for workforce development. Section 13007 (Workforce Development, Training, and Education) of the 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.

The Bureau of Transportation Statistics (BTS), Office of the Assistant Secretary for Research and Technology, continues 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 the movement of people to the movement of freight.

FMCSA's CMVOST program awarded funding to approximately 20 schools and colleges to support the Agency's Safe Driver Apprenticeship program.

### 2.1.1 Increase Employment in the Transportation and Warehouse Sector by 7% Annually (OST-P)<sup>KPI</sup>

	FY 2022	FY 2023	FY 2024	FY 2025
Target	7% annual increase	7% annual increase	7% annual increase	7% annual increase
Actual	3.3%	- 0.4%	N/A	N/A

FY 2022/FY 2023 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 2023 Accomplishments

As part of the Bipartisan Infrastructure Law (“BIL”) implementation, DOT launched its Office of Multimodal Freight Infrastructure and Policy (“Multimodal Freight Office”). This office is responsible for maintaining and improving the condition and performance of the nation’s multimodal freight network including through the development of the National Multimodal Freight Network, review of State Freight Plans, and the continued advancement of the FLOW initiative in partnership with the Bureau of Transportation Statistics.

The Department of Transportation’s (DOT) Freight Logistics Optimization Works (“FLOW”) program continued to excel as a public-private partnership that brings together U.S. supply chain stakeholders to create a shared, common picture of supply chain networks and facilitate a more reliable flow of goods. Participants are beginning to utilize FLOW data to inform their logistics decision making, helping to avoid bottlenecks, shorten lead times for customers, and enable a more resilient and globally competitive freight network through earlier warnings of supply chain disruption. FLOW now includes the five largest U.S. container ports, seven of the largest ocean carriers, and four of the five largest retailers by imports to create a shared picture of supply chain networks and facilitate a more reliable flow of goods. Data from this unprecedented public-private partnership is beginning to inform decision-making and planning across the supply chain that will speed up the movement of goods and cut costs for consumers.

Through FLOW, DOT is serving as an independent steward of secure supply chain data across a largely privately-operated

enterprise that spans shipping lines, ports, terminal operators, truckers, railroads, warehouses, and beneficial cargo owners. By providing a secure, shared view of the national logistics system without compromising sensitive proprietary information, including both supply and demand assets, participants can make more informed decisions regarding their capacity and supply chain planning. This is coupled with a record investment in our ports and waterways— nearly \$17 billion— from President Biden’s Bipartisan Infrastructure Law.

The Bureau of Transportation Statistics (BTS) continues 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.

#### FY 2024 – 2025 Plans for Progress

The Multimodal Freight Office (“OST-F”) is moving forward with our statutory requirement to designate a National Multimodal Freight Network, with a goal of completing this work by the end of 2024. The review of updated State Freight Plans will also continue into FY24 through a new OST-F process. FLOW, now housed within OST-F, is focused on an updated product release in Q2 of FY24, with participant use cases following detailing how they are utilizing FLOW data for a more resilient supply chain. Alongside this release, we will continue to onboard new members to the service. OST-F is also engaged with state departments of transportation on tools OST-F may be able to collaboratively develop to support states in making informed freight infrastructure investments. Lastly, OST-F will serve as the main point of contact between USDOT and the new White House Council on Supply Chain Resilience, and will continue to hire to ensure the office can fulfill its statutory responsibilities.



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

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	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*	Increase the number of applicants and grantees from the prior Fiscal Year.
<b>Actual</b>	\$2 million in funding awarded to service providers	\$3.1 million in funding awarded to service providers (70% increase)	\$3.2 million in funding awarded to service providers	N/A	N/A

\* Funding goal cannot exceed the total amount of funding available, which in FY 2023 was \$3.2 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 2023 Accomplishments

In FY 2023, FMCSA awarded \$3.2 million to 20 grantees: 4 trucking schools and 16 colleges and technology schools.

FY 2023 CMVOST funds will support over 900 students. The list of grantees is located on the CMVOST website at [CMVOST Grant Awardees FY 2023](#).

#### FY 2024 – 2025 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. Discretionary funding in FY 2024 and FY 2025 should allow more schools and colleges to benefit from safety training. 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.

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

	FY 2022	FY 2023	FY 2024	FY 2025
Target	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	N/A
Actual	Initiated the Safe Driver Apprenticeship Program	Implemented the first year of 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 2023 Accomplishments

The Safe Driver Apprenticeship Program was initiated in FY 2022. FY 2023 accomplishments include:

- Created a monitoring plan for the pilot program and a website <https://www.fmcsa.dot.gov/sdap>
- Began accepting driver information from carriers.
- Began data collection.
  - Participating carriers submit monthly data on the apprentice's driver activity, including Vehicle Miles Traveled, duty hours, driving hours, etc.

- Carriers must also report safety outcomes such as crashes, violations, and safety-critical events.
- The SDAP team has developed new CMV carrier-specific materials to increase awareness about the program, highlight the benefits, and make it simple and easy to apply and get approved.
- The SDAP workgroup conducted two quarterly webinars for approved carriers to engage and provide feedback.
- FMCSA hosts quarterly calls with approved carriers to discuss any potential issues and assist with recruiting drivers.
- FMCSA meets biweekly with the Department of Labor (DOL) to review the carriers that have signed up for the trucking apprenticeship. FMCSA uses that list to invite carriers to apply to the SDAP program. In addition, FMCSA and DOL discuss how to further promote the program via social media.
- As of November 22, 2023, the SDAP Program has 33 approved carriers, 72 experienced drivers, and 31 apprentice drivers in the program.

#### FY 2024 – 2025 Plans for Progress

During FY 2024 and FY 2025, the Office of Safety will:

- Continue to engage potential carriers, trucking associations, advocacy groups, and other key transportation stakeholders to help raise awareness and increase carrier applications and approvals.
- Continue to meet regularly with the Department of Labor (DOL) to review the carriers that have signed up for the trucking apprenticeship. and discuss how to further promote the program via social media.

- Work with insurance companies to share safety protocols related to the program.
- Revamp the SDAP website to provide additional resources for drivers and carriers including translating several toolkit products to the Spanish language.
- Develop and implement a social and digital campaign over the next two years.

## 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.*

### FY 2023 Performance Summary

The **High-Performing Core Assets objective** is supported by 16 performance goals, with a new goal (2.2.17) added in FY 2024.

#### Performance Goal

<b>2.2.1</b>	The Percent of Paved Runways in the National Plan of Integrated Airport Systems in Excellent, Good, or Fair Condition will be Maintained at 93%
<b>2.2.2</b>	Complete Construction on a Total of 30 Staffed Air Traffic Control Towers by 2030
<b>2.2.3</b>	Reduce the Backlog of \$830 Billion in Highway Repairs by 50% by 2040
<b>2.2.4</b>	The Percentage of Interstate Pavement in Either Good or Fair Condition will be Maintained at 95%
<b>2.2.5</b>	The Percentage of Deck Area on National Highway System (NHS) Bridges in Either Good or Fair Condition Will be Maintained at or Above 95%
<b>2.2.6</b>	Fix the 10 Most Economically Significant Bridges and Repair the 15,000 In-Most-Need Bridges
<b>2.2.7</b>	Eliminate 100% of Amtrak's State of Good Repair Backlog of Amtrak-Owned Fleet, ADA Stations Compliance, and Non-NEC Infrastructure by 2035
<b>2.2.8</b>	Reduce the Northeast Corridor State of Good Repair Backlog by 60% and Reduce Corridor-Wide Trip Times by 2035
<b>2.2.9</b>	Initiate Intercity Passenger Rail Service on at Least Three New Corridors by 2035
<b>2.2.10</b>	Improve Short Line Railroad Infrastructure and Equipment
<b>2.2.11</b>	Reduce the State of Good Repair Backlog for Transit Revenue Vehicles by 25% by 2030
<b>2.2.12</b>	Reduce the State of Good Repair Backlog for Transit Buildings and Facilities by at Least 50% by 2030

<b>2.2.13</b>	Increase the Frequency of Bus Service in Urbanized Areas Over 100,000 in Population by 10% by 2026
<b>2.2.14</b>	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
<b>2.2.15</b>	Average Project Completion Time for Major Projects Posted on the Permitting Dashboard After BIL Effective Date
<b>2.2.16</b>	Average NEPA Schedule Length of In-Progress Major Projects Posted on the Permitting Dashboard
<b>2.2.17</b>	The Percentage of Non-Interstate NHS Pavement in Either Good or Fair Condition will be Maintained at 90%

## Key Successes and Opportunities

Transportation is the backbone of the American economy and shapes the daily lives of people across the country. From the earliest days of the Administration, President Biden promised the American people a transformational investment in infrastructure. Congress responded to the President's call with the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act, which President Biden signed into law on November 15, 2021. This landmark legislation authorizes \$660 billion for DOT for better bridges and roads, electrifying buses, installing electric vehicle chargers, laying track, and more. DOT is making investments to restore and modernize transportation core assets to improve the state of good repair, enhance resiliency, favorably influence the environment, and expand beneficial new projects. DOT is also working to improve transportation system operations to increase travel time reliability, manage travel demand, and improve connectivity and reduce environmental impacts from transit construction and operations. Read more in the Delivering Results For America - USDOT Progress Report: 2021–2023 | US Department of Transportation

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.

FHWA administers the National Highway Performance Program (NHPP) and the Surface Transportation Block Grant (STBG) programs and provides technical support that helps limit the National percentage of pavements in poor condition to 0.8%. The

FY 2025 President's Budget includes \$30.2 billion and \$14.7 billion for the NHPP and STBG, respectively. FHWA continues to encourage State 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. FHWA monitors State DOT obligations from the Bridge Formula Program (BFP) and the Bridge Replacement and Rehabilitation Program to ensure funding is obligated to eligible projects prior to lapsing. 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.

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 FRA's November 2022 publication of the NEC Project Inventory, which identified the infrastructure investments necessary to bring NEC infrastructure back to a state of good repair. FRA also finalized baselines for how BIL supplemental funds to Amtrak will be spent with a focus on ADA station compliance, fleet renewal, and maintenance facility state of good repair. Finally, FRA conducted substantial stakeholder outreach and program building activities related to the Corridor Identification and Development (Corridor ID) program. From this initial outreach, stakeholders submitted expressions of interest for more than 100 corridors to be developed under the program, and FRA received 92 formal applications in April 2023.

FTA continued to administer increased funds from BIL for the State of Good Repair Formula Program and the Bus and Bus Facilities Competitive Program. FTA also continued to implement the Rail Car Replacement grant program, and other efforts aimed at enhancing transit services (e.g., National Rural Transit Assistance Program). FTA also 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. Initial reports from transit agencies of long-term operator shortages and post-pandemic route optimization align with FY 2023 data showing fewer transit vehicles on the road than in FY 2022. However, more transit vehicles were in not in a state of good repair in FY 2023 than in FY 2022. Due to these factors, FTA anticipates marginal improvement in performance data for transit facilities, but a decline in performance data for transit revenue vehicles over the next few years.

PHMSA published the FY 2022 Natural Gas Distribution Infrastructure Safety and Modernization (NGDISM) Notice of Funding Opportunity (NOFO) in May 2022 and completed awards totaling \$195.4 million in April 2023. On May 23, 2023, PHMSA published the FY 2023 NGDISM NOFO. The full implantation of this grant will enhance public safety and reduce adverse impact of legacy pipelines on disadvantaged communities and the environment.

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)<sup>APG, KPI</sup>

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Target	93%	93%	93%	93%	93%	93%	93%
Actual	97.9%	97.9%	97.8%	97.6%	97.6%*	N/A	N/A

\* Current as of the end of 4th Quarter FY23

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 2023 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.

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.

In FY 2023, the FAA awarded 433 Airport Improvement Program grants totaling \$1.058 billion and 119 BIL grants totaling \$268 million for runway pavement maintenance, rehabilitation, and reconstruction projects as of the end the fourth quarter. These projects will be executed over future construction seasons to sustain the NPIAS system of runways into the future



## FY 2024 – 2025 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 2024, 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 2025 President's Budget requests approximately \$3.1 billion in Airport Improvement Program grants.

### 2.2.2 Complete Construction on a Total of 30 Staffed Air Traffic Control Towers by 2030 (FAA)<sup>BIL</sup>

	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	Issue Screening for Information Request for Airport Traffic Control Tower Design Initiative	Contract Award for Airport Traffic Control Tower Design Initiative	Complete a standard design on a low activity sustainable Airport Traffic Control Tower (ATCT)	Award one Airport Traffic Control Tower construction contract
<b>Actual</b>	Issued first Screening Information Request	Awarded contract for the Airport Traffic Control Tower Design Initiative	N/A	N/A

## Lead: Federal Aviation Administration

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, FAA launched an effort to accelerate the rate at which it replaces aging facilities that do not meet today's building codes and/or technological needs. The Bipartisan Infrastructure Law (BIL), enacted in the fall of FY 2022, enables the FAA to address significant construction projects that were not possible under traditional funding mechanisms. 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 2023 Accomplishments

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. The FAA released a third and final Screening Information Requests (SIR) to the six finalists

from Phase II of the Sustainable Tower Design Initiative soliciting the development of air traffic control tower designs to at least 10% of completeness by January 2023. The Source Selection Evaluation Report was finalized with Legal and Finance by March 2023 and the contract for the Airport Traffic Control Tower Design Initiative award process was completed in April 2023.

## FY 2024 – 2025 Plans for Progress

The FAA will develop a standard sustainable tower design in FY 2024. The FAA is working collaboratively with its labor partners to develop a design for a new sustainable airport traffic control tower (ATCT) that will meet the operational needs of the NAS. This new ATCT design will be readily adaptable to various heights and local conditions, including extremes of temperature and the potential for earthquakes or hurricanes as well as snowstorms and ice, soil types, violent winds, and the corrosive effects of salt-sea air. In addition, building supports, materials, and insulation can all be "right sized" to match each location. The new ATCT design will

significantly reduce the amount of energy needed for everyday operations as well as enhance the ability to recycle construction materials once the ATCT reaches the end of its 50-year lifecycle. The agency will also continue work initiated in FY22 in support of this initiative, including architect-engineering design work, field

surveys, environmental impact analyses, soil and geotechnical investigations, and construction management services. These efforts will facilitate the award of airport traffic control tower construction contracts, with the first contract award planned for FY25.

### 2.2.3 Reduce the Backlog of \$830 Billion in Highway Repairs by 50% by 2040 (FHWA)<sup>KPI, BIL</sup>

	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	Less than 11.9% of NHS pavements in poor condition	<b>Annual Obligations:</b> Obligate \$56.5 billion of FHWA funds to projects that will contribute to addressing the backlog on highway repairs.  <b>Cumulative Obligations:</b> Increase cumulative obligations since FY 2017 to such projects to \$303 billion.	<b>Annual Obligations:</b> Obligate \$58.7 billion of FHWA funds to projects that will contribute to addressing the backlog on highway repairs.  <b>Cumulative Obligations:</b> Increase cumulative obligations since FY 2017 to such projects to \$361 billion.	<b>Annual Obligations:</b> Obligate \$59.8 billion of FHWA funds to projects that will contribute to addressing the backlog on highway repairs.  <b>Cumulative Obligations:</b> Increase cumulative obligations since FY 2017 to such projects to \$421 billion.
<b>Actual</b>	12.8% of NHS pavements in poor condition	\$57.6 Billion \$312.6 Billion	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, \$714 billion by 2025, \$615 billion by 2030, and \$514 billion by 2035. A change in the discount rate from OMB would impact this goal: a decreased discount rate would render more projects cost-beneficial, which would increase the backlog and hinder progress toward this goal.

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 27th or 28th edition of the Conditions and Performance Report, which will use 2024 and 2026 data, respectively.

### **FY 2023 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 2023, the Department and FHWA issued implementation guidance for the BFP and provided \$5.5 billion to the States through a statutory formula. Also in FY 2023, FHWA awarded \$20 million in Planning grants, \$296 million in other than large Bridge Project grants, and \$2.1 billion in Large Bridge Project grants from the BIP.

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. 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. 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 2025 President's Budget includes \$30.2 billion and \$14.7 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.

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 2024 – 2025 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.C. 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 Bridge Formula Program (BFP) will continue to be implemented annually for FY 2024 through FY 2026. Also, FHWA plans to make discretionary grant awards of FY 2023 and FY 2024 Bridge Investment Program (BIP) funding during FY 2024 and plans to make awards of FY 2025 BIP funding during FY 2025. 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 2024 through FY 2026.

## 2.2.4 The Percentage of Interstate Pavement in Either Good or Fair Condition will be Maintained at 95% (FHWA)<sup>APG, KPI</sup>

	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024	CY 2025
<b>Target</b>	95%	95.5%	95%	95%	95%	95%	95%
<b>Actual</b>	99.1%	99.1%	99.2%	99.2%	*	N/A	N/A

\* Data expected in Q2 FY24.

### 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 2023 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 Preservation Research Roadmap; and Held peer exchanges to share practices related to pavement management, balance mix design, and pavement design.

### FY 2024 – 2025 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.

## 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)<sup>APG, KPI</sup>

	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024	CY 2025
Target	95%	95%	95%	95%	95%	95%	95%	95%
Actual	95.4%	95.7%	95.8%	95.8%	96%	*	N/A	N/A

\* Data expected after June 15, 2024

### 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.C. 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 2023 Accomplishments

In CY 2023, the FHWA performed data validation and processed highway bridge condition data submitted by the State DOTs by the June 15, 2023, deadline into the National Bridge Inventory; published an implementation timeline and guidance for Inspection of Non-redundant Steel Tension Members, Inspection Intervals, Alternate Bridge Inspection Training Courses, and Questions and Answers to support implementation of the National Bridge Inspection Standards (NBIS) final rule which was published in FY 2022; 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 last year on the annual National Bridge Inspection Program oversight/assessment process; and provided training on to all State DOTs on the Specifications for the National Bridge Inventory which update the inspection and inventory data collected and submitted annually by State DOTs to align with the NBIS final rule.

### CY 2024 – 2025 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 \$3.8 billion to the States from FY 2019 to FY 2023. FHWA is monitoring the CHBP awardees to ensure that all funding is expended before it expires at the end of FY 2026. In FY 2024, FHWA will set aside funds in five 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.

FHWA will continue to implement the Bridge Formula Program (BFP) and Bridge Investment Program (BIP) in calendar years 2024 and 2025. In each year, FHWA will allocate approximately \$5.5 billion in BFP funding to the State DOTs via a formula specified in statute. In CY 2024, FHWA intends to award approximately \$5 billion from the BIP for competitive Planning grants, Large Bridge Project construction grants, and other than large Bridge Project construction grants. In CY 2025, FHWA expects to award an additional \$2.5 billion in BIP funding for the same three types of grants.



## 2.2.6 Fix the 10 Most Economically Significant Bridges and Repair the 15,000 In-Most-Need Smaller Bridges (FHWA)<sup>KPI, BIL</sup>

		FY 2022	FY 2023	FY 2024	FY 2025
<b>Overall</b>	<b>Target</b>	Issue program guidance for the BFP and the NOFO for the BIP.	Issue program guidance for the BFP and two multi-year NOFOs for the BIP, one for Large Bridge Project grants, and the other for Planning grants and other than large Bridge Project grants.	Issue program guidance for the BFP.	Issue program guidance for the BFP.
	<b>Actual</b>	Implemented the BFP and BIP and issued NOFO for the BIP on June 10, 2022.	Issued BFP program guidance on October 11, 2022. Issued multi-year NOFO for Large Bridge Project grants on September 27, 2023	Issued BFP program guidance on October 2, 2023	N/A
<b>10 most economically significant bridges</b>	<b>Target</b>	N/A	2	2	2
	<b>Actual</b>	4	4	N/A	N/A
<b>15,000 in-most-need smaller bridges</b>	<b>Target</b>	N/A	3,000	3,000	3,000
	<b>Actual</b>	3,767	7,814	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 annually provides approximately \$2.5 billion discretionary grants 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.

### FY 2023 Accomplishments

In FY 2023, 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 \$20 million in BIP planning grants to 24 projects in 24 States; evaluated BIP Large Bridge Project grant applications and made approximately \$2.1 billion in awards to 4 projects in 5 States; evaluated BIP other than large Bridge Project grant applications

and made approximately \$296 million in awards for 9 projects in 9 States; and promoted both the BFP and BIP through presentations at conferences and during webinars. The 4 BIP Large Bridge Project grants were awarded to the following economically significant bridges:

- Brent Spence Bridge, OH-KY, Ohio Department of Transportation;

- Gold Star Memorial Bridge, CT, Connecticut Department of Transportation;
- Golden Gate Bridge, CA, Highway and Transportation District; and
- Calumet River Bridges, IL, Illinois International Port.



***New London, CT: Celebrating the \$158 million Large Bridge Grant to accelerate work on the northbound section of the Gold Star Memorial Bridge, January 2023.***



***San Francisco, CA: Secretary Buttigieg with Speaker Emerita Pelosi and White House Infrastructure Coordinator Mitch Landrieu at a press conference formally announcing the \$400 million Large Bridge Grant for the Golden State Bridge, January 2023.***

## **FY 2024 – 2025 Plans for Progress**

FHWA expects to issue a multi-year BIP NOFOs in FY 2023, for Planning and other than large Bridge Projects, with the goal of making discretionary grant awards in FY 2024 and FY 2025. BIP planning project grants can be used 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, the BFP and the BIP, 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 2024 and FY 2025, 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.

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)<sup>KPI, BIL</sup>

		Baseline	FY 2023**	FY 2024**	FY 2025
ADA Stations	Target	<b>Amtrak Responsibility:</b> Bring 295 stations into compliance.*  <b>Third Party:</b> To be determined.	<b>Amtrak Responsibility:</b> Bring 42 stations into compliance.  <b>Third Party:</b> Work with Amtrak to assess stations.	<b>Amtrak Responsibility:</b> Bring 41 stations into compliance.  <b>Third Party:</b> Identify station baseline.	<b>Amtrak Responsibility:</b> Bring 70 stations into compliance.  <b>Third Party:</b> Monitor Third Party progress to bring stations into compliance
	Actual	N/A	<b>Amtrak Responsibility:</b> 16 stations brought into compliance.  <b>Third Party:</b> Worked with Amtrak to assess stations	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. Completion of first prototype railcar and begin static testing.	Introduce 77 locomotives into service. Complete Testing of first trainset
	Actual	N/A	Introduced 38 locomotives into service. Completed trainset design and began trainset manufacturing.	N/A	N/A

<b>Major Facilities</b>	<b>Target</b>	Reduce state of good repair backlog. <b>Level 1:</b> Seven facilities <b>Level 2:</b> 14 facilities	<b>Level 1:</b> Complete five Statements of Work and bring one facility under a Design/Build contract. <b>Level 2:</b> Complete two Statements of Work.	<b>Level 1:</b> Complete six Statements of Work and bring five facilities under Design/Build contracts. <b>Level 2:</b> Complete five Statements of Work.	<b>Level 2:</b> Complete seven Statements of Work and bring seven facilities under Design/Build contracts.
	<b>Actual</b>	N/A	<b>Level 1:</b> Completed five Statements of Work. <b>Level 2:</b> Completed two Statements of Work.	N/A	N/A
<b>National Infrastructure</b>	<b>Target</b>	To be determined.	Work with Amtrak to identify infrastructure needs.	Develop strategy for addressing infrastructure needs.	Complete assessment and scoping plan to address SOGR backlog for 20% of the asset inventory
	<b>Actual</b>	N/A	Amtrak identified asset health data collection applications to more effectively determine asset health and maintenance needs	N/A	N/A

\* This number increased from 284 to 295 as a result of ILJA negotiations with Amtrak that took place after the baseline was originally set in 2022. This baseline may increase or decrease further pending real estate transactions or legal determination of responsibility. Amtrak's responsibility at most stations does not cover all station facilities since other entities (third parties) retain ownership for certain structures such as parking garages.

\*\* Numerical targets are cumulative totals.

### Lead: Federal Railroad Administration

Amtrak has been operating for more than 50 years, and invested in its fleet, stations, and other infrastructure to address aging. Amtrak's goal is to provide safe, efficient and comfortable service to all of our passengers. Amtrak provides additional services to passengers with disabilities, and worked to make the facilities more accessible to customers with disabilities. 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 being assessed through extensive asset assessments and development of scoping plans that will result in a comprehensive inventory of infrastructure SOGR backlog needs, 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 primarily funded and tracked separately.

The BIL will allow Amtrak to bring more than 290 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 advance appropriations directly to Amtrak to address these fleet, ADA, and state of good repair goals.

### **FY 2023 Accomplishments**

In FY 2023, Amtrak made significant progress in advancing its BIL station project, major facilities, and re-fleeting efforts. Amtrak brought 16 stations into compliance with ADA requirements. Amtrak introduced 38 locomotives into service on the Long Distance network through its contract with Siemens. Amtrak completed trainset design and began manufacturing the new Airo trainsets that will be used in the NEC Regional and some State-

Supported services. In regard to Amtrak's 21 maintenance facilities, 7 have progressed through the planning stage by developing Statements of Work (SOW).

### **FY 2024 – 2025 Plans for Progress**

By the end of FY 2025, Amtrak projects to have nearly 24 percent of its ADA stations program completed. In 2024 maintenance facilities in the following cities are also scheduled to be under construction or have design-build contracts in place: Philadelphia, PA; New York City, NY (Sunnyside Yard); Washington, D.C. (Ivy City Yard); Boston, MA and Seattle, WA. More than 70 new locomotives are on track to be operating on Amtrak's Long-Distance routes by the end of FY 2025 and testing of the new intercity trainsets will be underway. Amtrak will complete inventory of 20% of infrastructure assets and SOGR needs by the end of 2025. FRA will continue to track Amtrak's progress in meeting these goals and will provide technical assistance to ensure success. Particular focus will be on identifying third party ADA station requirements and National network infrastructure needs. Where Amtrak is unable to meet milestones, FRA will seek corrective action and collaborate with Amtrak to address challenges to improve effectiveness. The FY 2025 President's Budget requests \$2.5 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.



**2.2.8 Reduce the Northeast Corridor State of Good Repair Backlog by 60% and  
Reduce Corridor-Wide Trip Times by 2035 (FRA)<sup>KPI, BIL</sup>**

		Baseline	FY 2023**	FY 2024**	FY 2025
<b>State of Good Repair Backlog</b>	<b>Target</b>	\$67.559B	<p>Publish the NEC Project Inventory by November 15, 2022, which will identify and sequence projects for funding on the NEC.</p> <p>Issue NOFO for award, and begin obligating FY 2022 and 2023 Federal-State Partnership for Intercity Passenger Rail grant funds on the NEC.</p>	<p>Committed Funding: \$19.6B</p> <p>Obligated Funding: \$13B</p>	<p>Committed Funding: \$21.5B</p> <p>Obligated Funding: \$17.28B</p> <p>Expenditures: \$1.5B</p>
	<b>Actual</b>	N/A	<p>NEC Project Inventory published on November 14, 2022.</p> <p>FSP-NEC NOFO published December 27, 2022.</p> <p>FY22/FY23 FSP-NEC award selections announced in November 2023.</p>	N/A	N/A
<b>Trip Times</b>	<b>Target</b>	244,454 minutes of delay	In addition to the target above, identify and develop metric to measure reduction in trip times.	Identify how FY22-23 FSP-NEC selections would reduce trip times and allow for speed improvements.	Identify how FY24 FSP-NEC selections continue to make progress against the baseline
	<b>Actual</b>	N/A	Baseline delay minute metric developed through coordination with NECC.	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. However, a historical lack of funding for railroad infrastructure has enabled a significant state of good repair backlog to accumulate, including 15 major bridges and tunnels that are each over 100 years old and represent a significant source of ongoing delay and risk of unexpected major disruptions on the corridor. 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. Working with the Northeast Corridor Commission, FRA has determined the State-of-Good Repair Baseline as \$67.559B. The baseline is comprised of the 15 Major Backlog Projects (\$42.1B), 15 Defined Capital Renewal projects (\$4.6B), and routine Programmatic Capital Renewal backlog (\$20.8B). FY24 and beyond, progress towards SOGR goal will be measured using 3 indicators: 1) Committed dollars (via selected projects), 2) Dollars obligated to grant agreements for those projects, and 3) funds expended to pay invoices for work completed under grants. For trip times, FRA and the NEC Commission determined the baseline to be 244,454 minutes of delay in 2019 caused by infrastructure issues resulting in a delay of greater than five minutes. The baseline represents approximately 25% of the total number of train delay minutes in 2019 as train delay minutes are not limited to infrastructure failure but could also be the result of mechanical failure, third party activity, weather, or freight interference. The NEC Commission estimated the NEC SOGR backlog at \$45.4 billion, which includes Major Backlog Projects and Defined Capital Renewal Projects.

## **FY 2023 Accomplishments**

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. Additionally, FRA analyzed the NEC Inventory and determined the State of Good Repair baseline as well as worked with the NEC Commission to determine the trip time baseline as 244,454 annual delay minutes.

## **FY 2024 – 2025 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 envisioned by FRA and the NEC Commission. FRA made funding selections for FY2022 and FY2023 Northeast Corridor projects in November 2023. The projects are estimated to reduce the SoGR by \$17.6B (26% of baseline) and will potentially address 109,578 delay minutes (45% of baseline). FRA will provide oversight and technical assistance for the initial projects selected for funding and will work with the NEC Commission and other project sponsors to continue advancing proposals for subsequent projects. FRA also intends to update the NEC Project Inventory to accompany the release of the FY 2025 President's Budget, which will be used to guide selections for the FY 2024 Partnership-NEC funding solicitation. In tandem, FRA has planned to conduct an evaluation of the NEC Project Inventory to assess its implementation and the extent to which it improved the FSP NEC application and selection process. The FY 2025 President's Budget requests \$100 million for the FSP program, which is in addition to the \$7.2 billion advance appropriation provided to FSP under IIJA for FY 2025. These funds will help to meet the overwhelming demand for funding that was experienced in the initial FY 2022/FY 2023 funding solicitation.

**2.2.9 Initiate Intercity Passenger Rail Service on at Least  
Three New Corridors by 2035 (FRA)<sup>KPI, BIL</sup>**

	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	<p>Establish the Corridor ID program by May 14, 2022.</p> <p>Issue NOFO for non-NEC FY 2022 Federal-State Partnership for Intercity Passenger Rail grants in Q4 of FY 2022.</p>	<p>Issue initial solicitation of proposals and make initial selection of corridors to be developed through Corridor ID program.</p> <p>Submit the first annual report on the Corridor ID program to Congress by May 14, 2023.</p>	<p>Begin developing Service Development Plans for selected corridors.</p> <p>Submit second annual report on the Corridor ID program.</p>	<p>Conduct second round of solicitation for the Corridor ID program.</p>
<b>Actual</b>	<p>Established the Corridor ID program on May 13, 2022.</p>	<p>Issued initial solicitation of proposals in Dec 2022. Initial selection of corridors announced December 2023</p> <p>Submitted letter in lieu of report to Congress on May 19, 2023.</p>	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 through grant oversight.

**FY 2023 Accomplishments**

In FY 2023, FRA issued the solicitation for proposals into the Corridor Identification and Development (Corridor ID) Program and received 92 applications and expressions of interest in more than 100 corridors. FRA announced initial selections into the Corridor ID program in December 2023. FRA has structured the Corridor ID

process into three separate steps to help guide corridors through the development process:

- **Step 1 – Corridor Development Initiation** – Step 1 initiates the grantee's corridor development efforts by preparing a scope, schedule, and cost estimate for a Service Development Plan (SDP), or updating an existing SDP, for the selected corridor.
- **Step 2 – Service Development Plan** – After successfully completing Step 1, the grantee will work with FRA—and relevant States and Amtrak, as appropriate—to develop the SDP. The SDP is the foundational planning document that determines and documents how the corridor will be implemented. The SDP will identify the draft purpose and need for intercity passenger rail development and incorporate an analysis of alternatives supported by technical transportation

planning, conceptual engineering, high-level analysis and consideration of environmental factors, and public involvement.

- **Step 3 – Project Development** – After successfully completing Step 2, the grantee will commence the preliminary engineering, NEPA, and other activities necessary to advance the corridor’s capital projects to final design and construction.

#### FY 2024 – 2025 Plans for Progress

As described above, 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<sup>11</sup> 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. FRA made initial selections for the Corridor ID program and FY 2022 and FY 2023 Federal-State Partnership for Intercity Passenger Rail program (non-NEC projects) in December 2023. These selections included 69 corridors across 44 states through the Corridor ID program and 10 Fed-State Partnership projects, including funding to advance the new California High-Speed Rail and Brightline West High-Speed Intercity

Passenger Rail corridors and extend the Raleigh to Richmond corridor. Significant collaboration and technical assistance will occur in FY 2024 and FY 2025 as FRA and project sponsors work to advance the Service Development Plans for their selected corridors. FRA plans to solicit proposals for additional corridors to enter the program in FY 2025.

IIJA authorizes FRA to withhold up to 5 percent of Federal-State Partnership funds for Corridor ID planning grants and to support the creation of guidance, tools, and models to help stakeholders more efficiently develop and deliver projects. In FY 2024 and FY 2025, FRA will continue to develop a suite of guidance and tools to advance service planning, travel demand forecasting, operations analysis, alternatives analysis, station and access planning, engineering, and cost estimation, among other project development disciplines. The FY 2025 President’s Budget requests \$100 million for the Federal-State Partnership program, which will support the continued development of the Corridor ID pipeline. The FY 2025 Budget also continues an initiative first proposed in FY 2024 to provide formula funding to States to enhance their rail planning capacity. 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.

#### 2.2.10 Improve Short Line Railroad Infrastructure and Equipment (FRA)

	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	<p>Collaborate with the American Short Line and Regional Railroad Association to establish baseline and initial targets for bridges, track, and locomotives to be improved.</p> <p>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.</p>	<p>Award funds under the FY 2022 CRISI NOFO. Issue NOFO for FY 2023 CRISI grants.</p>	<p>Initiate inventory of short line infrastructure needs with the American Short Line and Regional Railroad Association.</p>	<p>Continue inventory study.</p>

<sup>11</sup> 49 U.S.C. 24911(d)(2).

<div></div> <div>Actual</div>	<p>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.</p> <p>Awarded FY 2021 grants and Issued FY 2022 NOFO for CRISI.</p>	<p>FY2022 CRISI selections announced September 25, 2023.</p>	<p>N/A</p>	<p>N/A</p>
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### 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.<sup>12</sup> However, many short line railroads lack the capital funding necessary to invest in improvements to their infrastructure and equipment. The CRISI program was in part created by Congress to provide short line railroads with direct assistance for their capital needs, and the program has funded more than 100 short line projects since FY 2017. FRA seeks to identify the critical infrastructure needs to improve efficiency and safety of short line railroads and fund priority projects through programs such as CRISI.

### FY 2023 Accomplishments

Throughout FY 2023, FRA partnered with the American Short Line and Regional Railroad Association, now an eligible grant recipient under BIL. FRA and the Association explored different mechanisms by which an inventory can be executed to identify short line infrastructure baseline needs. The first CRISI selections for more than \$1.4 billion in BIL funding were made in September 2023. The selections included over \$646 million for 46 short line projects.

### FY 2024 – 2025 Plans for Progress

FRA continues to prioritize funding to support short line projects to improve safety and maintain fluidity of the freight rail network.

The FY 2025 President's Budget requests \$250 million for the CRISI program (in addition to the \$1 billion provided for FY 2025 under the BIL advance appropriation). The FY 2025 President's Budget also proposes to continue reserving funding under the CRISI program for a locomotive replacement program to assist short line railroads to 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 (CO2) emissions. In addition to continuing to dedicate CRISI funds to assist short line railroads in replacing their aging and inefficient locomotives, the FY 2025 President's Budget is launching a new Zero-Emission Rail Yards initiative to reduce EPA criteria pollutant emissions at rail yards. Often, communities located near rail yards are Environmental Justice communities that suffer adverse health effects associated with exposure to diesel emissions. This new initiative includes both research and testing near rail yards to build evidence regarding the public health impacts rail yards currently have on surrounding communities, as well as identifying a suitable rail yard to partner with to pilot a zero-emissions rail yard through the purchase of new switcher locomotives with CRISI funds and replacement of other yard equipment by the railroad.

<sup>12</sup> 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](#)).

### 2.2.11 Reduce the State of Good Repair Backlog for Transit Revenue Vehicles by 25% by 2030 (FTA)<sup>KPI, BIL</sup>

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	N/A	19.6% of transit revenue vehicles in backlog	19.0% of transit revenue vehicles in backlog	22.5% of transit revenue vehicles in backlog	22.0% of transit revenue vehicles in backlog
<b>Actual</b>	20.2% of transit revenue vehicles in backlog	20.0% of transit revenue vehicles in backlog	21.3% of transit revenue vehicles in backlog	N/A	N/A

### 2.2.12 Reduce the State of Good Repair Backlog for Transit Buildings and Facilities by at Least 50% by 2030 (FTA)<sup>KPI, BIL</sup>

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	N/A	10.3% of transit facilities in backlog	9.5% of transit facilities in backlog	8.8% of transit facilities in backlog	8.2% of transit facilities in backlog
<b>Actual</b>	11.1% of transit facilities in backlog	10.4% of transit facilities in backlog	8.1% of transit facilities in backlog	N/A	N/A

Note: FY 2022 data are from the 2021 National Transit Database. FY 2023 data are from the 2022 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 2022 and 2023 were set by calculating the average percentage of change in state of good repair for each asset category per year since FY 2019 (when this data first became available) 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 2023 Accomplishments**

FTA continued to administer increased funds from BIL for the [State of Good Repair Formula Program](#) and the [Bus and Bus Facilities Competitive Program](#). FTA also continued to implement the Rail Car Replacement grant program, and other efforts aimed at enhancing transit services (e.g., National Rural Transit Assistance Program). FTA also 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. Initial reports from transit agencies of long-term operator shortages and post-pandemic route optimization align with FY 2023 data showing fewer transit vehicles on the road than in FY 2022. However, more transit vehicles were in not in a state of good repair in FY 2023 than in FY 2022. Due to these factors, FTA anticipates marginal improvement in performance data for transit facilities, but a decline in performance data for transit revenue vehicles over the next few years.

FTA allocated \$13.2 billion in formula funding (less oversight), and \$547 million (less oversight) in Buses and Bus Facilities discretionary grants in FY 2023. In the most recent data, 31,058 out of a total 143,115 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. In addition, transit agencies have reported operator shortages and resultant route optimizations that have reduced the number of active fleet vehicles overall. Both of these factors have negatively affected results for this performance goal.

For the Nation’s transit buildings and facilities, 978 out of a total 12,086 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 2024 – 2025 Plans for Progress**

In FY 2024 and FY 2025, 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 2024 and 2025, 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.

### 2.2.13 Increase the Frequency of Bus Service in Urbanized Areas Over 100,000 in Population by 10% by 2026 (FTA)<sup>KPI, BIL</sup>

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	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	21,800 vehicle revenue miles per square mile
<b>Actual</b>	21,134 vehicle revenue miles per square mile	21,405 vehicle revenue miles per square mile	21,744 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 2023 Accomplishments

FTA announced 130 awards totaling nearly \$1.7 billion from the Buses and Bus Facilities and Low or No Emission competitive

grant programs for transit projects in 46 states and territories. This funding invests in more than 1,700 American-built buses that will be manufactured with American parts and labor. Nearly half of these buses will be zero-emission models, bringing the total number of zero-emission transit buses funded by the Bipartisan Infrastructure Law over two years to more than 1,800 – and more than doubling the number of zero-emission transit buses on America's roadways.

By the end of FY 2023, FTA had obligated 99.9% of CARES Act, 99.8% of CRRSAA, and 99.4% of ARP funds. FTA grants continue to provide critical assistance to transit agencies facing revenue shortfalls and significant capital investment to agencies looking to expand or upgrade their assets.

In FTA's FY 2024 Budget Submission, FTA proposed to increase the Federal share to 100% for Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) and Section 5311 (Formula Grants for Rural Areas). This will allow communities with historically limited access to public transportation to provide better and more equitable transit service without having to overcome the barrier of providing local matching funds.

#### FY 2024 – 2025 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 and will continue doing so through the 2024-2025 timeframe. Local governments may decide to use this funding to increase their transit service going forward. 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.

FTA included legislative proposals as part of its FY 2025 Budget Request to permit large systems in large urban areas to use formula funds for operating expenses. 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.

FTA will continue to implement the Buses and Bus Facilities Competitive Program and Low or No Emissions Program in FY 2024 and 2025, which will result in allocations to transit providers allowing them to purchase thousands more buses.

**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)<sup>KPI, BIL</sup>**

	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	Issue NGDISM NOFO for \$196 million in grant funding.	Issue NGDISM NOFO for \$392 million in grant funding.	Issue NGDISM NOFO for \$196 million in grant funding.	Issue NGDISM NOFO for \$196 million and any unobligated grant funding.
<b>Actual</b>	Published FY 2022 NGDISM NOFO on May 24, 2022. PHMSA announced 37 provisional grantees in April 2023.	Published FY 2023 NGDISM NOFO on May 23, 2023. PHMSA received 184 applications requesting \$1.8 billion in funding.	N/A	N/A

**Lead: Pipeline and Hazardous Materials Safety Administration**

The BIL authorized the first-ever Natural Gas Distribution Infrastructure Safety and Modernization (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 2023 Accomplishments**

PHMSA recommended 37 applications for award totaling \$195.4 million in April 2023. Following the Secretary's approval, PHMSA launched an extensive road show to announce the awards, which included 16 events in 19 states. 35 provisionally selected grantees have construction projects; they are in the early stages of satisfying NEPA requirements with technical assistance provided by PHMSA and Volpe. Two grantees have equipment-only projects; the

executed grant agreement was signed by the agency and the grant recipients in September 2023.

PHMSA reached out to all potential applicants, provided information on the NGDISM website, and conducted informational webinars. On May 23, 2023, PHMSA published the FY 2023 NGDISM NOFO. The NOFO made \$392 million available for award. The NOFO closed on August 4, 2023. PHMSA received 184 applications, consisting of more than 500 discrete projects and \$1.8 billion in requested funding.

All applications were evaluated through a well-established, rigorous process to make recommendations of awards in time to meet the deadline established by law. The full implantation of this grant will enhance public safety and reduce adverse impact of legacy pipelines on disadvantaged communities and the environment.

**FY 2024 – 2025 Plans for Progress**

In FY 2024– FY 2025, 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 miles of pipeline affected, number of jobs created, benefits to disadvantaged

communities, safety and environmental impacts, overall economic impact, and estimates in reduction in methane emissions attributable to the project. During FY 2024, PHMSA will accept new applications and make decisions about awards. In addition, in FY 2024, PHMSA will conduct an evaluation of the NGDISM program as outlined in DOT's FY 2024 Evaluation Plan.

Note on reporting out on mileage impacted or forecasting future mileage replaced, these are mostly 5-year projects. So, at the

conclusion of 5 years the 37 projects from the FY22 awards are projected to repair/replace 269 miles of aging pipe and reduce methane emissions by 212 metric tons, annually. Since no construction has even started and the construction season will likely be missed for this year, PHMSA put 80 miles of pipe replacement for FY 2024, and 80 miles for FY 2025. All projects are undergoing NEPA clearance, and we do not anticipate much if any construction before FY 2024.

### 2.2.15 Average Project Completion Time for Major Projects Posted on the Permitting Dashboard After BIL Effective Date (OST-P)

		FY 2023	FY 2024	FY 2025
	Target	24 months	24 months	24 months
	Actual	(No major projects were completed in FY 2023)	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 (anticipated in FY 2024).

### 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. 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](#). 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.

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, or over 6.5 years. 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 2023 Accomplishments

This is a new performance goal in FY 2023. DOT is currently tracking all active major projects which will be reported under this measure as the NEPA process is completed.

### FY 2024 – 2025 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.

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

	FY 2023	FY 2024	FY 2025
Target	24 months	24 months	24 months
Actual	24.6 months (1 FTA & 6 FHWA projects)	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 2023 Accomplishments

This is a new performance goal in FY 2023. DOT is currently tracking six active FHWA-led major projects and one active FTA-led major project; their current schedule performance is captured in the FY 2023 Actual reporting above.

FY 2024 – 2025 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 2024 – 2025 Plans for Progress for the Average Project Completion Time goal above for details).



### 2.2.17 The Percentage of Non-Interstate NHS Pavement in Either Good or Fair Condition will be Maintained at 90% (FHWA)\*

		CY 2023	CY 2024	CY 2025
	Target	90%	90%	90%
	Actual	**	N/A	N/A

\* New Measure in FY25.

\*\* Data expected in Q2 FY24.

#### Lead: Federal Highway Administration

As required by 23 CFR 490 Subpart B<sup>13</sup>, States must submit Non-Interstate NHS pavement condition data biannually to ensure that they meet the data requirements. This data is used to calculate and report this measure. While FHWA cannot directly impact the Non-Interstate NHS 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 2023 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 June 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 2024 – 2025 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 continue to implement the requirements of 23 CFR 490 Subpart B and 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 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.

<sup>13</sup> Code of Federal Regulations, National Performance Management Measures



# Strategic Objective 2.3: Global Economic Leadership

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

## FY 2023 Performance Summary

The **Global Economic Leadership** objective is supported by two performance goals.

### Performance Goal

2.3.1	Increase Number of New Air Transport Agreements, Modernized Air Transport Agreements, and Commercial Concerns Resolved
2.3.2	Participate in Policy Meetings to Represent U.S. International Aviation Policy Interests

## Key Successes and Opportunities

DOT exceeded its target for both of these performance goals in FY 2023. DOT continues to advance its leadership role in international aviation, achieving eight total agreements in FY 2023.

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

	FY 2022	FY 2023	FY 2024	FY 2025
Target	5	5	5	5
Actual	9	8	N/A	N/A

## 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 136 Open Skies partners, out of the 192 member States of the International Civil Aviation Organization (ICAO). The 56 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 (Dominican Republic, Algeria, 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. The Office also engages in negotiations when U.S. airlines 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 2024 and 2025.

### FY 2023 Accomplishments

OST-X-40 met its target for FY 2023, achieving eight total agreements and concerns resolved, but targeting five. However, events such as Russia’s continued invasion of Ukraine and the lingering effects of the COVID-19 pandemic have presented challenges, given their disruptive nature to the international aviation system globally. Continued travel, flight, and airspace restrictions or their lingering effects have hampered the resumption of normal U.S. carrier international operations in certain key markets, including China in particular. During FY23, OST-X-40 concluded new Open Skies Agreements with Angola, Moldova, and Mongolia. The Office also successfully negotiated with the Philippines to secure access at Manila’s Ninoy Aquino International Airport for United and to Schiphol Amsterdam Airport for JetBlue, each with historic slots. The Office also resolved a longstanding multi-million USD issue with the Government of Nigeria regarding the conversion and remittance of revenues collected by U.S. carriers in Nigerian currency.

### FY 2024 – 2025 Plans for Progress

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

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

		FY 2022	FY 2023	FY 2024	FY 2025
	Target	10	10	10	10
	Actual	13	17	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 2023 Accomplishments

OST-X-40 met its FY 2023 target for this goal, participating in 17 policy meetings, but targeting 10. However, geopolitical events and the pandemic presented challenges to meeting the

target. 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 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. Additionally, the Office also held meetings with several international partners to discuss international aviation policy issues on a bilateral basis.

FY 2024 – 2025 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.*

FY 2023 Performance Summary

The **Resilient Supply Chains** objective is supported by five performance goals.

Performance Goal

2.4.1	Alleviate Freight Congestion
2.4.2	Reduce the Number of Hazardous Materials Incidents that Resulted in a Road Closure of One Hour or More
2.4.3	Increase the Number of U.S.-Flag Vessels in International Service
2.4.4	Increase Port Capacity Throughput Availability by 10% by 2026
2.4.5	Maintain or Increase the Percentage of Time the U.S. Portion of the St. Lawrence Seaway is Available to Commercial Users

Key Successes and Opportunities

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 with significantly more in the pipeline, and existing partners having begun securely sharing data with DOT for the first time.

## 2.4.1 Alleviate Freight Congestion (FHWA)

	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024	CY 2025
Target	1.38	1.41	1.43	1.46	1.49	1.51	1.51
Actual	1.38	1.39	1.28	1.33	1.35	N/A	N/A

### Lead: Federal Highway Administration

The Truck Travel Time Reliability (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.

### FY 2023 Accomplishments

States reported annual TTTR metric data to FHWA. FHWA continued to assist States in reporting TTTR metric data and with updating their State Freight Plans. FHWA provides information, tools, and guidance to States for optimizing investments in system capacity and deploying operational strategies to address freight congestion and reliability. 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 the Bureau of Transportation Statistics 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.

### FY 2024 – 2025 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 2025 President's Budget includes \$1.5 billion for the National Highway Freight Program. In FY 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.

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

	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	140	135	131**	127**
<b>Actual</b>	34	26*	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. Actuals will be available for FY2023 in Fall 2024.

\*\* Since 2020, actuals have trended significantly below targets. Initial root cause was presumed COVID-related. While still unconfirmed, an FMCSA Rulemaking requiring Electronic Stability Control on new build trucks, has reduced skidding and overturning by 59% on those vehicles. Overturning is significantly correlated with road closure. PHMSA will re-baseline using post-COVID incident trends and newly available survey data on truck equipment.

#### 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 2023 Accomplishments

The OHMS has conducted a study to determine delay impact differential by comparing the far more frequent, but anecdotally lower impact, highway delays to rail delays. Research with Volpe about hazardous materials-caused rail delays will provide a valuation methodology that can reconcile rail and highway closure impact. PHMSA has experienced 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.

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. Due to the large discrepancy between the actuals and the target, it must be noted that before COVID-19, between 150 and 200 of these incidents were occurring each year.

#### FY 2024 – 2025 Plans for Progress

PHMSA will work towards getting the best information possible in the hands of those responding to a hazmat incident. This will facilitate safer outcomes, more prompt containments, and more efficient cleanups. PHMSA will:

- Release an updated emergency response guidebook for FY 2024.
- Work towards a final rule in HM-263, FAST Act Requirements for Real-Time Train Consist Information, to ensure emergency responders are provided with detailed information about possible hazmat on site when responding to a derailment.

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

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	82	83	84	85	95	95	110
<b>Actual</b>	81	86	83	87	92	N/A	N/A

#### Lead: Maritime Administration

MARAD supports large, internationally sailing, ocean-going commercial vessels operating under the U.S. flag. MARAD oversees several programs which provide stipends to internationally trading U.S. commercial vessels to ensure the United States maintains a presence in international shipping and has a fleet of U.S. flagged ships; it can rely on to meet national defense and other security requirements. 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), the [Tanker Security Program](#) (TSP), and Cable Security Fleet (CSF). 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 Accomplishments

In FY 2023, MARAD began the process of awarding ten operating agreements for the new Tanker Security Program. By statute, the

two tankers in the Maritime Security Program were transferred into two of the Tanker Security Program operating agreements, leaving the remaining eight operating agreements to be filled by new ships after they have reflagged. While the fourth quarter target for FY 2023 was not met as planned due to additional time needed to bring vessels into the inaugural TSP program, MARAD did meet the target shortly thereafter in the first quarter of FY 2024. As such, there are no significant setbacks in terms of progress. For the first time in over a decade, the U.S. flag fleet in international service is over 90 vessels.

#### FY 2024 – 2025 Plans for Progress

It is anticipated that the INDOPACOM area may require up to an additional three U.S. flag vessels be added to the fleet by FY 2024. The FY 2023 NDAA also authorized an expansion of the Tanker Security program from 10 vessels to 20 vessels in FY 2024, pending appropriations. Appropriated FY 2024 funding for MSP and the Tanker Security Program will help to ensure an adequate U.S. flag fleet and support mariner workforce, crewed by U.S. qualified Merchant Mariners, to support economic resiliency and to meet DoD requirements for sealift support. Acquiring and training U.S. mariners to crew these additional U.S. flag tankers will be a challenge, and will be a significant factor in the timing necessary needed to pull additional tankers into the fleet.



#### 2.4.4 Increase Port Capacity Throughput Availability by 10% by 2026 (MARAD)<sup>KPI, BIL</sup>

		FY 2022	FY 2023	FY 2024	FY 2025
	<b>Target</b>	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%	7.5% capacity increase
	<b>Actual</b>	75 million twenty-foot equivalent units*	Considering both MARAD-funded and externally-funded projects, throughput capacity has increased by 7% over baseline.*	N/A	N/A

\* From FY 2020 to FY 2022, discretionary grant programs awarded funds to projects that are projected to directly increase annual container throughput capacity by 3.6% over the baseline.

#### 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 port-related 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.

#### FY 2023 Accomplishments

MARAD identified projected increases in port throughput capacity and calculated the percentage increase in throughput capacity that has occurred since FY 2020. Port-related awards from Department discretionary grant programs, such as the Port Infrastructure Development Program, Rebuilding American Infrastructure with Sustainability and Equity, INFRA, and Rural Opportunities to Use Transportation for Economic Success (ROUTES) programs, were analyzed to identify the potential for increases in port capacity.

MARAD previously established a national baseline for available container capacity at U.S. maritime ports, estimating a national capacity of 75 million twenty-foot equivalent units (TEUs).

From FY 2020 to FY 2022, discretionary grant programs awarded funds to projects that are projected to directly increase annual container throughput capacity by 2,723,909 TEUs per year. This represents an increase of 3.6% over the 75 million TEUs per year baseline established in FY 2021. These projects are all scheduled to become operational prior to 2026. 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. Capacity improvements were also made by ports utilizing non-MARAD funding. From 2021 to date, ports have announced improvements projected to increase capacity by 2,521,000 TEUs per year, or 3.4% of the baseline. These projects are all scheduled to be completed by 2026. Considering both MARAD-funded and externally-funded projects, throughput capacity has increased by 7% over the baseline of 75 million TEUs per year.

#### FY 2024 – 2025 Plans for Progress

During FY 2024 and FY 2025, 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 associated with 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 outreach and engagement with our Nation’s ports and the maritime sector to and build a more resilient, globally competitive goods movement chain. This includes coordinating with grant recipients and the maritime community to provide training, and developing resources designed to aid grant recipients in the planning and delivery of their projects. FY 2024 funding for port infrastructure and marine transportation

system, including, but not limited to, the United States Marine Highway Program and Port Infrastructure Development Program will continue to further the goal of increasing port capacity to meet the FY 2024 target rate of five percent (5%). MARAD will also monitor the progress of port capacity improvement projects funded by external sources to better ascertain the degree to which capacity has improved.

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)

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Target	99%	99%	99%	99%	99%	99%	99%
Actual	99.3%	99.1%	99.6%	99.6%	98.7%	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 over \$12 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/or equipment malfunctioning.

FY 2023 Accomplishments

In FY 2023, the GLS inspected or assessed 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 system reliability rate for the U.S. portion of the St. Lawrence Seaway in FY 2023 was 98.7%, narrowly missing the annual goal by 0.3%. Vessel and weather-related delays accounted for 97% of total system delays. In September 2023, a vessel grounding in the U.S. sector of the Seaway caused a system delay and disruption to commercial navigation of 49 hours and 49 minutes, which lowered the system reliability rate below 99 percent for the fiscal year for the first time since FY 2018.

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 25 minutes) in FY 2023, or three percent of total system delays. This near-perfect rate for lock availability in FY 2023 is attributable to the GLS’s Seaway Infrastructure Program, which addresses the core operating components of both U.S. Seaway locks and other associated GLS assets. GLS operational and capital infrastructure initiatives support more than 147,000 U.S. jobs and generate associated annual U.S. economic benefits of \$26 billion in economic activity, \$14 billion in personal income and local consumption expenditures, and \$4 billion in Federal, State, and local tax revenue.

FY 2024 – 2025 Plans for Progress

In FY 2024 and 2025, 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 vessel safety inspections and assessments and ballast water examinations of all foreign flag ships;
- 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 manage vessel traffic control and lock transits more efficiently.

# Strategic Objective 2.5: System Reliability & Connectivity

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

## FY 2023 Performance Summary

The **System Reliability and Connectivity objective** is supported by six performance goals.

The Department designated this strategic objective as an “Area Demonstrating Noteworthy Progress.” This designation is derived from the Office of Management and Budget’s guidance that requires that, every year, each agency designates at least one of its strategic objectives for this category. The designation is reserved for strategic objectives that meet at least one of the official criteria for recognition of noteworthy performance, including that “[n]ew innovations in strategy, program design, risk mitigation, or operations have led to notable improvements in outcomes, risk reductions, and/or cost reductions and promise greater impact in the future.” DOT is addressing the aging infrastructure of the nation’s airports through funding that supports on safe, sustainable and accessible airport terminals. Such projects will support system reliability and connectivity, just as investments in intercity passenger rail and reliability of the interstate. Reliable and accessible transportation are valuable services that benefits everyone in their day to day life for healthcare, education, community life, and employment.

### Performance Goal

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
2.5.2	Meet the Annual Target for Average Number of Daily Arrivals and Departures at Core Airports
2.5.3	Meet the Annual Target for National Airspace System On-Time Arrival Rate at Core Airports
2.5.4	The Percentage of Person-Miles Traveled on the Interstate that are Reliable Will be at or Above 82.8%
2.5.5	Increase Intercity Passenger Rail On-Time Arrivals System-Wide
2.5.6	Increase Percentage of DoD-Required Shipping Capacity Complete with Crews Available within Mobilization Timelines

## Key Successes and Opportunities

The FAA achieved its annual targets for the Average Number of Daily Arrivals and Departures and the National Airspace System On-Time Arrival Rates at Core Airports. The FAA far exceeded its FY 2023 goal of 85 and awarded over 300 grants for new/ rehabilitation pavement projects.

Since 2013, FHWA has held quarterly National Performance Management Research Data Set Users Technical Assistance webinars (the data source for the Interstate Reliability measures) to actively maintain steady engagement with data set users to

share their knowledge and experience. FHWA continues promoting traffic incident management to shorten the duration and impact of roadway incidents and to improve the safety of motorists, crash victims, and responders by training close to 700,000 participants to date.

FRA monitors compliance with 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. FRA publishes quarterly reports that include on-time performance and minutes of delay data for all Amtrak routes and

trains. Amtrak trains continue to face delays from host railroad freight train interference and speed restrictions, especially on Long Distance routes, although FY 2023 freight train interference delays are down from FY 2022 levels. Additionally, delays due to weather and Amtrak crew and equipment constraints delayed trains across the system. With the publication of the reports and data, the

Surface Transportation Board (STB) can initiate an investigation into the performance of trains that do not meet the standard.

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).

**2.5.1 Focus \$19.4 billion in BIL funds on airport modernization and safety infrastructure projects including participation in completing 50 new or replacement terminals and 2,000 new or rehabilitated pavement projects by 2030. (FAA)<sup>KPI</sup>**

	FY 2022	FY 2023	FY 2024	FY 2025
Target	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.	Announce the intent to award grants to ten new or replacement terminal projects and award grants to 350 new/rehabilitation pavement projects.
Actual	Announced the intent to fund over 20 airport terminal projects in July 2022 and awarded over 110 grants for pavement projects.	Announced the intent to fund 86 terminal projects in February 2023 and awarded over 300 grants for new/ rehabilitation pavement projects		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 2023 Accomplishments**

The Secretary of Transportation announced the intent to fund 86 airport terminal projects in February 2023 as part of the BIL FY 2023 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 300 new/rehabilitation pavement projects. The FAA far exceeded its FY 2023 goal of 85 and

awarded over 300 grants for new/rehabilitation pavement projects. The FAA does not anticipate any issues meeting the annual goals or the 2030 goals for multi-modal transportation.

**FY 2024 – 2025 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. 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 2024 and 2025 targets. The FAA has updated the targets based on accomplishments in FY2022 and FY2023. The

plan is to focus on new or replacement terminals completed by 2030 versus terminals receiving funding by 2030. The FAA is working to issue the ATP Notices of Funding Opportunity early in each fiscal year through 2026 to help ensure completion of the

terminal projects by 2030. 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 primary challenge is hiring and training the new staff.

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

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Target	59,303	56,771	58,193	58,962	58,661	57,931	N/A
Actual	59,447	58,755	60,369	61,511	60,432*	N/A	N/A

\* Through October 24, 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 2023 Accomplishments

The FAA met its FY23 annual target for Average Daily Capacity (ADC). The FY 2023 ADC is 60,432, which is above the FY 2023 target of 58,661. To improve the accuracy of the capacity target, FAA has been identifying and strategically mitigating the impacts of reduced capacity events.

FY 2024 – 2025 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.

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

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	88%	88%	88%	88%	88%	88%	88%
<b>Actual</b>	88.3%	93.03%	93.6%	91.74%	89.74%	N/A	N/A

#### 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 2023 Accomplishments

The FAA met its FY23 annual target for NAS On-Time Arrivals Rate. The FY 2023 NAS On-time Arrival rate is 89.74 percent, which is

above the FY 2023 target of 88 percent. The agency continues to improve the processes of planning and tactically managing traffic, which results in more accurate arrival time estimates.

#### FY 2024 – 2025 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.

### 2.5.4 The Percentage of Person-Miles Traveled on the Interstate that are Reliable Will be at or Above 82.8% (FHWA)<sup>APG, KPI</sup>

	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024	CY 2025
<b>Target</b>	83.7%	83.1%	82.8%	82.8%	82.8%	82.8%	82.8%
<b>Actual</b>	83.4%	83.8%	93.9%	89.1%	87.2%	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.

#### FY 2023 Accomplishments

FHWA holds quarterly National Performance Management Research Data Set Users Technical Assistance webinars (the data source for the Interstate Reliability measures) to actively maintain steady engagement with data set users to share their knowledge and experience. FHWA continues promoting traffic incident management to shorten the duration and impact of roadway incidents and to



improve the safety of motorists, crash victims, and responders by training close to 700,000 participants to date.

FHWA continued the contract for the NPMRDS by awarding the first option year (covering 2023) in January 2023. This contract provides 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.

**FY 2024 – 2025 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.

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

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Target	N/A	80%	80%	80%	80%	80%	80%
Actual	74%	79.7%	77%	74%	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 detrainning 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 2023 Accomplishments**

FRA monitors compliance with 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. FRA publishes quarterly reports that include on-time performance and minutes of delay data for all Amtrak routes and trains. Amtrak trains continue to face delays from host railroad freight train interference and speed restrictions, especially on Long Distance routes, although FY 2023 freight train interference delays are down from FY 2022 levels. Additionally, delays due to weather and Amtrak crew and equipment constraints delayed trains across the system. With the publication of the reports and data, the

Surface Transportation Board (STB) can initiate an investigation into the performance of trains that do not meet the standard.

The FY2023 Metrics and Minimum Standards reports provide data not only on Amtrak on-time performance but also train delays, customer service, financials, and other public benefits metrics. They provide the data necessary to determine if an Amtrak route or train met the on-time performance minimum standard. In December 2022, Amtrak used the reported data as the basis for a request to the Surface Transportation Board for a Passenger Rail Investment and Improvement Act (PRIIA) Section 213 investigation of poor on-time performance on the Sunset Limited route, which operates between New Orleans and Los Angeles. In April 2023, DOT submitted a letter to the STB encouraging it to “adopt an efficient and focused process” for the investigation. In July 2023, the STB initiated its investigation into poor performance on the Sunset Limited.

**FY 2024 – 2025 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. FRA will continue to monitor the proceedings for the Sunset Limited route and

performance across the Amtrak network, in particular long-distance performance. 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.

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

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Target	94%	94%	94%	85%	85%	85%	85%
Actual	92%	90%	91%	89%	93%	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. 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).

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 2023 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 five ships for recapitalizing the fleet, adding nearly 1M square feet of militarily useful cargo area to the RRF fleet. Despite the challenges to maintaining the fleet, MARAD’s performance as the sole provider of U.S. sealift reserve ships achieved the following:

- Activated and operated 16 ships (33% of RRF) to support 24 DOD missions in FY23.
- Activated and operated 15 ships (31% of RRF) during two separate TURBO activation test activations for U.S. Transportation Command. In terms of performance, one of 15 ships activated successfully, but received only a marginal score of 73%.

For its core mission function to maintain ships in a cost effective Reduced Operating Status, MARAD activated and operated 8 ships (17% RRF) for planned maintenance events, with 5 of the 8 ships activated immediately before or after a DOD mission.

FY 2024 – 2025 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 60-ship Maritime Security Program (MSP), the 2-ship Cable Security Fleet (CSF), and the 10-ship Tanker Security Program (TSP). The FY2023 NDAA has authorized the TSP to increase to

20 ships in FY 2024, and the program is awaiting authorized appropriations to grow the fleet. FY 2024 funding provided for MSP, CSF, and TSP 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. Two RRF ships remain activated since FY23, operating in support of DOD missions, including deployment for Israel. The RRF ship Cape Horn received an activation order for late December, for OPERATION PATHWAYS 24 supporting U.S. INDO-PACOM. Another ship will activate in January for NORDIC RESPONSE 24.

The delayed recapitalization of the RRF has made it difficult to meet readiness targets. Navy's early retirement of low performing vessels, few suitable used vessels available for purchase, and

the lack of a new construction sealift vessel program continue to impact the available square footage. MARAD is prepared to enact additional ship procurements, including through new construction, with support from the U.S. Navy and U.S. Transportation Command to increase the rate of recapitalization to four ships per year. Crew availability remains a challenge for both the commercial sealift fleet and the RRF fleet, with every activation of reserve fleet affecting reliefs of mariners sailing commercially where lengthy assignments and delayed reliefs during the COVID-19 pandemic, and retirements have led to increased demand 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 Goal 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.*

The Department is expanding affordable access to transportation jobs and business opportunities by removing barriers for individuals, businesses, and communities.

One such barrier is transportation cost burden, a complex concept that is challenging to represent and analyze. The Office of the Assistant Secretary for Transportation Policy (OST-P) has progressed on a pilot transportation cost burden measure to better understand this major category of household expense that reflects regional costs, not just the National costs. A transportation Cost Burden element has been incorporated into the Justice40 ETC Explorer disadvantaged communities tool.

The Department also took steps to mitigate the effects of structural obstacles to building wealth in traditionally underserved

communities, including providing more opportunities for disadvantaged business enterprises (DBE), women-owned small businesses, and minority-owned businesses to engage with DOT. As a result of these efforts, the Department is on track to meet its FY 2023 Small Disadvantaged Business goal of 20.5 percent.

Additional activities in FY 2023 included the establishment of an Advisory Committee on Transportation Equity (ACTE) under the Federal Advisory Committee Act (FACA); Justice40-related legislative recommendations to institutionalize equity across DOT policies, programs, and decision-making processes; and conducting stakeholder outreach to gauge the level of equity being incorporated into transportation planning by State DOTs and metropolitan planning organizations (MPOs).

The Equity Action Plan highlights work that DOT will undertake across four focus areas – wealth creation, power of community, interventions, and expanding access – to expand access and opportunity to all communities while focusing on underserved, overburdened, and disadvantaged communities. This Equity Action Plan is a major milestone that represents a shift in how we view and deliver transportation programs.

# Strategic Objective 3.1: Expanding Access

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

## FY 2023 Performance Summary

The **Expanding Access objective** is supported by two performance goals.

Performance Goal	
3.1.1	Reduce National Transportation Cost Burden by 5%, Including Transportation Travel Cost as a Percent of Income, by 2030
3.1.2	Increase the Number of State ADA Report Submissions in eCivil Rights Connect

## Key Successes and Opportunities

Transportation cost is a complex concept that is challenging to represent and analyze. Over the last two years DOT has on developing a metric, including seeking feedback from the public. Currently, Phase 1 involves the development of a baseline using data in the transportation insecurity element of the Justice40 ETC Explorer disadvantaged communities tool. This tool will aid DOT

and our grantees in identifying areas with high cost burden to prioritize funding decisions. DOT is refining Cost Burden within the ETC Explorer tool and has begun an effort to bring the Cost Burden discussion from a National cost level to one that reflects regional costs, allowing for better understanding and targeting of efforts to reduce transportation cost burden.



### 3.1.1 Reduce National Transportation Cost Burden by 5%, Including Transportation Travel Cost as a Percent of Income, by 2030 (OST-P)<sup>KPI</sup>

	FY 2022	FY 2023	FY 2024	FY 2025
Target	N/A (baseline)	47% (percent of US population who are transportation cost burdened)	47% (percent of US population who are transportation cost burdened)	46.5% (percent of US population who are transportation cost burdened)
Actual	47% (percent of US population who are transportation cost burdened)	Available fall 2024	N/A	N/A

#### Lead: Office of the Assistant Secretary for Transportation Policy

DOT developed a transportation cost burden measure using existing data sources to better understand this major category of household expense, as well as the DOT Equitable Transportation (ETC) Explorer Tool and Index Methodology and the ETC Technical Documentation. 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 2023 Accomplishments

In FY 2022, informed by the May 2021 [Request for Information \(RFI\) on Transportation Equity Data](#), DOT developed a transportation cost burden metric that is now available as part of CEQ's [Climate and Economic Justice Screening Tool](#) (CEJST).

DOT is developing a baseline to measure transportation cost burden utilizing data in the transportation insecurity element of the [Justice40 ETC Explorer disadvantaged communities tool](#). This tool will aid DOT and our grantees in identifying areas with high cost burden to prioritize funding decisions. With contractor support, BTS has begun an effort to bring the Cost Burden discussion from a National cost level to one that reflects regional costs, allowing for better understanding and targeting of efforts to reduce transportation cost burden. DOT is continuing to refine Cost Burden within the ETC Explorer tool. 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) informs the initiative.

In FY 2023, informed by the February 2023 [RFI on the US DOT ETC Explorer Tool and Index Methodology](#), DOT updated this transportation cost burden metric and made it available through the DOT [ETC Explorer Tool](#). Both CEJST and ETC Explorer can aid DOT and our grantees in identifying the areas with high-cost burden to prioritize funding decisions. This milestone fulfills DOT's Equity Action Plan commitment to pilot a transportation cost burden measure to screen transportation projects for funding.

This work also provided the foundation for establishing a baseline and target for this performance goal. In this context, DOT considers individuals and households spending more than 15% of their annual income on transportation and/or 45% or more of their income on transportation and housing costs combined to be *transportation cost burdened*. The Department aims to reduce the percent of US population transportation cost burdened from 47% in FY 2022 to 42% in FY 2030, a 5% reduction from the FY 2022 baseline. An overview of the methodology for this transportation cost burden metric can be found starting on page 20 of the [ETC-Explorer Technical Documentation](#) (published May 2023).

Ultimately, DOT aims to adopt more precise measures of transportation cost burden that can help focus resources on the most transportation cost burdened households, including those in the lowest income quintile. In addition to reporting on this National cost level metric for the purpose of the performance goal, DOT will monitor the percent of annual income spent on transportation, as well as transportation and housing combined,

by average households in different income quintiles with the aim of keeping housing and transportation costs combined below 45% and lowering burden for the most cost burdened households in the lowest two income quintiles. To this end, BTS began an effort to bring the cost burden discussion from a National cost level to one that reflects regional costs, allowing for better understanding and targeting of efforts to reduce transportation cost burden. This included hosting a workshop in May 2023 with DOT staff, academics, local agencies, non-profits, state agencies, advocacy groups, associations, and other federal agencies.

### FY 2024 – 2025 Plans for Progress

In FY 2024 and FY 2025, DOT will continue to encourage grantees to identify areas with high transportation cost burden to prioritize

funding decisions and use the transportation cost burden measure to screen projects for funding. By September 2024, DOT will update the DOT ETC Explorer tool, including system condition and access data, to help States and communities advance projects that benefit underserved communities. The Department will also expand upon the current research and understanding of individual and household transportation cost, travel time, trips not taken, accessibility, and access to key resources across demographics, with the aim of developing a new data collection methodology to capture these elements. This will lay the groundwork for launching an enhanced transportation cost burden measure as part of a transportation disadvantage index by December 2027.

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

	FY 2022	FY 2023	FY 2024	FY 2025
Target	1	10	10	N/A
Actual	1	3	N/A	N/A

**Note:** Data will be available in Nov 2023

### 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 2023 Accomplishments

In fiscal year 2023, the target was increased from one state ADA report submissions to ten submissions 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 Office of Civil Rights is continuing to review data to determine the total number of submissions. The reports are due annually on November 1st.

### FY 2024 – 2025 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.*

## FY 2023 Performance Summary

The **Wealth Creation objective** has four performance goals.

The Department designated this strategic objective as an “Area Demonstrating Noteworthy Progress.” This designation is derived from the Office of Management and Budget’s guidance that requires that, every year, each agency designates at least one of its strategic objectives for this category. The designation is reserved for strategic objectives that meet at least one of the official criteria for recognition of noteworthy performance, including that “[n]ew innovations in strategy, program design, risk mitigation, or operations have led to notable improvements in outcomes, risk reductions, and/or cost reductions and promise greater impact in the future.” This strategic objective reflects the first time the federal government is implementing major changes to boost contracting opportunities for underserved small businesses. Thereby increasing the number of new entrants to the Federal marketplace and reversing declines in the small business supplier base.

### Performance Goal

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
3.2.2	Increase the Percentage of Total FAA Direct Procurement Dollars Awarded to Small Disadvantaged Businesses
3.2.3	Increase Number of State DOTs Adopting and Implementing Identified Best Practices When Administering the DBE Program on Design-Build Projects
3.2.4	Increase the Total Federal Transit Grant Dollars Announced or Allocated for Rural or Tribal Areas

## Key Successes and Opportunities

DOT is committed to pursuing a comprehensive approach to advancing equity for all. Increasing the amount of Federal spending reaching underserved businesses not only helps more Americans

realize their entrepreneurial dreams, but also narrows persistent wealth disparities. DOT has succeeded in removing barriers to wealth creation opportunities for underserved communities through increased US DOT contracts by targeting outreach to increase small disadvantaged and minority-owned business participation.

### 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)<sup>APG, KPI</sup>

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Target	N/A	20.0%	20.5%	21.0%	21.5%
Actual	18.2%	21.25%	22.6%	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 20.5% in FY 2023 to 21.5% by FY 2025.

#### FY 2023 Accomplishments

As part of Departmental efforts to increase Wealth Creation, the Department exceeded the FY 2023 goal of awarding 20.5% of direct contract dollars to SDBs and awarded approximately 20.58%. 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.

OSDBU has hosted 33 virtual sessions and 8 matchmaking events since the program kicked off in February 2022 with more than 6,400 small businesses in attendance. Through these sessions, OSDBU provided an overview of the Federal contracting process, how to navigate DOT's procurement forecast, upcoming contract opportunities, technical assistance, available resources for small businesses, and one-on-one meetings with program offices, contracting officials and prime contractors.

In FY 2023, OSDBU consolidated the procurement forecast website from a separate site for each FY into one summary site containing all fiscal years. Now, Small Businesses can view all of DOT's requirements for the current fiscal year and beyond. As a part of

this enhancement, OSDBU also added several new data fields, including expected period of performance, place of performance, security clearance requirements, anticipated award date, etc.

Also, OSPE established internal policies to promote and maximize the inclusion of small and minority businesses, including direct contract opportunities arising from BIL.

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.

#### FY 2024 – 2025 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 21.5% in FY 2025. 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.

OSPE and OSDBU will continue to engage in various external equity related groups to include the Office of Management and Budget

(OMB) Equity Learning Community and the White House Interagency Policy Committee (IPC) Equity meetings. 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. OSPE and OSDDBU will continue to partner to identify and promote training for the acquisition workforce on ways to incorporate equity considerations in the full acquisition lifecycle.

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

	FY 2022	FY 2023	FY 2024	FY 2025
Target	12%	13%	14%	15%
Actual	17.07%	17.31%	N/A	N/A

Lead: Federal Aviation Administration

The FAA set a target for this performance goal in FY 2023 for at least 13% 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 2023 Accomplishments

In FY 2023, the FAA exceeded its small business goals and achieved a record award rate for SDBs. The Agency has obligated more than \$5.5 billion in contract awards. Of that amount, 31.8% went to Small Businesses (FY 2023 goal: 25%), 18.05% went to SDBs (FY 2023 goal: 13%), 5.2% went to Service-Disabled Veteran Owned Small Businesses (FY 2023 goal: 3%), and 6.5% went to Women Owned Small Businesses (FY 2023 goal: 5%). To achieve the increase in small business awards, the Office of Acquisition Policy and Oversight continued to focus on increasing external outreach, enhancing communications, and updating Acquisition Management System policy and guidance.

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 increased the noncompetitive threshold for acquisitions with Small Disadvantaged Businesses (SDB), Women-Owned Small Businesses (WOSB), Economically Disadvantaged Women-Owned Small Businesses (EDWOSB) and HUBZone that include BIL funds to \$20 million. The FAA also promoted its Mentor Protégé Program (MPP) to motivate and encourage firms to assist small businesses with acquisition opportunities.

The FAA was equally successful in awarding BIL funding to small business vendors in FY 2023. Of the approximately \$460 million in BIL funding awarded, approximately 40% has gone to Small Businesses and 30% to SDBs. Notably in FY23, the FAA held focused matchmaking events, including a Bipartisan Infrastructure Law (BIL) focused small business matchmaking event as well as a Small Disadvantaged Business (SDB) focused matchmaking event on Mike Moroney Aeronautical Center (MMAC) acquisition. The FAA also hosted a BIL Tower Execution Strategy industry day that promoted the FAA's Mentor Protégé Program and also solicited interest and feedback from industry including from small and disadvantaged businesses. Lastly, the FAA completed an interim update under the AMS to raise the noncompetitive threshold for small business socioeconomic categories that include 8(a)/SDB from \$10M to \$20M for BIL funded acquisitions only, through FY 2026.



FY 2024 – 2025 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 2024 SDB target for total direct

procurement dollars to 14% 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.

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

	FY 2022	FY 2023	FY 2024	FY 2025
Target	3	5	8	12
Actual	3	5	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.

FY 2023 Accomplishments

The best practice of adopting DBE Open-Ended Performance Plans (OEPP) was chosen as an EDC-7 innovation. The FHWA Office of Civil Rights has presented on the OEPP during national EDC-7 webinars, at the DOT Equity Conference, and at AASHTO. Twenty-six states have expressed interest in learning about or adopting the OEPP. Five States are now using OEPP in their design build projects. The FHWA Office of Civil Rights continues to deliver webinars and trainings on adopting best practices on delivering the DBE Program

in the context of design build. For design build contracting, the team is promoting the use of an open-ended performance plan (OEPP) instead of named DBE commitments prior to award. The OEPP allows the design-build team/proposer to commit to using good faith efforts to meet the contract goal through sufficient DBE subcontracting by submitting a plan with their proposal. In an OEPP, the design-build team lists the anticipated work types with the estimated dollar value and timeframe for planned DBE participation throughout the life of the project. DBE subcontracts come to fruition when essential details are known for successful solicitation of DBEs to perform the work. Through the FHWA Every Day Counts program, approximately 26 states are interested in adopting and implementing OEPPs. The technical team for this initiative will provide tools, sample plans and contract language, workshops, peer exchanges, webinars, and real-time examples to describe and demonstrate the benefits of integrating an OEPP in their design-build procedures. On December 12 and 13th, FHWA’s Office of Civil Rights’ EDC-7 team for is hosting two peer exchanges to learn more about an innovation that addresses equity and wealth creation for small disadvantaged businesses. Approximately 100 attendees with expertise in the DBE program and design-build contracting, representing 25 states/FHWA Divisions, are gathering to discuss best practices on how to integrate Open Ended DBE Performance Plans in their design-build procedures. This is a proven best practice to increase and diversify DBE opportunities on design build projects. 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. The final rule should be published soon.



## FY 2024 – 2025 Plans for Progress

The FHWA Office of Civil Rights will develop tools and other materials to assist States interested in adopting the OEPP. FHWA

has scheduled its first OEPP peer exchange for November and has hired a consultant to assist in scheduling additional peer exchanges where states can share best practices.

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

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Target	N/A	\$1.741 billion*	\$1.718 billion*	\$1.700 billion	\$1.700 billion
Actual	\$843 million	\$1.527 billion	\$1.75 billion	N/A	N/A

\* FY 2022 target reflects the announcement of full-year apportionments. FY 2023 – FY 2026 targets reflect updated funding amounts provided by IJJA.

#### 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. Rural areas and tribes

are eligible recipients of this program, and rural areas receive this funding through a formula.

This performance goal also includes discretionary or formula grant dollars announced or allocated to rural areas from funding sources including: [Innovative Coordinated Access and Mobility Grants](#) (Section 3006(b)); the [Rural Transit Assistance Program](#) (Section 5311(b)(3)); Appalachian Development Public Transportation Assistance Program (Section 5311(c)(3)); the Grants for Buses and Bus Facilities Program (Section 5339); the [Low or No Emission Vehicle Program](#) (Section 5339(c)); the Growing States/High Density States Program (Section 5340); and the Ferry Service for Rural Communities Program (Section 71103).

#### FY 2023 Accomplishments

In FY 2023, FTA exceeded the \$1.7 billion target for the amount of transit grant dollars announced or allocated 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. Key milestones included: publishing full-year formula apportionments in April and awarding over \$158 million for rural projects in the FY 2023 Bus and Bus Facilities and Low or No Emission grant competitions in June 2023.

In addition to funding allocated by formula-based grants, FTA awarded a total of over \$500 million in competitive funding to rural and tribal areas. This funding included \$108 million from the Bus and Bus Facilities competitive program to upgrade bus

infrastructure around the country, \$250 million from the Ferry Service for Rural Communities program to improve the quality and reliability of rural ferry service, and \$18 million from the Tribal Transit Competitive Program to improve public transportation on tribal lands. The Low or No Emissions Competitive program allocated more than \$50 million to help rural and tribal communities to buy more environmentally friendly buses, and the Electric and Low-Emitting Ferry program contributed over \$78 million to do the same with ferries.

FY 2024 – 2025 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 2024 and 2025, FTA will administer BIL funds for the Rural Formula, Tribal Formula, and Tribal Discretionary Programs. FTA will also continue to prioritize rural projects in the Buses 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.*

FY 2023 Performance Summary

The **Power of Community objective** is supported by two performance goals.

Performance Goal	
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
3.3.2	Increase the Percentage of Community Outreach Activities Directed Toward Underserved Communities to Increase Hazmat Transportation Awareness, Preparedness, and Response

Key Successes and Opportunities

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. The survey was approved by OMB and released the week of August 22, 2022. In collaboration with FHWA, FTA, and DOCR,

OST-P used the results of FHWA's FY 2022 survey of State DOTs and MPOs to establish a preliminary baseline and annual targets for this performance goal. PHMSA has been working to establish and promote a uniform methodology for determining underserved communities and continues to onboard new outreach personnel and adjust existing personnel workloads towards community outreach. PHMSA 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.

### 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)<sup>KPI</sup>

	FY 2022	FY 2023	FY 2024	FY 2025
Target	N/A (baseline year)	5/52 (10%) of State DOTs  53/214 (25%) of TMA-serving MPOs	9/52 (17%) of State DOTs  77/214 (36%) of TMA-serving MPOs	13/52 (25%) of State DOTs  95/214 (44%) of TMA-serving MPOs
Actual	3/52 (6%) of State DOTs  42/214 (20%) of TMA-serving MPOs	N/A	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 2023 Accomplishments

In collaboration with FHWA, FTA, and DOCR, OST-P used the results of FHWA's FY 2022 survey of State DOTs and MPOs to establish a preliminary baseline and annual targets for this performance goal. That FY 2022 baseline is: 3/52 (6%) of State DOTs and 42/214 (20%) of Transportation Management Area (TMA)-serving MPOs have an equity screening component in their transportation planning and programming processes for all funding sources. DOT also used the survey results to develop a multi-year research, technical assistance, and monitoring plan to improve how equity and meaningful public involvement are incorporated

into transportation planning. For example, DOT hosted a workshop with leading State DOTs and MPOs to better understand promising practices in equitable transportation planning.

#### FY 2024 – 2025 Plans for Progress

By the end of 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. In continued collaboration between OST-P, FTA, FHWA, and DOCR, DOT will publish a guide to help funding recipients advance their adoption of equity screening components in their transportation planning and programming processes. The guide will complement the Meaningful Public Involvement guide released in October 2022. DOT plans to conduct annual surveys to monitor progress and host peer exchange and trainings with promising practices from both guides. DOT will also consider potential 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. In FY 2025, DOT will consider updates to these technical assistance and monitoring activities based on progress and stakeholder feedback.

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

	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	40%	40%	40%	40%
<b>Actual</b>	26%	42%	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 2023 Accomplishments

In FY 2023, PHMSA performed outreach activities to underserved communities in-line with the Justice40 principle of having 40% of resources focus on underserved communities. This is the first time that PHMSA has been able to meet its target for this measure.

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.

#### FY 2024 – 2025 Plans for Progress

PHMSA continues to mature processes for identification of underserved communities, tracking community outreach events, and facilitating grant funding, emergency special permits, technical assistance, and access to data for these communities. In addition to continuous improvement, PHMSA will explore whether its System Integrity Safety Program can be an effective tool to empower communities.

# Strategic Objective 3.4: Proactive Intervention, Planning, & Capacity Building

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

## FY 2023 Performance Summary

The **Proactive Intervention, Planning, and Capacity Building objective** is supported by four performance goals.

Performance Goal	
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
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
3.4.3	Reduce the Number of Displacements Resulting from Federal-Aid Highway Projects
3.4.4	Complete Three Projects that Reconnect Communities that were Divided by Transportation Corridors

## Key Successes and Opportunities

DOT delivered new tools and established new programs to provide technical assistance to DOT discretionary grant programs' applicants and to reduce barriers to accessing Federal funds. In addition, DOT launched the Reconnecting Communities discretionary grant program, which provides dedicated funding to reestablish community connectivity.

In 2022, 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.

**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)<sup>KPI, BIL</sup>**

		FY 2022	FY 2023	FY 2024	FY 2025
	<b>Target</b>	N/A (baseline year)	29.5% (first-time applicants from DACs/total first time applicants)	31% (first-time applicants from DACs/total first time applicants)	33% (first-time applicants from DACs/total first time applicants)
	<b>Actual</b>	28% (366/1,303) (first-time applicants from DACs/total first time applicants)	N/A	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. This measure helps the Department understand whether more applicants are getting in the door to access DOT funds, and how many of those represent disadvantaged communities.

**FY 2023 Accomplishments**

In FY 2023, DOT continued to build out tools and programs to provide technical assistance to applicants to DOT discretionary grant programs and reduce barriers to accessing Federal funds. For example, the new Thriving Communities Program provides hands-on support to underserved and overburdened communities using DOT funds. In April 2023, DOT awarded \$21 million to four Thriving Communities capacity builders to support 64 communities in 42

states, including 6 Tribal Nations and Puerto Rico. DOT partnered 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. DOT also released an update to the [ETC Explorer Tool](#) to help applicants address the benefits and burdens the proposed project will create in disadvantaged communities and hosted trainings on how to use the [Promising Practices for Meaningful Public Involvement in Transportation Decision-Making](#). DOT continues to add resources to the [DOT Navigator](#) to help communities understand the best ways to apply for grants and to plan for and deliver transformative infrastructure projects and services, 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 establish a baseline for this performance goal. DOT used applicant data from all DOT discretionary grant programs from FY 2016 to FY 2021 to produce a list of 3,556 total unique applicants to serve as a reference for applicants who applied for the first time starting in FY 2022. The Department then identified the number of unique entities who applied for DOT discretionary grants in FY 2022 (3,240 applicants), the subset who applied for the first time in FY 2022 (1,303 applicants), and the subset of those (366 applicants) who represent transportation disadvantaged communities according to the ETC Explorer. This analysis showed that 28% (366/1,303) of the *total first-time discretionary grant applicant pool* in FY 2022 were *first-time discretionary grant applicants from disadvantaged communities*. Through this performance goal, DOT aims to increase the percent of applicants to DOT discretionary grant programs who



are *first-time applicants from disadvantaged communities* from 28% (366/1,303) of the total first-time applicant pool in FY 2022 to 33% of the total first-time applicant pool in FY 2025, a 5% increase from the FY 2022 baseline.

Ultimately, DOT aims to understand how well the Department's funding programs are reaching the broader universe of eligible applicants and target technical assistance accordingly. OST is working to refine the current methodology for identifying whether an applicant has applied previously and whether they represent a disadvantaged community. OST is also working to better understand which potential applicants have not yet applied, reasons why, and how to best support them

#### **FY 2024 – 2025 Plans for Progress**

To encourage applicants and increase awardees from disadvantaged communities who have never applied for DOT funding before, the Department will continue to provide hands-on technical assistance and planning grants to enable disadvantaged

and under-resourced communities to advance infrastructure projects that will help them thrive. Currently DOT offers more than one-hundred and forty technical assistance resources including- technical assistance for grantees and potential grantees under the Reconnecting Communities Pilot (RCP) Program through the Reconnecting Communities Institute (RCI) starting in October 2023. Additional technical assistance activities will include publishing a Benefit Cost Analysis (BCA) tool for grant applicants to use when applying for DOT grant opportunities with a BCA requirement (December 2023), conducting quarterly DOT Navigator webinars to share information on successful grant writing strategies and spotlight new resources to assist those considering applying for grants, and reducing burdens for low-capacity communities through streamlined grant application processes and match flexibility. 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.

#### **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)**

	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	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 complaint 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 updated External Civil Rights Complaint Processing Manual Order.  Operating Administrations implement Title VI Plan and Community Participation Plan collection strategies, Language Access Plan, and compliance review strategies.	Collect Title VI Plans and Community Participation Plans for 90% for formula funding recipients.  Operating Administrations evaluate Title VI Plan and Community Participation Plan collection strategies and compliance review processes. Develop technical assistance, training, and public engagement guidance for recipients.

<div>Actual</div>	<p>Incorporated civil rights compliance language in NOFOs.</p>	<p>Updated Language Access Plan. Conducted civil rights assessment of discretionary grant applications.</p> <p>Most Operating Administrations developed Title VI and Community Participation Plan collection strategies and compliance review priorities and plans/strategies.</p>	<p>N/A</p>	<p>N/A</p>
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### 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 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 2023 Accomplishments

DOCR focused on pre-award implementation, including an emphasis on NOFO language, discretionary grant application reviews, and new civil rights assurances. 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 2024 – 2025 Plans for Progress

DOCR has several activities planned for FY 2024 and FY 2025 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:** 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.

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

		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<b>Target</b>	N/A	2,205	2,095	1,990	1,890
	<b>Actual</b>	2,321	2,292	2,019	N/A	N/A

#### 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 2023 Accomplishments

In FY 2022, new data fields that track residential and non-residential displacements and the number of those in Environmental

Justice communities were added to FHWA's Project and Program Action Information System. During FY 2023, the FHWA monitored 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 2024 – 2025 Plans for Progress

FHWA has several activities planned for FY 2024 and FY 2025 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.

- FHWA has initiated a new research project to create the “FHWA Displacement Prevention and Mitigation Toolkit: Strategies to Address Direct and Indirect Displacement from Transportation Infrastructure Investment”. The Toolkit will consist of strategies, case studies, sample policies, and an assessment-to-decision framework for application during

planning through project development. The Toolkit is being designed for use by project sponsors, planning, and right-of-way practitioners when anticipating potential displacement impacts, and considering the adoption of strategies to prevent, minimize and/or mitigate those impacts.

### 3.4.4 Complete Three Projects that Reconnect Communities that were Divided by Transportation Corridors (OST-P)<sup>BIL</sup>

	FY 2022	FY 2023	FY 2024	FY 2025
<b>Target</b>	Receive at least 700 applications (total) to the FY 2022 Reconnecting Communities Pilot (RCP) NOFO.	Award at least three capital construction grants under the FY 2022 RCP NOFO.  Complete NEPA process for three projects.  Receive at least 175 capital construction and 500 planning grant applications (675 total) under the joint Reconnecting Communities and Neighborhoods (RCN) FY 2023 NOFO.	Receive at least 150 capital construction and 300 planning grant applications (450 total) under the FY 2024 RCP NOFO.  Award at least eight capital construction grants under the FY 2023 RCN NOFO.  Complete NEPA process for six projects.	Receive at least 150 capital construction and 300 planning grant applications (450 total) under the FY 2025 RCP NOFO.  Award at least eight capital construction grants under the FY 2024 RCP NOFO.  Complete NEPA process for eight projects.
<b>Actual</b>	Received 417 eligible applications (total) to the FY 2022 RCP NOFO.	Announced six capital construction and 39 planning grants under the RCP program.  NEPA process completed for one project.  Received 314 capital construction and 368 planning grant applications (682 total) under the joint RCN FY 2023 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 2023 Accomplishments**

In February 2023, DOT awarded a historic \$185 million in grant awards for 45 projects through the new RCP Program after receiving over 400 applications under the FY 2022 NOFO. OST-P led the solicitation and award process in collaboration with a multi-modal working group including FHWA, FRA, and FTA. DOT completed the NEPA process for one of the six capital construction grants awarded under the 2022 NOFO. DOT also established interim targets for this performance goal, breaking out targets for capital construction and planning grants. The targets reflect the significant increase in dedicated funding provided through the Inflation Reduction Act for projects that reconnect communities and DOT's aim to increase capital construction grants specifically.

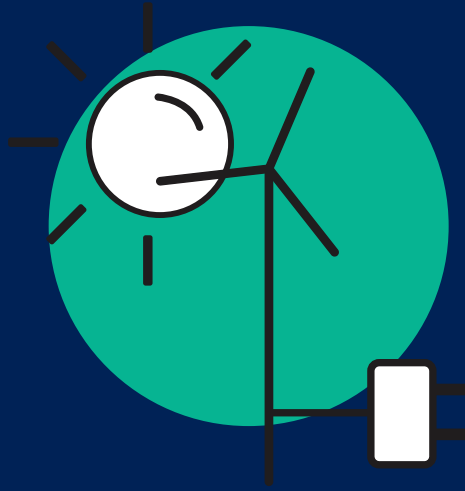
In July 2023, OST-P published the joint FY 2023 Notice of Funding Opportunity for the Reconnecting Communities and Neighborhoods (RCN) Program, making up to \$3.16 billion available for planning activities and capital construction projects that advance community-centered connection. RCN combines the RCP and NAE programs into a single NOFO to provide a more efficient application process for project sponsors. DOT received 314 capital construction and 368 planning grant applications (682 total) under the joint RCN

FY 2023 NOFO. This exceeded the goal of 675 total applicants and had a more even split between capital construction and planning grant applications than in the FY 2022 round due to the sizeable funding that NAE added with expanded construction eligibility.

DOT also prepared to provide technical assistance for grantees and potential grantees under the RCP Program through the Reconnecting Communities Institute (RCI), and promoted consideration of projects that reconnect communities using other eligible funding sources such as RAISE and INFRA.

## **FY 2024 – 2025 Plans for Progress**

For the Reconnecting Communities Pilot Program's capital construction grants announced in February 2023, Operating Administrations will work with project sponsors to complete the steps necessary to obligate awarded funds, complete the NEPA process, and proceed with project delivery in a timely manner. In FY 2024 and FY 2025, the Department will announce awards under the RCN program, take steps to move those projects forward, and issue the next annual solicitation. DOT will also start collecting data for the related program evaluation.



# Strategic Goal 4:

## Climate & Sustainability



# Strategic Goal 4: Climate & 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.*

The transportation sector is the biggest contributor to GHG emissions in our economy; therefore, it can and must be a big part of the climate solution. Across DOT, we have a tremendous opportunity to accelerate reductions in greenhouse gas emissions from the transportation sector and make our transportation infrastructure more resilient.

DOT worked in coordination with the U.S. Department of Energy (DOE), and the U.S. Department of Housing and Urban Development (HUD) to release the U.S. National Blueprint for Transportation Decarbonization in January 2023, which is the landmark interagency framework of strategies and actions to remove all emissions from the transportation sector by 2050.

The Department is advancing a Climate Action Plan that identifies five priorities around reducing climate vulnerabilities, covering

grant and loan programs, project planning and development, DOT facilities and operational assets, services and supplies, and education and research.

The Department continues to support efforts to tackle the climate crisis in an equitable manner through the guidance of Executive Order 14008 and Justice40. DOT is part of the government-wide initiative that aims to deliver at least 40 percent of the overall benefits of climate-related federal investments to disadvantaged communities.

In FY 2023, DOT issued Notices of Funding Opportunity (NOFOs) that advance the Department's climate and sustainability goal. These NOFOs include the Charging and Fueling Infrastructure (CFI) Program, which was released in collaboration with the Joint Office of Energy and Transportation. It also include the National Electric Vehicle Infrastructure (NEVI) Program and its Electric Vehicle Charger Reliability and Accessibility Accelerator, the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT), Fueling Aviation's Sustainable Transition, and the Low-or No-Emission Grant Program

# 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.

## FY 2023 Performance Summary

The **Path to Economy-Wide Net Zero Emissions by 2050 objective** is supported by seven performance goals. The Department designated strategic objective 4.1 as a “Focus Area for Improvement,” a designation derived from legal guidance for federal agencies that is published by the Office of Management and Budget. This reflects the priority placed on meeting the targets for all performance goals in this area.

Performance Goal		
4.1.1	Reduce Transportation Emissions in Support of Net-Zero Emissions Economy-Wide by 2050	
4.1.2	Reduce Greenhouse Gas Emissions from Aviation to At or Below 2019 Levels (216 Million Metric Tons CO2) by 2030	
4.1.3	Build a National Network of 500,000 EV Chargers by 2030 to Accelerate the Adoption of EVs	
4.1.4	Initiate or Develop At Least Three New Terminals Projects with Reduced Emissions and Multi-Modal Access by 2030	
4.1.5	Increase the Number of Zero-Emission Bus Vehicles in the National Transit Fleet by 450% to 7,500 Vehicles by 2030	
4.1.6	Reduce the Gross Volume Spilled from Crude Oil and Refined Products' Pipeline Systems	
4.1.7	Reduce the Volume of Natural Gas Released During Pipeline Incidents	

## Key Successes and Opportunities

This objective requires government-wide efforts impacting the entire economy. DOT, in coordination with other Federal agencies, remains focused to achieve the Administration's decarbonization goals. In January 2023, 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. USDOT is also developing a report to Congress outlining DOT's actions to decarbonize the US transportation sector. Office of the Assistant Secretary for Transportation Policy worked with the Joint Office of Energy and Transportation to release the Notice of Funding Opportunity (NOFO) for the Charging and Fueling Infrastructure Program and for the Electric Vehicle Charger

Reliability and Accessibility Accelerator. 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. FRA will continue to assess its rail network to identify opportunities for expansion to airport terminals. The three new corridors to be developed under BIL will be assessed to include connections with airports and other intermodal facilities where possible. 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 2023. Nonetheless, over 450 zero-emission bus vehicles were added to the national fleet in FY 2023. Due to the significant increase in available funding for low- and no-emission vehicles in the BIL, FTA expects expansion of electric fleets through FY 2024 and 2025.

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 22, 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 terminals with reduced emissions and improved multi-modal access by 2030. The FAA released

NOFO in September for the new Fueling Aviation’s Sustainable Transition (FAST) grant program in late FY2023, with awards planned in FY2024. The FAST program will make investments to accelerate production and use of sustainable aviation fuels and the development of low-emission aviation technologies to support the U.S. aviation climate goal to achieve net zero greenhouse gas emissions by 2050. The program will carry out projects located in the United States that produce, transport, blend or store sustainable aviation fuel and develop, demonstrate, and apply low-emission aviation technologies.

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.

4.1.1 Reduce Transportation Emissions in Support of Net-Zero Emissions Economy-Wide by 2050 (OST-P)<sup>KPI</sup>

	FY 2022	FY 2023	FY 2024	FY 2025
Target	N/A	Release Decarbonization Blueprint.  <b>Stage 1:</b> Operating Administrations draft decarbonization action plans).	<b>Stage 2:</b> Release summaries of decarbonization action plans.	Continue to implement programs to reduce greenhouse gas emissions
Actual	Signed decarbonization Memorandum of Understanding with DOE, EPA, and HUD.	Released Blueprint. Operating Administrations drafted decarbonization action plans.	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.

FY 2023 Accomplishments

In January 2023, the U.S. Department of Energy (DOE), DOT, and HUD released the U.S. National Blueprint for Transportation Decarbonization. In addition, each operating administration within DOT developed modal decarbonization action plans, outlining the actions they will take to reduce greenhouse gas emissions. . USDOT is also developing a report to Congress outlining DOT’s actions to decarbonize the US transportation sector. 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.”

FY 2024 – 2025 Plans for Progress

In FY 2024 DOE, DOT, EPA, and HUD will release sectoral action plans as addenda to the Blueprint outlining in more detail the actions the agencies will take to decarbonize the transportation sector 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.

4.1.2 Reduce Greenhouse Gas Emissions from Aviation to At or Below 2019 Levels (216 Million Metric Tons CO2) by 2030 (FAA) <sup>KPI</sup>

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Target	N/A	216 metric tonnes of CO <sub>2</sub>	216 metric tonnes of CO <sub>2</sub>	216 metric tonnes of CO <sub>2</sub>	216 million metric tonnes of CO <sub>2</sub>
Actual	158 metric tonnes of CO <sub>2</sub> *	197 million metric tonnes of CO <sub>2</sub>	Will be available before 2nd Quarter CY 2024	N/A	N/A

\* FY 2021 actual CO2 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 CO2 emissions from civil aviation operations in the NAS. The annual CO2 Emissions inventory takes into account the volume of Sustainable Aviation Fuel (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 CO2 emissions are compared with the 2019 threshold of 216 million metric tonnes of CO2 emissions. Achievement of this performance goal is determined by monitoring and maintaining the NAS-wide annual CO2 emissions below the 2019 threshold during the years leading up to the 2030 goal.

FY 2023 Accomplishments

The FAA quantified the FY 2022 total CO2 emissions generated by civil aircraft on an annual basis taking into account the volume of sustainable aviation fuels used, the actual fuel burn performance of the flying fleet based on their specific airframe and engine configuration, and real-world flown flight trajectories. The FAA’s Office of Environment and Energy does not have the ability to provide information on the annual inventory in real time. However, by processing the data quarterly starting with FY 2023, results will become available with 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. In FY 2023, CLEEN Phase III executed its second year of research and development activities in FY 2023, designing and fabricating prototypes for testing in FY 2024 and FY 2025, with an aim for these technologies to be introduced into the fleet by 2031.

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. SAF can offer significant lifecycle greenhouse gas emission reductions (e.g., 80% or more with carbon management techniques like carbon capture and sequestration) for each gallon of petroleum jet fuel they replace. The [SAF Grand Challenge Roadmap](#), released in September 2022, lays out six action areas spanning more than one hundred 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 2023, 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 2024 – 2025 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 implementation of the SAF Blenders Tax Credit and production tax credit passed in the Inflation Reduction Act (IRA) to accelerate the use of SAF. In FY 2024 the FAA will make grants through the new Fueling Aviation's Sustainable Transition (FAST) grant program established by the IRA. This program will fund new development and demonstration of low-emission aviation technologies and projects that support development of the domestic SAF supply. 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 CO2 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 CO2 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 the US global leadership on how sustainable aviation fuels are counted within the Carbon Offsetting and Reduction Scheme for International Aviation 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 CO2 reductions across the globe.

#### 4.1.3 Build a National Network of 500,000 EV Chargers by 2030 to Accelerate the Adoption of EVs (OST-P)<sup>APG, KPI, BIL</sup>

		CY 2022	CY 2023	CY 2024	CY 2025
	<b>Target</b>	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 220,000.	Increase the number of public EV charging ports to 310,000.
	<b>Actual</b>	Approved all 52 State EV Infrastructure Deployment Plans by September 27, 2022.	Increased the number of public EV charging ports to 160,000 by October of 2023.	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 TransportationM, 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:

- Facilitate the development and approval of annual 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;
- Begin distributing NEVI 10% set-aside funding; Offer technical assistance to school districts and transit operators deploying electric school and transit buses under BIL programs; and

#### CY 2023 Accomplishments

The following accomplishments occurred in CY 2023:

- A final rulemaking on minimum standards and requirements for EV charging stations funded under Title 23 was published by FHWA in the Federal Register on February 28, 2023.

- A Build America Buy America Implementation Plan to Enhance Buy America Standards for EV Charging was published by the FHWA in the Federal Register on February 21, 2023.
- A Notice of Funding Opportunity (NOFO) for the Charging and Fueling Infrastructure Discretionary Grant Program, which makes up to \$700 million available for EV charging, hydrogen, natural gas, and propane fueling infrastructure along corridors (\$350 million) and in communities (\$350 million) was issued by FHWA on March 14, 2023. The application period closed on June 13, 2023, and FHWA received approximately 600 applications. FHWA anticipates the announcement of grant awards within CY 2023.
- On June 2, 2023, FHWA released updated guidance for the National Electric Vehicle Infrastructure (NEVI) Formula Program. The guidance provides information on expectations funding eligibilities and program administration. In addition, FHWA released updated NEVI Formula Program Questions and Answers to support program and project implementation.
- On June 26, 2023, the Federal Transit Administration announced Low- and No-Emission and Bus and Bus Facilities programs grant awards totaling \$1.7 billion, bringing the total number of zero-emission transit buses funded by the Bipartisan Infrastructure Law over two years to nearly 1,800 – and more than doubling the number of zero-emission transit buses on America's roadways.
- On August 3, 2023, the Joint Office announced the members of the Electric Vehicle Working Group (EVWG), with the first meeting of the EVWG held on September 26, 2023.



- On September 13, 2023, FHWA released a NOFO for the Electric Vehicle Charger Reliability and Accessibility Accelerator which will provide up to \$100 million in Federal funding to repair and replace existing non-operational electric vehicle charging infrastructure. Applications are due by November 13, 2023.
- On October 10, 2023, FHWA announced the seventh round of designations of Alternative Fuel Corridors. The new corridors provide additional connections to highways designated in the previous six rounds and improve coverage of alternative fuels nationwide. Round 7 designations include electric vehicle charging designations in 11 States, American Samoa, Commonwealth of Northern Mariana Islands, Guam, and Puerto Rico; hydrogen designations in 13 States; a compressed natural gas designations in one State; and a propane designation in one State.
- The goal of over 160,000 public EV charging ports being installed by the end of calendar year 2023 was met in October 2023.

#### CY 2024 – 2025 Plans for Progress

In 2023, FHWA launched 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. On September 13, 2023, FHWA issued a NOFO for the Electric Vehicle Charger Reliability and Accessibility Accelerator which will provide up to \$100 million in Federal funding to repair and replace existing non-operational electric vehicle charging infrastructure. This is the first round of funding coming from the 10% of funding set-aside in the NEVI Formula Program. FHWA anticipates announcing grant awards within CY 2024.

The Joint Office will begin tracking overall public electric vehicle 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 electric vehicle 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. T DOT, DOE, and the Joint Office currently project that 220,000 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.

#### 4.1.4 Initiate or Develop At Least Three New Terminals Projects with Reduced Emissions and Multi-Modal Access by 2030 (FAA)<sup>BIL</sup>

		FY 2022	FY 2023	FY 2024	FY 2025
	<b>Target</b>	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 2025 competitive discretionary Airport Terminal Program no later than September 30, 2024. Initiate two new or improved mass transit connections to an airport terminal	NOFO for the FY 2026 competitive discretionary Airport Terminal Program no later than October 1, 2025. Provide funding to two new or improved mass transit connection to an airport terminal
	<b>Actual</b>	Published Airport Terminal Program NOFO on February 22, 2022.	Published Airport Terminal Program NOFO on September 22, 2022, and the Intent to Fund on February 27, 2023. Selected 6 new multi-modal terminal projects	N/A	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 2023 Accomplishments

The FAA issued the FY 2023 Airport Terminal Program NOFO on September 22, 2022, announcing \$1 billion in competitive grant funding. On February 27, 2023, the Secretary of Transportation announced 86 terminal projects and six tower projects for FY 2023 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.

FY 2024 – 2025 Plans for Progress

Through a multi-tiered review process, the FAA will complete its selection of candidates to receive funding for the FY 2024

Airport Terminal Program. Historically, 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, are integrated throughout the solicitation and selection process. In coordination with FRA and FTA, the FAA intends to issue grants in FY 2024 and airport sponsors will initiate the majority of the projects in FY 2024 and FY 2025. The FAA will continue to publish NOFOs for the Airport Terminal Program in FY 2024 through FY 2026 and will focus on projects provide new or improved mass transit connections to an airport terminal. The FAA is also reaching out to airports with planned mass-transit 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 5 additional new or improved mass transit projects that connect to an airport terminal to be funded by 2030. The FAA selected four new or improved mass transit connection projects in FY 2023 that will be initiated in FY 2024 and anticipate similar numbers for the FY 2024 selections.

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.

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)<sup>KPI, BIL</sup>

		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	Target	N/A	1,600	1,800	2,500	3,000
	Actual	1,356	1,626	2,093	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 2023 Accomplishments

In FY23 the Federal Transit Administration (FTA) announced 130 awards totaling nearly \$1.7 billion from President Biden’s Bipartisan Infrastructure Law for transit projects in 46 states and territories. This funding invests in more than 1,700 American-built buses that will be manufactured with American parts and labor. Nearly half of these buses will be zero-emission models, bringing the total number of zero-emission transit buses funded by the Bipartisan

Infrastructure Law over two years to more than 1,800 – and more than doubling the number of zero-emission transit buses on America’s roadways.

FY 2024 – 2025 Plans for Progress

Through FY 2024 and FY 2025, 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.

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

		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	Target	N/A	58,795	58,282	57,803	57,195
	Actual	26,734	49,575	57,457	N/A	N/A

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

		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	Target	N/A	2,487	2,483	2,478	2,472
	Actual	2,435	1,859	1,919	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.

Readers may note there is an upward trend in actual gross volume release from crude oil and refined products pipeline systems. For additional context and if we display a wider time window, FY 2021 was a big drop from FY 2019 and 2020. FY 2021, 2022 and 2023 YTD are still below the level from FY 2019 & 2020 as well.

### **FY 2023 Accomplishments**

In FY 2023, PHMSA met its targets for both liquid spilled and gas released from pipelines. 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 completed all of its inspections and State partners have completed the majority of their 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.

In addition to Section 114 Inspections,

- PHMSA has, and will continue to, participate in a multi-agency Methane Enforcement working group. Participants include DOT, DOJ, EPA, DOI, BSEE, BOEM and others.
- PHMSA has, and will continue to, investigate significant methane releases from pipelines.
- PHMSA has, and will continue to, partner with other federal and state agencies in identifying potential sources of methane emissions.

PHMSA issued the Leak Detection Proposed Rule in May 2023, which proposes to require operators to have and follow procedures minimizing the release of natural gas as well as conduct leak detection and repair programs that meet the need for gas pipeline safety and protect the environment.

In August 2023, PHMSA issued a Proposed Rule for Gas Distribution Pipeline Operators aiming to improve distribution integrity management plans, ensure emergency response plans address timely communications with first responders and improve operations and maintenance manuals, and ensure pipeline safety practices regarding pressure controls.

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. Recently, PHMSA received OMB approval to conduct information collection with gas distribution operators on the implementation of Safety Management Systems, highlighting what they have already done, what they plan to do and the obstacles they are encountering.

### **FY 2024 – 2025 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 2024 and 2025 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:

- Finalize the leak detection rule 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;

- Finalize the gas distribution systems rule pursuant to the 2020 PIPES Act to further enhance safety and prevent methane release from these systems;
- Work with states to complete the inspections of pipeline operators’ procedures related to minimizing the release of natural gas, pursuant to Section 114 of the 2020 PIPES Act;
- Issue a proposed and final rule on Carbon Dioxide Pipeline Safety. This rule can help reduce the amount of carbon dioxide released to the atmosphere.

Related to Section 114 follow-up, PHMSA will continue its routine inspections of pipeline and other facilities to reduce methane emission by improving the integrity of existing pipelines.

# Strategic Objective 4.2: Infrastructure Resilience

Improve the resilience of at-risk infrastructure.

## FY 2023 Performance Summary

The **Infrastructure Resilience objective** is supported by one performance goal.

Performance Goal	
4.2.1	By 2026, 50% of States/MPOs Have Developed Resilience Improvement Plans

## Key Successes and Opportunities

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.



#### 4.2.1 By 2026, 50% of States/MPOs Have Developed Resilience Improvement Plans (OST-P/FHWA)<sup>KPI</sup>

		FY 2022	FY 2023	FY 2024	FY 2025
	Target	Establish baseline	10% of States/MPOs	25% of States/MPOs	35% of States/MPOs
	Actual	0% of States/MPOs (New initiative under BIL)	N/A	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 located 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.

Since the initial development of this goal, it was determined that only State-developed plans, and not MPO-developed plans, are applicable for incentives related to the PROTECT formula program. The lack MPO applicability will likely reduce the number of MPOs submitting, making it harder to meet the metric.

#### FY 2023 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.

In April 2023, the Department released the PROTECT Discretionary Grant Program NOFO to fund projects that improve the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail, as well as the development of resilience improvement plans. FHWA hosted several webinars on the PROTECT Discretionary Grant Program to provide information on the program and answer questions from webinar participants. In addition, FHWA hosted separate webinars specifically on preparing a benefit cost analysis for the PROTECT program and best practices and requirements for developing resilience improvement plans.

#### FY 2024 – 2025 Plans for Progress

In FY 2024, the Department will announce the first awards for the PROTECT discretionary program with up to \$848 million in FY 2022 and FY 2023 funds being made available. The Department will continue to provide technical assistance to ensure stakeholder awareness of climate resources and provide training, where appropriate, on the development of climate 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 & Environmental Justice

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

## FY 2023 Performance Summary

The **Climate Justice and Environmental Justice objective** is supported by one performance goal.

### Performance Goal

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
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### Key Successes and Opportunities

The government-wide Justice40 Initiative establishes the goal that 40% of the overall benefits of certain federal investments flow to disadvantaged communities. At DOT, Justice40 is an opportunity for both the agency and our stakeholders to understand the

cumulative burdens that result from the lack of affordable, safe multimodal transportation options and how to identify transportation investments that will create benefits that will reverse or mitigate those burdens, inclusive of a meaningful public engagement process that spans a project's lifecycle.

### 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)<sup>KPI</sup>

	FY 2022	FY 2023	FY 2024	FY 2025
Target	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)	Target will be set in summer 2024.	N/A
Actual	Developed benefit metrics for all Phase 1 Justice40-covered programs with funding history.	Developed baseline metrics for 32 out of 40 Justice40 covered programs.	N/A	N/A

## **Lead: Office of the Assistant Secretary for Transportation Policy**

### **FY 2023 Accomplishments**

In May 2023, DOT released an update to its Historically Disadvantaged Census Tract tool, now called the [Equitable Transportation Community \(ETC\) Explorer](#). The ETC Explorer is an interactive web application that uses 2020 census tracts and data to explore the cumulative burden communities experience due to underinvestment in transportation. It is designed to complement the Council on Environmental Quality (CEQ)'s Climate & Economic Justice Screening Tool (CEJST) by providing users deeper insight into the Transportation Disadvantage component of CEJST, and the ETC Explorer's Transportation Insecurity component, which will help ensure the benefits of DOT's investments are addressing the transportation related causes of disadvantage.

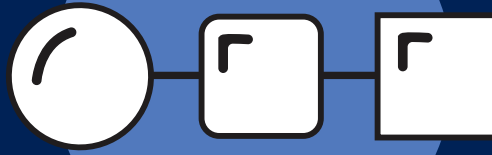
Starting in May 2023, DOT has encouraged applicants to DOT's Justice40 covered programs to use CEJST as the primary tool to identify disadvantaged communities and the ETC Explorer to understand how they are experiencing burdens that transportation investments can mitigate or reverse. DOT has also continued to encourage applicants to describe how they are meaningfully involving underserved communities in project design and implementation consistent with the guide on [Promising Practices for Meaningful Public Involvement in Transportation Decision-Making](#).

DOT has also made a range of technical assistance resources and programs available to applicants to help them successfully compete for funding that will address the needs of historically underserved communities.

In FY 2023, DOT continued to refine and improve its methodology for calculating benefit metrics related to this performance goal in consultation with interagency partners including CEQ. DOT also updated its list of Justice40 covered programs to include new programs in the Inflation Reduction Act. By the end of FY 2023, DOT completed at least one round of funding awards for 32 of those covered programs, including both discretionary and formula programs, and was in the process of calculating baseline metrics using the updated definition of transportation disadvantage in CEJST and the ETC Explorer as well as the updated benefits methodology.

### **FY 2024 – 2025 Plans for Progress**

In FY 2024, DOT will complete its baseline evaluation of whether its Justice40 covered programs are meeting the 40% benefits distribution goal and consider what policy changes may be needed to fulfill or maintain the goal. DOT will also develop a methodology to calculate the distribution of burdens, in addition to benefits, for Justice40 covered programs and continue to maintain and enhance the ETC Explorer. DOT also anticipates conducting programs evaluations to improve program design in the future.



# Strategic Goal 5:

## Transformation

# Strategic Goal 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.*

Improving the Nation's transportation system requires fundamental transformations to our infrastructure, our technology, and our approaches to problem-solving. Making our system safer, more efficient, more sustainable, and more equitable requires a renewed commitment to science, learning, and innovation. The Office of the Assistant Secretary for Research and Technology (OST-R) spearheaded efforts to foster breakthrough discoveries and experimentation, work with diverse stakeholders to accelerate the adoption of new technologies and encourage flexibility and adaptability in the design and implementation of transportation system investments.

In FY 2023, DOT identified 45 research projects reported by the Operating Administrations that focus on breakthrough technologies, nearly an increase of 700% over the previous year. The technologies range from automated inspection methods to enable targeted planning of maintenance, tools to assess and enhance the resiliency of highway bridges, automated vehicles, and fiber-optic excavation monitoring sensor system. DOT issued guidance in FY 2023 to track annual updates to its research database and to monitor innovative projects. Finally, the Department continues to improve the accessibility of datasets around transportation planning to support better research and provide long-term benefits to the public.

# Strategic Objective 5.1: Matching Research & Policy to Advance Breakthroughs

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

## FY 2023 Performance Summary

The **Matching Research and Policy to Advance Breakthroughs objective** is supported by one performance goal.

### Performance Goal

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
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### Key Successes and Opportunities

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.

### 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)<sup>KPI</sup>

		FY 2022	FY 2023	FY 2024	FY 2025
	Target	Establish baseline	25% increase from baseline	25% increase from baseline	25% increase from baseline
	Actual	7	45	N/A	N/A

#### Lead: Office of the Assistant Secretary for Research and Technology

##### FY 2023 Accomplishments

In 2023, DOT identified 45 research projects reported by the operating administrations that focused on breakthrough technologies, nearly an increase of 700% over the previous year. The technologies range from automated inspection methods to enable targeted planning of maintenance, tools to assess and enhance the resiliency of highway bridges, automated vehicles, and fiber-optic excavation monitoring sensor system.

##### FY 2024 – 2025 Plans for Progress

DOT research organizations will collaborate across disciplines to ensure they design projects that lead to breakthrough discoveries. DOT deployed guidance in FY 2023 to track annual updates to its research database and to monitor projects that support the objective. DOT will determine strategies, as needed and appropriate, 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<sup>14</sup> for incorporation of research in FY 2024. The report responds to Section 26016(a) of the BIL<sup>15</sup> which requires that the Department complete the following:

- Review the research conducted by U.S. DOT at least every five years.
- Identify any innovative practices, materials, or technologies resulting from the research that have demonstrable benefits to the transportation system.
- Determine whether statutory or regulatory modifications are required for adoption of the innovations and whether those modifications have already been made.
- If modifications are determined to be required, develop a proposal for those modifications.
- For innovations for which no statutory or regulatory modifications are needed, describe how the innovations will otherwise be incorporated into U.S. DOT policy or guidance, including as part of the Department's Technology Transfer (T2) Program.

<sup>14</sup> 49 U.S.C. Section 6504 (Added by Pub. L. 117–58, div. B, title V, § 25016(a), Nov. 15, 2021, 135 Stat. 872).

<sup>15</sup> Codified at 49 U.S.C. 6504.



# 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.

## FY 2023 Performance Summary

The **Experimentation objective** is supported by two performance goals.

### Performance Goal

5.2.1	Ensure Safety for Near-Term Operations of Advanced Air Mobility Operations
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.

## Key Successes and Opportunities

The FAA is developing a strategic framework for Advanced Air Mobility (AAM) operations and continues to work with industry in anticipating policy needs and resource allocation. The Agency is refining the implementation plan for AAM, which aims to enable near-term AAM operations at key site(s) by 2028. FAA is engaging with AAM manufacturers to understand their plans for entry into service (EIS). In accordance with the Advanced Air Mobility Collaboration and Leadership Act, FAA collaborates with federal agencies who have a stake in AAM through the congressionally mandated Interagency Working Group (IWG), which officially kicked off in February 2023. Led by DOT, the IWG is ensuring an all of government approach to AAM to ensure aircraft, air traffic, safety, security, frequency spectrum, infrastructure, automation, and other areas of focus (e.g., electrification, and local land use issues) related to AAM are being taken into consideration.

The Office of the Assistant Secretary for Research and Technology 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. 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. The Committee’s first meeting was held in January 2024.

### 5.2.1 Ensure Safety for Near-Term Operations of Advanced Air Mobility Operations (FAA)

	FY 2023	FY 2024	FY 2025
<b>Target</b>	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.	N/A
<b>Actual</b>	<p>Update to Air Carrier Definitions completed (comment closed February 2023)</p> <p>Airman Certification Standards completed (comment closed February 2023)</p> <p>Notice for Proposed Rulemaking (NPRM) which proposes a Special Federal Aviation Regulation (SFAR) for the integration of powered-lift operations and associated pilot certification was published June 7</p> <p>Completed Advanced Air Mobility (AAM) Implementation Plan Version 1.0 in July 2023.</p>	<p>Complete development of the Initial Integrated Master Schedule (IMS) for one AAM operator by January 2024.</p> <p>Conduct broad interagency coordination with the DOT-lead AAM Interagency Working Group (IWG) on FAA perspectives by March 2024.</p> <p>Share and receive feedback industry feedback on AAM Implementation Plan v1.0 by April 2024.</p> <p>Complete initial assessment of the digital infrastructure business rules for the Urban Air Mobility (UAM) ecosystem by May 2024.</p> <p>Draft the Urban Air Mobility (UAM) Airspace Management Demonstration Report by September 2024.</p>	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 2023 Accomplishments

In June 2023, the FAA published a notice of proposed rulemaking (NPRM), which includes a Special Federal Aviation Regulation

(SFAR) as well as other permanent amendments to facilitate a regulatory framework to facilitate the operation of powered-lift aircraft. Powered-lift includes aircraft that are capable of vertical takeoff and landing such as Electric Vertical Takeoff and Landing (eVTOL) aircraft, 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 SFAR NPRM proposes alternate eligibility requirements to safely certificate the group of pilots who could be type rated as powered-lift pilots. The SFAR will also determine which operating rules to apply to powered-lift aircraft.

For type certification of aircraft, the FAA is accepting established means of compliance as well as developing new means for use depending on the unique design features and operational characteristics of the vehicle.

The FAA released Version 2.0 of the Urban Air Mobility Concept of Operations (UAM ConOps) on May 3, 2023, which describes the technical roadmap for enabling UAM, which is an urban-focused subset of AAM, from the near term to far term.

The FAA completed Version 1.0 of an implementation plan for Innovate28 (I28), which aims to enable AAM operations at a key site by 2028. The plan describes the work required across FAA to enable AAM operations in the near-term (2028 and earlier), as well as a vision for how operations are expected to evolve from the near-term to the mid-term and mature states. Specifically, the plan includes an integrated master schedule comprised of interdependent activities required by the Agency, industry, local government, and stakeholders for near-term AAM operationalization at a key site. The plan was released in July 2023.

**FY 2024 – 2025 Plans for Progress**

The FAA will use collaborative bodies such as the Advanced Aviation Advisory Committee, the joint AAM work groups with the National

Aeronautics and Space Administration (NASA) and Agility Prime through the Department of Defense (DoD) 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.

In the 2024-2025 timeframe, the FAA will continue to review and update its policies and standards to understand and address the gaps that remain in the way of the operationalization of AAM. This includes the development of a performance-based Advisory Circular (AC) for vertiport design. In addition, the FAA formed a partnership with Agility Prime to establish a joint test team to collect AAM aircraft performance data that is needed to establish relevant policy. The FAA will continue to work with manufacturers and operators to understand and engage on industry plans s. The agency will also revise the implementation plan as lessons learned are gathered from initial operation.

Also in the 2024-2025 timeframe, the FAA will conduct a series of research exploration and validation activities to further refine and mature the Urban Air Mobility (UAM) Concept of Operations that describes the mature state of AAM in high density of operations. As part of this effort, the FAA is taking an iterative approach to explore the digital infrastructure business rules as well as conducting simulation activities to explore different flow management techniques for this new ecosystem.

**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)<sup>KPI</sup>**

		FY 2022	FY 2023	FY 2024	FY 2025
	Target	5	10	10	10
	Actual	8	17	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 2023 Accomplishments**

In 2023, DOT supported 17 novel data and technology-related project or activities in the areas of to artificial intelligence, cybersecurity, and infrastructure resilience. Those include decision support tools to improve the management and security of the national airspace, tools for simulating cooperative driving automation, inspection technologies for roads and trails, tools and technologies to support bridge resilience, and tools to improve and secure data infrastructure.

**FY 2024-2025 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 are 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. 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 engaged in ongoing collaboration and coordination with the research community to advance this objective. In support of Executive Order (E.O.) 14110 on Safe, Secure, and Trustworthy Development and Use of Artificial Intelligence (AI), OST-R is collaborating with the Operating Administrations to assess the need for information, technical assistance, and guidance regarding the use of AI in transportation and support existing and future initiatives to pilot transportation-related applications of AI. This also includes evaluating the outcomes of such pilot programs.

# Strategic Objective 5.3: Collaboration & Competitiveness

*Work with diverse stakeholders to share noteworthy practices and accelerate the adoption of innovations and technologies.*

**FY 2023 Performance Summary**

The **Collaboration and Competitiveness objective** is supported by one performance goal. The Department designated strategic objective 5.3 as a “Focus Area for Improvement,” a designation derived from legal guidance for federal agencies that is published by the Office of Management and Budget. The guidance requires that, every year, each agency designate at least one of its strategic objectives for this category.

**Performance Goal**

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
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**Key Successes and Opportunities**

The Smart Community Resource Center is an online resource that provides information about intelligent transportation system technologies and smart community approaches to State, local, and Tribal government entities. It engages transportation professionals

seeking information on smart community projects and provides deployment support resources. The Center helps professionals connect to each other and with 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.

### 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)<sup>KPI</sup>

		FY 2022	FY 2023	FY 2024	FY 2025
	Target	0*	3,500	5,000	7,500
	Actual	0*	3,357**	N/A	N/A

\* The Phase I version of the digital forum does not include interactive engagement capabilities.

\*\* Actual count of unique page views.

#### Lead: Office of the Assistant Secretary for Research and Technology

#### FY 2023 Accomplishments

In FY 2023, the Smart Communities Research Center was formally launched and resources were made available to the public. The DOT worked collaboratively with the modal administrations to identify the best internal and external resources to be included in the SCRC and identified stakeholders to serve as working partners in the review of wireframes, mockups, and beta testing activities.

#### FY 2024 – 2025 Plans for Progress

DOT will provide support with the continued build out of the Smart Community Resource Center (SCRC) – making more resources readily available to practitioners as they advance their ITS and smart community projects and programs. Planned activities include development of a new SCRC video that will explain how ITS technology can benefit smart communities, provide examples of how the technology is used in the everyday life of Americans, and how ITS technology improves safety and mobility.

## Strategic Objective 5.4: Flexibility & Adaptability

*Design flexibility into transportation system investments to accommodate and respond to changing needs and capabilities to provide long-term benefits.*

#### FY 2023 Performance Summary

The **Flexibility and Adaptability objective** is supported by one performance goal.

#### Performance Goal

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
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Key Successes and Opportunities

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 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. 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.

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)<sup>KPI</sup>

		FY 2022	FY 2023	FY 2024	FY 2025
	Target	5	10	50	60
	Actual	5	40	N/A	N/A

Lead: Office of the Assistant Secretary for Research and Technology

DOT supports research projects that build data and technology systems for transportation planning and infrastructure operation, with the goal of interoperable systems that are able to engage with various tools, technologies, and approaches.

FY 2023 Accomplishments

Modal administrations reported 40 projects underway in FY 2023. 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 2024 – 2025 Plans for Progress

OST-R is collaborating 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 and optimize the investment of Federal resources.





# Strategic Goal 6:

## Organizational Excellence

# Strategic Goal 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.*

Improving the Nation's transportation system requires fundamental transformations to our infrastructure, our technology, and our approaches to problem-solving. Making our system safer, more efficient, more sustainable, and more equitable requires a renewed commitment to science, learning, and innovation. The Office of the Assistant Secretary for Research and Technology (OST-R) spearheaded efforts to foster breakthrough discoveries and experimentation, work with diverse stakeholders to accelerate the adoption of new technologies and encourage flexibility and adaptability in the design and implementation of transportation system investments.

In FY 2023, DOT identified 45 research projects reported by the Operating Administrations that focus on breakthrough technologies, nearly an increase of 700% over the previous year. The technologies range from automated inspection methods to enable targeted planning of maintenance, tools to assess and enhance the resiliency of highway bridges, automated vehicles, and fiber-optic excavation monitoring sensor system. DOT issued guidance in FY 2023 to track annual updates to its research database and to monitor innovative projects. Finally, the Department continues to improve the accessibility of datasets around transportation planning to support better research and provide long-term benefits to the public.

# Strategic Objective 6.1: Customer Service

Deliver responsive, efficient, and accessible government services.

## FY 2023 Performance Summary

The **Customer Service objective** is supported by three performance goals.

Performance Goal	
6.1.1	Decrease the Number of Weeks to Adjudicate Registration Operating Authority Applications
6.1.2	Maintain Overall Customer Satisfaction with IT Help Desk Services
6.1.3	Maintain One-Week Service Desk Request Closure Rate

### Key Successes and Opportunities

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 2025.

The Office of the Chief Information Officer's 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.

### 6.1.1 Decrease the Number of Weeks to Adjudicate Registration Operating Authority Applications (FMCSA)

		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	Target	N/A	4 weeks	2 weeks	2 weeks	2 weeks
	Actual	6 weeks	2 weeks	12 days	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 an interstate 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 2023 Accomplishments**

In FY 2023, FMCSA launched an automated vetting tool, which is a system that automates every facet of the application process.

Before this release, FMCSA screened and investigated more than 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. FMCSA’s standardized vetting worksheet and letter templates also cut down on investigation timelines. As a result, FMCSA will be able to show how much time an investigation takes when the administrative work is automated. To enhance the process, FMCSA will be adding to the number of applications vetted. The new registration system will provide even more automation. The new registration platform will consolidate all of the former legacy registration capabilities onto a single registration IT platform, streamline FMCSA registration into a single process, and serve as a clearinghouse of information on all entities regulated by the Agency, including motor carriers, brokers, freight forwarders, intermodal equipment providers (IEPs), hazardous materials safety permit (HMSP) applicants/holders, and cargo tank manufacturing and repair facilities.

**FY 2024 – 2025 Plans for Progress**

FMCSA is developing a new registration system which will provide even more automation. The Office of Registration Team will reevaluate the overall processing goal of completing 84% of applications within two weeks in FY 2025 to a larger percentage as the system is tested and improvements are made.

**6.1.2 Maintain Overall Customer Satisfaction with IT Help Desk Services (OCIO)**

		FY 2022*	FY 2023	FY 2024	FY 2025
	Target	90%	90%	90%	90%
	Actual	90%	94.32%	N/A	N/A

**6.1.3 Maintain One-Week Service Desk Request Closure Rate (OCIO)**

		FY 2022*	FY 2023	FY 2024	FY 2025
	Target	90%	90%	90%	90%
	Actual	85%%	92.86%	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 2023 Accomplishments**

The IT Service Desk overall customer survey average is 94%, exceeding OCIO’s proposed performance goal. The ticket closure rate is 92%, also exceeding the proposed performance goal. In addition, OCIO has created an avenue for DOT employees to

reset passwords without contacting OCIO Client Center, the IT ServiceDesk, through their DOT iPhone using the Password Reset Application.

**FY 2024 – 2025 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.*

**FY 2023 Performance Summary**

The **Workforce Development objective** is supported by seven performance goals.

Performance Goal		
6.2.1	80% of OA-Projected Bipartisan Infrastructure Law Hiring Targets are Achieved Starting in FY 2023	
6.2.2	Work to Increase the Diversity of Applicants for Mission-Critical Occupations in Each Operating Administration	
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	
6.2.4	Increase the Percentage of Persons with Disabilities and Persons with Targeted Disabilities in the FAA Workforce	
6.2.5	Increase the Percentage of Supervisors and Managers Who Have Received Training on Unconscious Bias	
6.2.6	Increase the Number of Partnerships with Historically Black Colleges and Universities and Minority-Serving Institutes	
6.2.7	Increase the Number of Funded Positions Including the Pathways Program and Persons with Disabilities	

Key Successes and Opportunities

As part of our Diversity, Equity, Inclusion, and Accessibility efforts, the Office of the Assistant Secretary for Administration has continued to assess applicant flow data to identify barriers in hiring for specific groups and opportunities to improve processes. This analysis supports the work we have been doing to increase representation of women and African Americans through focused outreach efforts. It also highlights the need to focus on the recruitment of Hispanic and Latino employees to move closer to alignment with the Civilian Labor Force representation. Through a data-informed approach, we will continue to expand our corporate recruitment strategies to be inclusive, while also monitoring results of the Federal Employee Viewpoint Survey (FEVS). The FEVS results are important to ensuring we have a culture of inclusion for all employees. Additionally, we will focus on increasing our entry level talent to support development of the pipeline for our mission critical occupations as more of our workforce becomes eligible for retirement. This includes seeking innovative opportunities to provide paid internship opportunities, creating developmental programs, and fostering mentoring initiatives to support a wide-range of employees.

In FY 2023, 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 2023, the FAA achieved 16.62% PWD and 2% PWTD, exceeding the goals of 16% and 2%, respectively. The FAA will continue to focus its recruitment, hiring, advancement, and retention of PWD and PWTD.

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; number of hires for Persons with Disabilities; and training and retaining a diverse workforce.

6.2.1 80% of OA-Projected Bipartisan Infrastructure Law Hiring Targets are Achieved Starting in FY 2023 (OST-M/DOHR)<sup>KPI</sup>

		FY 2022	FY 2023	FY 2024	FY 2025
	Target	40%	80%	80%	N/A
	Actual	92%	123%	N/A	N/A

Lead: Office of the Assistant Secretary for Administration/ Office of Human Resources

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 2023 Accomplishments

DOT continued its efforts to maximize the hiring flexibilities granted to support hiring in 17 critical occupations needed to successfully deliver IJA/BIL programs. These efforts included hosting DOT Virtual job fairs in January 2023 and July 2023 that focused on recruitment for the 17 key occupations to support BIL implementation. DOT held sessions leading up to and through the day of the career fairs that spotlighted employees in the critical occupations. The Department engaged in a focused marketing effort with the Washington Post using DOT's high ranking on the



Best Places to Work listing to spotlight BIL positions. Additionally, we engaged a corporate recruiter to support hiring efforts focused on BIL and mission critical occupations. The recruiter assisted managers in sourcing highly qualified applicants as well as helping to identify opportunities where we could broaden the candidate pool. Through the coordinated efforts of our hiring managers and the DOT human resources staff, DOT has exceeded its FY2023 IJJA/BIL hiring goal for 640 positions. Even more, DOT has already achieved 75% of its 5-year hiring goal of 1759 positions.

### FY 2024 – 2025 Plans for Progress

The Department will work with the Operating Administrations to begin evaluating the success and retention of the hires made for the 17 occupations approved for direct hire authority. We will continue to seek opportunities for coordinated, departmentwide recruitment efforts that include outreach to underserved communities and diverse populations.

### 6.2.2 Work to Increase the Diversity of Applicants for Mission-Critical Occupations in Each OA (OST-M/DOHR)<sup>KPI, BIL</sup>

		FY 2022	FY 2023	FY 2024	FY 2025
	Target	Establish baseline	20%	20%	20%
	Actual	15%	18%	N/A	N/A

### Lead: Office of the Assistant Secretary for Administration/ Office of Human Resources

There has not been a significant shift in the composition of the DOT workforce for the past seven 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 2023 Accomplishments

DOT launched the HBCU College Roadshow, which brings executives from HR, acquisitions, small business, and grants to HBCU campuses to build partnerships around recruiting and increasing awareness of contracting and opportunities. Through the College Roadshow, DOT participated in recruitment events at 11 HBCUs and engaged with campus leadership at 4 additional HBCUs to discuss wealth creation beyond recruitment. Using the Post-Secondary Student Hiring Authority authorized under Executive Order 13562, the Department launched the inaugural Mission Support Internship program focused on providing experience in the mission support functions of Information Technology, Human Resources, and Acquisitions. This hiring authority allowed us to do focused outreach to students attending the colleges and universities that were part of the HBCU College Roadshow for an 8-week paid internship program.

The DOT HBCU Employee Resource Group (ERG) was formed at the end of FY22 and this fiscal year we partnered with that community to increase and expand outreach to HBCUs, while the Operating Administrations increased the diversity of employees represented in marketing materials such as inspectors and investigators. In the fourth quarter of FY23, we began development of a marketing video "Destination: DOT - Journey to Success" to showcase HBCU alumni success in their transportation careers.

The DOT Recruitment Council continued efforts to expand outreach through new opportunities. For example, recruiters from across the department attended the Women of Color STEM DTX conference which helps women improve their education and careers in science, technology, engineering and math fields. This conference provided us with access to close to 1000 diverse attendees from college to experienced professionals.

### FY 2024 – 2025 Plans for Progress

In FY2024, the goal is to expand the DOT College Roadshow to focus on other underserved or underrepresented communities. We also anticipate completion of the DOT-wide guidance and tools that will be used to finalize the DOT Employee Ambassador Program that will facilitate more consistency in our outreach and recruitment.

### 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)

		FY 2022	FY 2023	FY 2024	FY 2025
	<b>Target</b>	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.	N/A
	<b>Actual</b>	Program piloted in FY 2022.	The equity assessment tool was used at 100% of the outreach events.	N/A	N/A

#### Lead: Federal Aviation Administration

The aviation industry suffers from a severe lack of diversity. 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 Aviation and Space Education (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 2023 Accomplishments

In FY 2023, STEM AVSED used the equity assessment tool with four large events: Sun-N-Fun, KidVenture at EAA Fly In in OshKosh, WI,

Thingamajig and AVS Career Symposium. Although some of these events are not fully organized by FAA, we do have an extensive STEM AVSED presence at each and are using them as a way to pilot the use the equity assessment tool on non-FAA run events. The scores for the four events assessed indicated that the FAA is successfully working to ensure equity in our participation in large outreach events. However, we still have some room to optimize that outreach, particularly when it comes to events where the FAA has a large presence but that are organized by outside entities.

#### FY 2024 – 2025 Plans for Progress

For FY 2024-2025, the FAA plans to continue using the tool for large, FAA-sponsored events, as well as for large events where the FAA has a STEM AVSED presence but that are organized by outside stakeholders. The FAA will also be working to incorporate the tool into our student outreach tracking platform, which will allow for easier use.

#### 6.2.4 Increase the Percentage of Persons with Disabilities and Persons with Targeted Disabilities in the FAA (FAA)

	FY 2022	FY 2023	FY 2024	FY 2025
<b>Persons with Disabilities Target*</b>	15%	16%	17%	17%
<b>Persons with Disabilities Actual</b>	16.09%	16.62%	N/A	N/A
<b>Persons with Targeted Disabilities Target**</b>	1%	2%	3%	3%
<b>Persons with Targeted Disabilities Actual</b>	1.98%	2.0%	N/A	N/A

\* Baseline: 15%.

\*\* Baseline: 1%.

#### Lead: Federal Aviation Administration

The Federal government should be a model employer of Persons with Disabilities (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, Section 501](#), 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, Section 501 (12% for PWD and two percent for PWTD at each grade level).

#### FY 2023 Accomplishments

The FAA met the goal of increasing the percentage of PWD 16.0% and PWTD 2.0% in its workforce in FY 2023. The Agency put forth several aggressive outreach efforts that assisted the FAA in

achieving this hiring goal by May 2023 at 16.62% PWD and 2.00% PWTD.

These efforts included increased promotion and awareness of the FAA PWD/ PWTD hiring goal by providing Lines of Business/Staff Offices (LOB/SO) with a memorandum created by the Office of Civil Rights (ACR) to direct the hiring managers to promote the PWD/ PWTD one percent hiring goal. ACR also participated in career fairs and provided information to attendees on the Schedule A Hiring Authority, On-the-Spot Hiring Authority, the FAA Schedule A Candidate Applicant Database, documentation requirements, and reasonable accommodations.

#### FY2024-25 Plans for Progress

For FY 2024-2025 the FAA will continue to work toward its commitment to increasing the representation of People with Disabilities (PWD) and People with Targeted Disabilities (PWTD) in the FAA workforce. The FAA will continue to host quarterly information sessions for hiring managers, participate in career fairs, develop informational resources for managers, and expand our networking efforts by expanding our partnerships and outreach efforts to disability employment organizations.

### 6.2.5 Increase the Percentage of Supervisors and Managers Who Have Received Training on Unconscious Bias (FHWA)

		FY 2022	FY 2023	FY 2024	FY 2025
	Target	45%	60%	75%	85%
	Actual	25%	60%	N/A	N/A

#### Lead: Federal Highway Administration

The FHWA Diversity, Equity, and Inclusion (DEI) Officer provides leadership and strategic direction to promote and advance the principles of DEIA among FHWA employees. Included in this strategy are initiatives to 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, Diversity Champions, and the FHWA Diversity Management Committee to meet the set goals and advance DEIA training within the Agency.

FHWA's emphasis from 2022 through 2024 is placed on providing Unconscious Bias training. The training will help managers and supervisors to identify bias, cultivate connection in the workplace, and develop an action plan. The purpose of the training is to help managers and supervisors to gain new knowledge and skills to effectively hire, recruit, manage, and develop a diverse and inclusive workforce.

#### FY 2023 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). In FY23 Unconscious Bias Training was provided at the agency's

Spring Business Meeting, reaching the 100 percent of the Division Administrators and FHWA Senior Executives, and numerous other supervisory employees in attendance. The training reached 160 employees during this session. We also used the Spring Business Meeting as an opportunity to solicit feedback from agency leadership on what additional topics they want to be provided for staff. In addition, the Executive Director approved a plan to roll out Unconscious Bias awareness training agency-wide. In addition to the 160 supervisors receiving the training at the Spring Business meeting, FHWA trained an additional 100 employees in additional training session provided during FY 23 to reach the goal of 75% of managers being trained.

#### FY 2024 – 2025 Plans for Progress

Ongoing training sessions will be offered in FY 2024 and 2025 to help new managers and supervisors to receive the training and to meet or exceed the goal of 75% of managers being trained by FY 2023. We also will prioritize providing unconscious bias training and other DEIA-related topics for all staff. 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.

### 6.2.6 Increase the Number of Partnerships with Historically Black Colleges and Universities and Minority-Serving Institutes (FHWA)

		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<b>Target</b>	N/A	31	47	50	50
	<b>Actual</b>	28	43	75	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 2023 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 36 events for FY 2023. FHWA exceeded this target and recruited at 64 HBCU and MSI events in FY 2023. FHWA attended a total of 164 recruitment

events. FHWA's outreach included various events outside of HBCUs and MSIs, such as paid advertising, virtual information sessions, conferences, youth summits, department-wide hiring events, and university career fairs, which served as additional opportunities to reach underrepresented groups and diverse talent pools.

#### FY 2024 – 2025 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) in collaboration with Ambassadors and offices to participate in and establish relationships with various institutions. These efforts will enable FHWA to reach out to more targeted groups in FY 2024 and 2025. The proposed goal for FY 2024 is 50 HBCU and MSI events and partnerships.

### 6.2.7. Increase the Number of Funded Positions Including the Pathways Program and Persons with Disabilities (FHWA)

		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<b>Pathways Target</b>	N/A	N/A	40	40	40
	<b>Pathways Actual</b>	38	57	50	N/A	N/A
	<b>Persons with Disabilities Target</b>	N/A	N/A	345	Increase from 340 in 2022 by 8 positions (1% annually) - 348	351
	<b>Persons with Disabilities Actual</b>	317	340	350	N/A	N/A

## 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, Future Leaders in Public Service (FLIPS), Dwight David Eisenhower Transportation Fellowship Program, and other special Federal hiring initiatives.

- **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.

## FY 2023 Accomplishments

In FY 2023, FHWA hired 50 Pathways interns across the agency. FHWA managed the Summer Transportation Internship Program (STIPDG) and onboarded 85 students to the program. The FHWA works with institutes of higher education which convene local technical panels with FHWA Division Office representation to evaluate applications received under the Dwight David Eisenhower Transportation Fellowship Program (DDETFP) local competition program. In FY 23, over 118 grant awards were recommended across a number of minority serving institutions for local competition fellowships totaling up to \$789,000 for the Dwight David Eisenhower Transportation Fellowship Program. Under the DDETFP Graduate fellowship program, a national selection panel, consisting of FHWA, public sector, and academic representatives, is convened to evaluate applications. In FY 23, 100 awards totaling \$1,108,000 were recommended for the graduate 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 FHWA Administrator approval, the grants will support students for the 2023 – 2024 academic year. FHWA's awards are shared with the Under Secretary of Transportation for Policy for awareness prior to award.

## FY 2024 – 2025 Plans for Progress

Direct hire authority for GS-7/9s will help with recruitment efforts for recent graduates. In FY 2024 and 2025, 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 & Policies

Develop and manage data systems and tools to provide objective, reliable, timely, and accessible data to support decision-making, transparency, and accountability.

## FY 2023 Performance Summary

The **Data-Driven Programs and Policies objective** is supported by four performance goals.

Performance Goal	
6.3.1	Increase the Number of Users of Department-Wide Data Services
6.3.2	Increase the Percentage of Operating Administrations Leveraging the Fast-Track Paperwork Reduction Clearance Process
6.3.3	Increase the Percentage of DOT Information Systems Encrypting Data at Rest and In Transit
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

## Key Successes and Opportunities

DOT continues to leverage the Department's Working Capital Fund to provide services to Operating Administrations. In FY 2023, the Office of the Chief Information Officer (OCIO) continued to emphasize Department-wide data services in the Departmental Data Governance Working Group so that data leaders can champion OCIO services within their Operating Administrations.

### 6.3.1 Increase the Number of Users of Department-Wide Data Services (OCIO)

		FY 2022	FY 2023	FY 2024	FY 2025
	Target	2,000 users	2,100 users	2,205 users	2,315 users
	Actual	2,172 users	2,726 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 2023 Accomplishments**

In FY 2023, OCIO continued to emphasize Department-wide data services in the Departmental Data Governance Working

Group so that data leaders can champion OCIO services within their Operating Administrations. OCIO supported with OST-B to leverage these shared services for managing and communicating performance data, and existing customers increased their adoption and use of these services.

**FY 2024 – 2025 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.

**6.3.2 Increase the Percentage of Operating Administrations Leveraging the Fast-Track Paperwork Reduction Clearance Process (OCIO)**

		FY 2022	FY 2023	FY 2024	FY 2025
	Target	50%	70%	80%	90%
	Actual	70%	80%	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 2023 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, Operating Administrations successfully renewed or reinstated collections, including the Federal Railroad Administration.

**FY 2024 – 2025 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. We will focus on making sure Operating Administrations are using their generic clearances.

### 6.3.3 Increase the Percentage of DOT Information Systems Encrypting Data at Rest and In Transit (OCIO)

		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	Target	N/A	75%	85%	85%	85%
	Actual	82%	81%	47%	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 2023 Accomplishments

OCIO continued to follow up on the IT Implementation Memorandum for this effort, which provides guidance and direction to Operating Administrations on meeting encryption requirements for systems. Operating Administrations evaluated their systems to determine compliance, report the solution currently in use, and executed

their plans to address deficiencies. In FY 2023, FAA elevated coordination for encryption implementation to an enterprise priority initiative and has focused on validating the accuracy of the assessment data. A crucial element of this effort was the establishment of a consistent process at FAA to ensure encryption requirements are being achieved. Establishing this process did result in an initial decline in compliance numbers for FY 2023.

#### FY 2024 – 2025 Plans for Progress

DOT and the Operating Administrations are implementing these technical controls on all DOT information systems. FAA will build on their foundation to deliver increased encryption ITIM compliance in FY 2024. Certain systems subject to these requirements must be modernized to fully achieve compliance. DOT will develop and execute modernization plans, as appropriate, to continue to make progress.

### 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)

		FY 2022	FY 2023	FY 2024	FY 2025
	Target	25%	30%	40%	40%
	Actual	10%	20%	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 inquiries about ease of use. The survey also provides for open-ended feedback about improvement opportunities.

**FY 2023 Accomplishments**

In FY 2023, OCIO supported the Build America Bureau's use of customer satisfaction surveys as a High Impact Service Provider.

**FY 2024 – 2025 Plans for Progress**

The Department will use 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.

# Strategic Objective 6.4: Oversight, Performance, & 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.*

**FY 2023 Performance Summary**

The **Oversight, Performance, and Technical Assistance objective** is supported by eight performance goals.

Performance Goal	
6.4.1	Increase the Percentage of IT Budget that Uses Shared Services
6.4.2	Increase the Number of Software Development Contracts Awarded Under the Department's Mandatory Use SWES BPA
6.4.3	Increase the use of Shared Platforms in support of agency mission and business needs
6.4.4	Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles
6.4.5	Increase the Percentage of Utilization of Best-in-Class Contracts in DOT's Total Obligation
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
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

Key Successes and Opportunities

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.

The Office of Inspector General’s review of the FY 2022 Payment Accuracy reports found that DOT complied with the annual Payment Integrity requirements. DOT reported a FY 2023 Payment Accuracy estimate of 99.3%, which met our target of 99%. Further, the Department performed improper payment risk assessments for

more than 30 programs, many of which received BIL and COVID-19 relief funding. DOT determined that none of the programs assessed in FY 2023 were susceptible to significant improper payments.

In FY 2023, DOT’s Spend under Management (SUM) performance through contract obligations on tiered contract vehicles exceeded its government-wide target of 54% at 55.7%. 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 2.8%, falling short of the FY 2023 goal of 6.5%. To support the BIC percentage, OSPE is exploring the usage of BIC vehicles for DOT IT services requirements.

6.4.1 Increase the Percentage of IT Budget that Uses Shared Services (OCIO)

		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	Target	N/A	32%	35%	40%	40%
	Actual	30%	37%	39%	N/A	N/A

Lead: Office of the Chief Information Officer

For decades, DOT has centralized management of certain functions for DOT organizations with the same needs. In recent years, DOT has employed 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 needs. The Department is assessing which operations can be switched to a shared services to take advantage of an enterprise approach.

FY 2023 Accomplishments

OCIO plans to continue working 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, consolidating both the VMware (period of performance 2021 through 2024) and Red Hat (period of performance 2022 through 2025) Maintenance Agreements have provided DOT with saving each year. The consolidation of multiple requirements enabled DOT to receive better pricing for its requirements with increased purchasing power. The savings for DOT from VMWare consolidation

was \$231,000 and from Red Hat consolidation was \$48,000 at full contract term. In addition, OCIO developed and refined its FY 2023- FY 2024 IT Category Management Strategic Approach that will assist in DOT’s cost savings and avoidance goals, in which funding can be reinvested into mission critical and/or shared services. The strategic approach also establishes a specific position on the DOT Executive Category Management Board for the FAA, strengthening the existing partnership.

FY 2024 – 2025 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.

#### 6.4.2 Increase the Number of Software Development Contracts Awarded Under the Department's Mandatory Use Software Engineering Services Blanket Purchase Agreement (SWES BPA) (OCIO)

		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<b>Target</b>	N/A	26 awards (10% increase from baseline)	29 awards (10% increase from FY 2022)	29 awards (5% increase from FY 2023)	30 awards (5% increase from FY2024)  *Number of awards are contingent upon final count from FY2024
	<b>Actual</b>	24 awards	26 awards	28 awards	N/A	N/A

#### Lead: Office of the Chief Information Officer

The SWES BPA was created in FY 2020 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 2023 Accomplishments

This mandatory-use vehicle has been leveraged extensively throughout DOT, and as of the date of this submission there have been a total of 88 awards made for a value of more than \$451 million since its inception in FY 2020

#### FY 2024 – 2025 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.

OCIO will also continue to leverage its IT Spend Approval process during the annual and quarterly reviews, and on an ad hoc basis, to identify candidates for potential transition to SWES. OCIO will collaborate with the respective Component/OA or OST program owners to assess candidates for suitability and prioritization for transition to SWES based on the nature of work to be performed, status of existing contracts, periods of performance, and availability of funding and acquisition resources. OCIO will collaborate with Component/OA or OST program owners and the respective acquisition service providers to execute the necessary actions to award and transition the candidate scopes of work to the associated SWES task orders.



#### 6.4.3 Increase the use of Shared Platforms in support of agency mission and business needs (OCIO)

		FY 2023	FY 2024	FY 2025
	Target	0% Usage	10% Usage	15% Usage
	Actual	N/A*	N/A	N/A

\* Performance data was not collected for FY 2023 as DOT worked to replan around this goal.

##### Lead: Office of the Chief Information Officer

A shared platform is a product to support development teams in achieving efficiencies and economies of scale in an agile software development and operations (DevOps) environment by making application product delivery teams responsible for deploying and operating their own applications. The success of shared platforms requires the collaboration of infrastructure and operations professionals, software engineers, cybersecurity teams, and site reliability engineers. Recognizing the benefits of shared platforms the Office of the Chief Information Officer began developing shared platforms in 2016, and reorganized in 2020 to create an Office of Applications and Digital Solutions whose responsibilities include supporting application development efforts across the Department, including the expansion of development efforts on shared platforms. DOT's strategy for shared platforms includes leveraging these capabilities to reduce the administrative, and cybersecurity 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. DOT will also continue to assess its business

needs, operational environment, investment portfolio, and agency enterprise architecture to identify opportunities to grow the use of existing shared platforms and invest in new shared platforms, including platforms tailored to specific industries or disciplines, where beneficial to the related programs or missions.

##### FY 2023 Accomplishments

During FY 2023, the Department replanned around this new goal, adjusting scope, identifying the right participants, developing operational definitions, assessing sources of data that could be used in support of the goal, and drafting a methodology for measurement.

##### FY 2024 – 2025 Plans for Progress

During FY 2024, the Department will baseline the goal using its updated methodology, will update targets in accordance with that baseline and will continue to drive increases in shared platform usage through the Department's Information Technology spend planning and approval processes. The Department is targeting an update to this goal in the FY 2026/FY 2024 APP/APR.

#### 6.4.4 Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles (OSPE)

		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	Target	N/A	47%	54%	58.5%	Target will be set in summer 2024.
	Actual	45.8%	51.6%	55.7%	N/A	N/A

#### 6.4.5 Increase the Percentage of Utilization of Best-in-Class Contracts in DOT's Total Obligation (OSPE)

		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	Target	N/A	5%	6.5%	5.1%	Target will be set in summer 2024.
	Actual	2.8%	3.1%	2.8%	N/A	N/A

#### 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 2023 Accomplishments

DOT had three notable achievements in FY 2023: it increased awards to SDBs, met the DOT SUM target for the second straight

year, and met 9 out of 11 OA SUM targets. In FY23 DOT increased spend towards SDBs, with awards increasing by 46% from \$1.3 billion to \$1.9 billion.

In FY23 DOT met its SUM Target for the second straight year. Much of this was due to coordination with OAs to ensure the accuracy of their contract data. For example, MARAD corrected the Product Service Code (PSC) for its Vessel Acquisition Management contract, which increased its SUM percentage from 20.4% to 43%. Also, NHTSA submitted a Tier 1 – SB SUM Assessment for National Communications, Marketing, and Media Support contract and increased its SUM percentage from 34.7% to 67.7%. GLS also increased its SUM percentage from 1% to 80% by receiving Large Scale Construction/Tier 2 credit for a construction contract. Finally, FRA reclassified the PSC for the Automated Track Inspection Program, which increased its SUM percentage from 34.6% to 78%.

#### FY 2024 – 2025 Plans for Progress

DOT's Category Management leadership has identified three critical success factors to meet its FY 2023 targets. The first is the need to align the FAA's spend by submitting SUM Assessments for the National Airspace System Programs. The second is to continue to build on the success of the Large Scale Construction Program by raising the awareness for other OAs. The third is to explore the usage of BIC vehicles for DOT IT services requirements. Furthermore, FAA is planning to pilot the usage of a BIC vehicle for a laptop procurement and expand its usage for other hardware and software buys.

**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)<sup>KPI, BIL</sup>**

		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	Target	99.2%	99%	99%	99%	Target will be set in fall 2024.
	Actual	98.59%	98.77%	99.30%	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 testing results of programs that were identified, by risk assessment, as susceptible to significant improper payments. As of FY 2023, 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 2023 Accomplishments**

The Department developed a sampling and estimation methodology plan and tested two programs susceptible to significant improper payments: FHWA Highway Planning and Construction and FTA COVID-19 Appropriations. The combined estimate for both program

is 99.3%, which met the target of 99%. In addition, the Department performed improper payment risk assessments for more than 30 programs, many of which received BIL and COVID-19 relief funding. DOT determined that none of the programs assessed in FY 2023 were susceptible to significant improper payments. Federal personnel within DOT's Payment Integrity Center conducted a payment recapture audit, and screened payments against the Do Not Pay databases. A comprehensive overview of DOT's improper payment programs and results are annually reported OMB's [payment accuracy website](#).

**FY 2024 – 2025 Plans for Progress**

FY 2023 results will guide the payment integrity work for FY 2024 and FY 2025. In addition, DOT's Payment Integrity Center will continue to analyze disbursements for trends that could trigger additional targeted reviews to supplement evolving legislative requirements. Programs assessed as high-risk will be deemed susceptible to significant improper payments subject to monitoring requirements. Susceptible programs will calculate a payment accuracy percentage and implement corrective actions based on the root causes of the improper payment findings.

**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)<sup>KPI, BIL</sup>**

		FY 2022	FY 2023	FY 2024	FY 2025
	Target	N/A	100%	100%	100%
	Actual	100%	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 2023 Accomplishments**

In FY 2023, DOT continued efforts to improve the quality of spending data by developing monthly metrics on the timeliness

of reporting procurement and financial assistance award activity. These metrics are intended to provide additional insight into factors affecting data quality and potentially contributing to unlinked awards on the USASpending.gov website. Additionally, DOT implemented various process improvements to better the accuracy of data.

**FY 2024 – 2025 Plans for Progress**

DOT will continue to monitor performance 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.*

**FY 2023 Performance Summary**

The **Sustainability Initiatives objective** is supported by three performance goals.

Performance Goal	
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
6.5.2	Reduce the Percentage of Direct Greenhouse Gas Emissions from DOT Operations, Facilities, and Fleets from 2008 Levels
6.5.3	Increase the Percentage of Zero-Emission Light-Duty Vehicle Fleet Acquisitions

**Key Successes and Opportunities**

The Department continues to advance strategies and projects to reduce GHG emissions from its buildings and operations. In FY

2022, the Department reduced its Scope 1 and 2 GHG emissions by 50.9% from a 2008 baseline and is poised to achieve the President’s reduction goal of 65% by 2030. To reduce GHG emissions, in 2022, DOT consumed more than 95,000 megawatt

hours of carbon pollution-free electricity in its buildings while reducing energy use intensity at its facilities by 40.4% from a 2003 baseline. The FAA has confirmed that seven new-construction facilities entered the design phase in FY 2022 and all scopes of work for the designs are expected to result in facilities that meet the CEQ's Guiding Principles for Sustainable Federal Buildings.

In FY 2023, the Department continued the transition to a clean and zero-emission fleet. Specifically, DOT continued the GSA three-year flex payment plan option to fund incremental costs and provided technical guidance.

#### 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)

		FY 2022	FY 2023	FY 2024	FY 2025
	<b>Target</b>	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	All new applicable FAA buildings entering the design phase in FY 2025
	<b>Actual</b>	Two facilities totaling 57,000 gross square feet designated as Sustainable Federal Buildings	No applicable new construction entered the design phase in FY 2023 (greater than 25,000 GSF)	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 greater than 25,000 GSF entering the design phase after January 31, 2022. 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 2023 Accomplishments

In FY 2023, no new construction entered the design phase that was greater than 25,000 GSF. There were several new construction facilities less than 25,000 GSF that included the guiding principles to the extent participable. 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.

#### FY 2024 – 2025 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 continue to track all applicable new facilities entering the design phase, 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 annually completes Carbon Pollution Free Electricity and Sustainable Buildings Plans as required by EO 14057. In these plans, the FAA will include future implementation of sustainability at facilities, including implementing the Guiding Principles for Sustainable Federal Buildings. These plans also include ways to implement identified energy and water conservation measures.

The MMAC is currently designing a 200,000 GSF warehouse to replace current leased space and it is designing the facility to be net-zero emissions and follow the guiding principles. However, the construction timeframe has not yet been established.

### 6.5.2 Reduce the Percentage of Direct Greenhouse Gas Emissions from DOT Operations, Facilities, and Fleets from 2008 Levels (OST-M/OFIAM)

		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<b>Target</b>	N/A	50% reduction from baseline*	52% reduction from baseline*	54% reduction from baseline*	56% reduction from baseline*
	<b>Actual</b>	48.4%	50.9%	Available Spring 2024	N/A	N/A

\* Baseline: 756,767 metric tons of CO2 equivalent gases (FY 2008 actual).

#### Lead: Office of the Assistant Secretary for Administration/ Office of Facilities, Information, and Asset Management

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 2022, DOT's Scope 1 and 2 GHG emissions totaled 371,083 metric tons of carbon dioxide equivalent, which represents a 50.9% reduction from the 2008 baseline. The FY 2023 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 2023 Accomplishments

In FY 2023, 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 and generating renewable energy; compiling inventory of DOT-wide Scope 1 and Scope 2

GHG emissions for FY 2022; preparing various sustainability/ GHG plans and reports; partnering with GSA to determine how to replace old heating systems with new energy-efficient electric heating systems; restarting the DOT Chief Sustainability Officer's Council and the Energy Star Program; facilitating sustainability/ GHG training and awareness for DOT employees; applying for multiple sustainability grants and certifications; establishing new FTE positions to lead sustainability initiatives. Major renovations and capital improvement projects included installing LED lighting, occupancy sensors, high-efficiency heating/cooling equipment, energy-efficient windows, advanced electrical meters, and low voltage transformers.

#### FY 2024 – 2025 Plans for Progress

DOT will accelerate GHG emission reductions by expanding successful strategies to increase energy efficiency, participate in GSA area-wide contract initiatives and local utility tariffs to purchase carbon pollution-free electricity (CFE), and leverage performance contracts to install CFE systems at DOT facilities. 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.



### 6.5.3 Increase the Percentage of Zero-Emission Light-Duty Vehicle Fleet Acquisitions (OST-M/OFIAM)

		FY 2022	FY 2023	FY 2024	FY 2025
	Target	98% of light-duty vehicle acquisition	69% of light-duty vehicle acquisitions	68% of light-duty vehicle acquisitions	N/A
	Actual	68%	65%	N/A	N/A

#### Lead: Office of the Assistant Secretary for Administration/ Office of Facilities, Information, and Asset Management

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 \$32 million in FY 2022. DOT had 182 zero-emission vehicles in its inventory in FY 2022. The FY 2023 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 2023 Accomplishments

In FY 2023, the Department continued the transition to a clean and zero-emission fleet. Specifically, DOT continued the GSA three-year flex payment plan option to fund incremental costs. DOT also, provided technical guidance and a listing of eligible replacements to assist OAs with FY24 ZEV selections and outlined FY2024 acquisition guidance and timelines through a memo to the OAs.

#### FY 2024 – 2025 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.

## FY 2023 Performance Summary

The **Enterprise Cyber Risks objective** is supported by three performance goals.

Performance Goal	
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
6.6.2	Decrease the Percentage of DOT-Approved Plans of Actions and Milestones Recorded in the Cybersecurity Assessment and Management System
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

## Key Successes and Opportunities

DOT 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.

### 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)

		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<b>Target</b>	N/A	24.15%	25.3%	26.45%	28%
	<b>Actual</b>	23%	45%	29%	N/A	N/A

#### 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 2023 Accomplishments

For FY 2023, both non-PII and PII systems are included in reporting, where only PII systems were accounted for in FY 2021 and FY 2022. To date, a total of 142 systems received either a PTA or Privacy Continuous Monitoring (PCM) prior to ATO. While the number of PTA, PCMs, and Privacy Plans that were completed has increased over previous years, the percentage for FY 2023 is lower because it is a percentage of a larger number. According to a report run in CSAM, there are 480 operational systems, and 142 have the privacy artifacts prior to ATO for a percentage of approximately 29%.

In FY 2022, 45% of DOT FISMA that are PII systems aligned Privacy Threshold Assessments (PTA) and Privacy Plans with ATO,

a significant increase over FY 2021. FISMA reporting only accounts for PII systems, and that metric was used for FY 2021 and FY 2022 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 progress on adjudicating both PII and non-PII systems prior to ATO. FY2023 accounts for both PII and non-PII systems and more accurately reflects the number of systems where PTAs and PCMs were aligned to ATO.

#### FY 2024 – 2025 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 PTAs and PCMs and ATO dates, the Privacy Officer seeks to further increase the percentage to 31% for FY 2024 (an increase from 29% for FY 2023) and further increase that number in FY2025.

### 6.6.2 Decrease the Percentage of DOT- Approved Plans of Actions and Milestones Recorded in the Cybersecurity Assessment and Management System (OCIO)

		FY 2022	FY 2023	FY 2024	FY 2025
	<b>Target</b>	25% reduction from baseline*	35% reduction from baseline*	25% reduction from baseline*	25% reduction from baseline*
	<b>Actual</b>	25% reduction from baseline*	11% Reduction	N/A	N/A

\* Baseline: 10,000.

Lead: Office of the Chief Information Officer

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FY 2023 Accomplishments

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FY 2024 – 2025 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 PTAs and PCMs and ATO dates, the Privacy Officer seeks to further increase the percentage to 31% for FY 2024 (an increase from 29% for FY 2023) and further increase that number in FY2025.

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)<sup>KPI</sup>

			FY 2022	FY 2023	FY 2024	FY 2025
	Network User Accounts that Enforce MFA Methods for Login Access	Target	100%	100%	100%	100%
		Actual	98%	99%	N/A	N/A
	Eligible Systems that Leverage MFA Methods for Login Access	Target	100%	100%	100%	100%
		Actual	98%	68%	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 2023 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. Additional accomplishments include:

- 99 % Network Access via MFA
- 90% reduction in Network PIV exemptions since March 2023
- Implementation of T-Cards, LACs, VDI reduction, and dynamic exception process linked to help desk.
- 64% DOT system compliance (including FAA)
- Successful configuration, testing and implementation of DOT Okta environment
- Successful registration of > 95% DOT users in Okta Verify
- Successful migration of 5 major DOT-wide systems to Okta powered MyAccess in June
- Delphi, CASTLE, E2 Travel, DATMIS, & PRISM
- Successful design and deployment of > 150 PIV-I cards to USMMA Midshipmen via IAA with GSA's USAccess

- Successful completion of Azure AD MFA Pilot Project
- Approval to proceed with acquisition of IV&V services for MFA
- On-going Program Management Activities:
- Weekly program meetings & CIO briefings
- Monthly modal meetings & syncs with system owners
- MFA system tracker & PowerBI dashboard

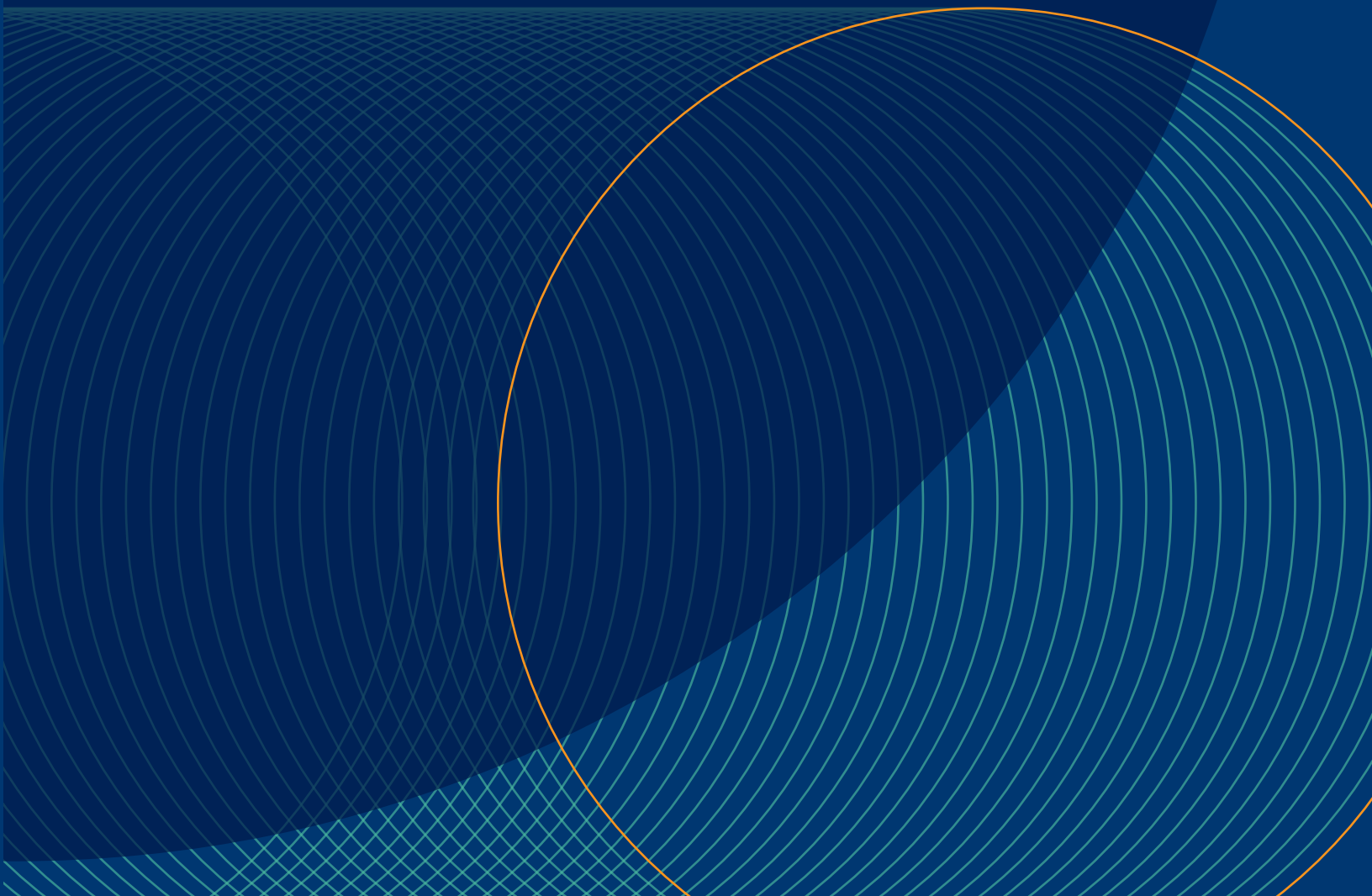
#### **FY 2024 – 2025 Plans for Progress**

To make progress on this performance goal in FY 2024 and 2025, 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 as of FY 2023 Year End





### Strategic Goal 1: Safety

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings								
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			✓	36,883 (5% reduction from baseline)	Available Spring 2025								
	1.1.2	By September 30, 2025, 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	✓	✓	✓	1.22	Available Spring 2025								
	1.1.3	Reduce Passenger Vehicle Occupant Fatalities per 100 Million Passenger Vehicle Miles Traveled	NHTSA					0.75	Available Spring 2025								
	1.1.4	Reduce Large Truck and Bus Fatalities per 100 Million Vehicle Miles Traveled	FMCSA					0.114	Available Spring 2025								
	1.1.5	Reduce Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations	NHTSA					61.2	Available Spring 2025								
	1.1.6	Reduce Non-Occupant (Pedestrian/ Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population	NHTSA	OST-P, FHWA, FMCSA				2.13	Available Spring 2025								
	1.1.7	Reduce the Number of Non-Motorized Fatalities and Serious Injuries	FHWA					25,659	Available Spring 2025								
	1.1.8	Reduce the Race Fatality Ratio by Population	FHWA					<table><tr><td>White</td><td>1.01</td></tr><tr><td>Black</td><td>1.11</td></tr><tr><td>American Indian</td><td>1.25</td></tr><tr><td>Pacific Islander</td><td>0.39</td></tr></table>	White	1.01	Black	1.11	American Indian	1.25	Pacific Islander	0.39	Available Spring 2025
	White	1.01															
	Black	1.11															
	American Indian	1.25															
	Pacific Islander	0.39															
	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	1.32								
	1.1.10	Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles	FTA					242.5	262.0								
1.1.11	Reduce Total Number of Transit-Related Fatalities	FTA					306	307									
1.1.12	Reduce Fatalities and Injuries on Transit from Assaults on All Persons per 100 Million Train/Bus Revenue Miles	FTA					59.0	80.7									
1.1.13	Reduce Highway-Rail Grade Crossing Incidents	FRA					2,062	2,148									
1.1.14	Reduce Rail Right-of-Way Trespass Incidents	FRA					1,127	1,298									

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings
	1.1.15	Reduce Train Accidents	FRA					1,624	1,843
	1.1.16	Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline or Surface Transportation Conveyance	PHMSA					22	12
	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					58	18
	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					5% increase from March 2023 baseline	Spring 2024
	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			✓	N/A	6.2%
	1.1.20	Increase Transit Ridership in the Top Transit Cities Back to 100% of 2019 Levels	FTA				✓	65%	65%
	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			✓		More than 200 communities receive awards to develop comprehensive safety action plans 10 or more communities receive awards for projects	474 Action Plan Grants 37 Implementation Grants
Objective 1.2	1.2.1	Reduce Highway Workers Fatalities	FHWA				✓	111	108
	1.2.2	Reduce the Transportation Worker Fatality and Serious Injury Rate by 2026	FMCSA				✓	Milestone	Milestone
	1.2.3	Reduce Transit Worker Fatalities and Injuries From Collision and Derailment Events per 100 Million Train/Bus Revenue Miles	FTA				✓	36.5	42.7
	1.2.4	Reduce the Railroad Employee On-Duty Injury and Illness Rate by 5% Less than the Prior Year Amount	FRA				✓	1.67	1.76

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings								
	1.2.5 <sup>16</sup>	Increase the Volume of PackSafe Messaging to the Traveling Public and SafeCargo Messaging to Shippers.	FAA					5% increase	12.22% above FY22 47.18% above FY21 levels.								
	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					5%	12%								
Objective 1.3	1.3.1	Increase the Highway Safety Improvement Program Obligation Rate	FHWA					94.3%	97.5%								
	1.3.2	Increase the Number of Compliance Reviews by 50% by 2027	FMCSA					14,300	12,356								
	1.3.3	Increase the Number of New Entrant Safety Audits by 25% by 2027	FMCSA					48,700	60,098								
	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					<table><tr><td>Crossings</td><td>250</td></tr><tr><td>Grade Separations</td><td>10</td></tr></table>	Crossings	250	Grade Separations	10	<table><tr><td>Crossings</td><td>559</td></tr><tr><td>Grade Separations</td><td>10</td></tr></table>	Crossings	559	Grade Separations	10
	Crossings	250															
Grade Separations	10																
Crossings	559																
Grade Separations	10																
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					85%	85%									
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		✓		✓	4.9	0.1								
	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		✓		✓	0.94	0.70								
	1.4.3	Maintain the Weighted Surface Safety Risk Index at or Below 0.38 per Million Operations for Commercial Aviation	FAA					0.38	0.07								
	1.4.4	Maintain the Weighted Surface Safety Risk Index at or Below 1.39 per Million Operations for Non-Commercial Aviation	FAA					1.39	0.39								

<sup>16</sup> Performance Goal 1.2.5 is completed.

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings
	1.4.5	Reduce the Fatal and Serious Injury Accident Rate in Alaska with Emphasis on Part 135 Air Carrier Incidents	FAA					5	11
	1.4.6	Increase the Number of Inspections by 10% by 2024	FMCSA			✓		8% increase from FY 2021	3.030 million
	1.4.7	Increase Percentage of High-Risk Carrier Investigations Completed within 90 Days	FMCSA					75%	83%
	1.4.8	Achieve the Predicted Completion Rate (within 5 points) for Certain Classes of Vehicle Recalls	NHTSA						58%
Objective 1.5	1.5.1	Reduce the Number of Hours to Relay Critical Infrastructure Cybersecurity Information to Co-Sector Risk Management Agency Stakeholders					✓	Six business-day hours	Achieved (vast majority less than two business-day hours)

## Strategic Goal 2: Economic Strength and Global Competitiveness

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings
Objective 2.1	2.1.1	Increase Employment in the Transportation and Warehouse Sector by 7% Annually	OST-P	OST-R			✓	7% annual increase	0.4%
	2.1.2	Increase the Number of Students Who Participate in the Commercial Driver's License Operator Safety Training Program	FMCSA					Increase funding to qualified service providers by 10% from prior year*	\$3.2 million in funding awarded to service providers <small>*Funding goal cannot exceed the total amount of funding available, which in FY 2023 was \$3.2 million.</small>
	2.1.3	Execute a Commercial Driver's License Apprenticeship Program for Under-21 Drivers	FMCSA					Implement first year of the Safe Driver Apprenticeship Program	Implemented the first year of the Safe Driver Apprenticeship Program
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		✓		✓	93%	97.6%
	2.2.2	Complete Construction on a Total of 30 Staffed Air Traffic Control Towers by 2030	FAA			✓		Contract Award for Airport Traffic Control Tower Design Initiative	Awarded contract for the Airport Traffic Control Tower Design Initiative

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings							
	2.2.3	Reduce the Backlog of \$830 Billion in Highway Repairs by 50% by 2040	FHWA					<b>Annual Obligations:</b> Obligate \$56.5 billion of FHWA funds to projects that will contribute to addressing the backlog on highway repairs.  <b>Cumulative Obligations:</b> Increase cumulative obligations since FY 2017 to such projects to \$303 billion.	<b>Annual Obligations:</b> \$57.6 Billion  <b>Cumulative Obligations:</b> \$312.6 Billion							
	2.2.4	The Percentage of Interstate Pavement in Either Good or Fair Condition will be Maintained at 95%	FHWA		✓		✓	95%	Data expected in Q2 FY24							
	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		✓		✓	95%	Data expected after June 15, 2024							
	2.2.6	Fix the 10 Most Economically Significant Bridges and Repair the 15,000 In-Most-Need Bridges	FHWA			✓	✓	<table><tr><td>10 most economically significant bridges</td><td>2</td></tr><tr><td>15,000 in-most-need smaller bridges</td><td>3,000</td></tr></table>	10 most economically significant bridges	2	15,000 in-most-need smaller bridges	3,000	<table><tr><td>10 most economically significant bridges</td><td>4</td></tr><tr><td>15,000 in-most-need smaller bridges</td><td>7,814</td></tr></table>	10 most economically significant bridges	4	15,000 in-most-need smaller bridges
10 most economically significant bridges	2															
15,000 in-most-need smaller bridges	3,000															
10 most economically significant bridges	4															
15,000 in-most-need smaller bridges	7,814															

#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings
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			✓	✓	<div> <b>ADA Stations</b>  <b>Amtrak Responsibility:</b>  Bring 42 stations into compliance.  <b>Third Party:</b>  Work with Amtrak to assess stations. </div> <div> <b>Amtrak-Owned Fleet</b>  Introduce 37 locomotives into service. Complete trainset design. </div> <div> <b>Major Facilities</b>  <b>Level 1:</b> Complete five Statements of Work and bring one facility under a Design/Build contract.  <b>Level 2:</b> Complete two Statements of Work. </div> <div> <b>National Infrastructure</b>  Work with Amtrak to identify infrastructure needs. </div>	<b>ADA Stations</b> <b>Amtrak Responsibility:</b> 16 stations brought into compliance. <b>Third Party:</b> Worked with Amtrak to assess stations. <b>Amtrak-Owned Fleet</b> Introduced 38 locomotives into service. Completed trainset design and began trainset manufacturing. <b>Major Facilities</b> <b>Level 1:</b> Completed five Statements of Work. <b>Level 2:</b> Completed two Statements of Work. <b>National Infrastructure</b> Amtrak identified asset health data collection applications to more effectively determine asset health and maintenance needs
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			✓	✓	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.	Issued initial solicitation of proposals in Dec 2022. Initial selection of corridors announced December 2023  Submitted letter in lieu of report to Congress on May 19, 2023.



#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings
2.2.10	Improve Short Line Railroad Infrastructure and Equipment	FRA				✓	Award funds under the FY 2022 CRISI NOFO. Issue NOFO for FY 2023 CRISI grants.	FY2022 CRISI selections announced September 25, 2023.
2.2.11	Reduce the State of Good Repair Backlog for Transit Revenue Vehicles by 25% by 2030	FTA			✓	✓	19.0% of transit revenue vehicles in backlog	21.3% of transit revenue vehicles in backlog
2.2.12	Reduce the State of Good Repair Backlog for Transit Buildings and Facilities by at Least 50% by 2030	FTA			✓	✓	9.5% of transit facilities in backlog	8.1% of transit facilities in backlog
2.2.13	Increase the Frequency of Bus Service in Urbanized Areas Over 100,000 in Population by 10% by 2026	FTA			✓	✓	21,000 vehicle revenue miles per square mile	21,744 vehicle revenue miles per square mile
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			✓	✓	Issue NGDISM NOFO for \$392 million in grant funding.	Published FY 2023 NGDISM NOFO on May 23, 2023. PHMSA received 184 applications requesting \$1.8 billion in funding.
2.2.15	Average Project Completion Time for Major Projects Posted on the Permitting Dashboard After BIL Effective Date	OST-P					24 months	(No major projects were completed in FY 2023) FY 2024 – New measure
2.2.16	Average NEPA Schedule Length of In-Progress Major Projects Posted on the Permitting Dashboard	OST-P					24 months	24.6 months (1 FTA & 6 FHWA projects)
2.2.17	The Percentage of Non-Interstate NHS Pavement in Either Good or Fair Condition will be Maintained at 90%	FHWA					90%	Data expected in Q2 FY24

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings
Objective 2.3	2.3.1	Increase Number of New Air Transport Agreements, Modernized Air Transport Agreements, and Commercial Concerns Resolved	OST-X-40					5	8
	2.3.2	Participate in Policy Meetings to Represent U.S. International Aviation Policy Interests	OST-X-40					10	17
Objective 2.4	2.4.1	Alleviate Freight Congestion	FHWA					1.49	1.35
	2.4.2	Reduce the Number of Hazardous Materials Incidents that Resulted in a Road Closure of One Hour or More	PHMSA					135	26
	2.4.3	Increase the Number of U.S.-Flag Vessels in International Service	MARAD					95	92
	2.4.4	Increase Port Capacity Throughput Availability by 10% by 2026	MARAD			✓	✓	Use the framework to assess and further refine port capacity throughput targets for future years.	Incorporate identified increases in port capacity into capacity calculations.
	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					99%	98.7%
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				✓	Announce the intent to award grants to five terminal projects and award grants to 85 new/rehabilitation pavement projects.	Announced the intent to fund 86 terminal projects in February 2023 and awarded over 300 grants for new/rehabilitation pavement projects
	2.5.2	Meet the Annual Target for Average Number of Daily Arrivals and Departures at Core Airports	FAA					58,661	60,432
	2.5.3	Meet the Annual Target for National Airspace System On-Time Arrival Rate at Core Airports	FAA					88%	89.74%

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings
	2.5.4	The Percentage of Person-Miles Traveled on the Interstate that are Reliable Will be at or Above 82.8%	FHWA		✓		✓	82.8%	87.2%
	2.5.5	Increase Intercity Passenger Rail On-Time Arrivals System-Wide	FRA					80%	74%
	2.5.6	Increase Percentage of DoD-Required Shipping Capacity Complete with Crews Available within Mobilization Timelines	MARAD					85%	93%

### Strategic Goal 3: Equity

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings
Objective 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			✓	47% (percent of US population who are transportation cost burdened)	
	3.1.2	Increase the Number of State ADA Report Submissions in eCivil Rights Connect	FHWA					10	3
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	✓		✓	20.5%	22.6%
	3.2.2	Increase the Percentage of Total FAA Direct Procurement Dollars Awarded to Small Disadvantaged Businesses	FAA					13%	17.31%
	3.2.3	Increase Number of State DOTs Adopting and Implementing Identified Best Practices When Administering the DBE Program on Design-Build Projects	FHWA					5	5
	3.2.4	Increase the Total Federal Transit Grant Dollars Announced or Allocated for Rural or Tribal Areas	FTA					\$1.718 billion	\$1.75 billion

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings
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			✓	5/52 (10%) of State DOTs 53/214 (25%) of TMA-serving MPOs	
	3.3.2	Increase the Percentage of Community Outreach Activities Directed Toward Underserved Communities to Increase Hazmat Transportation Awareness, Preparedness, and Response	PHMSA					40%	42%
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			✓	✓	29.5% (first-time applicants from DACs/total first time applicants)	
	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					Update Title VI assurances, Language Access Plan, and internal and external complaint 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	Updated Language Access Plan. Conducted civil rights assessment of discretionary grant applications.  Most Operating Administrations developed Title VI and Community Participation Plan collection strategies and compliance review priorities and plans/ strategies.

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings
	3.4.3	Reduce the Number of Displacements Resulting from Federal-Aid Highway Projects	FHWA					2,095	Data expected in January 2024
	3.4.4	Complete Three Projects that Reconnect Communities that were Divided by Transportation Corridors	OST-P				✓	<p>Award at least three capital construction grants under the FY 2022 RCP NOFO.</p> <p>Complete NEPA process for three projects.</p> <p>Receive at least 175 capital construction and 500 planning grant applications (675 total) under the joint Reconnecting Communities and Neighborhoods (RCN) FY 2023 NOFO.</p>	<p>Announced six capital construction and 39 planning grants under the RCP program.</p> <p>NEPA process completed for one project.</p> <p>Received 314 capital construction and 368 planning grant applications (682 total) under the joint RCN FY 2023 NOFO.</p>

#### Strategic Goal 4: Climate and Sustainability

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings
Objective 4.1	4.1.1	Reduce Transportation Emissions in Support of Net-Zero Emissions Economy-Wide by 2050	OST-P				✓	<p>Release Decarbonization Blueprint.</p> <p><b>Stage 1:</b> Operating Administrations draft decarbonization action plans).</p>	Released Blueprint. Operating Administrations drafted decarbonization action plans.
	4.1.2	Reduce Greenhouse Gas Emissions from Aviation to At or Below 2019 Levels (216 Million Metric Tons CO <sub>2</sub> ) by 2030	FAA				✓	216 metric tons of CO <sub>2</sub>	Will be available before 2nd Quarter CY 2024

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings
	4.1.3	Build a National Network of 500,000 EV Chargers by 2030 to Accelerate the Adoption of EVs	OST-P		✓	✓	✓	Increase the number of public EV charging ports to 160,000.	Increased the number of public EV charging ports to 160,000 by October of 2023.
	4.1.4	Initiate or Develop At Least Three New Terminals Projects with Reduced Emissions and Multi-Modal Access by 2030	FAA	FTA, FRA		✓		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.	Published Airport Terminal Program NOFO on September 22, 2022, and the Intent to Fund on February 27, 2023. Selected 6 new multi-modal terminal projects
	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			✓	✓	1,800	2,093
	4.1.6	Reduce the Gross Volume Spilled from Crude Oil and Refined Products' Pipeline Systems	PHMSA					58,282	57,457
	4.1.7	Reduce the Volume of Natural Gas Released During Pipeline Incidents	PHMSA					2,483	1,919
4.2	4.2.1	By 2026, 50% of States/MPOs Have Developed Resilience Improvement Plans	OST-P	All OAs			✓	10% of States/MPOs	
Objective 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				✓	Generate baseline metrics for Phase 2 Justice40-covered programs. (Six competitive and six formula programs)	Developed baseline metrics for 32 out of 40 Justice40 covered programs.



### Strategic Goal 5: Transformation

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings
Objective 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				✓	25% increase from baseline [7]	45
Objective 5.2	5.2.1	Ensure Safety for Near-Term Operations of Advanced Air Mobility Operations	FAA					Develop policies and procedures to adjudicate industry applicant proposals that address regulatory barriers and gaps to initial operations.	<p>Update to Air Carrier Definitions completed (comment closed February 2023)</p> <p>Airman Certification Standards completed (comment closed February 2023)</p> <p>Notice for Proposed Rulemaking (NPRM) which proposes a Special Federal Aviation Regulation (SFAR) for the integration of powered-lift operations and associated pilot certification was published June 7</p> <p>Completed Advanced Air Mobility (AAM) Implementation Plan Version 1.0 in July 2023.</p>

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings
	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			✓	10	17
Objective 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				✓	3,500	3,357
Objective 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				✓	10	40

#### Strategic Goal 6: Organizational Excellence

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings
Objective 6.1	6.1.1	Decrease the Number of Weeks to Adjudicate Registration Operating Authority Applications	FMCSA					2 weeks	12 days
	6.1.2	Maintain Overall Customer Satisfaction with IT Help Desk Services	OCIO					90%	94.32%
	6.1.3	Maintain One-Week Service Desk Request Closure Rate	OCIO					90%	92.86%
Objective 6.2	6.2.1	80% of OA-Projected Bipartisan Infrastructure Law Hiring Targets are Achieved Starting in FY 2023	OST-M/ DOHR				✓	80%	123%
	6.2.2	Work to Increase the Diversity of Applicants for Mission-Critical Occupations in Each Operating Administration	OST-M/ DOHR	DOCR		✓	✓	20%	18%

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings								
	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					80% of outreach events to which the equity assessment tool is applied.	Expected end of CY2023								
	6.2.4	Increase the Percentage of Persons with Disabilities and Persons with Targeted Disabilities in the FAA Workforce	FAA					<table><tr><td>Persons with Disabilities</td><td>16%</td></tr><tr><td>Persons with Targeted Disabilities</td><td>2%</td></tr></table>	Persons with Disabilities	16%	Persons with Targeted Disabilities	2%	<table><tr><td>Persons with Disabilities</td><td>16.62%</td></tr><tr><td>Persons with Targeted Disabilities</td><td>2%</td></tr></table>	Persons with Disabilities	16.62%	Persons with Targeted Disabilities	2%
	Persons with Disabilities	16%															
	Persons with Targeted Disabilities	2%															
	Persons with Disabilities	16.62%															
Persons with Targeted Disabilities	2%																
6.2.5	Increase the Percentage of Supervisors and Managers Who Have Received Training on Unconscious Bias	FHWA					60%	60%									
6.2.6	Increase the Number of Partnerships with Historically Black Colleges and Universities and Minority-Serving Institutes	FHWA					47	75									
6.2.7	Increase the Number of Funded Positions Including the Pathways Program and Persons with Disabilities	FHWA					<table><tr><td>Pathways</td><td>40</td></tr><tr><td>Persons with Disabilities</td><td>345</td></tr></table>	Pathways	40	Persons with Disabilities	345	<table><tr><td>Pathways</td><td>50</td></tr><tr><td>Persons with Disabilities</td><td>350</td></tr></table>	Pathways	50	Persons with Disabilities	350	
Pathways	40																
Persons with Disabilities	345																
Pathways	50																
Persons with Disabilities	350																
Objective 6.3	6.3.1	Increase the Number of Users of Department-Wide Data Services	OCIO					2,100	2,726								
	6.3.2	Increase the Percentage of Operating Administrations Leveraging the Fast-Track Paperwork Reduction Clearance Process	OCIO					70%	80%								
	6.3.3	Increase the Percentage of DOT Information Systems Encrypting Data at Rest and In Transit	OCIO					85%	47%								
	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					30%	20%								
Objective 6.4	6.4.1	Increase the Percentage of IT Budget that Uses Shared Services	OCIO					35%	39%								
	6.4.2	Increase the Number of Software Development Contracts Awarded Under the Department's Mandatory Use SWES BPA	OCIO					29	28 awards. <b>Note:</b> There were 9 SWES waivers approved for FY23								

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings
	6.4.3	Increase the use of Shared Platforms in support of agency mission and business needs	OCIO					0% usage	*Performance data was not collected for FY 2023 as DOT worked to replan around this goal.
	6.4.4	Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles	OSPE					54%	55.7%
	6.4.5	Increase the Percentage of Utilization of Best-in-Class Contracts in DOT's Total Obligation	OSPE					6.5%	2.8%
	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			✓	✓	99%	99.30%
	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			✓	✓	100%	100%
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					All new FAA buildings entering the design phase in FY 2023	No applicable new construction entered the design phase in FY 2023 (greater than 25,000 GSF)
	6.5.2	Reduce the Percentage of Direct Greenhouse Gas Emissions from DOT Operations, Facilities, and Fleets from 2008 Levels	OST-M/ OFIAM					52% reduction from baseline* *Baseline: 756,767 metric tons of CO2 equivalent gases (FY 2008 actual).	Available Spring 2024
	6.5.3	Increase the Percentage of Zero-Emission Light-Duty Vehicle Fleet Acquisitions	OST-M/ OFIAM					69% of light-duty vehicle acquisitions	65%

	#	Performance Goal	Lead	Co-Lead	APG	BIL	KPI	Current Target	Recent Findings							
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					25.3% (10% increase from baseline*)	29%							
	6.6.2	Decrease the Percentage of DOT-Approved Plans of Actions and Milestones Recorded in the Cybersecurity Assessment and Management System	OCIO					35% reduction from baseline* * Baseline: 10,000.	11% Reduction							
	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				✓	<table><tr><td>Network User Accounts that Enforce MFA Methods for Login Access</td><td>100%</td></tr><tr><td>Eligible Systems that Leverage MFA Methods for Login Access</td><td>100%</td></tr></table>	Network User Accounts that Enforce MFA Methods for Login Access	100%	Eligible Systems that Leverage MFA Methods for Login Access	100%	<table><tr><td>Network User Accounts that Enforce MFA Methods for Login Access</td><td>99%</td></tr><tr><td>Eligible Systems that Leverage MFA Methods for Login Access</td><td>68%</td></tr></table>	Network User Accounts that Enforce MFA Methods for Login Access	99%	Eligible Systems that Leverage MFA Methods for Login Access
Network User Accounts that Enforce MFA Methods for Login Access	100%															
Eligible Systems that Leverage MFA Methods for Login Access	100%															
Network User Accounts that Enforce MFA Methods for Login Access	99%															
Eligible Systems that Leverage MFA Methods for Login Access	68%															

## Updates to DOT's Performance Goals

#	New Performance Goals	Lead
<b>2.2.17</b>	The Percentage of Non-Interstate NHS Pavement in Either Good or Fair Condition will be Maintained at 90%	FHWA
<b>1.4.8</b>	Achieve the predicted completion (within 5 points) for vehicle recalls classified as high risk in 2023	NHTSA
<b>6.4.8</b>	Initiate procurements to execute research supporting 100% of mandated activities each Fiscal Year	NHTSA

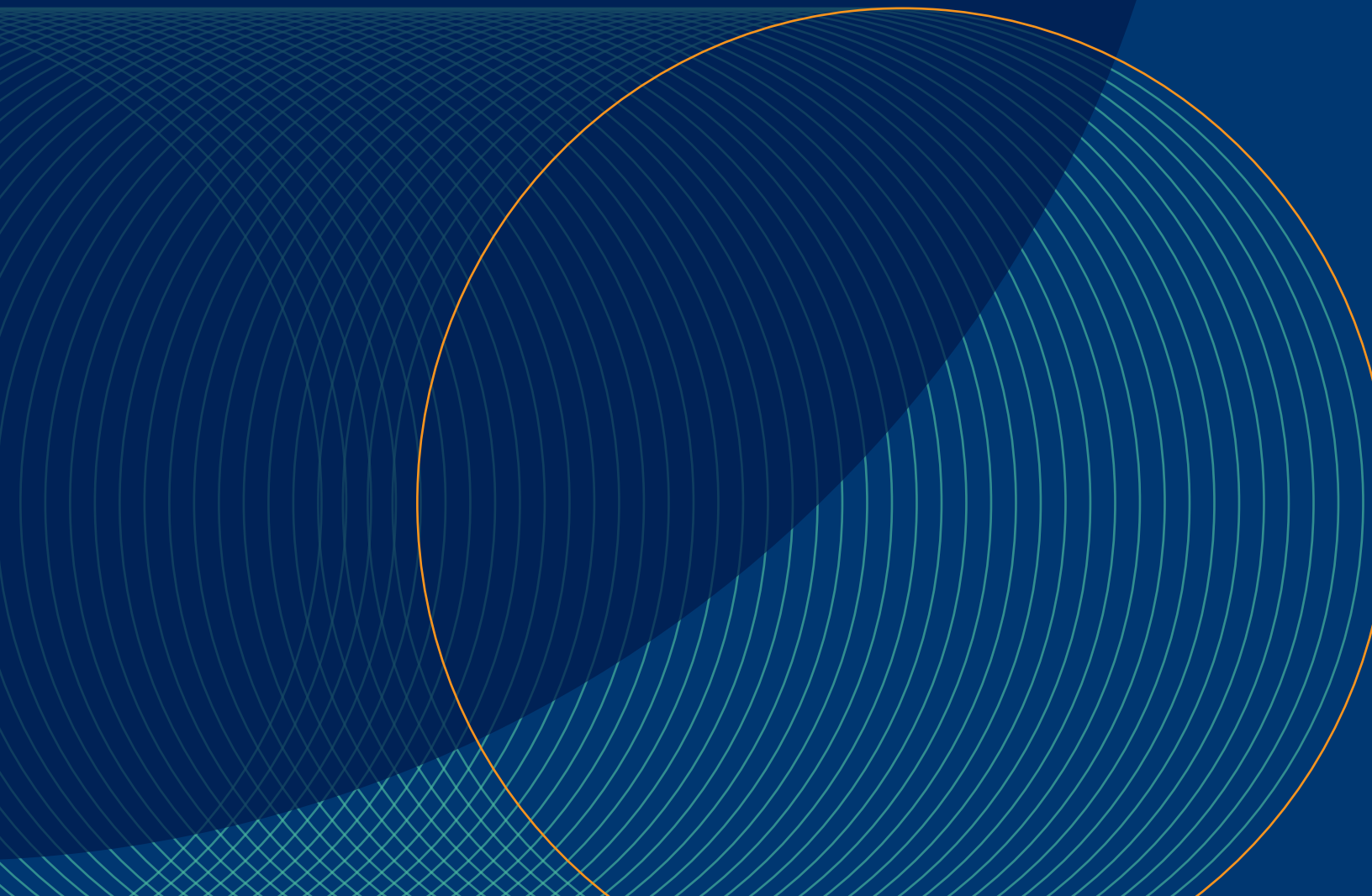
#	Discontinued Performance Goal	Rationale for Removal	Lead
<b>1.2.5</b>	Increase the Volume of PackSafe Messaging to the Traveling Public and SafeCargo Messaging to Shippers	FAA completed the communications undertaking.	FAA

Changed Performance Goals				
#	2022 Version	2023 Version	Rationale for Change	Lead
<b>5.2.1</b>	Increase Capacity for Near-Term Operations of Advanced Air Mobility Operations	Ensure Safety for Near-Term Operations of Advanced Air Mobility Operations	FAA's implementation plan for <a href="#">Innovate28</a> aims to ensure safety and enable near-term AAM operations at key site(s) by 2028. Key areas of interest include aircraft certification, operational certification, airspace and air traffic management, vertiports, environment, security, community outreach, safety, and people.	FAA
<b>6.4.3</b>	Increase the Number of Information Technology Systems Operating on a Shared Platform	Increase the use of Shared Platforms in support of agency mission and business needs	The Department replanned around this new goal, adjusting scope, identifying the right participants, developing operational definitions, assessing sources of data that could be used in support of the goal, and drafting a methodology for measurement.	OCIO



# Appendix II

## Response to the Office of Inspector General's FY 2024 Top Management Challenges



# Introduction

The mission of the U.S. Department of Transportation (Department or DOT) is to serve the United States by ensuring a safe, fast, efficient, accessible, and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future. The following three sections discuss how DOT is:

1) addressing the top management challenges identified by the OIG; 2) contributing towards the whole of government response efforts with respect to high-risk areas identified by GAO and 3) managing top enterprise risks.

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## DOT'S Repsonse to OIG'S Top Management Challenges

The OIG's FY 2024 Top Management Challenges report highlights challenges that DOT will need to continue to focus on to drive significant progress and change in the following ten challenge areas.

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### OIG Challenge: Aviation Safety

*Aviation safety remains FAA's primary mission. Overseeing the certification and safety of aircraft manufactured and operated in the United States is paramount to achieving this mission. While FAA has made changes to enhance its certification and safety oversight of U.S.-manufactured airplanes, our reviews have highlighted challenges that persist. Meanwhile, reported shortages of pilots and other aviation industry personnel and a series of close call runway incursions between aircraft highlight the need for continued vigilance and mitigation regarding other safety risks in the Nation's aviation system.<sup>1</sup>*

*Transportation fatalities and injuries was also identified by the Department as one of our top risk areas through the enterprise risk management process.*

#### Focus Area: Aircraft Certification

**Federal Aviation Administration**—The Federal Aviation Administration (FAA) remains committed to the implementation of the Aircraft Certification, Safety, and Accountability Act (ACSAA, 11/17/2020) through rulemaking, policy development, staffing studies, data sharing, and external partnership efforts. The FAA

has completed over 65% of the 103 provisions in ACSAA, and the remaining provisions generally include longer-term activities such as rulemaking or policy development.

The FAA continues to drive greater transparency, collaboration, and accountability across the regulatory process and across regulated communities, with a primary focus on:

- Strengthening corporate safety cultures to improve safety risk management and performance through mandated and voluntary action,
- Improving data availability, accessibility, and analysis through both process and infrastructure enhancements, and
- Advancing system-level safety management through better integration of the design, production, and operational approval processes.

The FAA also provides quarterly comprehensive progress updates to Congress, unions, and industry stakeholders.

<sup>1</sup> DOT's Top Management Challenges: FY2024 (2023), 5, [FY2024 USDOT Top Management Challenges](#).

In FY 2023, FAA's Aircraft Certification Service (AIR) combined responsibilities for certification, continued operational safety (COS) and production oversight of large transport airplanes and engines into a single division. AIR has also implemented an integrated data system that provides real-time access to a broad array of aircraft safety information and will allow workflow process digitization for increased consistency in engineering evaluation and socialization of safety investigation outcomes and risk assessments. In FY 2024 the FAA will continue to refine processes to integrate oversight across disciplines and will continue monthly integrated program management reviews of significant projects and leverage the enhanced Technical Advisory Board process.

The FAA concurred with all recommendations from The National Academies of Sciences Engineering and Medicine on the Transport Airplane Risk Assessment Methodology process and is working internally and with industry stakeholders to implement the actions and update policy. The FAA chartered the Transport Category Airplane COS Agreements Aviation Rulemaking Committee to assess and develop improvements to current requirements and guidance material for establishing detailed COS agreements between the FAA and transport airplane design approval holders. The FAA is implementing updated human factors policy including delegation guidance and human factors education programs.

The FAA issued the Notice of Proposed Rulemaking for Safety Management Systems (SMS) applicable to 14 CFR parts [21](#), [91](#), [135](#), and [145](#) and anticipates that the final rule will be published in the third quarter of FY 2024. The FAA continues to foster and expand voluntary adoption of SMS for design and manufacturing.

### Focus Area: Runway Incursions

**Federal Aviation Administration**—The FAA continues to respond to and address the increase in runway incursions and other safety incidents that occurred from late 2022 into 2023. After issuing a Safety Call to Action in February 2023, the Agency held the FAA Aviation Safety Summit in March, bringing together more than 200 safety leaders from across the aviation industry to discuss ways to enhance flight safety. Since the Safety Summit, the FAA's Air Traffic Organization has been identifying additional steps to ensure our safety system remains effective and resilient, including improved supervision, specialized and enhanced controller training, updated simulator software, and continued analysis of runway incursion data.

The FAA's strategy for runway safety aims to pinpoint the underlying factors contributing to surface safety concerns and proactively manage safety risks by disseminating a comprehensive package of resources. In FY 2024, the Air Traffic Organization (ATO) is committed to releasing a series of 12 instructional videos,

12 pilot handbooks, and 42 Arrival Alert Notices. In accordance with FAA Order 7050.1B, the Runway Safety Action Team (RSAT) will conduct meetings at FAA/Contract towered facilities to serve as a vital forum for stakeholders to collaboratively address and strategize mitigations for pertinent issues. In FY 2024, a total of 527 facilities are slated to successfully conclude their annual RSAT meetings.

The FAA continues to pursue new technologies that will improve the situational awareness of controllers. For example, the FAA held a Surface Safety Industry Day to showcase commercial and readily available industry solutions and announced \$26 million in new investments such as surface surveillance systems for airports and an expansion of our terminal automation system.

FAA's Surface Safety Portfolio includes three technology sprint programs. The first is Surface Awareness Initiative (SAI) to identify solutions to be placed on a Qualified Product List.

- The FAA intends to have the first solution, a situational awareness display of airport surface traffic at airports that do not currently have a surface surveillance system deployed to Austin-Bergstrom International Airport in June 2024 with a waterfall deployment to follow.
- The second is new functionality within the Standard Terminal Automation Replacement System controllers' display called Approach Runway Verification (ARV), which provides wrong surface landing alerts. ARV is being field tested in four facilities, with five additional facilities expecting to receive ARV. In FY 2024, additional facilities will be identified.
- The third is Runway Incursion Device (RID), a memory aid that provides visual/aural alerts when a runway is not available. In FY 2024, FAA will begin execution of RID developmental test procedures by June 2024.

FAA established the Runway Incursion Mitigation (RIM) program for airport locations with a history of runway incursions that become a priority for the FAA and industry to implement mitigations. Since 2015, 75 locations with no ground surveillance have implemented mitigations with a 75% average runway incursion reduction. The FAA is also investing in airport infrastructure, awarding \$121 million in grants to airports across the country to reconfigure taxiways and install new lighting systems. FAA has researched and issued Runway Incursion Warning Systems (RIWS) standards, and standards on Vehicle Automatic Dependent Surveillance-Broadcast (ADS-B) transmitters to combat Vehicle/Pedestrian Deviations. Over 1,000 vehicles are equipped with RIWS, and more than 2,100 vehicles are equipped with ADS-B transmitters. In FY 2024, FAA will promote further adoption of RIWS and ADS-B transmitters to stakeholders.

# OIG Challenge: Surface Transportation Safety

*DOT has committed to making the U.S. transportation system the safest in the world. However, in 2022, motor vehicle traffic incidents caused 42,795 fatalities—a 9.7 percent surge since 2020 and public transportation fatality rates, including transit workers, increased dramatically between 2017 and 2021. Rail and hazardous materials transportation received increased attention after the February 2023 Norfolk Southern train derailment in East Palestine, OH. Challenges facing DOT include identifying root causes and implementing safety programs to reduce fatalities and verifying and enforcing railroad, transit, pipeline, and hazardous materials safety compliance.<sup>2</sup>*

*Transportation fatalities and injuries was also identified by the Department as one of our top risk areas through the enterprise risk management process.*

## Focus Area: The 2023 National Roadway Safety Strategy (NRSS) Progress Report

This report encapsulates the concrete steps DOT has taken to date to systematically address the national crisis of roadway fatalities and serious injuries. The estimated fatality rate for the first half of 2023 was 1.24 per 100M VMT (vehicle miles traveled), compared to the estimated 1.31 for the first half of 2022.<sup>3</sup> The second quarter of 2023 also represents the fifth straight projected quarterly decline in fatalities. This comes after seven consecutive quarters of year-to-year increases in fatalities, beginning with the third quarter of 2020.<sup>4</sup>

The Progress Report details accomplishments and identifies new commitments building on the 29 actions initially proposed, including 15 additional high-impact activities. This 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 combining innovations from multiple disciplines to achieve the creation of safe, connected, and equitable street networks for all users.
- Promoting the Safe System Approach (SSA) by delivering technical assistance, documenting noteworthy practices, and

developing numerous resources, such as updated Highway Safety Improvement Program guidance and its associated Vulnerable Road User Safety Assessment and Special Rule, that will enable stakeholders to integrate the SSA into their projects and practices, including

- Prioritizing lighting as part of the new round of innovations under the Every Day Counts initiative to enhance visibility along corridors, intersections, and pedestrian crossings to improve safety for all road 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.
- Implementing the Electronic Exchange final rule to improve the accuracy of CDL driver records and enable electronic exchange of driver records.
- Articulating a “road map” for the New Car Assessment Program (NCAP) to encourage safety technologies in motor vehicles, publishing notice of proposed rulemakings to equip automatic emergency braking on both light and heavy vehicles, and awarding over \$800 million in funding for the Safe Streets and Roads for All (SS4A) discretionary grant program.
- FRA selected projects that invest more than \$1.4 billion into rail improvement projects in 35 states and Washington, D.C. through the Consolidated Rail Infrastructure and Safety Improvements program (CRISI) grants. This is the largest amount ever awarded for rail safety and rail supply chain upgrades through the CRISI program.
- Increasing highly visible commercial motor vehicle (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.
- Offering a robust technical assistance program to States to support a more extensive data analysis, strengthen highway safety programs through an analysis of strengths, weakness, opportunities, and threats, and conducting stakeholder roundtables to involve new partners in their programs. Engaging with other Federal agencies inside and outside of DOT,

<sup>2</sup> DOT's Top Management Challenges: FY2024 (2023), 7, [FY2024 USDOT Top Management Challenges](#).

<sup>3</sup> Crash Stats: Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories Through June 2022 (2022), <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813405>.

<sup>4</sup> Crash Stats: Early Estimate of Motor Vehicle Traffic Fatalities for the First Half (January-June) of 2023 (2023), <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813514>.

military bases, Historically Black Colleges and Universities (HBCUs), Tribal communities and other organizations to expand the reach of NHTSA programs.

- Advance rulemaking activities such as a notice of proposed rulemaking for automatic emergency braking requirements on passenger cars and light trucks and a supplemental notice of proposed rulemaking for speed limiting devices on large trucks.
- Launched a Call-to-Action campaign in February asking stakeholders to commit to specific actions in 2023 to reduce serious injuries and deaths on our roadways. As of November 2023, 120 stakeholders committed to the Call to Action.
- Produced the Vulnerable Road User Safety Assessment to guide states on required 2023 assessments and received assessments from all State DOTs.
- Issued a Standing General Order to collect more data about crashes that occur when automated driving systems and advanced driver assistance systems are engaged.
- Highlighted major contributing factors for roadway safety issues through two data visualizations with information accessible to the public.<sup>5</sup>

The Bipartisan Infrastructure Law (BIL) invests billions of dollars into roadway safety, including programs to help states improve driver behavior and prevent traffic crashes and fatalities. In FY 2023, states received \$886 million in highway safety formula grants and are using those funds to address risky driving behaviors, protect vulnerable road users, and engage new partners to strengthen their programs. State and local government agencies were awarded \$471 million in Motor Carrier Safety Assistance Program (MCSAP) formula grant funding and are using those funds to focus on increasing highly visible CMV traffic enforcement against risky driver behavior in high-crash locations and increasing investigations on carriers demonstrating the riskiest behaviors.

The 2024 Progress Report<sup>6</sup>, which was released February 2024, provides additional notable highlights from 2023:

- Published the Updated 11th Edition of the MUTCD (Manual on Uniform Traffic Control Devices) that guides roadway signage, which was last updated more than a decade ago, has incorporated new pavement markings, signs, and signals to ensure the safety of all users.
- Issued guidance to encourage State agencies using Federal-aid funds to consider the safety of all users at all phases of project development. This includes using resurfacing and rehabilitation projects to improve safety; clarifying safety considerations for bicyclists and pedestrians; and allowing local agencies to use

alternative design guidance that provides more information about designing for pedestrians, bicyclists, and public transit.

- Established the Strengthening Mobility and Revolutionizing Transportation Grants Program, providing grants to eligible public sector agencies to conduct demonstration projects. In 2023, the program awarded \$94 million to 59 projects across 33 States.
- Announced Funding to Advance Safety using Technology - the Saving Lives with Connectivity: Accelerating V2X Deployment Discretionary Grant provides up to \$40 million in funding and is focused on road safety, mobility, and efficiency through technology that enables vehicles and wireless devices to communicate with each other and with roadside infrastructure.
- Provided Speed Management Resources for jurisdictions who choose to utilize traffic cameras, issued a Speed Safety Camera Guide with best practices to plan, deploy, and operate speed safety camera programs to improve safety and maintain program reliability and accountability. We also issued an informational report on the Safe System Approach for Speed Management for practitioners interested in implementing a safe system aligned speed management program. We developed a free web-based course on Designing and Operating Roadways for Safe Speeds.
- Invested in Tribal Transportation Safety Mindful of the reality that Native Americans are more likely to lose their lives in traffic crashes than any other population, BIL doubled funding for the Tribal Transportation Program Safety Fund. We delivered \$21 million to 88 Tribes in 2023 alone.
- Expanded Truck Parking - when truckers cannot find safe places to park and rest, it makes all of us less safe, which is why we have awarded \$80 million in grants to expand truck parking nationwide as part of our equitable investment in historically disadvantaged and underserved communities. In addition, State DOTs have used \$2 million of National Highway Freight Program formula funding to expand truck parking in fiscal year 2023.
- Raised Standards for Commercial Vehicles - proposed electronic stability control and AEB systems on heavy vehicles, which would prevent an estimated 19,118 crashes and save 155 lives every year.
- Eliminated Dangerous Railroad Crossings through the Railroad Crossing Elimination Grant Program - awarded \$570 million to 32 states to eliminate or improve more than 400 at-grade crossings—making our roads and railways safer, while also helping countless Americans save time on their commutes.

<sup>5</sup> See <https://www.transportation.gov/NRSS/SafetyProblem> and <https://storymaps.arcgis.com/stories/5bc0894a99ea4259aea2d9a2d2c92a65>.

<sup>6</sup> The [2024 Progress Report](#) on the National Roadway Safety Strategy provides the latest updates on USDOT's efforts to reduce roadway fatalities and injuries, accomplishments in 2023, and commitments for 2024 and beyond.



## Focus Area: Rail Safety

The Department is committed to enhancing freight rail safety. FRA's mission is to ensure the safe, reliable, and efficient movement of people and goods. In 2023, DOT took several actions to improve rail safety. For example, on February 21, 2023, Secretary Pete Buttigieg announced steps forward on freight rail industry safety and accountability,<sup>7</sup> which in addition to outlining steps the freight rail industry and Congress should immediately take to improve the country's safety posture, reaffirmed the DOT's commitment to enhancing freight rail safety through several actions.

**Federal Railroad Administration**— is taking significant steps designed to address current, critical rail safety issues and ensure long term safety improvements.

- FRA is decreasing employee on-duty injury and illness rate by focusing on railroad certification, training, and qualification standards.
- FRA is conducting comprehensive assessments of the safety culture, practices, and regulatory compliance of each Class I railroad. FRA is also conducting long-term research on important safety issues such as research on long trains, focused on the braking capabilities of long trains, and human factors related to the safe handling of those trains.
- FRA issues Safety Advisories to ensure that everyone in the railroad industry, including suppliers and manufacturers of railroad equipment, are aware of safety concerns not directly addressed by the agency's regulations or to emphasize how FRA regulations apply to certain situations.
- FRA issues Safety Bulletins that address recent events involving railroad employee injuries and fatalities. Safety Bulletins are tools to raise awareness about the facts and circumstances of these incidents.<sup>8</sup> FRA issues these Bulletins soon after each subject incident, so that railroads and railroad employees can refer to the bulletins in job briefings and other safety-related forums.

To date, FRA has made substantial progress on DOT's commitment to enhancing freight rail safety as follows:

- FRA is developing final rules to require: (1) certification of railroad dispatchers and signal employees; (2) clarification of existing training, qualification, and oversight requirements

for safety-related railroad employees; and (3) railroads to provide emergency escape breathing apparatus to train crews and other employees when transporting certain hazardous materials.<sup>9</sup> On October 12, 2023, FRA published a final rule requiring the installation of inward- and outward-facing image recording devices on all passenger train lead locomotives providing scheduled intercity rail passenger or commuter service.<sup>10</sup>

- After publishing a Notice of Proposed Rulemaking (NPRM) addressing train crew size safety requirements in July 2022, FRA received over 13,000 comments in response and is currently in the process of developing a final rule to ensure that trains are adequately staffed for their intended operation and railroads have safeguards in place for safe train operations whenever using a one-person train crew.
- In response to the Secretary's direction to pursue regulatory action related ECP brakes, FRA referred a task to the Railroad Safety Advisory Committee (RSAC), a Federal Advisory Committee established to provide expert advice and recommendations to FRA on rail safety issues, including recommendations related to the development of safety regulations. Specifically, the RSAC is tasked with identifying potential methods of modernizing train brake equipment, processes, and procedures, including determining the feasibility of implementing Electronically Controlled Pneumatic (ECP) brake technology, considering the use of locomotive distributed power, or a combination of those systems. RSAC is also considering other important regulatory efforts to improve railroad safety including: (1) wayside defect detectors; (2) a task designed to hold the rail industry accountable for their pledge to join the Confidential Close Call Reporting System (C3RS); (3) railroad employee fatigue; (4) critical incident stress plans; and (5) roadway worker protection.<sup>11</sup> Work is well underway with the RSAC on each task statement and FRA will continue to lead and support these efforts through to completion.
- FRA is committed to using data-driven, risk-based oversight to effectively address incidents and guide its overall rail safety efforts. Recognizing that the rate of derailments and other rail incidents has generally remained stagnant over the last several years, FRA is taking action to ensure the agency targets its resources to the areas of highest risk.

<sup>7</sup> U.S. Department of Transportation Fact Sheet: Steps Forward on Freight Rail Industry Safety & Accountability, <https://www.transportation.gov/briefing-room/us-department-transportation-fact-sheet-steps-forward-freight-rail-industry-safety>.

<sup>8</sup> *Safety Advisory Notice for Tank Cars Equipped with Aluminum Manway Protective Housing Covers* (March 2, 2023); *Safety Advisory Notice for Railroad Emergency Preparedness* (March 3, 2023); *Safety Advisory Notice for DOT-111 Tank Cars in Flammable Liquid Service* (March 22, 2023); and *Safety Advisory Notice Encouraging the Use of Real-Time Train Consist Information in 9-1-1 Call Centers* (July 11, 2023).

<sup>9</sup> *Safety Advisory Notice for Tank Cars Equipped with Aluminum Manway Protective Housing Covers* (March 2, 2023); *Safety Advisory Notice for Railroad Emergency Preparedness* (March 3, 2023); *Safety Advisory Notice for DOT-111 Tank Cars in Flammable Liquid Service* (March 22, 2023); and *Safety Advisory Notice Encouraging the Use of Real-Time Train Consist Information in 9-1-1 Call Centers* (July 11, 2023).

<sup>10</sup> Ibid.

<sup>11</sup> *Safety Advisory Notice for Tank Cars Equipped with Aluminum Manway Protective Housing Covers* (March 2, 2023); *Safety Advisory Notice for Railroad Emergency Preparedness* (March 3, 2023); *Safety Advisory Notice for DOT-111 Tank Cars in Flammable Liquid Service* (March 22, 2023); and *Safety Advisory Notice Encouraging the Use of Real-Time Train Consist Information in 9-1-1 Call Centers* (July 11, 2023).



- FRA's Office of Research, Data, and Innovation (RDI) has developed tools such as risk models, planning applications, and interactive mapping applications designed to enable FRA to take a system-level approach to improving rail safety. For example, the Territory Optimization Planning Systems (TOPS) set of applications are tailored to each FRA safety discipline and enable a better understanding of each discipline's staffing allocation and distribution of inspectors across the country. TOPS applications are based on the inspection locations in FRA's Asset Inventory of Railroads and Shippers (AIRS) system, the North American Rail Network (NARN), and the Grade Crossing Inventory System (GCIS).
- TOPS also includes Risk Model scores from FRA's predictive risk modelling efforts using statistically rigorous regression models and heat maps of relevant incidents. A separate mapping tool allows FRA staff to quickly and intuitively visualize and filter the NARN based on various factors, including traffic density, railroad subdivision, and railroad owner/trackage rights. Additionally, the locations of accidents, blocked crossings, and railroad bridges are identified. FRA's Office of Railroad Safety uses each of these tools to ensure routine inspection and oversight activities focus on areas of highest risk and to identify trends or emerging safety issues.
- Additionally, to support effective systems-based oversight, FRA developed and uses standardized processes for review and approval of railroads' system safety program or risk reduction program plans. FRA developed auditing standards based on generally accepted government auditing standards, has ensured that key personnel have received formal training in performance auditing, and is currently developing customized training specifically addressing audits under 49 CFR Part 270 (System Safety Programs) and Part 271 (Risk Reduction Programs). In addition, FRA has developed the Rail Audit Management System (RAMS), currently in testing, to keep records associated with the safety audits conducted by FRA.

**Pipeline and Hazardous Materials Safety Administration**—has issued four safety advisories to encourage the use of steel manway covers, emphasize the importance of railroad emergency planning and preparedness, request that tank car owners and shippers voluntarily utilize the best available tank car, as well as encourage 9-1-1 call centers to use real-time train consist information.<sup>12</sup>

In coordination with FRA and the National Highway Traffic Safety Administration, PHMSA is working on ways to encourage 9-1-1 call centers to use all available technologies to improve the dissemination of emergency response information during rail incidents involving hazardous materials. In June 2023, PHMSA published a Notice of Proposed Rulemaking (NPRM) proposing

specific requirements for railroads to generate real-time train consist information and proactively provide that information to state and local first responders, emergency response officials, and law enforcement personnel following an accident, incident, or public health or safety emergency involving the rail transportation of hazardous materials. The comment period for the NPRM closed on October 27, 2023, and most comments supported PHMSA's proposal. PHMSA is developing a final rule it plans to publish in 2024.

PHMSA has also made more than \$30 million in funding available through PHMSA's Hazardous Materials Grants Program to train first responders and strengthen safety programs.<sup>13</sup>

**Federal Transit Administration**—has long considered risk-based inspections of rail transit systems to be a best practice for reducing injuries and fatalities and has encouraged agencies that oversee rail transit safety to implement risk-based inspection programs. Passage of the Bipartisan Infrastructure Law (BIL) in November 2021 established a new legal requirement for all State Safety Oversight Agencies (SSOAs) to develop a risk-based inspection (RBI) program for the rail fixed guideway public transportation systems (RFGPTS) they monitor.

- FTA oversees the effective implementation of these programs in alignment with compliance deadlines. Risk-based inspection programs rely on thorough data analysis—they look not only at precursors and root causes of accidents, but also at near misses, equipment failures, employee-reported safety hazards, and other data to inform inspection activities and prioritize limited resources to address the highest risk hazards and safety conditions. FTA issued Special Directives to each SSOA in October 2022 requiring them to develop and implement a risk-based inspection program. SSOAs must submit documentation to demonstrate their inspection programs address the requirements in accordance with their relevant Special Directive by October 21, 2024.
- The BIL reinforces FTA's transit safety program with new requirements. This includes requiring all recipients of Section 5307 funds serving an urbanized area with a population of 200,000 to establish Safety Committees. The PTASP Technical Assistance Center (TAC) assists transit agencies with implementing PTASP requirements. FTA is also bolstering the use of data to proactively identify safety risks in the industry. FTA's Safety Data Management Program conducts analyses and reports on data trends and safety performance. FTA also issues requests to obtain additional information from transit agencies on emerging safety risks.

<sup>12</sup> Ibid.

<sup>13</sup> 88 FR 41541 (June 27, 2023).

- The Safety Committees must be scaled to the size, scope, and complexity of the transit agency and convened by a joint labor-management process, with membership composed of an equal number of representatives of frontline transit workers and management.
- FTA supports transit safety through rulemaking, guidance, safety advisories, and technical assistance. Upcoming safety rulemakings include the Rail Transit Roadway Worker Protection (RWP) rule – which establishes minimum baseline standards and risk-based redundant protection requirements for rail transit roadway worker protection – and an updated Public Transportation Agency Safety Plan (PTASP) rule, which incorporates new requirements under the BIL.
- FTA published a Federal Register Notice in May 2023, regarding proposed changes to FTA's National Public Transportation Safety Plan. The National Public Transportation Safety Plan lays out a performance-based approach to reduce injuries and fatalities on transit systems under FTA's safety jurisdiction.

It also supports the Department's long-term goal of reaching zero fatalities on America's roadways as part of the Department's National Roadway Safety Strategy by adding safety performance criteria for vehicular collisions and providing voluntary standards for bus transit. In the updated version of the National Public Transportation Safety Plan, FTA proposes several performance measures, as well as strategies to reduce the rates of vehicle collisions, transit worker injuries, and transit worker assaults. FTA also proposed new performance measures for the Public Transportation Agency Safety Plan risk reduction programs, which requires joint labor-management safety committees to set targets and assess the effectiveness of safety mitigation strategies. FTA information resources are available to support transit agencies, including National Transit Database (NTD) data on transit worker assaults, rail grade crossing safety events, bus-to-person collisions, and other safety and security incidents. FTA has issued Safety Advisories related to rail grade crossing safety and bus-to-person collision prevention.

## OIG Challenge: Air Traffic Control & Airspace Modernization

*As air travel demand continues to rise, the rate of flight delays and cancellations have returned and now equal or exceed pre-pandemic levels. Collecting reliable delay and cancellation data is critical to understanding and addressing limitations to the capacity and reliability of the National Airspace System (NAS) and targeting the Department's actions. FAA also needs to continue to overcome delays and challenges with implementing new technologies, including Next Generation Air Transportation System (NextGen) programs, and understand the impact of NextGen delays and diminutions on the NAS's efficiency and other program benefits.<sup>14</sup>*

### Focus Area: Controller Staffing

**Federal Aviation Administration**—Air Traffic Control and Airspace Modernization are key focus areas for the Department. The FAA launched a multi-year effort to ensure adequate controller staffing at its facilities and met the FY 2023 annual goal of hiring 1,500 air traffic controller specialists. In FY 2024, FAA plans to hire an additional 1,800 controllers. The FAA is introducing innovative training approaches for its new hires, starting with their entry classes at the FAA Academy and all the way to becoming fully certified air traffic controllers.

- The FAA strategically plans its hiring vacancy announcements to establish a robust pipeline, ensuring an adequate supply to meet staffing requirements. The hiring process, from announcement to onboarding, spans a considerable duration due to diverse screening activities such as medical assessments, security checks, and aptitude evaluations. The primary objective of the FAA's hiring pipeline strategy is to maintain a sufficient pool of candidates in progress, ready to fill positions vacated by retiring or departing controllers.
- Moreover, the FAA has devised a placement process specifically tailored to efficiently position previously experienced trainees in facilities, aligning with staffing needs and accounting for their levels of expertise and training. This comprehensive strategy considers various factors, including controller placement, training programs, and scheduling, to optimize the effectiveness of the overall staffing structure.
- Ensuring the optimal placement of newly hired and transferring controllers in facilities where their services are required is crucial. Following placement, it is imperative to provide them with thorough and efficient training, equipping them for

<sup>14</sup> DOT's Top Management Challenges: FY2024 (2023), 9, [FY2024 USDOT Top Management Challenges](#).

their roles, and assigning them to streamlined work schedules for optimal effectiveness.

To address these opportunities for enhancement, the FAA:

- Revamped its placement process for Air Traffic Controller (ATC) trainees, allowing increased flexibility at the FAA Academy and improved efficiency in both hiring and initial training of air traffic controllers. The new placement process is expected to be implemented in February 2024.
- Introduced a collaborative and centralized process to balance the controller ranks by revamping the employee requests (ERR process) for reassignments, matching employee requests with the agency's needs and establishing a national release policy aimed at expediting requests into facilities with the greatest staffing needs. Although this centralized process was adopted in 2015, the latest change took place in August 2023.
- Collaboratively with the National Air Traffic Controllers Association, developed a National Training Initiative, focused on each trainee obtaining a target number of training hours each week, and closely monitors the progress of each individual. Effective and efficient training, as well as properly placing new and transferring controllers, are two important factors in the FAA's success.

## **Focus Area: Flight Cancellations**

**Federal Aviation Administration**—Fiscal Year 2023 flight cancellations are down 24% from the prior year. When compared to a three-year pre-COVID baseline (Fiscal Years 2017 to 2019), the 2023 flight cancellations are down 6%.

## **Focus Area: NextGen Programs**

**Federal Aviation Administration**—The FAA prioritized the sustainment of technology and programs to increase the resiliency of the national airspace system operations. Through the Next Generation Air Transportation System (NextGen) program, improvements and modernization of the national airspace system operations have been and continue to be implemented using advanced technologies. Improvements include the deployment of the Terminal Flight Data Manager (TFDM) system and replacement of tactical and reactive air traffic control with strategic integrated air traffic management.

These are only a few of the benefits of NextGen that have already been delivered to the users of our Nation's airspace. The FAA is additionally pursuing further efficiencies by deploying Performance Based Navigation and Controller Automation Tools that manage flight routes and procedures, leading to improved schedule adherence and reduced fuel consumption and engine exhaust emissions.

### *Terminal Flight Data Manager (TFDM)*

The TFDM program has rebounded quickly from the COVID-19

pandemic, achieving five Acquisition Program Baseline (APB) milestones, and implementing Electronic Flight Strip operations at six sites: Cleveland, Indianapolis, Phoenix, Raleigh-Durham, Columbus, and Las Vegas. In FY 2024, FAA plans to implement Electronic Flight Strips at three more sites and Surface Management Tools at one site, achieving Key Site operations by June 2024 at Charlotte. The overall [TFDM waterfall](#) of 49 total sites will continue to average seven sites per year through 2029, including all 27 Surface Management Sites.

### *Voice over IP Communication Enterprise (VoICE)*

The Voice over IP Communication Enterprise (VoICE) Communication System (VCS) will replace aging analog voice switches and provide a network-based phone system. The VoICE acquisition will comprise multiple procurements with multiple contracts executed in a phased approach, which will be executed concurrently, but not necessarily starting or ending at the same time.

Phase 1 involves the procurement of protocol converters that will convert analog voice/signaling to the approved international protocol standard. The first procurement under Phase 1 is scheduled for contract award by March 29, 2024.

### *Notice to Air Missions (NOTAM)*

Since the January 2023 outage, the agency is focusing on stabilizing the NOTAM system, including the deployment of operational fixes, development of maintenance handbooks, and implementation of procedures to ensure system stabilization. The Candidate NOTAM Contingency Solution (CNCS) was developed in May 2023, so that in the event of an outage, this standalone cloud-based web application can be activated for the entry of new NOTAMs to ensure continuity of NAS Operations.

The FAA released a Market Survey/Request for Information (RFI) in April 2023, which has engaged the industry to identify technology solutions to replace all Aeronautical Information Systems including NOTAMs, and held an Industry Roundtable on November 2, 2023. Throughout FY 2024, the FAA will continue to develop the structure for a Challenge-based Acquisition.

The Federal NOTAM System (FNS) Release 2.19.1 was successfully deployed in October 2023. This release reduces the average Central Processing Unit (CPU) utilization rate on the production database servers and resolves resource overutilization issues. Release 2.20 deployment is planned for early 2024. This release includes hardware and operating system upgrades.

The FAA is also in the process of executing a Federal NOTAM System Sustainment Investment, which funds the consolidation of the US NOTAM System functions into the Federal NOTAM System resulting in a single NOTAM repository as mandated by the 2018 Reauthorization Act. The system will also be migrated from vintage hardware onto a virtual platform in September 2025.

# OIG Challenge: Surface Transportation Infrastructure

*DOT faces a dynamic surface transportation infrastructure environment with a proliferation of projects and new programs covering roads, bridges, rail, transit, ports, and energy systems. The complexity includes new technologies in each transportation mode, changes in user behavior, and evolutions in policy goals—with likely tradeoffs among priorities such as safety, climate, equity, competition, and prosperity. As a result, surface transportation agencies face challenges acting as stewards of Federal investments while achieving their missions; supporting oversight that ensures compliance with Federal requirements and prevents fraud, waste, and abuse; and advancing the wide range of objectives for surface transportation funding.<sup>15</sup>*

*Infrastructure was also identified by the Department as one of our top risk areas through the enterprise risk management process.*

## **Focus Area: Stewardship of Federal Investments and Advancing Surface Transportation Funding**

The Department has a historic opportunity to build a safer, better, stronger transportation system with the passage of BIL. Since the passage of BIL, the Department has announced more than \$400 billion for over 40,000 projects nationwide and is continuing to provide funding swiftly to communities.

The Department has awarded grants for the first “Safe Streets and Roads for All” program, and partners are stepping up in response to DOT’s National Roadway Safety Strategy. With the initial funding from BIL, the Department has begun repairing 4,600 bridges and 75,000 miles of roads and is on its way to meeting President Biden’s goal of building a national network of 500,000 public electric vehicle (EV) charging stations by 2030. The funding is not just going to roads and bridges—the Department is also making historic investments to modernize the nation’s rail and transit systems and our ports and airports.

These investments are creating jobs and spurring regional economic growth by advancing landmark projects like the Hudson River Tunnels between New York and New Jersey, the Brent Spence Bridge in Kentucky, and the Front Runner Double Track project in Salt Lake City. These investments will improve safety; create jobs and address transportation inequities in big cities and on rural main

streets; make our Nation’s infrastructure more resilient against extreme weather while reducing the transportation emissions that are contributing to those issues; and strengthen supply chains to keep goods moving and reduce prices.

The Bipartisan Infrastructure Law (BIL) creates more than a dozen new highway programs, including resilience, carbon reduction, bridges, and electric-vehicle (EV) charging infrastructure formula programs as well as additional discretionary programs for bridges, EV-charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities. BIL provides opportunities for local governments and other entities to access new funding; and includes a \$90 billion transfer from the General Fund to the Highway Trust Fund to ensure solvency.

While the Department focuses on delivering BIL programs on time, on task, and on budget, it will also continue to ensure the proper oversight and internal control mechanisms are in place to anticipate and address risks to implementation.

**Federal Highway Administration**—is working to deliver more than 300 products under BIL. Since its inception, the FHWA has released more than two dozen pieces of guidance; distributed more than \$180 billion to States in highway formula funding; and for discretionary programs, FHWA has issued \$14.5 billion in NOFOs for 13 grant programs, and, of those, FHWA has announced approximately 302 awards in 5 grant programs. FHWA administers an additional 1,140 awards in 7 other DOT discretionary programs that are worth over \$7 billion.

**Federal Transit Administration**—In FY 2023, FTA allocated more than \$3 billion in competitive grant funds to modernize and improve the state of good repair of transit systems, including nearly \$1.7 billion to 130 transit systems to purchase 1,700 buses, nearly half of them zero emission. FTA also allocated \$703 million to six transit systems to replace railcars that are past their useful life, helping improve the state of good repair of some of America’s largest rail transit systems.

**Federal Railroad Administration**—In 2023, FRA announced the selections of more than \$26 billion in projects under the agency’s competitive BIL grant programs, including: \$24.6 billion under the

<sup>15</sup> DOT’s Top Management Challenges: FY2024 (2023), 11, [FY2024 USDOT Top Management Challenges](#)



Federal-State Partnership for Intercity Passenger Rail program, \$1.4 billion under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, \$570 million under the Railroad Crossing Elimination (RCE) program, and \$34.5 million under the Corridor Identification and Development program. These projects will support the development of new rail services, reduce the backlog of state of good repair needs on the nation's rail network, and improve community safety through infrastructure projects such as grade crossing separations and improvements, rail track improvements, bridge rehabilitations, and more. Selected projects also improve connectivity, reduce shipping costs, increase resiliency to extreme weather, reduce emissions, and support workforce development. As part of project monitoring and oversight, FRA continues to work with project sponsors to ensure compliance with all federal requirements. This includes having regular meetings with project sponsors as well as conducting site visits, as appropriate, to ensure that all requirements are being met and work is compliant with the terms and conditions outlined within the grant agreement for the project.

FRA also continues to oversee Amtrak's use of appropriated Federal funds, including Amtrak's annual appropriations as well as advance appropriations provided through BIL. To improve FRA's monitoring and oversight of Amtrak's use of BIL funds, FRA developed new grant terms and conditions specific for these funds and established a new payment method to minimize the time elapsing between FRA disbursement and Amtrak expenditure of funds. Additionally, Amtrak will invest in company-wide system upgrades that will improve Amtrak's financial management and reporting, and its

ability to plan, track, and deliver capital projects — areas that typically have made FRA's oversight more challenging. FRA is supporting these investments to allow for improved monitoring and oversight of Amtrak's financial planning and uses of Federal dollars regardless of program funding source. This oversight will ensure Amtrak and FRA deliver projects that achieve full compliance with the Americans with Disabilities Act (ADA) requirements for Amtrak stations, introduce new locomotives and trainsets into service, and bring Amtrak maintenance facilities into a State of Good Repair (SOGR). Finally, FRA has addressed two of the four OIG recommendations related to FRA's oversight of Amtrak's annual appropriations, including implementing a compliance tracking process and developing procedures to ensure Amtrak compliance issues are addressed. FRA is actively engaged with the OIG to address the final two recommendations, using lessons learned from administering the advance appropriations, and plans to address these recommendations in the current fiscal year. These investments are creating jobs and spurring regional economic growth by advancing landmark projects like the Hudson River Tunnels between New York and New Jersey, the Brent Spence Bridge in Kentucky, and the Front Runner Double Track project in Salt Lake City. These investments will improve safety; create jobs and address transportation inequities in big cities and on rural main streets; make our Nation's infrastructure more resilient against extreme weather while reducing the transportation emissions that are contributing to those issues; and strengthen supply chains to keep goods moving and reduce prices.

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## OIG Challenge: Contract & Grant Fund Stewardship

*DOT obligates billions of dollars in contracts and grants across all modes of transportation. In fiscal year 2022, DOT's contract and grant obligations totaled \$128.9 billion—a 73 percent increase from fiscal year 2019 before the Department received any COVID-19 relief and BIL appropriations. Prudent stewardship is contingent on DOT's awarding funds to achieve best value outcomes and verifying that they are spent appropriately — including establishing sound pricing, promoting competition, tracking funds status, and validating expense eligibility.<sup>16</sup>*

*Organizational excellence in the stewardship of Federal funds was also identified by the Department as one of our top risk areas through the enterprise risk management process.*

### Focus Area: Oversight of Acquisitions

**Office of the Secretary**—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. Consistent with the President's Management Agenda and the Secretary's strategic initiatives, including Climate and Sustainability as well as Diversity, Equity, Inclusion, and Accessibility, the Office of the Senior Procurement Executive (OSPE) under the Assistant Secretary for Administration is dedicated to recruiting, hiring and maintaining high-performing acquisition talent and will continue to leverage its primary procurement oversight mechanisms—the Acquisition

<sup>16</sup> DOT's Top Management Challenges: FY2024 (2023), 14, [FY2024 USDOT Top Management Challenges](#)

Strategy Review Board (ASRB) and Procurement Management Review program—to ensure effective and compliant management of federal contract dollars. The Office of the Secretary advanced key activities, including:

- The 12th Annual DOT Acquisition & Financial Assistance Conference from November 1-2, 2023. This year's theme was DOT Acquisition – Where Imagination meets Implementation. Over 900 DOT employees registered for the conference from twelve different Operating Administrations. Attendees of the conference consisted of vast background of acquisition professionals, including contracting officers, program managers, grant and financial assistance officers, financial managers, and procurement/policy analysts. The conference featured expert panels, interactive workshops, and keynote speeches from thought leaders who championed the cause of contract and grant funding stewardship. Attendees engaged in spirited discussions, shared insights and best practices that transcended traditional boundaries.
- The Department is standing up the Office of Grants and Financial Assistance under the direction of the Assistant Secretary for Administration. This office will enhance the grants management and financial assistance administration throughout the Department by implementing planned programs of action and enhanced technology to streamline and manage the entire grant lifecycle (pre-award, award, and post-award).

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## OIG Challenge: Information Security

*DOT continues to face longstanding challenges mitigating weaknesses in its cybersecurity program and securing its over 400 information technology (IT) systems. OIG has identified numerous weaknesses that may allow attackers to gain control of certain systems, launch denial-of-service attacks, or gain access to mission-critical systems and sensitive data. As it works to mitigate these weaknesses, DOT must also implement new and existing Federal information security requirements and priorities, including moving towards a zero-trust architecture.<sup>17</sup>*

*Cybersecurity was also identified by the Department as one of our top risk areas through the enterprise risk management process.*

### Focus Area: Preventing Cyberattacks

**Office of the Chief Information Officer—** The Office of the CIO within DOT has invested in new technologies to improve the security of DOT systems and to better protect information and users, including the deployment of advanced analytics and automation that will interface to Department of Homeland Security/Cybersecurity & Infrastructure Security Agency (DHS/CISA) for improved detection, protection, response, and mitigation capabilities against advanced cybersecurity threats. Additionally, DOT OCIO has begun planning activities for modernization of its IT systems within the Department's IT portfolio. The modernization of systems will increase the ability to proactively limit certain threats and their potential impact to DOT's IT systems.

The Cyber Security Initiative (CSI) appropriation supports the development, maintenance, and operation of DOT enterprise cybersecurity and privacy risk management solutions and

capabilities. It funds the Department's integration of enterprise capabilities into the Operating Administration's mission and business systems in a transition to a Zero Trust Architecture (ZTA) as required by EO 14028. Further, it supports the enhancement of the DOT Continuous Diagnostics and Mitigation (CDM) program; capabilities aligned to the National Institute of Standards and Technology Cyber Security Framework (NIST CSF); integration of privacy and transportation sector cybersecurity-focused initiatives in support of DOT's mission-oriented cybersecurity, privacy, and information protection responsibilities; and cybersecurity support and services provided to DOT business and mission stakeholders.

The Department continues to prioritize Information Security and significant efforts to maximize cybersecurity capabilities are underway in alignment with the Administration's Zero Trust Strategy. In 2023, governance programs were matured to significantly improve the awareness of risks and internal resource constraints impacting the progress of initiatives such as Multifactor Authentication, and vulnerability management and remediation processes.

- DOT's Chief Information Officer has made cybersecurity and the remediation of vulnerabilities DOT's top priority for information technology. DOT continues to expand cybersecurity capabilities to reduce the Department's exposure to evolving cyber threat from nation-state actors.
- DOT has made substantial investments in continuous penetration testing for all external-facing systems, improving its ability to identify and address known exploitable vulnerabilities before they can be exploited by adversaries.

<sup>17</sup> DOT's Top Management Challenges: FY2024 (2023), 18, [FY2024 USDOT Top Management Challenges](#).



- The Department has successfully integrated its Continuous Diagnostic Mitigation (CDM) analytics and automation system with the Department of Homeland Security, Cybersecurity, and Infrastructure Security Agency (DHS CISA). This integration has significantly reinforced DOT's ability to detect, protect against, respond to, and mitigate persistent cyber threats.
- The Department has achieved the 99% target deployment for Endpoint Detection and Response outlined in Executive Order 14028.
- The Department has maintained its 99% achievement in network access Multifactor Authentication (MFA) and has improved the number of MFA compliant systems to 68% in FY2023 from 13% in FY2022. Additional DOT:
  - Tested, configured, and deployed several MFA solutions such as Microsoft's Azure AD, Okta Verify, PIV-Identity (PIV-I) cards for USMMA, and Logical Access Cards for our privileged users.
  - Enrolled and distributed PIV-I cards to approximately 1,000 midshipmen so that their access of USMMA's network and systems are MFA compliant.
- Successfully enrolled over 10K feds and contractors with Okta Verify, a pre-cursor to leveraging the MFA-compliant New MyAccess.
- In collaboration with FAA and key DOT Officials, converted a number of DOT-wide and modal systems to the New MyAccess such as CASTLE and Delphi along with implementing an effective communications plan to inform users on when and what to expect during these conversions.
- At the system level:
  - Over 400 Logical Access Control (LAC) cards were issued to support privileged access to 81 DOT systems
  - Login.gov was deployed for 25 systems to support external users
  - MyAccess was deployed for 22 modal systems to support internal DOT users
  - Microsoft Active Directory solutions for PIV MFA (e.g., Azure AD and ADFS) were deployed for 38 systems.

## OIG Challenge: Financial Management

*For fiscal year 2023, DOT's budgetary resources included approximately \$248 billion for departmental programs and operations, including COVID-19 relief and IIJA funding. Because these funds remain significantly more than DOT's annual pre-pandemic, pre-IIJA resources, the risk for improper payments associated with these funds is high, and the Department should remain vigilant in its oversight. Effective controls to mitigate the risk of improper payments and robust policies for grant fund award and oversight are vital for ensuring consistency in operations and safeguarding assets.<sup>18</sup>*

*Organizational excellence in the management of Federal funds was also identified by the Department as one of our top risk areas through the enterprise risk management process.*

### Focus Area: Preventing and Detecting Increases in Improper Payments

**Office of the Secretary**— Effective internal controls help ensure that federal programs fulfill their intended purposes, funds are spent effectively and accurately accounted for, and assets are

safeguarded. From the moment BIL was passed, DOT's financial management professionals within the Office of the Assistant Secretary for Budget and Programs have worked to ensure that our financial and grant systems were prepared to support increased demands on award and payment processes for BIL grantees, resulting in successful initial awards and disbursements.

In a continued effort to strengthen systems and internal controls, DOT is evaluating existing and planned grant systems to refine processes and systems to make it more efficient for grantees to complete the administrative tasks required to secure BIL funds.

During FY 2023, DOT continued to make improvements to internal business and reporting processes toward increased accuracy, reliability, and transparency of spending data. These improvements included the creation of a metric to identify reporting delays affecting the quality of spending data. Moreover, DOT is implementing new reporting tools to ensure that financial management information is readily available for analytics and decision-making throughout the Department.

<sup>18</sup> DOT's Top Management Challenges: FY2024 (2023), 16, [FY2024 USDOT Top Management Challenges](#).

# OIG Challenge: Fraud Detection & Prevention

*Proactively identifying and preventing fraud, waste, and abuse is vital to ensuring that the billions of taxpayer dollars directed to our Nation's transportation system are used appropriately. However, DOT faces challenges identifying and assessing fraud in high-risk areas such as bid rigging, Disadvantaged Business Enterprise (DBE) fraud, domestic content, and materials fraud. The Department must also take steps to proactively manage fraud risks, including improvement of oversight procedures and outreach efforts to enhance understanding among staff, grantees, and their contractors on how to detect, prevent, and report potential fraud.<sup>19</sup>*

## Focus Area: Identifying and Proactively Managing Fraud Risks

**Office of the Secretary**—The Department is committed to preventing fraudulent activity before it happens. DOT has a variety of rigorous internal controls to ensure that federal funds reach the

correct recipients, prevent improper payments, and reduce the risk of fraud, waste, and abuse. For example:

- DOT's Departmental financial system has a direct integration with the General Services Administration's System for Award Management (SAM), which identifies entities that are excluded from receiving federal contracts, certain subcontracts, and federal financial and non-financial assistance and benefits.
- In FY 2023, DOT deployed enhanced fraud risk management assessments across the Department to include the incorporation of controls identified by GAO's Fraud Risk Management Framework.
- DOT is also evaluating potential fraud risks associated with the Disadvantaged Business Enterprise (DBE) program. Additionally, DOT desires to broaden our collaboration with OIG on emerging fraud risks within DOT programs and activities.

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# OIG Challenge: Transportation Transformation

*DOT adopted the strategic goal of transformation to design for the future and invest in research and innovation to meet present challenges, modernize the transportation system in ways that advance DOT's mission, and serve Americans today and in the future. In this role, coupled with its safety role, DOT faces considerable challenges. These include advancing DOT's innovation principles; ensuring safe integration of autonomous vehicles; implementing the national electric vehicle (EV) program; and safely integrating commercial space operations, Advanced Air Mobility (AAM) aircraft, and Unmanned Aircraft Systems (UAS) into the National Airspace System (NAS).<sup>20</sup>*

*Integrating innovations safely was also identified by the Department as one of our top risk areas through the enterprise risk management process.*

## Focus Area: Integrate New Technologies Into the NAS

**Federal Aviation Administration**—DOT continues to support innovation and transformation of transportation's future, focusing on the important challenge of safely integrating new technologies into transportation systems. As an example, the Department has

established an interagency working group to ensure a collaborative approach to ensure safety for Near-Term Operations of Advanced Air Mobility Operations. The team will contend with key areas of interest, such as aircraft certification, operational certification, airspace, and air traffic management, vertiports, environment, security, community outreach, safety, and people.

- FAA's Office of Aviation Safety (AVS) is working on a rulemaking project to facilitate the integration of powered-lift and AAM. The rulemaking will adopt a Special Federal Aviation Regulation (SFAR) with alternate eligibility requirements to safely certificate initial groups of powered-lift pilots. The SFAR also will determine which operating rules apply to powered-lift aircraft on a temporary basis, to enable the FAA to gather additional information and determine the most appropriate permanent rulemaking path for these aircrafts. The FAA published the Notice of Proposed Rulemaking on June 14, 2023 and received 81 comments before the comment period closed on August 14, 2023. The FAA is currently adjudicating public comments and developing the final rule.

<sup>19</sup> DOT's Top Management Challenges: FY2024 (2023), 20, [FY2024 USDOT Top Management Challenges](#).

<sup>20</sup> Ibid.

- Through Unmanned Aircraft Systems (UAS) test sites, the FAA continues to accelerate the integration of drones into the national airspace. Rigorous testing at these sites helps evaluate the capabilities of public and civil UAS, and their data supports the FAA's development of certification standards and air traffic requirements.
- The FAA continues to develop the rulemaking framework to enable routine, scalable, and economically viable Beyond Visual Line of Sights (BVLOS) operations. The Notice of Proposed Rulemaking for Normalizing Unmanned Aircraft Systems BVLOS Operations is scheduled for August 2024. As these efforts develop, the FAA is pursuing multiple avenues to enable these types of operations.
- In addition to actively streamlining the BVLOS waiver review process, the FAA issued four forward-leaning BVLOS exemptions in August and September 2023 that allow the petitioners to conduct BVLOS operations without the aid of visual observers at or below 400 feet above ground level. Subsequent applicants can leverage these technologies and/or similar safety mitigations in their petitions for BVLOS operations. In FY 2024, the FAA will be able to issue summary grants more efficiently for requests that are similar in material respect.
- The FAA continues to work with state, local, and tribal governments through the BEYOND program. Operations conducted by the eight Lead Participants are tracked against 15 Key Performance Indicators. The overarching objective of the BEYOND program is to provide guidance to program stakeholders (FAA and participants) about activities that are beneficial in progressing toward repeatable, scalable, economically viable BVLOS operations and documenting lessons learned.
- The FAA is piloting a Near-Term Approval Process (NTAP) to provide a pathway for evaluating and recognizing UAS Traffic Management (UTM) services by September 30, 2024. NTAP will enable certain third-party UTM services in low-risk airspace ahead of rulemaking, using existing FAA processes. The FAA is also supporting a UTM Key Site Operational Evaluation in the North Texas region. This key site will enable industry to stand up UTM services that provide strategic deconfliction to manage drone-on-drone collision risk among multiple drone operators in the region.
- The Air Traffic Organization (ATO) will continue to deploy updates to the Space Data Integrator (SDI) operational prototype to continue to deliver operations capabilities (such as access to real time space vehicle data and automating manual processes), while continuing to understand the needs of evolving space operations. Starting in FY 2025, the program will transition to Operations-funded maintenance and will continue to deploy interim software releases.
- In addition to the automation capabilities, the ATO continues to use innovative procedures to make space operations more efficient. In FY 2023, we worked to identify and prioritize shortfalls post-NAS Space Integration Capabilities (NSIC) and will continue to examine how to address those shortfalls throughout FY 2024. In FY 2024, we are also working with internal and external stakeholders to develop a Minimal Viable Product (MVP) of a mission planning portal to further streamline and optimize pre-mission coordination.

## OIG Challenge: Organizational Excellence

*In 2022, DOT adopted a strategic goal of organizational excellence to meet its mission now and into the future and help deliver on critical investments. This goal includes strategic objectives related to data-driven programs and policies, customer service, workforce development, and sustainability initiatives. Achieving these objectives, however, will be challenging because, as GAO and OIG have recently reported, some DOT OAs and offices may have to simultaneously manage data quality issues, staffing and workforce needs, and an evolving work environment.<sup>21</sup>*

*Organizational excellence in developing our human resources was also identified by the Department as one of our top risk areas*

*through the enterprise risk management process. The GAO also included "Strategic Human Capital Management" on its high risk list.*

### Focus Area: Workforce Development

**Office of the Secretary**—The Department continues its expanded efforts to support hiring needed to facilitate the successful delivery of BIL programs. Lead by the Office of the Assistant Secretary of Administration and through cross-modal collaboration, Departmental leadership, and ongoing efforts of the DOT Recruitment Council, the Department successfully delivered two virtual job fairs in January 2023 and July 2023, reaching more

<sup>21</sup> DOT's Top Management Challenges: FY2024 (2023), 25, [FY2024 USDOT Top Management Challenges](#).

than 2,500 potential applicants. As a result, the Department hired more than 1,000 personnel, exceeding the Departmental BIL hiring goal established for FY 2022 and FY 2023. DOT has continued to collaborate on efforts to cultivate a work environment that utilizes a variety of work arrangements including remote work, telework, flexible work schedules, and that optimizes our real property footprint. The Department is in the process of rightsizing its space at the DOT headquarters building and other facilities around the country. This has been done while also increasing meaningful in-person collaborations through activities such as all-employee meetings, recognition ceremonies, leadership development programs, and other collaboration opportunities. Prior to approval of funding for real property projects, the projects are reviewed by offices within the DOT administration to ensure alignment to strategic goals, annual budget requests and budget plans.

**Federal Aviation Administration**—The FAA's Air Traffic Organization Technical Operations Service Unit (AJW) is working in collaboration with the Air Traffic Organization's Management Services Unit (AJG) and the Office of Finance and Management's Resource Optimization Division (ALA-100) to improve established methods of workforce forecasting and modeling. As workforce changes due to reassignment, promotion, or retirement, these enhanced forecasting tools will aid in anticipating the necessary skill sets for new hires and determining the optimal locations for placing technicians. The Air Traffic Organization's Technical Training (AJI) Unit develops training on a continual and as needed basis.

Maintenance technician training needs are currently identified annually. However, AJI is working to establish a more efficient process for predicting maintenance training needs with a three-year outlook to forecast instructor resources. AJI and AJW are working collaboratively under a Technical Training Enterprise framework to help inform out-year training needs while driving consistent execution of the Technical Training program throughout the Technical Operations field organizations. This strategic alignment is led by Senior Executives from both organizations, with direct participation from training program leaders and senior field managers.

**Office of the Assistant Secretary for Administration**—In January 2023, workforce plan goals and workforce planning templates were released to the Operating Administrations. This was followed with training on the OPM five-step workforce planning model to assist Operating Administrations in their workforce planning efforts. Through the DOT Human Capital Operating Plan (HCOP), DOT has set a goal for 90% of the Operating Administrations to have new or updated workforce plans by September 2024. To date, we are at 70% of the Operating Administrations with new or updated workforce plans. DOT will conduct the first phase of its competency assessment for specific mission critical occupations in March 2024. The results and subsequent analysis will be used to develop recommendations for addressing critical skill gaps in the DOT workforce.

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## GAO's High-Risk Areas Relevant to DOT

The Government Accountability Office (GAO)'s High-Risk List published in April 2023 identified 37 areas across the federal government vulnerable to waste, fraud, abuse, and mismanagement or in need of transformation.<sup>22</sup> Only one of the high-risk areas identified – Funding the Nation's Surface Transportation System – is fully owned by DOT. DOT's actions to address this area have been

described under the Surface Transportation Infrastructure section above.

There are some other risk areas for which DOT is not fully responsible, but where DOT is contributing towards the whole of government response efforts. Those are as follows:

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<sup>22</sup> GAO High-Risk Series: Efforts Made to Achieve Progress Need to Be Maintained and Expanded to Fully Address All Areas, [HIGH-RISK SERIES Efforts Made to Achieve Progress Need to Be Maintained and Expanded to Fully Address All Areas \(gao.gov\)](https://www.gao.gov/products/GAO-23-104).



# GAO High-Risk Area: Ensuring the Cybersecurity of the Nation

*Federal agencies and our nation's critical infrastructures— such as energy, transportation systems, communications, and financial services— depend on technology systems to carry out operations and process, maintain, and report essential information. The security of these systems and data is vital to protecting individual privacy and national security, prosperity, and well-being. However, risks to technology systems are increasing. In particular, malicious actors are becoming more willing and capable of carrying out cyberattacks. Such attacks could result in serious harm to human safety, the environment, and the economy. Agencies and critical infrastructure owners and operators must protect the confidentiality, integrity, and availability of their systems and effectively respond*

*to cyberattacks. GAO has designated information security as a government-wide high-risk area since 1997. GAO expanded this high-risk area in 2003 to include protection of critical cyber infrastructure. In 2015, GAO expanded it again to include protecting the privacy of personally identifiable information.<sup>23</sup>*

*Cybersecurity was also identified by the Department as one of our top risk areas through the enterprise risk management process.*

*For a discussion of this High Risk Area please see the discussion of "Information Security" under the OIG's Top Management Challenges.*

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## GAO High-Risk Area: Improving the Management of IT Acquisitions & Operations

*The executive branch has undertaken numerous initiatives to better manage the more than \$100 billion that is annually invested in IT. However, federal IT investments too frequently fail to deliver capabilities in a timely manner. They also incur cost overruns or schedule slippages while contributing little to mission-related outcomes. These investments often lack disciplined and effective management in areas such as project planning, requirements definition, and program oversight and governance. Recognizing the severity of issues related to the government-wide management of IT, in December 2014, Congress and the President enacted federal IT acquisition reform legislation, commonly referred to as the Federal Information Technology Acquisition Reform Act (FITARA). In 2015, GAO added the government's management of IT acquisitions and operations to the High-Risk List.<sup>24</sup>*

DOT's OCIO has implemented numerous governance mechanisms such as the IT Spend Plan process that provides insight into every IT procurement within the Department. This initiative is critical to governance and managing the risk of shadow IT where new

products and/or services are introduced into the IT portfolio without the awareness and approval of the DOT CIO. Additionally, DOT OCIO collaborates with the DOT Office of the Senior Procurement Office to update acquisition business processes supporting IT acquisitions.

DOT's OCIO & OSPE conducted a training session at the 12th Annual DOT Acquisition & Financial Assistance Conference held November 1-2, 2023, titled "IT Procurement: Oversight, Compliance, and Mitigating Risk". The training focused on integrating new IT clauses in the Federal Acquisition Regulation (FAR) and the Transportation Acquisition Regulation (TAR), implementing best practices for risk mitigation, understanding the IT Spend Plan process, and navigating the multiple IT policies influencing the Acquisition Workforce. The session was attended by approximately 100 IT and Acquisition professionals. Valuable information was shared to equip the workforce to make better informed decisions and to ensure the success of IT contracts for supplies and services within the DOT framework and federal best practices.

<sup>23</sup> Ibid.

<sup>24</sup> GAO High-Risk Series: Efforts Made to Achieve Progress Need to Be Maintained and Expanded to Fully Address All Areas, [HIGH-RISK SERIES Efforts Made to Achieve Progress Need to Be Maintained and Expanded to Fully Address All Areas \(gao.gov\)](https://www.gao.gov/high-risk-series/efforts-made-to-achieve-progress-need-to-be-maintained-and-expanded-to-fully-address-all-areas).

# GAO High-Risk Area: Limiting the Federal Government's Fiscal Exposure by Better Managing Climate Change Risks

*Numerous studies have concluded that climate change poses risks to many environmental and economic systems and creates a significant fiscal risk to the federal government. The federal government needs to take government-wide action to reduce its fiscal exposure, including, but not limited to, its roles in five areas: (1) insuring property and crops, (2) providing disaster aid, (3) owning or operating infrastructure, (4) leading a strategic plan to coordinate federal efforts, and (5) providing data and technical assistance to decision makers. This is a particularly important risk to DOT as the Department invests many billions of dollars each year in transportation infrastructure which may be vulnerable to damage and disruption from climate change impacts such as flooding and heat waves if not built with future climate conditions in mind.<sup>25</sup>*

*Infrastructure was also identified by the Department as one of our top risk areas through the enterprise risk management process.*

DOT is investing to adapt the transportation system to the impacts of climate change we are already experiencing. DOT has a comprehensive body of work from over the last 15 years analyzing risks to transportation infrastructure from climate change impacts and developing risk-based approaches to adapt transportation systems to climate change impacts.

Given the great diversity of asset types held, the Department will need to develop multiple strategies to ensure climate resiliency at its facilities. The Department will continue performing climate change vulnerability assessments for mission critical buildings and operational assets. The assessments use a numeric system for scoring the sensitivity and adaptive capacity of each asset, along with the expected likelihood of losing the asset function during weather and climate threats. Upon completion of the assessment, each mission critical building and operational asset has a climate risk score which the Department can rank in priority order and address through adaptation strategies.

For more climate-related activities/information regarding DOT buildings, please see the Department's 2021 Climate Action Plan found at: [https://www.transportation.gov/sites/dot.gov/files/2021-10/Climate\\_Action\\_Plan.pdf](https://www.transportation.gov/sites/dot.gov/files/2021-10/Climate_Action_Plan.pdf)

DOT/FAA is a signatory to the Sustainable Aviation Fuel (SAF) Grand Challenge Memorandum of Understanding and has been working

closely with DOE and USDA to develop a comprehensive roadmap to accelerate the deployment of SAF.

DOT, together with the Departments of Energy, Transportation, Housing and Urban Development, and the Environmental Protection Agency, released the U.S. National Blueprint for Transportation Decarbonization in 2023. The Blueprint is a landmark strategy for cutting nearly all greenhouse gas emissions from the transportation sector by 2050. The Blueprint lays out strategies for reducing emissions from all modes of transportation. The three main categories of strategies are 1) improve the convenience of the transportation system by supporting community design and land-use planning that ensure that jobs, and services are located near where people live; 2) improve efficiency by expanding affordable and reliable efficient options like public transportation and rail, and improving the efficiency of all vehicles; and 3) transition to clean options by deploying zero-emission vehicles and fuels for cars, trucks, transit, ships, planes, and more. Reducing emissions in line with international commitments will avoid the worst impacts of climate change.

## Focus Area: Airport Resiliency

**Federal Aviation Administration**—FAA participates across the work programs within the International Civil Aviation Organization's (ICAO) Committee on Aviation Environmental Protection (CAEP). CAEP establishes international standards, that among other things, help address international aviation's climate impact. Domestically, FAA is implementing through domestic regulations ICAO's Airplane CO2 Emissions Standard for newly produced subsonic airplanes. FAA has also developed and implemented a voluntary program to implement certain aspects of Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) enabling the monitoring, reporting, and verification of CO2 emissions as agreed to within ICAO.

Office of Airports (ARP) provides federal assistance through grant programs to airports that are listed in the National Plan of Integrated Airport System (NPIAS). ARP's role and mission do not perfectly align with the five items GAO referenced, but FAA has taken or are taking the following actions to protect federal

<sup>25</sup> Ibid.



investments from climate change risks. ARP participated in the FAA's development of its 2021 Aviation Climate Action Plan to address the reduction of GHGs through our aviation grant program under tms while initiating research on resilience. Regarding climate resilience, ARP is working with our Volpe Center on research titled Resilience at Vulnerable National Plan of Integrated Airport Systems (NPIAS) Airports with Climate Change and Severe Weather, along with pilot airports to develop a resilience analysis framework to integrate airport climate resilience (e.g., vulnerability assessments) into the master plan and project planning process. Related to our resilience analysis framework, the FAA is developing a tool to prioritize resilience assessments at NPIAS airports to identify the best use of public funds for resilience, and this will include data to aid decision-makers regarding systemic identification of risk of climate change across the airport system (e.g., top 10 airports subject to coastal flood risk). To address Executive Order (EO) 14030, Climate-Related Financial Risk, reinstating EO 13690 that included a Federal Flood Risk Management Standard, ARP is developing a guidance document to address federally funded projects subject to this policy.

### Focus Area: Surface Transportation Resiliency

**Federal Highway Administration**—FHWA implemented the GAO high priority recommendation cited in the GAO Report: *Climate Resilience: Options to Enhance the Resilience of Federally Funded Roads and Reduce Fiscal Exposure*, (GAO-21-436) and the priorities of DOT's *Climate Action Plan*. Consequently, GAO closed the recommendation on July 31, 2023, based on the following actions.

- FHWA implemented a range of programs included in the Bipartisan Infrastructure Law (BIL) that focus on adapting roads, bridges, transit systems, and other infrastructure to make them more resilient to future climate change and the impacts of extreme weather events. FHWA launched the \$7.3 billion Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program in July 2022, which is designed to help States make highways, transit, and connections to ports more resilient. FHWA launched the PROTECT Discretionary Grant program, releasing a Notice of Funding Opportunity on April 21, 2023. The program funds resilience activities carried out by State departments of transportation and other transportation entities. Applications are due by August 18, 2023.
- FHWA implemented the USDOT guidance on "Implementing Processes and Incorporating Administration Priorities for Discretionary Grant Programs and Other Priority Programs." The guidance includes a discussion of climate change resilience as part of project selection criteria to improve the availability of discretionary grant funding for climate resilience improvements.
- FHWA provides climate information through our training. In 2023, FHWA launched a National Highway Institute (NHI)

web-based training course on future sea levels for the design of highways in the coastal environment. In the Fall of 2022, FHWA released a new NHI course for transportation professionals, Addressing Resilience in Highway Project Development & Preliminary Design. The course addresses resilience in engineering decision-making, as well as accessing and using climate projections, and integrating resilience into project development. FHWA also launched four short web-based training courses on climate science, climate data projections, systems level vulnerability assessments, and project level adaptation analysis methods.

- FHWA expanded the agency's resources to enhance resilience throughout the project planning and development process, including on the following topics: geohazards and climate change resilience, trails and resilience, integrating natural hazard resilience into the transportation planning process, resilience in asset management, and highways in the coastal environment.

In addition, FHWA has established a strategy under its Climate and Sustainability strategic goal to improve the resilience of at-risk infrastructure. Under this strategy, FHWA will:

- Promote regional planning and project prioritization practices that consider the infrastructure resilience, community resilience, evacuation routes, and other climate change-related concerns of high-performing core assets.
- Enhance data collection and analysis methods to assess the risks posed by climate change to the transportation system and identify vulnerable infrastructure assets.
- Research and advance the adoption of adaptable and resilient materials and structures.
- FHWA is implementing the Program, Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program, which will play a critical role in building resilient infrastructure. FHWA can now provide direct funding for highway, transit, and certain port resilience projects and for State and Metropolitan Planning Organization resiliency improvement plans.

**Federal Railroad Administration**—Resiliency is one of the three key components of [FRA's Climate and Sustainability Program](#). It is focused on resiliency, emissions reductions, and sustainability to coordinate and conduct FRA efforts to address the issue of climate change including research, grant funding and assuring the safety of new zero-emission technologies used in locomotives and the rail network.

- FRA recently awarded a grant to the Mineta Transportation Institute (MTI) to research impacts to the rail network from climatic changes and extreme events. This research

will be conducted with the San Jose State University Research Foundation and will develop tools, information, training, and pilot projects for resiliency and sustainability in the rail network.

- FRA is directing a research project developing sea level rise and storm surge predictive modeling along the Gulf Coast, specifically between New Orleans and Mobile, AL where at-risk rail infrastructure will be affected by sea level rise and storm surges.
- FRA is conducting research into non-locomotive GHG emissions from the maintenance and construction of the rail network to fully examine GHG emissions from the rail network, including embodied carbon in materials used in the rail network.
- FRA is funding passenger rail expansion and improvements through its Corridor Identification planning program to identify passenger rail projects to receive funding from the Federal-State Partnership for Intercity Passenger Rail grant program to encourage modal shift to rail.
- FRA funded the purchase of dozens of cleaner locomotives, including fifteen battery-electric switcher locomotives through its Locomotive Replacement Initiative utilizing funding from the Consolidated Rail Infrastructure and Safety Improvements grant program, resulting in reduction in GHG emissions from locomotive operations and supporting new zero-emission locomotive propulsion technologies.

**Federal Transit Administration**—in its Strategic Plan, FTA established goals for safety, resilience, sustainability, equity, and connecting communities. Strategies to achieve the sustainability and resilience goals include reducing the state of good repair backlog, increasing deployment of clean fuels in transit, sustaining existing transit operations, and reducing the environmental impacts associated with transit infrastructure, operations, and construction. Successful implementation of the Strategic Plan will reduce climate risks to transit investments while supporting FTA's mission to improve communities through public transportation.

- FTA's Bus Exportable Power Systems (BEPS) program enables public transportation agencies, communities, and states to access resilient and flexible power options through hybrid electric bus fleet vehicles during major power disruptions. This program builds on BEPS technologies developed under FTA's previous research grants that provided the ability to address a need for generating power immediately after natural disasters by transforming hybrid electric and fuel cell buses into mobile power generators. The goal of this project is to develop "standards" to interconnect electrified transit buses to buildings/ shelters/ microgrids for use as an emergency power supply after a natural disaster or other incident disrupting the local power grid.

- FTA GHG Estimator Tool allows users to estimate the partial lifecycle GHG emissions generated from and the energy used in the construction, operation, and maintenance phases of a project across select transit modes. Users input general information about a project, and the Estimator calculates annual GHG emissions by project phase. The tool provides a resource to generate estimates of GHG emissions for a broad range of transit projects. Decision makers can use this data to assess the climate effects of proposed transit projects and in their selection of the preferred alternative.
- FTA plans to publish a Resilience Guidebook for transit providers' use in Spring 2024. The guidebook will identify tools available to incorporate resilience and adaptation into planning, NEPA, design, construction, operation, and emergency preparedness, with a focus on Environmental Justice and disadvantaged communities.

**Maritime Administration**—The United States Marine Highway Program (USMHP) is a discretionary transportation grant program administered by the Maritime Administration. Funds for the USMHP are awarded on a competitive basis to projects that provide a coordinated and capable alternative to landside transportation or that promote marine highway transportation. Through the development and promotion of marine highway transportation, the program aims to relieve landside congestion, reduce air emissions, and generate other public benefits by increasing the efficiency of the surface transportation system. Currently the program measures TEUs carried, Truck Miles Traveled Avoided, Fuel Saved, CO2 Emissions Reduced, Maintenance and Congestion Savings. This can be used to calculate emissions savings, road damage mitigation, and congestion mitigation. Through Maritime Decarbonization Action Plan, DOT is advancing maritime decarbonization domestically and internationally. In the U.S., the federal government released a National Blueprint for Transportation Decarbonization earlier this year. The forthcoming Maritime Decarbonization Action Plan is part of the Blueprint. DOT is working on the Action Plan with DOE, EPA, and HUD, and we expect to release the full Action Plan early next year. The Action Plan, which builds on the historic investments from the Inflation Reduction Act and the Bipartisan Infrastructure Law, outlines how the U.S. government seeks to accelerate the deployment of zero-emission fuels, technologies, energies, and vessels; position ports for decarbonization; strengthen the maritime workforce; and support inclusive collaborations and partnerships. MARAD through the META program is funding work with the DOT Volpe Center to develop the first bottom-up Greenhouse Gas (GHG) emissions model - Maritime Energy Noise and Emissions Model (MENE Model) - for all vessels operating in the US Exclusive Economic Zone inclusive of the Great Lakes, Alaska, Hawaii, and U.S. Territories. The model will also begin the development of scenario tools that would allow users to understand the potential

GHG reductions based on implementing different alternative energy and fuel options. This can, in turn, inform policy and investment decision-making based on GHG reduction and climate goals for the maritime sector.

**Pipeline and Hazardous Materials Safety Administration**—has implemented a number of initiatives to mitigate climate change risks as well as to mitigate climate change itself. PHMSA is implementing the Natural Gas Distribution Infrastructure Safety and Modernization (NGDISM) grant program, a \$1 billion grant program established in the Infrastructure Investment and Jobs

Act to repair, rehabilitate, or replace approximately 1,000 miles of natural gas distribution pipelines, which will reduce climate impacts by remediating aged and failing pipelines and pipe prone to leakage. Projects funded under this program will collectively reduce methane emissions by 1,000 metric tons annually. PHMSA has also advanced a host of rulemakings to mitigate methane emissions and to help ensure pipeline infrastructure is more resilient to climate change; see, e.g. this [2022 rulemaking](#) as well as the other rulemakings outlined in the [U.S. Methane Emissions Reduction Action Plan](#).

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# GAO High-Risk Area: Improving Federal Management of Programs that Serve Tribes & Their Members

*Federal agencies have ineffectively administered tribal education and health care programs. In addition, they have managed the development of tribal energy resources inefficiently. Therefore, GAO added this area to our High-Risk List in 2017. It includes three components across agencies in two departments: the Bureau of Indian Education (BIE) and Bureau of Indian Affairs (BIA), under the Department of the Interior's Office of the Assistant Secretary—Indian Affairs, and the Indian Health Service (IHS) in the Department of Health and Human Services (HHS).<sup>26</sup>*

## Focus Area: Tribal Consultation

**Department-wide Efforts**— Office of Tribal Government Affairs (OST-T) is taking part in an effort through the White House Council on Native American Affairs (WHCNA) education committee regarding Native Language preservation.

- Tribes can now translate the safety campaign materials and share those materials with DOT where we will store the translated messages on DOT.GOV. This is significant as it will allow future language learners to freely access these translations.

- OST-T has worked with NHTSA to share the safety campaign messaging (click it or ticket; slow down pull over; etc.) at the Tribal Language Summit in Albuquerque, NM in October 2023. OST-T is involved via the WHCNA with a Native Energy Transition [through a Memorandum of Understanding (MOU) led by WHCNA] specific to the Hopi Indian Nation and the Navajo Nation. Within this MOU Departments across the Government will assist the two Tribal Nations as they transition to cleaner and renewable energy. To do so OST-T works with the Joint DOE/DOT office and Rural Opportunities to Use Transportation for Economic Success (ROUTES initiative to ensure the Tribes have access to the latest opportunities (grants; technical assistance; etc.) at the Department.

**Federal Transit Administration**—In FY 2023, FTA allocated or apportioned more than \$46 million in formula and competitive Tribal Transit Program funds directly to Tribal recipients to plan, operate, maintain, and expand Tribal Transit services, which help tribal members access education and healthcare resources. FTA also initiated a consultation with Tribal Nations seeking feedback on its administration of the Tribal Transit Program.

<sup>26</sup> GAO High-Risk Series: Efforts Made to Achieve Progress Need to Be Maintained and Expanded to Fully Address All Areas, [HIGH-RISK SERIES Efforts Made to Achieve Progress Need to Be Maintained and Expanded to Fully Address All Areas \(gao.gov\)](#).

# GAO High-Risk Area: Managing Federal Real Property

*Federal agencies have long struggled with excess and underutilized space, which costs millions of dollars. The amount of space identified as excess is likely to increase as agencies re-evaluate their space needs after the COVID-19 pandemic. However, the process for disposing of federal assets remains complex. The General Services Administration's (GSA) efforts to improve the accuracy of addresses in its Federal Real Property Profile database have yet to show tangible results. This makes it difficult to manage federally owned assets. To ensure the security of federal facilities, the Department of Homeland Security's (DHS) Federal Protective Service (FPS) has developed two new guard training and monitoring systems. However, currently, they are neither completely implemented nor interoperable. As GAO reported in October 2022, the value of deferred maintenance and repairs by civilian federal agencies increased 50 percent from fiscal year 2017 through fiscal year 2021 to \$76 billion. GAO plans to monitor the increase in deferred maintenance through future work to determine the potential causes. GAO will also determine if it should be included as a part of the managing federal real property high-risk area in future high-risk updates.<sup>27</sup>*

**Office of the Secretary of Transportation**—DOT is monitoring the capital investment in our Real Property assets through active Senior Management review of Real Property Capital Asset plans in DOT's annual Capital Asset Plan submission. This is a product of DOT's Real Property Council and is signed off by Modal CFOs along

with the DOT Senior Real Property Officer and the DOT CFO and Budget officer.

**Federal Aviation Administration**—has integrated its process for real property acquisitions into the Chief Financial Officer (CFO) Review, ensuring planned and existing real property activities are in the best interest of the agency, are fair and reasonable and do not exceed cost targets.

- FAA's Real Property Council (RPC), consisting of executive leadership from across the FAA actively assesses agency need and makes recommendations to leadership and the Joint Resources Council (JRC) on planned real property acquisitions, governance and policies to address administration and Congressional priorities and activities to support the evolution of space utilization and working culture needs.
- The FAA is currently working with stakeholders to review the current space portfolio, identify need and priorities and recognize opportunities for achieving space optimization and better alignment with the budget process. Results will be used to create a Strategic Long-Term Portfolio Management and Optimization Plan, establishing guiding principles and procurement timelines to aid in long-term decision making for real property and space portfolio alignment and optimization.

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# GAO High-Risk Area: Strategic Human Capital Management

*Mission-critical skills gaps specific to federal agencies and across the federal workforce pose a high risk to the nation. They impede the government from cost effectively serving the public and achieving desired results. This area was added to the High-Risk List in 2001. Agencies often experience skills gaps because of a shortfall in a talent management activity, such as workforce planning or training. Government-wide skills gaps have been identified in fields such as human resources, science, technology, engineering, mathematics, cybersecurity, and acquisitions. The*

*Office of Personnel Management is responsible for assisting agencies in addressing skills gaps within their workforces.<sup>28</sup>*

*Organizational excellence in the development of our workforce was also identified by the Department as one of our top risk areas through the enterprise risk management process.*

*For a discussion of this High Risk Area, please see the discussion under "Organizational Excellence" under the OIG's Top Management Challenges.*

<sup>27</sup> Ibid.

<sup>28</sup> GAO High-Risk Series: Efforts Made to Achieve Progress Need to Be Maintained and Expanded to Fully Address All Areas, [HIGH-RISK SERIES Efforts Made to Achieve Progress Need to Be Maintained and Expanded to Fully Address All Areas \(gao.gov\)](https://www.gao.gov/high-risk-series/efforts-made-to-achieve-progress-need-to-be-maintained-and-expanded-to-fully-address-all-areas).



# DOT's Response to Our Top Enterprise Risks

DOT established an Enterprise Risk Management program to comply with Office of Management and Budget Circular A-123 and has been updating its risk profile on an annual basis since 2017. Every fiscal year, the Office of the Secretary of Transportation collaborates with the senior leadership at the Operating Administrations to identify, assess, prioritize, and mitigate enterprise risks that may positively and negatively impact achievement of DOT's strategic objectives. This is a component of DOT's overall effort to develop a culture of risk-informed decision making across the agency.

Many of the top risk areas<sup>29</sup> in the FY2023 Enterprise Risk Profile ("Risk Profile") of the Department are aligned with management challenges identified above. In particular, the following risk areas have already been discussed in the section on OIG Top Management Challenges: Others reflect additional priority areas identified by the Department as having significant impacts on strategic outcomes and performance results.

The Table below provides a crosswalk summary of OIG challenges, GAO High Risk areas, DOT's Top Risks area and related performance goals.

DOT Top Risk Area	OIG Top Management Challenge	GAO High-Risk Area	Performance Goal(s)
<b>Transportation Fatalities and Injuries</b>	Aviation Safety Surface Transportation Safety	N/A	There are 39 performance goals associated with the DOT Top Risk Area – Transportation Fatalities and Injuries. (1.1.1 – 1.1.21; 1.2.1 – 1.2.6; 1.3.1 – 1.3.5; 1.4.1- 1.4.8 in the APP.)
<b>Infrastructure / State of Good Repair</b>	Surface Transportation Infrastructure	N/A	There are 17 Economic Strength and Global Competitiveness performance goals associated with the DOT Top Risk Area – Infrastructure/State of Good Repair. (2.2.1 – 2.2.17 in the APP.)
<b>Equity</b>	N/A	N/A	There are 12 performance goals associated with the DOT Top Risk Area – Equity. (3.1.1, 3.1.2; 3.2.1 – 3.2.4; 3.3.1, 3.3.2; 3.4.1 – 3.4.4 in the APP.)
<b>Climate Resilient Infrastructure</b>	N/A	Limiting the Federal Government's Fiscal Exposure by Better Managing Climate Risks	There are 9 performance goals associated with the DOT Top Risk Area – Climate Resilient Infrastructure. (4.1.1 – 4.1.7; 4.2.1; 4.3.1 in the APP.)
<b>Integrating Innovations Safely</b>	Air Traffic Control and Airspace Modernization Transportation Transformation	N/A	There are 2 performance goals associated with the DOT Top Risk Area – Integrating Innovations Safely. (5.2.1, 5.2.2 in the APP.)

<sup>29</sup> Please note, the sequence of these does not indicate importance/criticality to DOT's mission.

<b>DOT Top Risk Area</b>	<b>OIG Top Management Challenge</b>	<b>GAO High-Risk Area</b>	<b>Performance Goal(s)</b>
<b>Cybersecurity</b>	Information Security	Ensuring the Cybersecurity of the Nation	There are 3 performance goals associated with the DOT Top Risk Area – Cybersecurity. (6.6.1 – 6.6.3 in the APP.)
<b>Organizational Excellence</b>	Contract and Grant Fund Stewardship Financial Management Fraud Detection and Prevention	Improving the Management of IT Acquisitions and Operations  Managing Federal Real Property	There are 14 performance goals associated with the DOT Top Risk Area – Organizational Excellence. (6.3.1 – 6.3.4; 6.4.1 - 6.4.8; 6.5.1, 6.5.3 in the APP.)
<b>Human Capital</b>	Organizational Excellence	Strategic Human Capital Management	There are 7 performance goals associated with the DOT Top Risk Area – Human Capital. (6.2.1 – 6.2.7 in the APP.)
<b>Hazardous Materials</b>	N/A	N/A	There are 6 Performance Goals associated with the DOT Top Risk Area – Hazardous Materials. (1.1.16, 1.1.17, 2.2.14, 2.4.2, 4.1.6, 4.1.7 in the APP.)
<b>Disaster Preparedness</b>	N/A	N/A	There are 2 performance goals associated with the DOT Top Risk Area – Disaster Preparedness. (1.1.9, 3.3.2 in the APP.)
<b>N/A</b>	N/A	Improving Federal Management of Programs that Serve Tribes and Their Members	There is 1 performance goal associated with the GAO High Risk - Area Improving Federal Management of Programs that Serve Tribes and Their Members. (3.2.4 in the APP.)



# DOT's Top Risk Area: Disaster Preparedness

*DOT identified in its Risk Profile a disaster event risk which does not directly align with GAO's High-Risk List or the Department's response to OIG's Top Management Challenges. This risk covers DOT's responsibilities in the event of a natural disaster, global pandemic, terrorist attack, etc., particularly those of the Federal Transit Administration (FTA). This includes assisting with evacuation and relief efforts as well as post-event infrastructure recovery.*

**Office of the Secretary**—The U.S. Department of Transportation is the lead Federal agency for planning and executing Emergency Support Function #1 (ESF-1) – Transportation operations in accordance with the National Response Framework. Additionally, DOT supports the National Disaster Recovery Framework through execution of Recovery Support Function.

The Office of Intelligence, Security, and Emergency Response (S-60) provides guidance for all threats, all hazard response and recovery incidents or events to facilitate the timely execution of the Department's response and recovery operations in support of Federal, state, local, tribal, and territorial authorities; private sector entities; and non-governmental organizations.

**Federal Transit Administration**—On May 6, 2022, FTA revised FTA's Order 1910.2C Emergency Preparedness, Response and Recovery Program and 1920.1B FTA Incident Response Reporting Process. FTA completed its revisions to FTA's Emergency Relief Manual in March of 2023. The update makes the guidance consistent with current practice and new requirements applied to FTA's Emergency Relief Program through the BIL. In FY23, FTA allocated \$154 million to 28 transit systems to help them recover from disasters occurring in CY2017 and 2020-2022. FTA will allocate another \$110 million for disaster recovery and response in FY24.

**Federal Highway Administration**—Emergency Relief Program: \$100 million to help restore and repair roads and bridges following disasters or catastrophic failures. Through this program, FHWA often provides "quick release" funds shortly after an event to help restore essential transportation. Additional funding is often provided to complete restoration projects and better prepare the infrastructure for future weather events.

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# DOT's Top Risk Area: Equity

*Equity is another top risk area in the Risk Profile. Advancing equity in transportation is a strategic priority for the Department and is also one of DOT's core values, factored into everything DOT does. DOT will help restore and reconnect communities, build equitable transportation systems, and promote affordable and accessible options that foster opportunity for all across urban and rural areas.*

## Focus Area: Equity in Railroad Safety

**Federal Railroad Administration**—has several initiatives currently underway. These are as follows:

- FRA fully exercises its authority under the National Environmental Policy Act (and related laws), Title VI of the Civil Rights Act of 1964 the Rehabilitation Act of 1973, and the Americans with Disabilities Act (ADA) to influence its project portfolio and ensure projects comply with environmental justice and ADA requirements, particularly at rail stations and on rail equipment.
- FRA completed a nationwide disparity report on the use of minority- and women-owned business enterprises in

publicly funded intercity passenger rail transportation projects. FRA submitted the report to Congress on September 20, 2022.

- FRA established a small business outreach office within the Office of Research, Data, and Innovation. This office is staffed with two small business development specialists who work with outreach and wealth creation initiatives.
- FRA Office of Civil Rights hired additional equal opportunity specialists to support the Biden-Harris Administration's Equity goals. These additional resources enable FRA to improve technical assistance and enforcement of the ADA, Title VI, and small business contracting requirements under FRA's grant programs.
- FRA's Railroad Crossing Elimination program is helping communities with grade separation and other improvements to reduce risk at dangerous highway-rail crossings.
- FRA has also expanded research efforts on a variety of subjects intended to better understand and increase diversity in the rail workforce, including topics such as Addressing Equity

Challenges in Evolving Railroad Workforce Training Trends and Best Practices, Workforce Recruitment - Attracting and Retaining Women in Rail, Precollege STEM Rail Transportation Club to increase Racial Equity in Rail Workforce Recruitment, Workforce Recruitment - Attracting and Retaining Women in Rail, and LGBTQ+ Equity and Inclusion in the Railroad Industry.

- FRA is also increasing engagement and building research partnerships with Minority-Serving Institutions.

### **Focus Area: Equity in Reducing Roadway Fatalities and In Planning Highway Infrastructure**

**Federal Highway Administration**—is planning to take the following steps to harness benefits from this risk.

- Empower transportation professionals and stakeholders to eliminate disparities in roadway fatalities and serious injuries by building capacity for a data-driven, community-centered implementation of an equitable roadway system that is safe, and feels safe, for all road users.
- Encourage stakeholders to collaboratively develop and implement data-driven, equitable transportation decision making in planning, safety, operations, and maintenance management programs.
- Generate freight, pavement, and vulnerable infrastructure asset data and analytical tools to support development of policies to maintain or improve multimodal travel options, livability, economic opportunity, and supply chain resiliency.
- Provide freight data, tools, and policies that support economic opportunity, and supply chain resiliency, while reducing community and environmental impacts of freight movement.
- Develop and enhance data collection, predictive modeling, resilience tools, and analysis methods to assess the risks posed by climate change to the transportation system, identify vulnerable communities, and provide long-term mitigation strategies while focusing on environmental stewardship.
- Develop and implement a Vulnerable Road User Research Plan and Strategic Agenda for Pedestrian and Bicycle Transportation that incorporate an equity focus.

- Identify and advance research topics that address issues related to the consideration of equity in asset planning and investment decisions.
- Seek opportunities to conduct asset management peer exchanges and/or webinars featuring agencies that have begun addressing equity issues.
- Develop a practitioner toolbox of resources and case studies on incorporating and improving transportation equity considerations in transportation operations activities.
- Develop a State DOT ADA Transition Plan Implementation Best Practices Handbook.

**National Highway Traffic Safety Administration**—has several ongoing and planned initiatives. For example:

- NHTSA is working with State highway safety offices to meet the public engagement requirements in accordance with Title VI of the Civil Rights Act of 1964 to ensure that equity is centered in the planning and implementation of the highway safety grant program through meaningful public participation and engagement from affected communities.
- NHTSA published a Request for Comments to inform the development of Nondiscrimination Guidelines for NHTSA Financial Assistance Recipients, including methods for collecting civil rights data.
- NHTSA Office of Civil Rights is in the process of hiring additional equal opportunity specialists to support the Biden-Harris Administration's Equity goals. These additional resources will enable NHTSA to improve technical assistance and enforcement of applicable civil rights statutes, including the Americans with Disabilities Act, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Discrimination Act of 1975, Title IX of the Education Amendments Act of 1972.

# DOT's Top Risk Area: Hazardous Materials

*Hazardous Materials is another top risk area identified in the Risk Profile, which is also a component of the OIG's Top Management Challenge of Surface Transportation Safety. If hazardous materials are not moved safely, major catastrophic events can occur, resulting in loss of life, environmental damage and/or economic impact.*

## **Focus Area: Reducing Safety Events from Hazardous Cargo**

**Pipeline and Hazardous Materials Safety Administration—**published a NPRM that proposes specific requirements for railroads to generate real-time train consist information and proactively provide that information to state and local first responders, emergency response officials, and law enforcement personnel following an accident, incident, or public health or safety emergency involving the rail transportation of hazardous materials.<sup>30</sup> The comment period for this NPRM closed on October 27, 2023, and most comments were supportive. PHMSA is developing a final rule it plans to publish in 2024. PHMSA has also made more than \$30 million in funding available through PHMSA's Hazardous Materials Grants Program to train first responders and strengthen safety programs.

**Federal Aviation Administration—**mitigation efforts, which includes resumption of all onsite inspection activities; continued improvement to training materials for the Hazardous Materials Aviation Safety Inspectors (HMASI) cadre; and increased collaboration on hazardous materials safety issues with DOT multi-modal partners, primarily PHMSA.

**Federal Railroad Administration—**has completed the field work for the High-Hazard Flammable Train (HHFT) Route Assessment. FRA designed the Assessment as an approximately 180-day

focused inspection program to assess the condition of track and signal and train control infrastructure along HHFT routes, the condition of rolling stock that are part of HHFTs and otherwise used to transport hazardous materials, critical requirements related to the transportation of hazardous materials, and relevant operating practices and procedures of railroads. As part of this effort, FRA through its teams of federal and state-partner inspectors, conducted approximately 7,500 inspections of railroad track, equipment, and other infrastructure.

FRA also completed its review of industry's progress to phase out the use of DOT 111 tank cars in hazardous materials service. FRA's review demonstrates that, generally, industry is on target to meet the FAST Act DOT-111 phase-out requirements, but economic and practical challenges remain that prevent the full-scale, immediate phase out of those cars. In June 2023, FRA began making the ongoing results of the Assessment public through an online dashboard<sup>31</sup> and will report its overall findings from the Assessment and the focused inspection of legacy tank cars soon. Continued efforts to address hazardous materials risk include FRA's planned initiation, in early CY2024, of a focused inspection of shippers' compliance with the hazardous materials regulation (HMR) regarding proper package selection.

This effort will ensure shippers select properly designed and qualified packages for the hazardous material they intend to place onto rail transportation. FRA's Tank Car Quality Assurance Team will also continue to focus on tank car owners and their maintenance and qualification programs as well as tank manufacturers' repair facilities to ensure that DOT specification tank cars are built, maintained, and qualified for hazardous materials service.

<sup>30</sup> 88 FR 41541 (June 27, 2023).

<sup>31</sup> The dashboard is available at the following link: See [https://explore.dot.gov/t/FRA/views/High-HazardousFlammableTrainRouteAssessmentHRA1\\_1/PublicDashboard?%3Aembed=y&%3AisGuestRedirectFromVizportal=y](https://explore.dot.gov/t/FRA/views/High-HazardousFlammableTrainRouteAssessmentHRA1_1/PublicDashboard?%3Aembed=y&%3AisGuestRedirectFromVizportal=y).

# DOT's Top Risk Area: Organizational Excellence

*Agency decisions regarding work environments should continue to improve organizational health and organizational performance (OHOP). As such, the Department must have a robust framework for routinely measuring and monitoring OHOP to support the delivery of the Department's statutory mission.*

## **Focus Area: Organizational Health and Organizational Performance**

**Office of the Secretary**—In 2023 the Department developed an internal framework for assessing organizational health and organizational performance (OHOP). This framework responded to the Office of Management and Budget (OMB) Memorandum M-23-15, which directed federal agencies to develop a framework and routine for assessing OHOP for each major operating unit. The Memorandum directed agencies to develop such frameworks by utilizing existing indicators and data collection efforts where possible, while also considering the development of new metrics as needed such that the eventual set of metrics addresses a wide range of aspects influencing OHOP.

Upon receiving M-23-15, the DOT CFO/Budget Office worked in close partnership with the DOT Office of Administration to begin developing what is now the Department's OHOP framework and routine. Per the Memorandum's implementation guidance, leads for each major operating unit were identified, and that list was provided to OMB. Leadership across the Operating Administrations reviewed and approved the proposed OHOP framework and a set of OHOP performance metrics (qualitative and quantitative). The performance metrics included topics of employee engagement, employee satisfaction, financial management, hiring and retention,

cybersecurity, and more. In developing the metrics, the Department considered whether the metrics would help to identify how changes in work environments effect OHOP and mission delivery. This was a timely exercise for the Department as workplace policies and telework policies are being refined and implemented.

The Department's newly established routines align with the agency's mission and strategic plan, and ultimately assist in monitoring the effect of changes to workforce and operational policies and practices. The details of the Department's framework were shared with OMB during the annual Strategic Review in July 2023. During the following months, the Department developed methods and baselines for the OHOP performance metrics, and in early December the Department held its first quarterly performance management review for OHOP. Representatives from all the Department's Operating Agencies attended this performance management review and contributed data and information. Issues identified and discussed in the performance management review are being addressed by the OHOP leads in coordination with the CFO/Budget Office and the Office of Administration. DOT will assess progress towards our new OHOP goal in the next quarterly review. As for the overall framework, OST will work with the leads for the major operating units to identify any gaps in the existing set of metrics, establish quarterly and annual targets, and refine the metrics that have already been selected.

The Department developed 23 measures for assessing OHOP. Eight of the 23 measures selected for OHOP are existing Performance Goals in the Annual Performance Plan, while others are new, internal measures developed specifically for OHOP.

The table below reflects the 8 OHOP performance goals in the APP.

#	OHOP Performance Goal	Capacity Assessment	Evaluation Policy
<b>6.1.2</b>	Maintain Overall Customer Satisfaction with IT Help Desk Services	OCIO	
<b>6.1.3</b>	Maintain One-Week Service Desk Request Closure Rate	OCIO	
<b>6.2.1</b>	80% of OA-Projected Bipartisan Infrastructure Law Hiring Targets are Achieved Starting in FY 2023	OST-M/DOHR	
<b>6.2.2</b>	Work to Increase the Diversity of Applicants for Mission-Critical Occupations in Each Operating Administration	OST-M/DOHR	DOCR
<b>6.4.4</b>	Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles	OSPE	
<b>6.4.5</b>	Increase the Percentage of Utilization of Best-in-Class Contracts in DOT's Total Obligation	OSPE	
<b>6.4.6</b>	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	
<b>6.6.3</b>	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	

# Responsible Officials

	OIG Challenges
<b>Aviation Safety</b>	Michael Whitaker, Administrator (FAA))
<b>Surface Transportation Safety</b>	Carlos Monje, Under Secretary of Transportation for Policy (OST-S3) Shailen Bhatt, Administrator (FHWA) Amit Bose, Administrator (FRA) Veronica Vanterpool, Acting Administrator (FTA) Sue Lawless, Acting Deputy Administrator (FMCSA) Sophie Shulman, Deputy Administrator (NHTSA)
<b>Air Traffic Control and Airspace Modernization</b>	Michael Whitaker, Administrator (FAA)
<b>Surface Transportation Infrastructure</b>	Carlos Monje, Under Secretary of Transportation for Policy (OST-S3) Victoria Wassmer, Assistant Secretary for Budget and Programs / Chief Financial Officer (OST-B) Shailen Bhatt, Administrator (FHWA) Amit Bose, Administrator (FRA) Veronica Vanterpool, Acting Administrator (FTA)
<b>Contract and Grant Fund Stewardship</b>	Philip McNamara, Assistant Secretary for Administration (OST-M)
<b>Information Security</b>	Cordell Schachter, Chief Information Officer (OCIO)
<b>Financial Management</b>	Victoria Wassmer, Assistant Secretary for Budget and Programs / Chief Financial Officer (OST-B)
<b>Fraud Detection and Prevention</b>	Eric Soskin, Inspector General (OIG) Victoria Wassmer, Assistant Secretary for Budget and Programs / Chief Financial Officer (OST-B)
<b>Innovation and the Future of Transportation</b>	Carlos Monje, Under Secretary of Transportation for Policy (OST-S3) Dr. Robert Hampshire, Deputy Assistant Secretary for Research and Technology (OST-R) Michael Whitaker, Administrator (FAA)
<b>Evolving Operations and Workforce Management</b>	Philip McNamara, Assistant Secretary for Administration (OST-M)

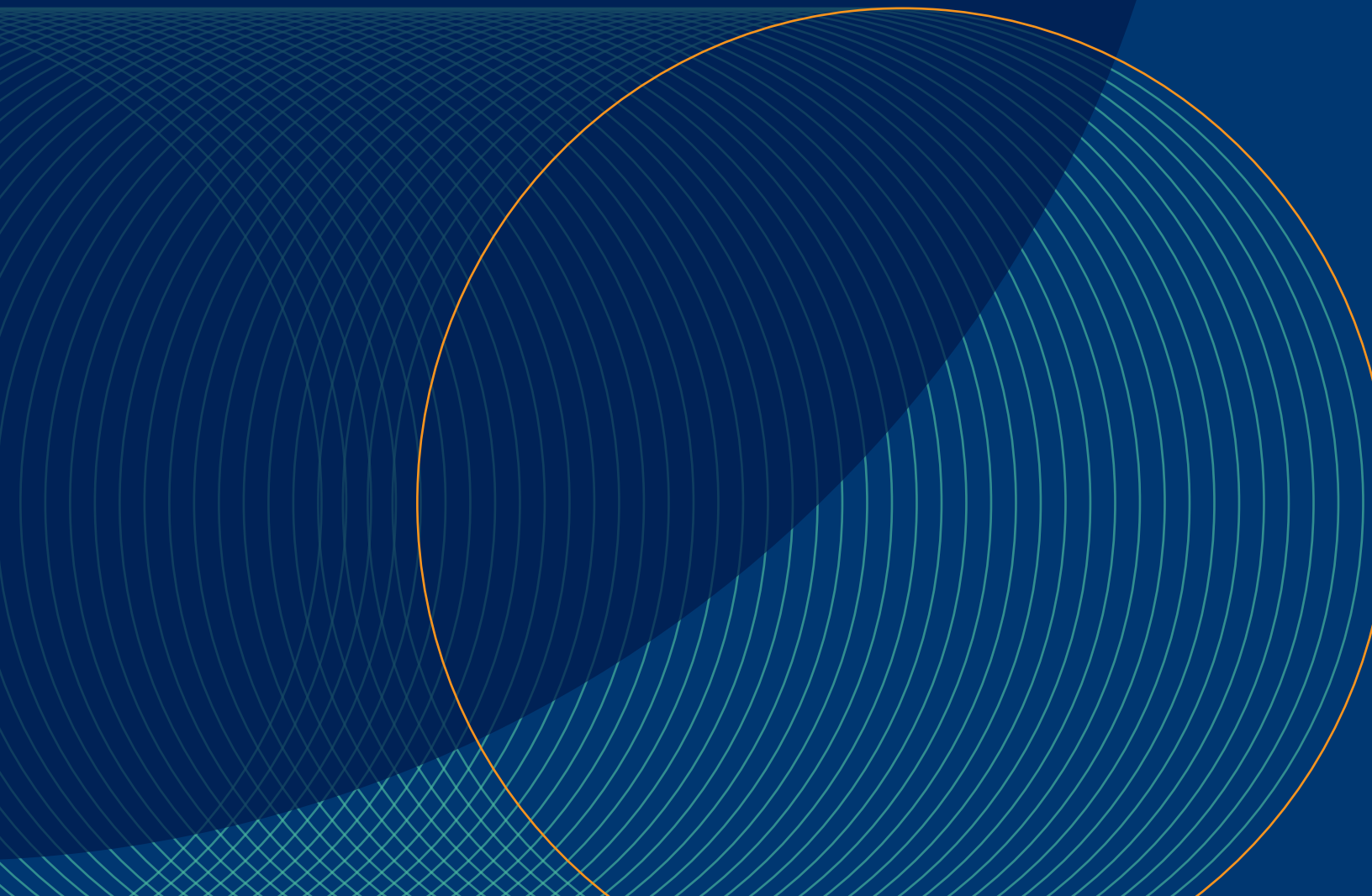


	GAO High-Risk Areas
<b>Ensuring the Cybersecurity of the Nation</b>	Cordell Schachter, Chief Information Officer (OCIO) Donna O'Berry, Deputy Director, Office of Intelligence, Security and Emergency Response (OST-S60)
<b>Improving the Management of IT Acquisitions &amp; Operations</b>	Cordell Schachter, Chief Information Officer (OCIO) Philip McNamara, Assistant Secretary for Administration (OST-M)
<b>Limiting the Federal Government's Fiscal Exposure by Better Managing Climate Change Risks</b>	Carlos Monje, Under Secretary of Transportation for Policy (OST-S3) Philip McNamara, Assistant Secretary for Administration (OST-M) Arlando Teller, Assistant Secretary for Tribal Government Affairs (OST-T) Victoria Wassmer, Assistant Secretary for Budget and Programs / Chief Financial Officer (OST-B) Shailen Bhatt, Administrator (FHWA) Amit Bose, Administrator (FRA) Veronica Vanterpool, Acting Administrator (FTA) Rear Admiral Ann C. Phillips, Administrator (MARAD) Michael Whitaker, Administrator (FAA) Tristan Brown, Deputy Administrator (PHMSA)
<b>Improving Federal Management of Programs that Serve Tribes and Their Members</b>	Arlando Teller, Assistant Secretary for Tribal Government Affairs (OST-T) Shailen Bhatt, Administrator (FHWA) Veronica Vanterpool, Acting Administrator (FTA) Michael Whitaker, Administrator (FAA)
<b>Managing Federal Real Property</b>	Philip McNamara, Assistant Secretary for Administration (OST-M) Michael Whitaker, Administrator (FAA)
<b>Strategic Human Capital Management</b>	Philip McNamara, Assistant Secretary for Administration (OST-M)

	DOT Top Risk Areas
<b>Infrastructure/State of Good Repair</b>	Shailen Bhatt, Administrator (FHWA) Amit Bose, Administrator (FRA) Veronica Vanterpool, Acting Administrator (FTA) Michael Whitaker, Administrator (FAA)
<b>Disaster Preparedness</b>	Donna O'Berry, Deputy Director, Office of Intelligence, Security and Emergency Response (OST-S60) Veronica Vanterpool, Acting Administrator (FTA)
<b>Climate Resilient Infrastructure</b>	Carlos Monje, Under Secretary of Transportation for Policy (OST-S3) Amit Bose, Administrator (FRA) Michael Whitaker, Administrator (FAA)
<b>Equity</b>	Carlos Monje, Under Secretary of Transportation for Policy (OST-S3) Shailen Bhatt, Administrator (FHWA) Amit Bose, Administrator (FRA)
<b>Cybersecurity</b>	Cordell Schachter, Chief Information Officer (OCIO) Donna O'Berry, Deputy Director, Office of Intelligence, Security and Emergency Response (OST-S60)
<b>Integrating Innovations Safely</b>	Dr. Robert Hampshire, Deputy Assistant Secretary for Research and Technology (OST-R) Michael Whitaker, Administrator (FAA)
<b>Hazardous Materials</b>	Michael Whitaker, Administrator (FAA) Tristan Brown, Deputy Administrator (PHMSA)
<b>Organizational Excellence</b>	Eric Soskin, Inspector General (OIG) Victoria Wassmer, Assistant Secretary for Budget and Programs / Chief Financial Officer (OST-B)
<b>Human Capital</b>	Philip McNamara, Assistant Secretary for Administration (OST-M)

# Appendix III

## Performance Data Completeness & Reliability Report



# Performance Data Completeness & Reliability

*A review of the U.S. Department of Transportation's Fiscal Year 2023 Performance Report by the Bureau of Transportation Statistics.*

This appendix outlines the processes the U.S. Department of Transportation (DOT) 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) 2023 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 (GPRA). 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 (Evidence Act).

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*).



## Goal 1: Safety

### Strategic Objective 1.1: Safe Public

#### 1.1.1 Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities

<b>Lead</b>	OST-P / NHTSA*, FHWA, FMCSA *Data Lead
<b>Scope</b>	<p>Roadway fatalities are collected for each calendar year (CY).</p> <p>The number of traffic 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 trafficway customarily open to the public within the 50 States and the District of Columbia.<sup>1</sup> 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 traffic crash.</p>
<b>Sources</b>	<p>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 motor vehicle traffic crashes, based on Police Crash Reports (PCRs), within the 50 States, the District of Columbia, and Puerto Rico.</p> <p>Roadway fatality counts for CY 2022 are statistical projections, and related rates are based on those projections. Traffic fatalities for CY 2021 were taken from the 2021 FARS Annual Report File.</p>
<b>Statistical Issues</b>	<p>FARS counts of motor vehicle traffic crash fatalities may differ from fatality statistics reported by the National Center for Health Statistics (NCHS) 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. In contrast, NCHS includes fatalities that occurred during a current calendar year from crashes that occurred the previous year.</p>
<b>Completeness</b>	Annual traffic fatalities are currently available through CY 2021, published in April 2023.
<b>Reliability</b>	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 FARS are uniform, eliminating State differences in collecting and maintaining relevant crash records.

<sup>1</sup> Puerto Rico fatality data is reported separately.

## Verification and Validation

FARS counts of motor vehicle traffic crash fatalities are known to be different from fatality statistics by cause of death reported by the NCHS because FARS captures motor vehicle traffic crashes only on public trafficways that result in a 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 and coder training program that provides self-directed preparatory training followed by three days of webinar sessions and two non-consecutive weeks of classroom training as well as annual, system-wide training for all analysts and coders. Training issues are 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 Crash Data Acquisition Network (CDAN) helpdesk. 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.



**1.1.2 By September 30, 2025, the Department Will Reduce the Rate of Motor Vehicle Fatalities from 1.37 per 100 Million Vehicle Miles Traveled (VMT) as of October 1, 2021, to No More than 1.22 per 100 Million VMT in CY 2023**

<b>Lead</b>	NHTSA / OST-P, FHWA, FMCSA
<b>Scope</b>	<p>Roadway fatalities per 100 million VMT are calculated for each CY.</p> <p>The number of traffic 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 trafficway 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 pedalcyclist) in a motor vehicle crash. VMT include all vehicle miles traveled by all types of vehicles including:</p> <ul style="list-style-type: none"> <li>• Passenger cars</li> <li>• Motorcycles</li> <li>• Buses</li> <li>• Two-axle, four-tire vehicles (including vans, pickup trucks, and sport/utility vehicles)</li> <li>• Single unit two-axle, six-tire or more trucks</li> <li>• Combination trucks.</li> </ul>
<b>Sources</b>	<p>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.</p> <p>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 (AADT) by road segment. States provide AADT 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 AADTs 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.</p> <p>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 (TMAS). Monthly average daily traffic (MADT) is computed from the ATR traffic counts. Each MADT is compared with the MADT 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.</p> <p>Roadway fatality counts for CY 2022 and CY 2023 are statistical projections, and rates are based on those projections. Fatalities for CY 2021 were taken from the 2021 FARS Annual Report File. VMT are taken from the FHWA March 2022 TVT. Estimated fatality rates are calculated using NHTSA's preliminary fatality data and FHWA's Traffic Volume Trends (TVT) data for the appropriate timeframes.</p>

<b>Statistical Issues</b>	For the FARS data, see statistical issues for “Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.” HPMS and TVT are based on samples state highway agencies maintain by following the FHWA HPMS Field Manual specification. All states and DC exceed the HPMS sampling specification needs and standards. The TVT production also relies on sample data gathered by State highway agencies. TVT sampling exceeds the HPMS national data sample specification for all public roads (Arterial and Collectors) except the Functional Class of Local roads. Additional sampling is desired for local roads to improve their local VMT estimations further. For both HPMS and TVT, there are associated sampling errors.
<b>Completeness</b>	For information on the FARS data, see completeness for “Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.” Annual traffic fatalities are currently available through CY 2021, published in April 2023. TVT VMT is complete through 2022. HPMS VMT is complete through 2021.
<b>Reliability</b>	For information on the FARS data, see reliability for “Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.” HPMS and TVT VMT data are deemed reliable and valid as the data gathering, compilation, and analysis follow established and periodically reviewed and updated procedures and processes.
<b>Verification and Validation</b>	For information on FARS data, see verification and validation for “Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.” For information related to TVT and HPMS VMT, please visit <a href="https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/hpms_field_manual_dec2016.pdf">https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/hpms_field_manual_dec2016.pdf</a> at <a href="https://www.fhwa.dot.gov/policyinformation/tmguides/">https://www.fhwa.dot.gov/policyinformation/tmguides/</a>

### 1.1.3 Reduce Passenger Vehicle Occupant Fatalities per 100 Million Passenger Vehicle Miles Traveled

<b>Lead</b>	NHTSA
<b>Scope</b>	<p>Passenger vehicle occupant fatalities per 100 million VMT are calculated for each CY.</p> <p>The number of fatalities is a count of passenger vehicle occupant deaths occurring within 30 days of a crash involving a motor vehicle traveling on a trafficway customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico.</p> <p>A motor vehicle occupant (drivers and passengers) is any person inside or on the exterior of a motor vehicle in transport. VMT include vehicle miles traveled by all types of passenger vehicles including:</p> <ul style="list-style-type: none"> <li>• Passenger cars;</li> <li>• Vans;</li> <li>• Pickup trucks; and</li> <li>• Sport/utility vehicles.</li> </ul>
<b>Sources</b>	<p>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. See the section “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” for VMT source information.</p> <p>Roadway fatality counts for CY 2021 were taken from the 2021 FARS Annual Report File and rates were derived using VMT from FHWA. For information on FHWA’s TVT, see the section on “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.”</p>

<b>Statistical Issues</b>	For information on the FARS data, see statistical issues for “Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.” For HPMS and TVT data, see statistical issues for “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”
<b>Completeness</b>	For information on the FARS data, see completeness for “Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.” Annual traffic fatalities are currently available through CY 2021. TVT VMT is complete through 2022. HPMS VMT is complete through 2021
<b>Reliability</b>	For information on the FARS data, see reliability for “Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.” There is concern about consistency in vehicle counts across States. Further research is needed to address this concern. For more information on HPMS and TVT VMT, see “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.”
<b>Verification and Validation: For</b>	For information on the FARS data, see verification and validation for “Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.”  For information related to TVT and HPMS VMT, please see “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.”

#### 1.1.4 Reduce Large Truck and Bus Fatalities per 100 Million Vehicle Miles Traveled

<b>Lead</b>	FMCSA
<b>Scope</b>	<p>The number of fatalities included 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:</p> <ul style="list-style-type: none"> <li>• Passenger cars;</li> <li>• Motorcycles;</li> <li>• Buses;</li> <li>• All two-axle, four-tire vehicles (including vans, pickup trucks, and sport/utility vehicles);</li> <li>• Single unit two-axle, six-tire-or-more trucks; and</li> <li>• Combination trucks.</li> </ul>
<b>Sources</b>	<p>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 (GVWR) 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.</p> <p>Vehicle Miles Traveled (VMT) are taken from the FHWA March 2022 TVT. 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. See the section “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” for more detailed VMT source information.</p>

<b>Statistical Issues</b>	<p>For information on the FARS data, see statistical issues for “Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.” For HPMS and TVT data, see statistical issues for “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.”</p> <p>Projections of fatalities 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.</p>
<b>Completeness</b>	<p>For information on the FARS data, see completeness for “Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.” Annual traffic fatalities are currently available through CY 2021. TVT VMT is complete through 2022. HPMS VMT is complete through 2021</p>
<b>Reliability:</b>	<p>For information on the FARS data, see reliability for “Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.” There is concern about consistency in vehicle counts across States. Further research is needed to address this concern. For more information on HPMS and TVT VMT, see “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.”</p>
<b>Verification and Validation: For</b>	<p>For information on the FARS data, see verification and validation for “Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.”</p> <p>For information related to TVT and HPMS VMT, please see “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.”</p>

### 1.1.5 Reduce Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations

<b>Lead</b>	NHTSA
<b>Scope</b>	<p>Motorcyclist fatalities per 100,000 motorcycle registrations are calculated for each CY.</p> <p>The number of motorcyclist fatalities is a count of motorcyclist (rider and passenger) deaths occurring within 30 days of a crash involving a motorcycle traveling on a trafficway customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico.</p> <p>A motorcycle is a two- or three-wheeled motor vehicle designed to transport one or two people, including off-road motorcycles, motor scooters, minibikes, pocket bikes, and mopeds.</p>
<b>Sources</b>	<p>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.</p> <p>Fatality counts for CY 2021 were taken from the 2021 FARS Annual Report File, and rates were derived using FHWA’s motorcycle registration data.</p>

<b>Statistical Issues</b>	<p>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).</p> <p>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.</p> <p>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.</p>
<b>Completeness</b>	For information on the FARS data, see completeness for “Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.”
<b>Reliability</b>	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. NHTSA uses motorcycles registrations that are published by FHWA.
<b>Verification and Validation</b>	For information on the FARS data, see verification and validation for “Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities.”

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

<b>Lead</b>	NHTSA
<b>Scope</b>	<p>The number of traffic fatalities is a count of non-occupant deaths occurring within 30 days of a crash involving a motor vehicle traveling on a trafficway customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico.</p> <p>A non-occupant is any person involved in a traffic crash who is not an occupant of a motor vehicle in transport, including:</p> <ul style="list-style-type: none"> <li>• Pedestrians;</li> <li>• Bicyclists and other pedalcyclists;</li> <li>• Occupants of parked motor vehicles;</li> <li>• Person on personal conveyance (e.g., skateboard, scooters, roller skates, etc.); and</li> <li>• People riding on animals and in animal-drawn conveyances.</li> </ul>

<b>Sources</b>	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 2021 were taken from the 2021 FARS Annual Report File. Population data are obtained from the U.S. Bureau of the Census' "National and State Population Estimates (December 2021). <sup>2</sup>
<b>Statistical Issues</b>	Non-occupant (pedestrians, pedalcyclists, and other non-occupants) traffic fatalities occur in places not covered by FARS, which is limited to public roads.
<b>Completeness</b>	Annual traffic fatalities are currently available through CY 2021, published in April 2023.
<b>Reliability</b>	For information on the FARS data, see reliability for "Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities."
<b>Verification and Validation</b>	For information on the FARS data, see verification and validation for "Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities."

### 1.1.7 Reduce the Number of Non-Motorized Fatalities and Serious Injuries

<b>Lead</b>	FHWA
<b>Scope</b>	<p>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.</p> <p>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.</p>
<b>Sources</b>	<p>Fatality Data: NHTSA's FARS, see "Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities" for more information.</p> <p>Serious Injury Data: FHWA's Highway Safety Improvement Program (HSIP) annual report.</p>
<b>Statistical Issues</b>	Serious injury data are State reported. Fatality data are derived FARS.
<b>Completeness</b>	Annual non-motorized fatalities (FARS) and serious injury data (HSIP) are available through CY 2021.

<sup>2</sup> For more information on the population data, see <https://www.census.gov/data/datasets/time-series/demo/popest/2020s-state-detail.html>.



<b>Reliability</b>	<p>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.</p> <p>Every State is required to report serious injuries using the Model Minimum Uniform Crash Criteria (MMUCC) definition for Suspected Serious Injury (A).</p>
<b>Verification and Validation</b>	<p>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.</p> <p>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.</p>

### 1.1.8 Reduce the Race Fatality Ratio by Population

<b>Lead</b>	FHWA
<b>Scope</b>	The proposed categories are based on the Office of Management and Budget's (OMB) "Standards for Classification of Federal Data on Race" guidelines.
<b>Sources</b>	<p>Fatality Data-NHTSA's FARS, see "Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities" for more information.</p> <p>Population estimates are pulled from the US Census Bureau 2019 American Community Survey (ACS), 1-Year Estimates.</p>
<b>Statistical Issues</b>	Racial 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.
<b>Completeness</b>	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.
<b>Reliability</b>	The quality varies greatly due to the reasons stated above.
<b>Verification and Validation</b>	The data sources are utilized at different levels. Data is merged using self-reporting, police reporting, State records, merging with hospital records, and cause of death files to developed more consistent racial coding.

### 1.1.9 Reduce Number of Vehicle Occupants Ejected from Passenger Vehicles per 100 Emergency Medical Services Motor Vehicle Crash Dispatches

<b>Lead</b>	NHTSA
<b>Scope</b>	NHTSA collects emergency medical services (EMS) data from States, territories, and the District of Columbia, which includes information on vehicle crash ejection-related injuries and fatalities. Agency efforts to increase seatbelt use by vehicle occupants should result in a lower rate of vehicle ejections per 100 EMS motor vehicle crash dispatches.
<b>Sources</b>	The agency utilizes the National Emergency Medical Services Information System (NEMSIS) database, which is a national database that collects and reports EMS data from 50 States, three territories, and the District of Columbia. It is a product of NHTSA's Office of EMS in collaboration with the University of Utah Technical Assistance Center (TAC), collecting data from approximately 50 million EMS activations annually. NEMSIS is a universal standard for the collection of patient care information resulting from emergency 9-1-1 calls for assistance, with a goal of improving patient care through the standardization, aggregation, and utilization of point-of-care EMS data at the local, State, and national levels.
<b>Statistical Issues</b>	NEMSIS 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 NEMSIS.
<b>Completeness</b>	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 NEMSIS.
<b>Reliability</b>	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. NEMSIS data collected at the national level inherits the individual deficiencies originating from its contributing entities.
<b>Verification and Validation</b>	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.

### 1.1.10 Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles

<b>Lead</b>	FTA
<b>Scope</b>	<p>This measure includes rail transit systems subject to the Federal Transit Administration's (FTA) 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.</p> <p>Fatalities data are collected from most other non-rail transit systems that report to the National Transit Database (NTD). Excluded from this measure are 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.</p> <p>Transit fatality and injury 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. An injury is any damage or harm to persons that requires immediate medical attention away from the scene. Additionally, rail transit operators must report serious injuries that may not require immediate medical attention away from the scene, such as second or third-degree burns and known hospitalizations of at least 2 days occurring within a week of a reported event. This definition of injury would include train operators who were transported for trauma after their assigned train fatally struck a pedestrian.</p> <p>Excluded are deaths or injuries due to unrelated medical conditions or natural causes occurring on public transportation systems. Also excluded are deaths occurring inside administrative buildings.</p>
<b>Sources</b>	NTD Monthly Safety Reports for fatality data. NTD Monthly Service Reports for train/bus revenue miles data.
<b>Statistical Issues</b>	<p>Fatalities and injury data and vehicle revenue miles (VRM) data are collected as 100% counts. VRM refers to trainset or bus vehicle distance traveled from first passenger stop to last passenger stop for fixed-route service, and from first passenger pick-up to last passenger drop-off for demand response service. Train revenue miles are differentiated from bus vehicle revenue miles because train revenue miles are counted per full trainset instead of per rail car to account for differences in numbers of rail cars per trainset run by transit rail operators. Train Revenue Miles (TRM) for each FTA fiscal year is estimated based on the rail industry's monthly VRM reporting, using the industrywide railcars per train (CPT) ratio for the corresponding reporting year (<math>VRM/CPT = TRM</math>). Train/bus revenue miles 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.</p>
<b>Completeness</b>	<p>Within the scope defined above, the fatality and injury 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.</p> <p>Within the scope defined above, the train/bus revenue miles data are complete.</p>

<b>Reliability</b>	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 train/bus revenue miles are self-certified by a designate of the transit system's CEO annually.
<b>Verification and Validation</b>	FTA independently verifies and validates safety event reports. Train/bus revenue miles 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 train/bus revenue miles.

#### 1.1.11 Reduce Total Number of Transit-Related Fatalities

<b>Lead</b>	FTA
<b>Scope</b>	<p>This measure includes rail transit systems subject to the FTA SSO Program. Those agencies that 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.</p> <p>Fatalities 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.</p> <p>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.</p> <p>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.</p>
<b>Sources</b>	NTD Monthly Safety Reports.
<b>Statistical Issues</b>	None identified, these data are collected as a complete count.
<b>Completeness</b>	For information on the NTD data, see completeness for “Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles.”
<b>Reliability</b>	For information on the NTD data, see reliability for “Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles.”
<b>Verification and Validation</b>	FTA independently verifies and validates safety event reports.

### 1.1.12 Reduce Fatalities and Injuries on Transit from Assaults on All Persons per 100 Million Train/Bus Revenue Miles

<b>Lead</b>	FTA
<b>Scope</b>	<p>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.</p> <p>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.</p> <p>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.</p> <p>Includes Injury: Any damage or harm to persons as a result of an event that requires immediate medical attention away from the scene.</p> <p>Includes Serious Injury: Injuries that may or may not require transport from the scene for medical attention that result in any one of the following:</p> <ul style="list-style-type: none"> <li>• Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the event,</li> <li>• Results in a fracture of any bone (except simple fractures or fingers, toes, or nose),</li> <li>• Causes severe hemorrhages, nerve muscle, or tendon damage,</li> <li>• Involves an internal organ, or</li> <li>• Involved second-degree burns affecting more than 5 percent of the body surface.</li> </ul> <p>Includes Fatality: A death confirmed within 30 days of a reported event. Does not include deaths in or on transit property that are a result of illness or other natural causes.</p> <p>Excludes suicide events.</p>
<b>Sources</b>	NTD Monthly Safety Reports for fatality data. NTD Monthly Service Reports for train/bus revenue miles data.
<b>Statistical Issues</b>	For information on the NTD and train/bus revenue miles data, see completeness for "Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles."
<b>Completeness</b>	For information on the NTD and train/bus revenue miles data, see completeness for "Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles."
<b>Reliability</b>	For information on the NTD and train/bus revenue miles data, see reliability for "Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles."
<b>Verification and Validation</b>	For information on the NTD and train/bus revenue miles data, see verification and validation for "Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles."

### 1.1.13 Reduce Highway-Rail Grade Crossing Incidents

<b>Lead</b>	FRA
<b>Scope</b>	<p>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.</p> <p>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.</p>
<b>Sources</b>	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.
<b>Statistical Issues</b>	None identified.
<b>Completeness</b>	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 <a href="http://safetydata.fra.dot.gov">http://safetydata.fra.dot.gov</a> .
<b>Reliability</b>	FRA audits railroads’ reporting and internal records. If railroads do not report accurately, completely, and timely, FRA can assess civil monetary penalties.
<b>Verification and Validation</b>	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 <a href="http://safetydata.fra.dot.gov">http://safetydata.fra.dot.gov</a> . <sup>3</sup>

<sup>3</sup> In August 2023, FRA began rolling out a new safety data sight in phases. The address of the new site is <https://data.transportation.gov/stories/s/FRA-Safety-Data/dakf-i7zd> and the existing <http://safetydata.fra.dot.gov> site will no longer be operational as of May 1, 2024.



### 1.1.14 Reduce Rail Right-of-Way Trespass Incidents

<b>Lead</b>	FRA
<b>Scope</b>	<p>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.</p> <p>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.</p>
<b>Sources</b>	For more information, see sources for “Reduce Highway-Rail Grade Crossing Incidents.”
<b>Statistical Issues</b>	None identified.
<b>Completeness</b>	For more information, see completeness for “Reduce Highway-Rail Grade Crossing Incidents.”
<b>Reliability</b>	For more information, see completeness for “Reduce Highway-Rail Grade Crossing Incidents.”
<b>Verification and Validation</b>	For more information, see validation and verification for “Reduce Highway-Rail Grade Crossing Incidents.”

### 1.1.15 Reduce Train Accidents

<b>Lead</b>	FRA
<b>Scope</b>	<p>The railroad accident and incident reporting subsystem compiles rail-related accident and incident data from railroads subject to FRA oversight. For more information, see “Reduce Highway-Rail Grade Crossing Incidents.”</p> <p>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 \$11,300 to \$11,500, effective January 1, 2023. 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.</p> <p>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.</p>
<b>Sources</b>	For more information, see “Reduce Highway-Rail Grade Crossing Incidents.”
<b>Statistical Issues</b>	None identified.
<b>Completeness</b>	For more information, see “Reduce Highway-Rail Grade Crossing Incidents.”
<b>Reliability</b>	For more information, see “Reduce Highway-Rail Grade Crossing Incidents.”
<b>Verification and Validation</b>	For more information, see “Reduce Highway-Rail Grade Crossing Incidents.”

### 1.1.16 Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline or Surface Transportation Conveyance

<b>Lead</b>	PHMSA
<b>Scope</b>	<p>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 (CO2) 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.</p> <p>A fatality resulting from a failure in a hazardous materials transportation system in which there is a release of a hazardous liquid, CO2, 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.</p>
<b>Sources</b>	<p>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 (HMIS). 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.</p>
<b>Statistical Issues</b>	<p>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.</p> <p>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 percent 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 FY.</p> <p>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.</p>
<b>Completeness</b>	<p>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. Often, pipeline incidents resulting in fatalities can be under investigation for a long time, meaning the final cause (and therefore jurisdiction) may not be finalized for months after the incident. This can cause changes in incident and fatality counts when the final supplemental reports are submitted. 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.</p>

<b>Reliability</b>	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.
<b>Verification and Validation:</b>	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.

#### 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

<b>Lead</b>	PHMSA
<b>Scope</b>	For more information, see “Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline or Surface Transportation Conveyance.”
<b>Sources</b>	For more information, see “Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline or Surface Transportation Conveyance.”
<b>Statistical Issues</b>	For more information, see “Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline or Surface Transportation Conveyance.”
<b>Completeness</b>	For more information, see “Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline or Surface Transportation Conveyance.”
<b>Reliability</b>	For more information, see “Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline or Surface Transportation Conveyance.”
<b>Verification and Validation</b>	For more information, see “Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline or Surface Transportation Conveyance.”

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

<b>Lead</b>	FMCSA
<b>Scope</b>	<i>Our Roads, Our Safety</i> is a national safety campaign encouraging all road users to share the road safely with large trucks and buses. As part of the campaign, Federal Motor Carrier Safety Administration (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 <i>Our Roads, Our Safety</i> 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.
<b>Sources</b>	<i>Our Roads, Our Safety</i> public website analytics; Facebook social insights, and campaign tracking tools and results.
<b>Statistical Issues</b>	Determining how many users are unique or return users; weeding out potential spammers and bots from data monitoring.
<b>Completeness</b>	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.
<b>Reliability</b>	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.
<b>Verification and Validation</b>	FMCSA staff verify and validate the automated and manually collected data.

**1.1.19 Increase the Percentage of Person Trips by Transit and Active Transportation Modes from Roughly 4% in 2020 to 6%**

<b>Lead</b>	FTA / FHWA, FRA
<b>Scope</b>	The numerator is the number of workers age 16 years or over commuting to work using transit, walking, or bicycling. The denominator is the total number of workers age 16 years or over (including teleworkers and those commuting by taxi).
<b>Sources</b>	U.S Census Bureau ACS, Means of Transportation to Work data, 1-year estimates.

<b>Statistical Issues</b>	ACS is sample based. The U.S. Census Bureau provides both 1-year and 5-year estimates. The lowest margins of error are in the 5-year estimates, which are slightly slower to move. FTA uses the 1-year estimates because they reflect the most accurate on-the-ground information for the fast-moving transit and active transportation ridership. The Census recommends 1-year data for analyzing large populations.
<b>Completeness</b>	ACS 2020 data (1-year estimates) are not available from the U.S. Census Bureau because the pandemic disrupted data collection for that year.
<b>Reliability</b>	ACS data are collected on a calendar-year basis. Data are published in December of the following year. ACS 2021 data were published in December 2022 (i.e., FY 2023 Q1).
<b>Verification and Validation</b>	The ACS uses best practices for sample verification and validation, including imputations, disclosure avoidance, application of release rules and review by subject matter experts. To make the data comparable across time, the ACS crosswalks any changes to questions, and validates current estimates against prior data.

#### 1.1.20 Increase Transit Ridership in the Top Transit Cities Back to 100% of 2019 Levels

<b>Lead</b>	FTA
<b>Scope</b>	<p>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.</p> <p>The top transit cities are the 26 urbanized areas (UZA) which met at least one of the following two conditions in 2019:</p> <ul style="list-style-type: none"> <li>• Transit operators reported 50 million or more passenger trips; or</li> <li>• Transit operators reported 50 miles or more of local transit rail investment.</li> </ul> <p>This metric is a median of the above measure.</p>
<b>Sources</b>	The data for these conditions are obtained from NTD reporting from transit operators in 2019 for the denominator 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.
<b>Statistical Issues</b>	UPT data are collected as 100% counts.
<b>Completeness</b>	Within the scope defined above, the UPT data are complete.



<b>Reliability</b>	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.
<b>Verification and Validation</b>	UPT data are validated against the operations and financial data in the rest of the annual NTD report to ensure consistency.

**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**

<b>Lead</b>	FHWA
<b>Scope</b>	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.
<b>Sources</b>	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.
<b>Statistical Issues</b>	No known variability or statistical issues we are aware of.
<b>Completeness</b>	No known limitation due to missing data we are aware of.
<b>Reliability</b>	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.
<b>Verification and Validation</b>	Data are verified and validated through the intake and evaluation process.

<sup>4</sup> <https://www.transportation.gov/grants/ss4a/2023-awards>

## Strategic Objective 1.2: Safe Workers

### 1.2.1 Reduce Highway Workers Fatalities

<b>Lead</b>	FHWA
<b>Scope</b>	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.
<b>Sources</b>	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.
<b>Statistical Issues</b>	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.
<b>Completeness</b>	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.
<b>Reliability</b>	The availability of the NHTSA FARS and BLS CFOI data are reliable.
<b>Verification and Validation</b>	NHTSA FARS and BLS CFOI data undergo extensive verification and validation prior to release. For information on the FARS data, see verification and validation for "Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities." 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.

### 1.2.2 Reduce the Transportation Worker Fatality and Serious Injury Rate by 2026

<b>Lead</b>	FMCSA
<b>Scope</b>	FMCSA is conducting 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 developed a statistically valid study plan for the LTCCFS in FY 2023. Criteria for the study design was developed internally and considered the capability gaps that are required to meet study requirements. Steps to develop this study plan included 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 timeframes 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).
<b>Sources</b>	FMCSA plans to use data collected in police crash reports, post-crash investigations, crash reconstructions and post-crash inspections. The results from four separate Information Collection Requests (ICR) will determine the data sources.
<b>Statistical Issues</b>	Statistical issues will be identified later in the study process.
<b>Completeness</b>	Data completeness will be determined later in the study process.
<b>Reliability</b>	Data reliability will be determined later in the study process.
<b>Verification and Validation</b>	The data verification and validation process will be determined later in the study process.

### 1.2.3 Reduce Transit Worker Fatalities and Injuries from Collision and Derailment Events per 100 Million Train/Bus Revenue Miles

<b>Lead</b>	FTA
<b>Scope</b>	<p>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 train/bus 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.</p> <p>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.</p> <p>Includes all transit worker fatalities and injuries resulting from non-suicide transit vehicle collisions and events where a rail transit vehicle derails.</p> <p>Includes Injury: Any damage or harm to persons as a result of an event that requires immediate medical attention away from the scene.</p> <p>Includes Serious Injury: Injuries that may or may not require transport from the scene for medical attention that result in any one of the following:</p> <ul style="list-style-type: none"> <li>• Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the event,</li> <li>• Results in a fracture of any bone (except simple fractures of fingers, toes, or nose),</li> <li>• Causes severe hemorrhages, nerve muscle, or tendon damage,</li> <li>• Involves an internal organ, or</li> <li>• Involves second-degree burns affecting more than 5 percent of the body surface.</li> </ul> <p>Includes Fatality: A death confirmed within 30 days of a reported event. Does not include deaths in or on transit property that are a result of illness or other natural causes.</p> <p>Excludes suicide events.</p>
<b>Sources</b>	NTD Monthly Safety Reports for fatality data. NTD Monthly Service Reports for train/bus revenue miles data.
<b>Statistical Issues</b>	For information on the NTD and train/bus revenue miles data, see “Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles.”
<b>Completeness</b>	<p>Some data are preliminary and subject to revision. All rates calculated for FTA FY 2020 and 2021 may change. Safety data for FY 2021 were finalized in January 2023.</p> <p>Otherwise, within the scope defined above, the worker fatality and injury data and train/bus revenue miles data are complete.</p>
<b>Reliability</b>	For information on the NTD and train/bus revenue miles data, see reliability for “Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles.”
<b>Verification and Validation</b>	For information on the NTD and train/bus revenue miles data, see verification and validation for “Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles.”

#### 1.2.4 Reduce the Railroad Employee On-Duty Injury and Illness Rate by 5% less than the Prior Year Amount

<b>Lead</b>	FRA
<b>Scope</b>	<p>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.</p> <p>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.</p>
<b>Sources</b>	For more information, see sources for “Reduce Highway-Rail Grade Crossing Incidents.”
<b>Statistical Issues</b>	None identified.
<b>Completeness</b>	For more information, see completeness for “Reduce Highway-Rail Grade Crossing Incidents.”
<b>Reliability</b>	For more information, see completeness for “Reduce Highway-Rail Grade Crossing Incidents.”
<b>Verification and Validation</b>	For more information, see validation and verification for “Reduce Highway-Rail Grade Crossing Incidents.”

#### 1.2.5 Increase the Volume of PackSafe Messaging to the Traveling Public and SafeCargo Messaging to Shippers

<b>Lead</b>	FAA
<b>Scope</b>	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, 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.
<b>Sources</b>	Air Operator Certificate (AOC) tracks content on FAA's website and social media accounts, using appropriate, automated third-party tools for each platform. FAA's Office of Hazardous Materials Safety (AXH) uses a database to track both in-person and virtual events where the staff provides PackSafe and/or SafeCargo safety messaging.

<b>Statistical Issues</b>	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.
<b>Completeness</b>	Data are only available for the volume of messaging provided directly by 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.
<b>Reliability</b>	Measures are consistent with figures tracked in FAA's FY 2021, FY 2022, and FY 2023 business plans for FAA's Security and Hazardous Materials Line of Business (LOB) 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.
<b>Verification and Validation</b>	FAA's AXH and AOC organizations 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.

#### 1.2.6 Conduct Random and Targeted Checks for Compliance with EMBARC Standards of Not Less than Five Percent of Commercial Vessels that Host Cadets from the United States Merchant Marine Academy

<b>Lead</b>	MARAD
<b>Scope</b>	The Maritime Administration (MARAD) conducts both random and targeted checks of not less than five percent annually of U.S.-flag commercial vessel operators who host cadets on their vessels to ensure they are meeting the requirements of Every Mariner Builds a Respectful Culture (EMBARC) Sexual Assault and Sexual Harassment (SASH) Prevention Mandatory Standards. The EMBARC Standards are a set of policies, programs, procedures, and practices to help strengthen a culture of SASH prevention and support appropriate responses to incidents of sexual violence and sexual harassment and other forms of misconduct. Accession into EMBARC must be completed as a prerequisite before U.S.-flag vessel commercial operators will be authorized to employ United States Merchant Marine Academy (USMMA) students as cadets aboard their vessels. MARAD works closely with the vessel operators to ensure compliance with the EMBARC Standards. This includes ensuring each vessel operator has SASH prevention and response policies in place and are documented within their Safety Management System; Vessel operators shall submit copies of their SASH policies together with the enrollment checklist and statement of compliance document which is reviewed and approved by the MARAD. Each vessel operator agrees to conduct self-assessments of its compliance with the EMBARC Standards annually thereafter and submits confirmation of such self-assessments. Further, each vessel operator agrees to permit MARAD - including third parties engaged by MARAD - to conduct recurring assessments of its compliance with the EMBARC Standards. For FY23, there are 19 vessel operators enrolled in EMBARC, with a combined total of approximately 180 U.S. commercial vessels under their control eligible to host USMMA Cadets.
<b>Sources</b>	MARAD relies on the U.S.-flag vessel operators for all data and information necessary for MARAD to determine compliance of an enrolled vessel operator, adhering to the requirements of the EMBARC Standards. MARAD also relies on the USMMA to provide the data for each cadet, the vessel which each cadet is training onboard, when they join and when they depart any vessel.



<b>Statistical Issues</b>	MARAD will conduct both random and targeted checks of not less than 5 percent in FY 2023, as well as FY 2024, of the commercial vessels that host cadets from USMMA for compliance with EMBARC Standards, consistent with the 46 USC 51322 mandated requirement for 10 percent biennially. Vessels are only eligible to host USMMA Cadets for Sea Year training if they are enrolled in the EMBARC program. Five percent will be based upon a three-year running average of vessels who participate.
<b>Completeness</b>	MARAD continues to work closely with the vessel operators to ensure they comply with the EMBARC Standards. This includes ensuring each vessel operator maintain SASH policies in place and a statement of compliance; agree to conduct self-assessments of its compliance with the EMBARC Standards annually thereafter, and to submit confirmation of such self-assessments. For FY23, MARAD received, reviewed, and accepted all annual self-assessments submitted by companies who have reached their anniversary date of enrollment, a total of 13 vessel operators.
<b>Reliability</b>	Each vessel operator agrees to comply with the EMBARC standards in order to enroll as a carrier and remain approved for sea-year participation. Each vessel operator is required to have their SASH prevention and response policies in place, and it must be documented within their Safety Management System (SMS); Vessel operators shall submit copies of their SASH policies together with the enrollment checklist and statement of compliance document which is reviewed and approved by the MARAD EMBARC Enrollment Review Team (EERT) which is forwarded for recommendation and final approval by the Deputy Associate Administrator for Maritime Education and Training. Each vessel operator agrees to conduct self-assessment of its compliance with the EMBARC Standards annually thereafter and submit confirmation of such self-assessments. Further, each vessel operator agrees to permit MARAD - including third parties engaged by MARAD - to conduct recurring assessments of its compliance with the EMBARC Standards. Conformity with EMBARC standards will be reviewed regularly during vessel audits, and during each annual verification of the enrolled operator company's compliance assessment. Further, because the EMBARC Standards require the SASH policies and procedures to be included in their SMS, the EMBARC program will be subject to regulatory oversight during periodic verifications by the USCG recognized organization and the vessel through initial, intermediate, and renewal verifications of the operator's entire Safety management system. In addition, MARAD also conducts independent EMBARC enrolled vessel operator's office location visit assessments. This is to ensure the vessel operators comply with EMBARC standards at the company level. For FY23, MARAD assessed 2 vessel operator's offices.
<b>Verification and Validation</b>	MARAD can ensure validation and verification through data collected directly from vessel operators through random and targeted validation checks of vessels, authorized by law to do so, and guided by internally vetted standard operating procedures for vessel and operator assessments. MARAD also collects updated data and information received from submission of vessel operator's annual self-assessments. The operator is required to provide such information annually or when requested by MARAD to remain an approved EMBARC participant.

## Strategic Objective 1.3: Safe Design

### 1.3.1 Increase the Highway Safety Improvement Program Obligation Rate

<b>Lead</b>	FHWA
<b>Scope</b>	The obligation rate is the ratio of the HSIP cumulative obligations to the cumulative apportionments for all 50 States and the District of Columbia.
<b>Sources</b>	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 to: <a href="https://www.fhwa.dot.gov/legisregs/directives/notices/">https://www.fhwa.dot.gov/legisregs/directives/notices/</a>
<b>Statistical Issues</b>	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 Infrastructure Bill requirements that impact the administration of the HSIP may cause variability in the measure.
<b>Completeness</b>	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.  Obligation data are current as FMIS captures obligations in real time.
<b>Reliability</b>	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.
<b>Verification and Validation</b>	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 loaded into FMIS via file upload 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 the FHWA Division.

### 1.3.2 Increase the Number of Compliance Reviews by 50% by FY 2027

<b>Lead</b>	FMCSA
<b>Scope</b>	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 (HOS) compliance. Focused Compliance reviews can be performed on-site at the carrier's main office, or entirely off-site.
<b>Sources</b>	FMCSA's Motor Carrier Management Information System (MCMIS) data.
<b>Statistical Issues</b>	Further research is needed to identify potential statistical issues.
<b>Completeness</b>	Compliance Review data are available from MCMIS through FY 2023.
<b>Reliability</b>	There is concern about consistency in vehicle counts across States. Further research is needed to address this concern.
<b>Verification and Validation</b>	FMCSA analyzes self-reported MCMIS registration data and applies filters to identify and remove inaccurate entries to avoid over- or under-estimating values.

### 1.3.3 Increase the Number of New Entrant Safety Audits by 25% by 2027

<b>Lead</b>	FMCSA
<b>Scope</b>	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.
<b>Sources</b>	FMCSA's MCMIS data
<b>Statistical Issues</b>	Further research is needed to identify potential statistical issues.
<b>Completeness</b>	New Entrant Safety Audit data are available from MCMIS through FY 2023.
<b>Reliability</b>	There is concern about consistency in vehicle counts across States. Further research is needed to address this concern.
<b>Verification and Validation</b>	FMCSA analyzes self-reported MCMIS registration data and applies filters to identify and remove inaccurate entries to avoid over- or under-estimating values.

### 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

<b>Lead</b>	FRA
<b>Scope</b>	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.
<b>Sources</b>	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. Applications include grade crossing identification numbers (IDs) which are utilized to determine the crossing risk level based on FRA grade crossing incident data (see Goal 1.1.13).
<b>Statistical Issues</b>	None at this time.
<b>Completeness</b>	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.
<b>Reliability</b>	Both RCE and CRISI require applicants to provide geospatial data (such as latitude and longitude) as well as the respective highway-rail grade crossing ID(s) that would be involved in the project. This not only enables FRA to track the respective highway-rail grade crossing but also enables FRA to determine the risk level of the grade crossings being funded for separation. FRA defines a high-risk crossing as one with 3 or more incidents in the past five FY. Data on grade crossing incidents are reported by the railroads, validated by FRA staff, and are stored within FRA systems (as described under Goal 1.1.13).
<b>Verification and Validation</b>	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.

### 1.3.5 Maintain the Percentage of 5-Star Safety Ratings by Model Year Through New Car Assessment Program Vehicle Safety Testing at 85%

<b>Lead</b>	NHTSA
<b>Scope</b>	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 through 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.
<b>Sources</b>	NHTSA's official test results from test vehicles conducted under NCAP.
<b>Statistical Issues</b>	None.
<b>Completeness</b>	NHTSA conducts crash testing on approximately 85 percent 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.
<b>Reliability</b>	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.
<b>Verification and Validation</b>	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.

## Strategic Objective 1.4: Safe Systems

### 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

<b>Lead</b>	FAA
<b>Scope</b>	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 (GA). Accidents involving passengers, crew, ground personnel, and the un-involved public are all included.
<b>Sources</b>	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, 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.
<b>Statistical Issues</b>	<p>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.</p> <p>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 Cirium, 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 Cirium 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.</p>
<b>Completeness</b>	<p>FAA does comparison checking of the departure data collected by BTS. These data are needed for crew estimates. However, FAA has no independent data sources against which to validate the numbers submitted to BTS. 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 (APL). However, changes to the number of persons on board should rarely affect the annual fatality rate.</p> <p>To overcome reporting delays of 60 to 90 days, 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. 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.</p>



<b>Reliability</b>	Results are considered preliminary based on projected activity data. Most accident investigations are joint undertakings. The NTSB has the statutory responsibility to determine probable cause, while FAA has separate statutory authority to investigate accidents and incidents to ensure that FAA meets its broader responsibilities. 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.
<b>Verification and Validation</b>	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. Results are considered final when all those accidents have been reported in the NTSB press release published early in the following year. FY 2023 results will therefore be final after the 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.

#### 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

<b>Lead</b>	FAA
<b>Scope</b>	<p>This metric includes U.S. registered on-demand (non-scheduled Title 14 Code of Federal Regulations (14 CFR) Part 135) and GA flights to include everything not Part 121 or Scheduled Part 135.</p> <p>GA comprises a diverse range of aviation activities, from single-seat homebuilt aircraft, helicopters, and balloons, single and multiple engine land and seaplanes, to highly sophisticated, extended range turbojets.</p>
<b>Sources</b>	The data for GA 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 FAA's annual GA and Part 135 Activity Survey. FAA's Forecast and Performance Analysis Division provides current-year estimates.
<b>Statistical Issues</b>	<p>The NTSB finalizes the actual number of GA fatal accidents. Since this is a simple count of accidents, there are no statistical issues relevant to the data.</p> <p>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 GA survey and data collection methodologies have been developed based on recommendations coming from the Safer Skies initiative that encompasses the GA community and the GAJSC. As a result of these efforts, FAA, working with the General Aviation Manufacturers Association (GAMA), 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 GA 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.</p> <p>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.</p>

<b>Completeness</b>	The number of GA 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 FY by the end of the next FY. Results are considered final when all those accidents have been reported in the NTSB press release published early in the following year. For example, FY23 results will be final after the FY25 press release. In general, however, the numbers of fatalities are not likely to change significantly between the end of the FY and the date they are finalized. GA survey calendar hours are finalized by December 31 of the following year. Hence, the fatal accident rate for FY 2022 will not be considered final/complete until December 31, 2023.
<b>Reliability</b>	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 FAA meets its broader responsibilities. 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, and personnel evaluation and accountability.
<b>Verification and Validation</b>	The NTSB finalizes the actual number of GA fatal accidents as the authoritative source. The FAA's Forecast and Performance Analysis Division provides current year flight hour estimates. Annual flight hours used to compute the final result are derived from the FAA's annual GA and Part 135 Activity Survey.

#### 1.4.3 Maintain the Weighted Surface Safety Risk Index at or Below 0.38 per Million Operations for Commercial Aviation

<b>Lead</b>	FAA
<b>Scope</b>	The Surface Safety metric measures the overall safety performance of the National Airspace System (NAS) in the runway environment. It includes all manner of operations (commercial and other types), aircraft, and vehicle/pedestrian movement 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. The definition of operations is total takeoffs and landings. Commercial and Non-Commercial operations are measured separately. The Air Traffic Organization (ATO) considers operations under FAR Parts 121, 129, and 135 commercial operations and all other operation types as non-commercial.
<b>Sources</b>	The NTSB database is the primary source of runway accident data. Runway excursion data are supplemented by AVP's Aviation System Analysis and Sharing (ASIAS) database, which aggregates runway excursion data from multiple sources. Air traffic controllers and pilots are the primary source of runway incursion and surface incident reports. The data are recorded in the Comprehensive Electronic Data Analysis Reporting (CEDAR) system. CEDAR replaced the FAA Air Traffic Quality Assurance (ATQA) database for the ATO. Preliminary incident reports are evaluated when received and evaluation can take up to 90 days. Aviation Risk Identification Assessment (ARIA) is a new source that provides additional data for evaluating events. The ARIA algorithm computes a potential risk score for two aircraft based upon proximity to one another. Operations data used to calculate the runway incursion rate are provided via Operational Network (OPSNET) and are downloaded directly from the FAA Operations and Performance Data database.
<b>Statistical Issues</b>	Categorization of the various accidents is performed using statistical modeling, which is prone to sampling error.

<b>Completeness</b>	<p>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. The FAA conducts annual reviews of reported data and compares them with data reported from previous years. Annual runway incursion incident data are used to provide a statistical basis for research, analysis, and outreach initiatives.</p> <p>The Surface Safety metric will be recalculated if accidents or incidents are reported late or if operations data are retroactively adjusted.</p>
<b>Reliability</b>	<p>A classification algorithm with approximately 95 percent 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.</p> <p>External Factors, contributing to runway accidents and incidents, are the result of an error by an air traffic controller, pilot, and/or vehicle/pedestrian event. The FAA has direct influence on air traffic controller performance, but indirect influence on pilots and airport personnel.</p>
<b>Verification and Validation</b>	<p>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.</p>

#### 1.4.4 Maintain the Weighted Surface Safety Risk Index at or Below 1.39 per Million Operations for Non-Commercial Aviation

<b>Lead</b>	FAA
<b>Scope</b>	<p>The Surface Safety Metric measures the overall safety performance of the NAS in the runway environment. It includes all manner of operations (commercial and other types), aircraft, and vehicle/pedestrian movement 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. The definition of operations is total takeoffs and landings. Commercial and Non-Commercial operations are measured separately. The ATO considers operations under FAR Parts 121, 129, and 135 commercial operations and all other operation types as non-commercial.</p>
<b>Sources</b>	See "Maintain the Weighted Surface Safety Risk Index at or Below 0.38 per Million Operations for Commercial Aviation."
<b>Statistical Issues</b>	Categorization of the various accidents is performed using statistical modeling, which is prone to sampling error.
<b>Completeness</b>	See "Maintain the Weighted Surface Safety Risk Index at or Below 0.38 per Million Operations for Commercial Aviation."

<b>Reliability</b>	See “Maintain the Weighted Surface Safety Risk Index at or Below 0.38 per Million Operations for Commercial Aviation.”
<b>Verification and Validation</b>	See “Maintain the Weighted Surface Safety Risk Index at or Below 0.38 per Million Operations for Commercial Aviation.”

#### 1.4.5 Reduce the Fatal and Serious Injury Accident Rate in Alaska with Emphasis on Part 135 Air Carrier Incidents

<b>Lead</b>	FAA
<b>Scope</b>	<p>The Tiger Team is developing a single document that will incorporate the FAA Alaska Aviation Safety Initiative (FAASI) FY22 Final Report and the FY23 roadmap. The FAASI Tiger Team was formed from organizational leadership across multiple lines of businesses in the FAA to carry out the FAASI mission. The team will use the roadmap to engage stakeholders on timelines in the roadmap.</p> <p>Stakeholder engagement is a priority of FAASI and will be incorporated at least annually as we move FAASI forward.</p>
<b>Sources</b>	FAASI Final Report; NTSB Charting Safer Course 2019.
<b>Statistical Issues</b>	N/A.
<b>Completeness</b>	Regular Tiger Team collaboration will result in a final report.
<b>Reliability</b>	Meaningful stakeholder engagement will result in a reliable product aimed at enhancing aviation safety in Alaska.
<b>Verification and Validation</b>	N/A

#### 1.4.6 Increase the Number of Inspections by 10% by 2024

<b>Lead</b>	FMCSA
<b>Scope</b>	<p>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 (CVSA). Data from roadside inspections is input into FMCSA's Safety Measurement System (SMS) as part of the motor carrier's safety compliance record.</p>

<b>Sources</b>	FMCSA's MCMIS data.
<b>Statistical Issues</b>	Further research is needed to identify potential statistical issues.
<b>Completeness</b>	Inspection data are available from MCMIS through FY 2021 and partial data are available through August 2022.
<b>Reliability</b>	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 CVSA inspection system.
<b>Verification and Validation</b>	FMCSA analyzes self-reported MCMIS registration data and applies filters to identify and remove inaccurate entries to avoid over- or under-estimating values.

#### 1.4.7 Increase Percentage of High-Risk Carrier Investigations Completed within 90 Days

<b>Lead</b>	FMCSA
<b>Scope</b>	<p>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:</p> <ul style="list-style-type: none"> <li>• Roadway safety policy</li> <li>• Safety program planning</li> <li>• Regulatory development</li> <li>• Resource allocation; and</li> <li>• Operational mission performance.</li> </ul> <p>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:</p> <ul style="list-style-type: none"> <li>• 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, HOS 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.</li> <li>• 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.</li> </ul>
<b>Sources</b>	Investigation data are obtained from the MCMIS. The MCMIS Crash File contains data on commercial trucks and buses in fatal, injury, and towaway 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 (GES)/Crash Report Sampling System (CRSS), and all tables are noted accordingly.

<b>Statistical Issues</b>	The MCMIS Crash File is intended to be a census of trucks and buses involved in fatal, injury, and towaway 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.
<b>Completeness</b>	<p>MCMIS fatal crash data used in the calculation for large trucks and buses are reported based on a subset of the MMUCC used by FARS.</p> <p>Total annual fatalities are available from MCMIS through CY 2022 and partial data are available through May 2023. Because FMCSA investigation results take time to upload, all data are considered preliminary for 22 months to allow for changes.</p>
<b>Reliability</b>	Further research is needed.
<b>Verification and Validation</b>	FMCSA analyzes self-reported MCMIS registration data and applies filters to identify and remove inaccurate entries to avoid over- or under-estimating values.

#### 1.4.8 Achieve the predicted completion (within 5 points) for vehicle recalls classified as high risk in 2023

<b>Lead</b>	NHTSA
<b>Scope</b>	<p>In the quarters following a safety recall, a manufacturer must report to NHTSA the number of recalled products that have been remedied by the manufacturer. NHTSA uses these completion rates to identify recalls that are underperforming, with a specific focus on high-risk recalls.</p> <p>High-risk recalls typically involve vehicles that pose significant safety risks to the public. NHTSA analyses these completion rates to ensure the timely resolution of potentially dangerous situations by reducing the number of vehicles on the road with open recalls. By monitoring the completion rate, we can ensure that these risks are mitigated as quickly as possible, reducing the potential harm they may cause.</p>
<b>Sources</b>	Manufacturer's official Recall Completion Reports sent to NHTSA.
<b>Statistical Issues</b>	NHTSA's Recall Management Division (RMD) is currently making updates to NHTSA's prediction model to increase the model fit with recall completion rates and more accurately predict future recall completion rates. Critically, this allows RMD to better identify recalls that are falling short of performance expectations, ultimately advancing NHTSA's mission to reduce defective vehicles on the road.
<b>Completeness</b>	Recalls entering the Recall Case Manager (RCM) before March 13, 2023, were defined as high-risk if they included at least one of the following: 1) more than 50,000 light vehicles; 2) air bag recalls; 3) any recall with an observed timeliness concern; or 4) a recall from new manufacturers. Recalls that entered the RCM after March 13, 2023 were defined as high-risk if they included at least one of the following: 1) more than 150,000 light vehicles; 2) air bag recalls; 3) recalls involving Over-the-Air updates; 4) school buses, child safety seats, or sub-components of Occupant Safety Systems; 5) new technology 6) recalls involving risk of death, park it/do not drive, regional, re-recalls, and scope expansion; or 7) alternative propulsion-type recalls (e.g., EV, hydrogen).



<b>Reliability</b>	RMD will continue to evaluate and update the criteria for high-risk recalls to ensure that recalls posing the most significant safety risks to the public are captured in the review process.
<b>Verification and Validation</b>	NHTSA will conduct studies to better learn why consumers choose not to repair their recalled vehicle as well as possible improvements to the recall notification letter that vehicle manufacturers mail to their customers. NHTSA also intends to continue issuing grants to State DMVs who begin notifying their vehicle registrants of open recalls.

## Strategic Objective 1.5: Critical Infrastructure Cybersecurity

### 1.5.1 Reduce the Number of Hours to Relay Critical Infrastructure Cybersecurity Information to Co-Sector Risk Management Agency Stakeholders

<b>Lead</b>	Office of Intelligence, Security, and Emergency Response (OST-S)
<b>Scope</b>	DOT is a Co-Sector Risk Management Agency (Co-SRMA), alongside the 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.
<b>Sources</b>	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.
<b>Statistical Issues</b>	N/A
<b>Completeness</b>	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.
<b>Reliability</b>	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.
<b>Verification and Validation</b>	The email records (received and sent) are the only data to verify and validate, and there have been no known issues to date.



## Goal 2: Economic Strength and Global Competitiveness

### Strategic Objective 2.1: Job Creation and Fiscal Health

#### 2.1.1 Increase Employment in the Transportation and Warehouse Sector by 7% Annually

<b>Lead</b>	OST-P / OST-R
<b>Scope</b>	Employment in transportation and related industries and employment in transportation occupations are two ways to measure the Nation's transportation workforce.
<b>Sources</b>	The data presented are from the BLS' Current Employment Statistics (CES). Each month, the CES program releases detailed industry estimates of nonfarm 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.
<b>Statistical Issues</b>	Macroeconomic trends might skew this metric unrelated to DOT activities, programs, oversight, and funding.
<b>Completeness</b>	This is an established metric that BLS continues to track so is a complete metric.
<b>Reliability</b>	Given the established nature of this metric, it is reliable, routinely measured and reported metric.
<b>Verification and Validation</b>	BLS reporting is a verified and validated source.

### 2.1.2 Increase the Number of Students Who Participate in the Commercial Driver's License Operator Safety Training Program

<b>Lead</b>	FMCSA
<b>Scope</b>	<p>The Commercial Motor Vehicle Operator Safety Training (CMVOST) 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 (WIOA) grants, and those approved by the State Approving Agency (SAA) and the U.S. Veteran's Administration (VA) to accept VA benefits will also be considered for funding.</p> <p>The priority for funding has been to assist current or former members of the U.S. Armed Forces and to support underserved students as described in Executive Order (EO) 13985. The following applicants are eligible to apply for the CMVOST grant: Educational Institutions accredited by an accreditation agency recognized by the U.S. Department of Education; Non-Accredited institutions that are approved by the U.S. Department of Labor as: An eligible training provider, AND that accept Workforce Innovation &amp; Opportunity Act (WIOA) grants and are approved by the State Approving Agencies (SAA) and Veterans Administration (VA) to accept VA benefits. Applicants must be listed on the Training Provider Register and meet the Entry Level Driver Training requirements. Individuals are not eligible to apply. 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.</p> <p>In FY2023, FMCSA awarded CMVOST grant funding to 21 grantees across the country, with awards totaling \$3.2 million.</p> <p>FMCSA utilizes excel spreadsheets completed by the grant managers who oversee and monitor each performance measure listed above quarterly and annually.</p>
<b>Sources</b>	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 CDL SharePoint site.
<b>Statistical Issues</b>	The funding varies by year due to appropriations, so the average number of students funded varies from year to year.
<b>Completeness</b>	The data are only as accurate as the source, grantee, providers, 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.
<b>Reliability</b>	The data are only as reliable as the source data from the grantee.
<b>Verification and Validation</b>	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.

### 2.1.3 Execute a Commercial Driver's License Apprenticeship Program for Under-21 Drivers

<b>Lead</b>	FMCSA
<b>Scope</b>	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 Infrastructure Investment and Jobs Act (IIJA) limits the participants in the program to no more than 3,000 apprentices at any one time.
<b>Sources</b>	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 CDL SharePoint site.
<b>Statistical Issues</b>	The funding varies by year due to appropriations, so the average number of students funded varies from year to year. IIJA limits participants to no more than 3,000 apprentices at any one time.
<b>Completeness</b>	The data are only as accurate as the source, grantee, providers, 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 officially launched on July 26, 2022, when FMCSA began accepting applications from interested motor carriers. Data collection on apprentice drivers began in November 2022 and is slated to continue through November 2025.
<b>Reliability</b>	The data are only as reliable as the source data from the grantee.
<b>Verification and Validation</b>	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.

## Strategic Objective 2.2: High-Performing Core Assets

### 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%

<b>Lead</b>	FAA
<b>Scope</b>	The runway pavement condition goal applies for all open and paved runways at federally funded National Plan of Integrated Airport Systems (NPIAS) airports.
<b>Sources</b>	Data are collected through visual inspection of runway pavement in accordance with existing FAA guidance including Advisory Circular (AC) 150/5380-7, Airport Pavement Management Program, and AC 150/5320-17A, Airfield Pavement Surface Evaluation and Rating Manuals, which provides uniformity to field observations. The pavement condition is reported in the Airport Master Record database and inspection results are entered into FAA's National Airspace System Resource (NASR).
<b>Statistical Issues</b>	Due to variable reporting cycles, the total number of runways displayed in each month's System of Airports Reporting (SOAR) report varies slightly.
<b>Completeness</b>	A small number of runways do not report a condition each month. These runways represent on average less than 0.5% of the total runways in the NPIAS.
<b>Reliability</b>	<p>Runway conditions are reported locally. Currently, there is no method for confirming a date as to when the condition was reviewed or updated. However, it is possible to identify a general trend if conditions change over a period of time. Airport infrastructure, particularly airfield facilities at commercial service airports, is exposed to constant heavy use and harsh environmental conditions. Runways, taxiways, and aprons are designed to withstand the heavy equipment that operates on them, but even so these facilities require frequent maintenance and rehabilitation in order to remain in good working condition. Runways and taxiways have to be kept clear of snow, ice, and ponding water that can jeopardize aircraft directional control or braking action. Chemicals and plowing, as well as freeze-thaw cycles, all take a toll on runways, taxiways, and other paved areas. Even at smaller, non-commercial airports, pavement degradation due to meteorological conditions quickly leads to more serious damage if periodic maintenance and resurfacing is not completed in a timely manner.</p> <p>At the same time, limited financial resources can lead airport operators to try to defer needed capital projects, which both increases costs and may impact operational capacity if runways and taxiways require more in-depth reconstruction. Funding constraints may significantly affect when the airport sponsor is able to fund pavement rehabilitation. This is why it is so crucial that the FAA can offer airports financial assistance in the form of Airport Improvement Program (AIP) grants to ensure infrastructure is properly protected and preserved at the lowest possible cost.</p>
<b>Verification and Validation</b>	A summary of runway conditions is prepared monthly and distributed to each FAA region with the recommendation to distribute as necessary, review their respective region's data, and take any necessary action to ensure pavement conditions continue in fair or better condition. Additionally, at the conclusion of each fiscal year, a summary of condition changes will be presented that identifies specific runways that could be targeted for improvement due to a deteriorating condition.

### 2.2.2 Complete Construction on a Total of 30 Staffed Air Traffic Control Towers by 2030

<b>Lead</b>	FAA
<b>Scope</b>	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, 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 (ATCT) in rural and underserved communities, FAA initiated a significant effort on new construction for 30 of these facilities.
<b>Sources</b>	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.
<b>Statistical Issues</b>	N/A
<b>Completeness</b>	The completeness of the data is assessed based on input from a team of experts across FAA LOB and ATO Service Areas.
<b>Reliability</b>	N/A
<b>Verification and Validation</b>	The content of the data used for this initiative is verified through workgroup discussions with Subject Matter Experts (SMEs) within the FAA and across ATO 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.

### 2.2.3 Reduce the Backlog of \$830 Billion in Highway Repairs by 50% by 2040

<b>Lead</b>	FHWA
<b>Scope</b>	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 (C&P Report). The \$830 billion from the 24th edition of the C&P report, expressed in constant 2016 dollars, is the base value used for the 50 percent backlog reduction target. Since the backlog is estimated infrequently, proxy measures obligations are used to set annual performance targets.
<b>Sources</b>	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.



<b>Statistical Issues</b>	<p>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 obligation of funds to types of projects that will contribute to addressing the backlog.</p>
<b>Completeness</b>	<p>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 FHWA obligations reflect only a subset of total spending by levels of government that contribute to reducing the backlog.</p>
<b>Reliability</b>	<p>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.</p> <p>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.</p> <p>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 621,000 bridges included in the NBI, the impact of any differences in reporting across States is minimized in the overall National analysis.</p>
<b>Verification and Validation</b>	<p>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.</p> <p>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.</p> <p>Significant refinements to the HERS and NBIAS models are peer-reviewed as needed to ensure new methodologies are technically valid.</p>

### 2.2.4 The Percentage of Interstate Pavement in Either Good or Fair Condition will be Maintained at 95%

<b>Lead</b>	FHWA
<b>Scope</b>	<p>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.</p> <p>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 (IRI) 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 <i>HPMS Field Manual</i>. 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.</p>
<b>Sources</b>	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.
<b>Statistical Issues</b>	None identified.
<b>Completeness</b>	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.
<b>Reliability</b>	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.
<b>Verification and Validation</b>	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.

### 2.2.5 The Percentage of Deck Area on National Highway System Bridges in Either Good or Fair Condition will be Maintained at or Above 95%

<b>Lead</b>	FHWA
<b>Scope</b>	<p>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.</p> <p>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 621,000 highway bridges.</p> <p>The information in the NBI contains 95 data items for each of the bridges as required by the <i>Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges</i>. 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.</p>
<b>Sources</b>	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.
<b>Statistical Issues</b>	Further research is needed to identify potential statistical issues.
<b>Completeness</b>	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.
<b>Reliability</b>	Because the performance measure relies on data associated with more than 146,000 NHS bridges, the impact of any differences in reporting across States is minimized in the overall National analysis.
<b>Verification and Validation</b>	<p>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.</p> <p>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.</p> <p>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.</p>

### 2.2.6 Fix the 10 Most Economically Significant Bridges and Repair the 15,000 In-Most-Need Smaller Bridges

<b>Lead</b>	FHWA
<b>Scope</b>	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 (BFP) and Bridge Investment Program (BIP).
<b>Sources</b>	The data used to track the ten most economically significant bridges will come directly from BIP Large Bridge Project construction grants. The data used to track the 15,000 smaller bridges will come from the Agency's FMIS.
<b>Statistical Issues</b>	No statistical issues are expected.
<b>Completeness</b>	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.
<b>Reliability</b>	FMIS is a mission-critical system for FHWA, and data are relied upon to make ongoing business decisions.
<b>Verification and Validation</b>	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.

### 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

<b>Lead</b>	FRA
<b>Scope</b>	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 IIJA supplemental grants for the Northeast Corridor (NEC) and the National Network (NN). 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 (SOP) on the IIJA grant that will outline specific responsibilities for the review and reporting of the performance measures associated with eliminating Amtrak's State of Good Repair (SOGR) backlog of their owned fleet, Americans with Disabilities Act (ADA) stations, and non-NEC infrastructure by 2035.
<b>Sources</b>	FRA relies on Amtrak's monthly Project Status Reports (PSRs) from which to pull the data for reporting. FRA has coordinated with Amtrak to create customized weekly and monthly reporting for ADA compliance monitoring and is currently tracking performance on Amtrak's SOGR backlog of their owned fleet, e.g., ALC locomotives and Intercity Trainsets (ICT), through review of Amtrak reporting as well as reporting from the manufacturer, Siemens. As other fleet programs may be funded by IIJA funds in the future, FRA will add additional sources for that reporting.
<b>Statistical Issues</b>	None at this time.

<b>Completeness</b>	FRA believes that its grants terms and conditions as well as its programmatic and project SOWs require complete reporting. Amtrak has reported information on ADA station compliance for over eight 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 PSRs for the performance data that Amtrak must report to the FRA on its milestone progress and performance. Amtrak has not yet proposed SOGR capital projects on its non-NEC infrastructure. The grant programmatic SOW requires Amtrak to inventory and eliminate the SOGR backlog on the NN, 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.
<b>Reliability</b>	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.
<b>Verification and Validation</b>	FRA verifies and validates Amtrak's data reporting by comparing and cross-referencing reports from multiple sources, such as site visits, compliance checks, contractor project reports, and monthly reviews of Amtrak PSRs.

### 2.2.8 Reduce the Northeast Corridor State of Good Repair Backlog by 60% and Reduce Corridor-Wide Trip Times by 2035

<b>Lead</b>	FRA
<b>Scope</b>	<p>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.</p> <p>Projects that address SOGR 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.</p> <p>Projects that address service improvements including improved trip times include (1) projects to bring infrastructure assets to a SOGR 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.</p>

<b>Sources</b>	<p>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. 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 USDOT.</p> <p>Additionally, FRA will quantify the SOGR that is being addressed and delay minutes saved associated with such grant awards. For FY23 and FY24, 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.</p>
<b>Statistical Issues</b>	None.
<b>Completeness</b>	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 or estimate performance data and asset conditions data as part of the statutory obligations of the NEC Commission.
<b>Reliability</b>	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 moderately reliable, given it is being measured through modeling of delay minutes attributable to specific NEC infrastructure.
<b>Verification and Validation</b>	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. Additionally, the NEC Commission data are publicly available.



### 2.2.9 Initiate Intercity Passenger Rail Service on at Least Three New Corridors by 2035

<b>Lead</b>	FRA
<b>Scope</b>	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 statutory 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.
<b>Sources</b>	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 (PMT).
<b>Statistical Issues</b>	None.
<b>Completeness</b>	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 PMT. The grant agreements will contain requirements for the project sponsor to provide periodic reports that must be complete and accurate.
<b>Reliability</b>	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.
<b>Verification and Validation</b>	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.

### 2.2.10 Improve Short Line Railroad Infrastructure and Equipment

<b>Lead</b>	FRA
<b>Scope</b>	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.
<b>Sources</b>	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 (ASLRRA) 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.
<b>Statistical Issues</b>	None.
<b>Completeness</b>	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 ASLRRA 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.
<b>Reliability</b>	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 ASLRRA 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.
<b>Verification and Validation</b>	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.

### 2.2.11 Reduce the State of Good Repair Backlog for Transit Revenue Vehicles by 25% by 2030

<b>Lead</b>	FTA
<b>Scope</b>	<p>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.</p> <p>Transit providers report annually on the asset type, number, date of manufacture, and Useful Life Benchmark (ULB) 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.</p> <p>Assets are considered due for replacement when their age (calculated from the date of manufacture) reaches the ULB value. Assets that are beyond their ULB are considered to be in the state of good repair backlog.</p>
<b>Sources</b>	NTD Annual Revenue Vehicle Inventory.
<b>Statistical Issues</b>	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.
<b>Completeness</b>	Within the scope defined above, the transit revenue vehicle data are complete.
<b>Reliability</b>	The provider's CEO certifies that the data reported to the NTD are accurate.
<b>Verification and Validation</b>	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.

### 2.2.12 Reduce the State of Good Repair Backlog for Transit Buildings and Facilities by at Least 50% by 2030

<b>Lead</b>	FTA
<b>Scope</b>	<p>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.</p> <p>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 (TERM). Using the TERM 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).</p> <p>Facility condition assessments must be updated every four years at a minimum.</p>
<b>Sources</b>	NTD Annual Transit Facilities Inventory.

<b>Statistical Issues</b>	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 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.
<b>Completeness</b>	Complete data for this measure was available in FY 2023, as Report Year 2021 (published in FY 2023 Quarter 1) was the first year when all facilities for which providers have capital responsibility are required to have a condition assessment.
<b>Reliability</b>	The provider's CEO certifies that the data reported to the NTD are accurate.
<b>Verification and Validation</b>	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.

### 2.2.13 Increase the Frequency of Bus Service in Urbanized Areas Over 100,000 in Population by 10% by 2026

<b>Lead</b>	FTA
<b>Scope</b>	<p>Frequency of bus service is calculated as bus VRM of transit agencies within a UZA divided by the total square miles of that UZA.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<b>Sources</b>	VRM totals are collected through the NTD. UZA land areas are obtained from Census UZA tables. Data through FY 2023 use 2010 Census Urbanized Area data. Data starting in FY 2024 will use 2020 Census Urban Area data. Effective with the 2020 decennial census, the Census Bureau will no longer use the term "Urbanized Areas" and will instead use the term "Urban Areas" to include any areas with greater than 5,000 in population or at least 2,000 housing units. However, FTA still uses the term urbanized areas, or UZAs, based on those urban areas defined by the Census Bureau with a population of at least 50,000 persons.
<b>Statistical Issues</b>	None identified.
<b>Completeness</b>	<p>Rural and reduced reporters are not included in the monthly data set.</p> <p>Otherwise, within the scope defined above, the VRM and UZA data are complete.</p>
<b>Reliability</b>	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.
<b>Verification and Validation</b>	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.

**2.2.14 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**

<b>Lead</b>	PHMSA
<b>Scope</b>	The Natural Gas Distribution Infrastructure Safety and Modernization (NGDISM) grant program, authorized by the IIJA, authorizes \$1 billion in grants 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.
<b>Sources</b>	<p>Per the FY22 and FY23 NGDISM grant NOFO, grantees must include the following in the final performance report:</p> <ol style="list-style-type: none"> <li>1. 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.</li> <li>2. Challenges the grantee faced, and strategies taken to mitigate such challenges.</li> <li>3. A complete timeline of the activities that took place during the completed period of performance.</li> <li>4. 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.</li> </ol>
<b>Statistical Issues</b>	<p>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 year of awarded funding. This variation likely reflects PHMSA and operators gaining experience with a novel program.</p> <p>First-year targets were based on programmatic requirements, rather than experience with prior programs, since this is the agency's first construction grant program and only BIL-funded grant program. 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 is awarded. At that point, a trend line will be established and calibrated at the end of every fiscal year.</p>
<b>Completeness</b>	NGDISM award recipients will be required to comply with PHMSA reporting requirements per the notice of grant award (NGA). PHMSA reporting requirements include quarterly progress reports, quarterly federal financial reports, final performance reports, and final financial reports.
<b>Reliability</b>	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.
<b>Verification and Validation</b>	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.

### 2.2.15 Average project completion time for major projects posted on the Permitting Dashboard [After BIL Effective Date]

<b>Lead</b>	OST-P
<b>Scope</b>	This goal tracks the average National Environmental Policy Act (NEPA) process completion time for major projects. The Bipartisan Infrastructure Law (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. In addition, BIL requires all major project schedules to be consistent with an agency average of not more than two years. The effective date of BIL was October 1, 2021, so only projects initiated after that date are included in the average. This measure excludes major projects led by State DOTs that have formally been assigned DOT’s responsibilities under a NEPA assignment agreement pursuant to <a href="#">23 U.S. Code 327</a> . The average also omits official pauses in project development for delays outside of the control of Federal agencies.
<b>Sources</b>	The average completion time is calculated based on major project NEPA schedule data taken from the <a href="#">Permitting Dashboard</a> .
<b>Statistical Issues</b>	Outlier projects that experience extended project delays may skew the average and obscure better schedule performance by other projects. Variation in the number of major projects completed each year will also affect the average. These factors may increase the difficulty of identifying trends. Note: not all delays that affect the project NEPA timeline are reflective of issues arising from the NEPA process (e.g., changes in funding or political support for a project may cause delays).
<b>Completeness</b>	OST-P Infrastructure Permitting Improvement Center (IPIC) staff check Permitting Dashboard project listings against project initiation notices (notices of intent) posted in the Federal Register and coordinate regularly with DOT’s operating administrations (OAs) to ensure that the Permitting Dashboard reflects all active major projects.
<b>Reliability</b>	The <a href="#">DOT Dashboard Reporting Standard</a> requires OAs and other entities to post information on the Permitting Dashboard for all Environmental Impact Statements and Environmental Assessments leading to construction, which is inclusive of all projects that meet the major project definition. The OAs are required to promptly update the NEPA schedules on the Dashboard as milestones are completed, and IPIC holds monthly (or more frequent) calls with OAs to ensure that the Dashboard remains up to date.
<b>Verification and Validation</b>	In addition to the major project status information posted on the Dashboard, IPIC solicits supplemental major project status updates from OAs on a bimonthly basis. Near the end of the fiscal year, IPIC sends a reminder to OAs to ensure that project records are up to date. As necessary, IPIC follows up with OAs to resolve any questions or data quality issues prior to reporting on this performance goal.

### 2.2.16 Average NEPA schedule length of in-progress major projects posted on the Permitting Dashboard

<b>Lead</b>	OST-P
<b>Scope</b>	For more information, see “Average project completion time for major projects posted on the Permitting Dashboard [After BIL Effective Date].”
<b>Sources</b>	For more information, see “Average project completion time for major projects posted on the Permitting Dashboard [After BIL Effective Date].”



<b>Statistical Issues</b>	For more information, see “Average project completion time for major projects posted on the Permitting Dashboard [After BIL Effective Date].”
<b>Completeness</b>	For more information, see “Average project completion time for major projects posted on the Permitting Dashboard [After BIL Effective Date].”
<b>Reliability</b>	For more information, see “Average project completion time for major projects posted on the Permitting Dashboard [After BIL Effective Date].”
<b>Verification and Validation</b>	For more information, see “Average project completion time for major projects posted on the Permitting Dashboard [After BIL Effective Date].”

### 2.2.17 The Percentage of Non-Interstate NHS Pavement in Either Good or Fair Condition will be Maintained at 90%

<b>Lead</b>	FHWA
<b>Scope</b>	<p>This measure serves as an indicator of trends in pavements in Good or Fair conditions on the non-interstate NHS. 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 non-interstate NHS in Good and Poor condition.</p> <p>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 IRI 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.</p>
<b>Sources</b>	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.
<b>Statistical Issues</b>	None identified.
<b>Completeness</b>	States are required to report their data by June 15 each year. However, updates are accepted until August 15, after which the data are extracted, and measures are calculated and published.
<b>Reliability</b>	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.
<b>Verification and Validation</b>	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.

## Strategic Objective 2.3: Global Economic Leadership

### 2.3.1 Increase Number of New Air Transport Agreements, Modernized Air Transport Agreements, and Commercial Concerns Resolved

<b>Lead</b>	OST-X-40
<b>Scope</b>	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.
<b>Sources</b>	Information is available directly from OST-X-40, which is the organization responsible for the negotiation of air transport agreements and resolving commercial concerns.
<b>Statistical Issues</b>	Not applicable, no statistical analysis is necessary.
<b>Completeness</b>	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.
<b>Reliability</b>	Tracking agreements and the resolution of commercial concerns is central to the work of OST-X-40 and tracked as a performance metric.
<b>Verification and Validation</b>	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.

### 2.3.2 Participate in Policy Meetings to Represent U.S. International Aviation Policy Interests

<b>Lead</b>	OST-X-40
<b>Scope</b>	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.
<b>Sources</b>	Information is available directly from OST-X-40, which is the organization responsible for representing DOT in meetings related to international aviation policy.
<b>Statistical Issues</b>	Not applicable, no statistical analysis is necessary.
<b>Completeness</b>	Engagement regarding international aviation policy is a core responsibility of OST-X-40; it is tracked through varying and sometimes redundant performance tracking mechanisms.
<b>Reliability</b>	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.
<b>Verification and Validation</b>	No statistical verification or validation is necessary.

## Strategic Objective 2.4: Resilient Supply Chains

### 2.4.1 Alleviate Freight Congestion

<b>Lead</b>	FHWA
<b>Scope</b>	<p>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.</p> <p>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 percent 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.</p>
<b>Sources</b>	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 vehicles, portable navigation devices, commercial fleet equipped with Global Positioning System (GPS), and sensors. NPMRDS includes historical average travel times in five-minute increments daily covering the entire NHS.
<b>Statistical Issues</b>	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.
<b>Completeness</b>	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 percent.
<b>Reliability</b>	<p>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.</p> <p>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.</p>
<b>Verification and Validation</b>	The 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.

## 2.4.2 Reduce the Number of Hazardous Materials Incidents that Resulted in a Road Closure of One Hour or More

<b>Lead</b>	PHMSA
<b>Scope</b>	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.
<b>Sources</b>	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 NRC, as well as monitoring prints, television outlets, and social media daily.
<b>Statistical Issues</b>	Results in any single year should be interpreted with caution. There is some normal annual variation in the number of reported incidents each year.
<b>Completeness</b>	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.
<b>Reliability</b>	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.
<b>Verification and Validation</b>	PHMSA investigators also regularly discuss incidents with shipper 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 key data fields have been populated.

### 2.4.3 Increase the Number of U.S.-Flag Vessels in International Service

<b>Lead</b>	MARAD
<b>Scope</b>	The Maritime Administration (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 Department of Defense (DoD) requirements for sealift support during national contingency operations. Most of the ships that MARAD tracks participate in the Voluntary Intermodal Sealift Agreement (VISA) program, and Voluntary Tanker Agreement (VTA) program, including those participating in the Maritime Security Program (MSP), and vessels operating in the recently implemented Cable Security Fleet (CSF) 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.
<b>Sources</b>	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 (USTRANSCOM) and the Military Sealift Command. Additionally, MARAD oversees the MSP and CSF 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.
<b>Statistical Issues</b>	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.
<b>Completeness</b>	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 (IMO) number, which allows MARAD to identify and track them with certainty.
<b>Reliability</b>	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.
<b>Verification and Validation</b>	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.

#### 2.4.4 Increase Port Capacity Throughput Availability by 10% by 2026

<b>Lead</b>	MARAD
<b>Scope</b>	<p>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 percent 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.</p>
<b>Sources</b>	<p>The Port Infrastructure Development Program (PIDP) 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 U.S. Marine Highways (USMH), Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure for Rebuilding America (INFRA), Mega (known statutorily as the National Infrastructure Project Assistance program), and ROUTES (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.</p> <p>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 ten percent from the established FY 2022 baseline data.</p>
<b>Statistical Issues</b>	<p>Measuring maritime port capacity is a detailed and complex process</p> <ul style="list-style-type: none"> <li>• There is no single, comprehensive source of capacity information for U.S. ports.</li> <li>• Using the highest recorded monthly throughput level simply serves as a proxy for actual TEU capacity and therefore, must be viewed as an estimate.</li> <li>• Possible undercounting at ports that have unused, excess capacity.</li> <li>• This measure only identifies MARAD's influence with respect to containerized capacity.</li> </ul> <p>Not all grant applications are created equal</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Information in applications may not be sufficient for MARAD to make a quantitative determination on whether the project will increase capacity.</li> </ul>



<b>Completeness</b>	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.
<b>Reliability</b>	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 USC 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.
<b>Verification and Validation</b>	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 percent by FY 2026.

#### 2.4.5 Maintain or Increase the Percentage of Time the U.S. Portion of the St. Lawrence Seaway is Available to Commercial Users

<b>Lead</b>	GLS
<b>Scope</b>	<p>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.</p> <p>System downtime due to any condition (weather, vessel incidents, malfunctioning equipment) causes delays to ship, which affects international trade to and from the Great Lakes region of North America. Downtime is measured by:</p> <ul style="list-style-type: none"> <li>• Hours/minutes of delay for the weather (visibility, fog, snow, ice);</li> <li>• Vessel incidents (human error, electrical and/or mechanical failure);</li> <li>• Water level and rate of flow regulation; and</li> <li>• Lock equipment malfunction.</li> </ul>
<b>Sources</b>	The Great Lakes St. Lawrence Seaway Development Corporation (GLS) Office of Lock Operations and Marine Services.
<b>Statistical Issues</b>	None.

<b>Completeness</b>	<p>The GLS is the Federal agency responsible for the operation and maintenance of the United States portion of the St. Lawrence Seaway. Furthermore, GLS's lock operations unit gathers primary data for all vessel transits through the U.S. Seaway sectors and locks, including any downtime in operations.</p> <p>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.</p>
<b>Reliability</b>	<p>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).</p>
<b>Verification and Validation</b>	<p>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.</p>

## Strategic Objective 2.5: System Reliability and Connectivity

### 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

<b>Lead</b>	FAA
<b>Scope</b>	<p>This overall 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.</p> <p>Airport modernization projects are defined as projects that construct, expand, modify, improve, or update an airport terminal building.</p> <p>Safety infrastructure projects are defined as projects that enhance airport safety to meet FAA design standards (AC5300-13b and other relevant guidance).</p> <p>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.</p> <p>Pavement projects are defined to include runways, taxiways, aprons, access roads, and other airport miscellaneous pavements. A rehabilitated pavement project is defined as restoration of pavement that has a condition index less than 70 back to original functionality.</p> <p>Participation is defined as issuance/execution of a BIL grant that funds at least a portion of a project.</p>
<b>Sources</b>	<p>The Airport Terminal Program (ATP) project applications provide a description of the project scope. For AIG pavement projects, SOAR contains all relevant capital planning and financial data. It has capital planning information to include project description, funded scope, and the pavement condition index, if applicable. It also has financial information on grant approvals, statuses, and expenditures.</p>
<b>Statistical Issues</b>	<p>This metric requires summing expenditures. It also requires counting specific terminal and pavement projects. No statistical issues are expected.</p>

<b>Completeness</b>	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.
<b>Reliability</b>	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.
<b>Verification and Validation</b>	SOAR is a verified and validated data source. Transactional data on each expenditure and details on each project can be provided on request. The Terminal projects is validated through the Notice of Intent (NOI) spreadsheet.

### 2.5.2 Meet the Annual Target for Average Number of Daily Arrivals and Departures at Core Airports

<b>Lead</b>	FAA												
<b>Scope</b>	<p>Only the Core airports are included in this metric. The Core airports are those which have one percent or more of total U.S. enplanements (the DOT large hub airports) or 0.75 percent or more of total U.S. non-military itinerant operations.</p> <p>Reportable hours are based on a review of actual flight counts for each of the Core airports and represent a consecutive period when at least 90 percent of an airport's operations take place.</p> <table border="1"> <thead> <tr> <th>Number of Reportable Hours</th><th>Airports</th></tr> </thead> <tbody> <tr> <td>15</td><td>IAH</td></tr> <tr> <td>16</td><td>ATL, CLT, DCA, DEN, DFW, DTW, IAD, LGA, MCO, MDW, MSP, ORD, PHL, PHX, SAN, SLC, TPA</td></tr> <tr> <td>17</td><td>BOS, BWI, EWR, FLL, HNL, LAS, MIA, SEA, SFO</td></tr> <tr> <td>18</td><td>JFK, LAX</td></tr> <tr> <td>21</td><td>MEM</td></tr> </tbody> </table> <p>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 arrival and departure rates of the airport for that hour. Data are summed for daily, monthly, and annual totals.</p> <p>Annual Average Daily Capacity targets are set prior to the beginning of a fiscal year using historical trend data for the previous three years, information on upcoming construction impacts, procedure changes, etc., and inputs from individual Air Traffic Control facilities.</p>	Number of Reportable Hours	Airports	15	IAH	16	ATL, CLT, DCA, DEN, DFW, DTW, IAD, LGA, MCO, MDW, MSP, ORD, PHL, PHX, SAN, SLC, TPA	17	BOS, BWI, EWR, FLL, HNL, LAS, MIA, SEA, SFO	18	JFK, LAX	21	MEM
Number of Reportable Hours	Airports												
15	IAH												
16	ATL, CLT, DCA, DEN, DFW, DTW, IAD, LGA, MCO, MDW, MSP, ORD, PHL, PHX, SAN, SLC, TPA												
17	BOS, BWI, EWR, FLL, HNL, LAS, MIA, SEA, SFO												
18	JFK, LAX												
21	MEM												
<b>Sources</b>	The Aviation System Performance Metrics (ASPM) database, maintained by FAA's Office of Performance Analysis (AJR-G), provides the data for this metric. The individual air traffic facilities for the Core airports provide arrival and departure rates through the National Traffic Management Log (NTML). FAA staff feed this information into the ASPM database.												
<b>Statistical Issues</b>	None identified												

<b>Completeness</b>	FY data are finalized approximately 90 days after the close of the FY.
<b>Reliability</b>	The reliability of ASPM is verified daily by the execution of several audit checks, comparison to other published data metrics, and through the use of ASPM by over 1,300 active users.
<b>Verification and Validation</b>	FAA leadership reviews the data each month. Data are reviewed at the FAA's ATO level on a weekly basis.

### 2.5.3 Meet the Annual Target for National Airspace System On-Time Arrival Rate at Core Airports

<b>Lead</b>	FAA
<b>Scope</b>	<p>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 the FAA that may differ from their published flight schedules. This metric measures on-time performance (OTP) against the carriers' filed flight plan, rather than what may be a dated published schedule.</p> <p>Only the Core Airports are included in this metric. The Core airports are those which have 1% 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.</p>
<b>Sources</b>	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 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 (TFMS) supplement the flight data.
<b>Statistical Issues</b>	Data are not reported for all carriers; at present, 21 operating carriers report monthly into the ASQP reporting system.
<b>Completeness</b>	FY data are finalized approximately 90 days after the close of the FY.

<b>Reliability</b>	The reliability of ASPM is verified daily by the execution of several audit checks, comparison to other published data metrics, and through the use of ASPM by over 1,300 active registered users. ASQP data is filed monthly with DOT under 14 CFR Part 234, ASQP Reports, which separately requires reporting by major U.S. air carriers on domestic flights to and from Core airports. External factors such as weather, airline scheduling practices, runway construction/maintenance, and ramp/airport congestion may all affect on time performance.
<b>Verification and Validation</b>	Each month, FAA senior leadership reviews ASQP data under 14 CFR Part 234, ASQP, which separately requires reporting by major U.S. air carriers on domestic flights to and from Core airports.

#### 2.5.4 The Percentage of Person-Miles Traveled on the Interstate that are Reliable will be at or Above 82.8%

<b>Lead</b>	FHWA
<b>Scope</b>	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 (PMT) that are reliable.
<b>Sources</b>	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.
<b>Statistical Issues</b>	PMT 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.
<b>Completeness</b>	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.
<b>Reliability</b>	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 via the American Association of State Highway and Transportation Officials' Transportation Performance Management Technical Service Program which provides consistent and reliable results.
<b>Verification and Validation</b>	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.

### 2.5.5 Increase Intercity Passenger Rail On-Time Arrivals

<b>Lead</b>	FRA
<b>Scope</b>	<p>On November 16, 2020, FRA published the final rule for measuring the performance and service quality of intercity passenger train operations. Under the rulemaking, OTP 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.</p> <p>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.C. 24102)</p>
<b>Sources</b>	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.
<b>Statistical Issues</b>	None identified.
<b>Completeness</b>	FRA and stakeholder groups, including the NEC Commission and State-Amtrak Intercity Passenger Rail Committee, monitor and evaluate Amtrak OTP closely. FRA receives adequate information from Amtrak to monitor OTP.
<b>Reliability</b>	No reliability issues in terms of OTP 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.
<b>Verification and Validation</b>	FRA tracks Amtrak OTP 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.



### 2.5.6 Increase Percentage of DoD-Required Shipping Capacity Complete with Crews Available within Mobilization Timelines

<b>Lead</b>	MARAD
<b>Scope</b>	This measure is based on the number of available ships in MARAD's Ready Reserve Force (RRF), and ships enrolled in the VISA program that can be fully crewed within the established readiness timelines. The VISA program includes 60 ships enrolled in the MSP. VISA is MARAD's emergency preparedness program for dry cargo ships and provides DoD with assured access to critical sealift capability for national security contingency requirements. Crewing of the RRF 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 4-6 months in duration.
<b>Sources</b>	Each month, the RRF, VISA, and MSP 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 VISA and MSP, and their crew requirements.
<b>Statistical Issues</b>	None identified.
<b>Completeness</b>	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.
<b>Reliability</b>	The data collected are from the program offices and is considered reliable and useful in managing the readiness programs.
<b>Verification and Validation</b>	MARAD can ensure validation and verification through its direct oversight of the RRF and the activities of contracted vessel managers, as well as its administration of the VISA 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.



## Goal 3: Equity

### Strategic Objective 3.1: Expanding Access

#### 3.1.1 Reduce National Transportation Cost Burden by 5%, Including Transportation Travel Cost as a Percent of Income, by 2030

<b>Lead</b>	OST-P / FHWA, FTA
<b>Scope</b>	DOT calculates this performance goal using a methodology that combines census data, information from tools developed by the U.S. Environmental Protection Agency (EPA) and several other data sources such as the Consumer Expenditure Survey. The analysis in 2022 (the baseline year for this new performance goal) indicated that 47% of the U.S. population lives in census tracts where the average household is “transportation cost burdened,” meaning that they spend more than 15% of their annual income on transportation and/or 45% of more of their income on transportation and housing costs combined. DOT wants to see a 5% reduction in this metric by 2030, as this will be an indication that transportation costs are becoming less of a strain on households. DOT is continuing to develop and refine its cost burden methodology, which may include new data collection methods in the future.
<b>Sources</b>	<p>Key tools and data sources used to calculate this performance goal include:</p> <ul style="list-style-type: none"> <li>• U.S Census American Community Survey (ACS) 5-Year Data (2016-2020)</li> <li>• U.S. Bureau of Labor Statistics Consumer Expenditure Survey 2020-2021</li> <li>• EPA National Walkability Index 2021</li> <li>• EPA Smart Location Database 2021</li> <li>• EPA's EJScreen 2022</li> <li>• ETC Explorer Tool: DOT's Equitable Transportation Community (ETC) Explorer is an interactive web application that uses 2020 Census Tracts and data, to explore the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability.</li> <li>• CEJST Tool: EO 14008 directed CEQ to develop a new tool called the Climate and Economic Justice Screening Tool, otherwise known as CEJST. The tool has an interactive map and uses datasets that are indicators of burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. The tool uses this information to identify communities that are experiencing these burdens.</li> </ul>
<b>Statistical Issues</b>	The current methodology applies some regional and national statistics (i.e., consumer expenditure survey) to census tracts to estimate the cost burden. Additional research and modeling efforts are underway to better estimate the cost burden on a local level.
<b>Completeness</b>	Additional work to further refine the methodology is ongoing, based on a May 2023 workshop where industry experts discussed the methodology for estimating cost burden at the local level. This is part of a more targeted approach to understand and reduce transportation cost burden.

<b>Reliability</b>	Transportation cost is a complex concept that is challenging to represent and analyze. Over the last two years DOT has embarked on an evolving process which has included feedback from the public.
<b>Verification and Validation</b>	<p>DOT initially developed a methodology to calculate transportation cost burden as part of its original Justice40 disadvantaged communities' data index and tool, which was informed by DOT's May 2021 Request for Information (RFI) on Transportation Equity Data. In fall 2022- spring 2023, as part of the development of DOT's ETC Explorer, DOT's cost burden methodology was updated, informed by the February 2023 RFI on the US DOT Equitable Transportation (ETC) Explorer Tool and Index Methodology.</p> <p>Additional work to further refine the methodology is ongoing</p>

### 3.1.2 Increase the Number of State ADA Report Submissions in eCivil Rights Connect

<b>Lead</b>	FHWA
<b>Scope</b>	The measure is a numerical count of State DOTs submitting ADA Reports through eCivil Rights Connect.
<b>Sources</b>	The eCivil Rights Connect system and database. <a href="https://fhwa.civilrightsconnect.com">https://fhwa.civilrightsconnect.com</a>
<b>Statistical Issues</b>	No statistical issues are expected. eCivil Rights Connect can be filtered directly for this information.
<b>Completeness</b>	No known data limitations. Based on historical information, this is an attainable goal, yet a significant increase.
<b>Reliability</b>	Other FHWA Office of Civil Rights program areas have reliably utilized this system for the collection of data and submission of reports.
<b>Verification and Validation</b>	The database has been in place for four years, and the system is now being updated to provide notification of submissions.

## Strategic Objective 3.2: Wealth Creation

### 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

<b>Lead</b>	OSDBU / OST-M, OSPE
<b>Scope</b>	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%.
<b>Sources</b>	System for Award Management (SAM).
<b>Statistical Issues</b>	There are no statistical issues or concerns. We assess Operating Administration (OA) direct award data in the General Services Administration's (GSA) SAM, which is the official government-wide award data system.
<b>Completeness</b>	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.
<b>Reliability</b>	The data used by OSDBU to track and report SDB direct procurement dollars are the same data GSA and Small Business Administration (SBA) 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.
<b>Verification and Validation</b>	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.

### 3.2.2 Increase the Percentage of Total FAA Direct Procurement Dollars Awarded to Small Disadvantaged Businesses

<b>Lead</b>	FAA
<b>Scope</b>	The scope of this measure includes FAA's percentage of direct procurement dollars towards SDB concerns, as defined by the FAA Acquisition Management System (AMS) and the SBA. This percentage is reported to the DOT and the OMB and is publicly available through the SAM.
<b>Sources</b>	The SAM.
<b>Statistical Issues</b>	Data are based on direct procurement awards by Contracting Officers (CO) within FAA's Procurement Information System for Management (PRISM) and business size standards as defined by the AMS and SBA. No sampling errors are anticipated.

<b>Completeness</b>	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.
<b>Reliability</b>	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 PRISM, data are directly shared with the FPDS reflecting elements such as obligation amount, vendor name, and business size. When FAA and others generate required reports in SAM, it pulls award information directly from FPDS ensuring data and processes are consistent, reliable, and repeatable.
<b>Verification and Validation</b>	In addition to monthly reporting and validation of award information by the FAA Small Business Office (SBO), FAA's National Acquisition Evaluation Program (NAEP) 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.

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

<b>Lead</b>	FHWA
<b>Scope</b>	The FHWA Office of Civil Rights (HCR) has researched effective practices in providing opportunities for Disadvantaged Business Enterprise (DBE)s to compete fairly for design build contracts. HCR determined that State Departments of Transportation (State DOTs) that adopt the practice of requiring contractors to submit open ended performance plans (OEPPs) instead of committing to named DBE prior to contract award, increases, and diversifies DBE subcontracting opportunities and decreases the need for terminations and reliance on documented good faith to attain project goals. The measure of success is the number of states adopting OEPPs in their design build contracting process. This initiative was selected for FHWA's Every Day Counts (EDC) 7 initiative. EDC uses a two-year cycle to measure success. Success in following 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.
<b>Sources</b>	As this initiative was selected for EDC 7. States will report adoption to FHWA through the EDC reporting process.
<b>Statistical Issues</b>	At this time, no statistical issues have been identified.
<b>Completeness</b>	It is likely data will be accurate and complete through the reporting process to EDC.
<b>Reliability</b>	States must document and submit to FHWA their progress on implementing the selected proposals. This is the seventh round of the EDC process and states and FHWA have worked to create a reliable reporting process.
<b>Verification and Validation</b>	EDC report data will be validated by Divisions through the confirmation of updated contract language and DBE Program Plans.

### 3.2.4 Increase the Total Federal Transit Grant Dollars Announced or Allocated for Rural or Tribal Areas

<b>Lead</b>	FTA
<b>Scope</b>	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 supplemental funding (formula or discretionary).
<b>Sources</b>	Competitive program project selection announcements and formula program apportionment tables.
<b>Statistical Issues</b>	None.
<b>Completeness</b>	Within the scope defined above, the grant announcement and apportionment data are complete.
<b>Reliability</b>	Announcement and apportionment data are recorded in the Transit Award Management System (TrAMS) and apportionment tables.
<b>Verification and Validation</b>	Announcement and apportionment data are reconciled against other budgetary documentation and congressional reporting.

## Strategic Objective 3.3: Power of Community

### 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

<b>Lead</b>	OST-P / FHWA, FTA
<b>Scope</b>	DOT calculates this performance goal by conducting surveys and analyzing the results. DOT conducted a survey of all State DOTs and MPOs in 2022 to develop the 2022 baseline for this metric. This work indicated that only 6% (3/52) of State DOTs and 20% (42/214) of TMA-Serving MPOs currently include quantitative screening components related to equity in their S/TIP development processes for all funding sources. DOT wants to see this metric increase to 100% adoption by 2030, as this will be an indication that all State DOTs and MPOs are using equity as a factor in determining which projects receive Federal funding.
<b>Sources</b>	DOT-conducted survey of all State DOTs and MPOs
<b>Statistical Issues</b>	None identified.



<b>Completeness</b>	Approximately 70 percent of all State DOTs and MPOs responded to the survey and the response was representative of the overall population.
<b>Reliability</b>	Due to the small number of State DOTs, these figures are based on small sample sizes and all of the data was voluntary and is self-reported.
<b>Verification and Validation</b>	DOT plans to conduct additional verification and validation for future versions of the survey to monitor progress on this performance goal.

### 3.3.2 Increase the Percentage of Community Outreach Activities Directed Toward Underserved Communities to Increase Hazmat Transportation Awareness, Preparedness, and Response

<b>Lead</b>	PHMSA
<b>Scope</b>	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 strategic objective "Job Creation and Fiscal Health" and strategy to support workforce and educational programs that create and promote opportunities for careers in transportation.
<b>Sources</b>	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.
<b>Statistical Issues</b>	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.
<b>Completeness</b>	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.
<b>Reliability</b>	Underserved outreach activities and tracking will be conducted by OHMS; therefore, reliability should not be an issue.
<b>Verification and Validation</b>	The outreach activity tracker will be monitored on a consistent basis to ensure the accuracy and validation of the outreach performed.

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

### 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

<b>Lead</b>	OST-P
<b>Scope</b>	DOT calculates this performance goal using applicant data from Grants.gov. DOT set a baseline for this performance goal by calculating the percentage of unique applicants from disadvantaged communities applying to USDOT's discretionary grant programs for the first time in 2022 and found that 28% of them were from disadvantage communities. DOT wants to see this metric increase by 5% by 2025, as this will be an indication that DOT has lowered the barrier to participate in grant programs such that more new applicants from disadvantaged communities are applying for grants.
<b>Sources</b>	<p>Key tools and data sources used to calculate this KPI include:</p> <ul style="list-style-type: none"> <li>ETC Explorer Tool: DOT's Equitable Transportation Community (ETC) Explorer is an interactive web application that uses 2020 Census Tracts and data, to explore the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. The ETC Explorer Tool is used for this performance goal to identify Disadvantaged Communities (DAC) based on U.S. Census Bureau tract-level data.</li> <li>GRANTS.GOV application data.</li> </ul>
<b>Statistical Issues</b>	None identified.
<b>Completeness</b>	No issues identified.
<b>Reliability</b>	<p>DOT used the following criteria to identify applicants from non-Disadvantaged Communities:</p> <ul style="list-style-type: none"> <li>Non-Disadvantaged applicant by Geographic Location: Applicants located in zip codes where less than 50% of the census tracts are identified as disadvantaged in the Equitable Transportation Community Explorer.</li> <li>Applicant by Applicant type: The applicant covers broad geographies such as a State DOTs or are profit generating entities, such as for-profit organizations other than small businesses, or private institutions. Certain applicant types were also excluded from the analysis, namely applicants as individuals (ineligible for USDOT programs), independent school districts, nondomestic entities, entities labeled as "other," and entities with no label, due to difficulty determining DAC status.</li> </ul>
<b>Verification and Validation</b>	To identify parent/child grantees, the only data available is on awarded grants. Because there could be an inherent difference in the grantees that are awarded compared to the universe of all applicants, DOT does not believe this subset is representative of all applicants and if using this subset would introduce a bias. Therefore, parent/child grantees were not considered in the baseline calculation.

### 3.4.2 Assess and Strengthen Civil Rights Program Capacity, Coordination, and Outcomes

<b>Lead</b>	OST-DOCR
<b>Scope</b>	The Departmental Office of Civil Rights (DOCR) is engaged in strategic planning to assess and strengthen civil rights programs to ensure the full and adequate implementation of the 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 (Title VI), the ADA, and the DBE Program. The activities also include expanding organizational functions and hiring additional staff sufficient to support these functions.
<b>Sources</b>	DOCR program offices and OA civil rights program offices will be the sources of data.
<b>Statistical Issues</b>	The Department has proposed in its July 21, 2022, notice of proposed rulemaking to enhance information reported by recipients concerning the population of certified DBEs and ACDBEs and their relative bidding and participation history on DOT-funded projects. At this time, no statistical issues have been identified.
<b>Completeness</b>	The proposed revisions to reporting requirements in the DBE/ACDBE rule would remedy current reporting deficiencies and are critical to DOT's efforts to improve data-driven program evaluation and DBE Program decision making going forward. They would also be a meaningful step toward a more data-driven and uniform approach to making future program improvements. An expanded data collection would allow DOT to look at data across several years to get a thorough assessment of the impact of the DBE Program. No other limitations have been identified; strategic planning is underway to develop evaluation methods for DOCR programs.
<b>Reliability</b>	Regarding capacity, workforce data and analyses are considered reliable. Strategic planning is underway to develop appropriate SOPs and tracking for DOCR divisional offices and coordination with OA civil rights program offices.
<b>Verification and Validation</b>	Regarding capacity, DOCR works with Departmental Office of Human Resource Management (DOHRM) to validate workforce data. Strategic planning is underway to develop appropriate SOPs and tracking for DOCR divisional offices and coordination with OA civil rights program offices.

### 3.4.3 Reduce the Number of Displacements Resulting from Federal-Aid Highway Projects

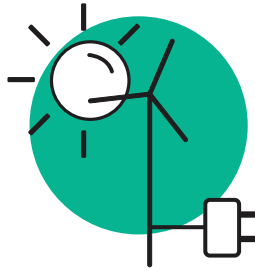
<b>Lead</b>	FHWA
<b>Scope</b>	Each State Department of Transportation (State DOT) reports, on an annual basis, the total number of residents, businesses, farms, houses of worship, and nonprofits displaced by each State DOT when administering Federal-aid projects or programs. The State DOTs report on Federal-aid right-of-way program metrics including the number of acquisitions, condemnations, settlements, and relocations of residential and non-residential occupants.
<b>Sources</b>	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 State DOTs submit the annual report to FHWA's Office of Real Estate Services in early December of each year. Starting in FY 2021, SDOTs 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: <a href="https://www.fhwa.dot.gov/real_estate/uniform_act/stats/">https://www.fhwa.dot.gov/real_estate/uniform_act/stats/</a>

<b>Statistical Issues</b>	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 DOT's reported totals do not include local public agencies' (LPAs) data that carry out Federal-aid projects which cause displacements. However, the solicitation for the fiscal year 2023 data, which was sent to FHWA Division Offices on October 5 of 2023, clarified that the information provided by the State DOTs should include data on sub-grantee programs and projects for which they have oversight responsibilities.
<b>Completeness</b>	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 a State DOT either did not report or reported a zero for a particular measure or measures in that year.
<b>Reliability</b>	<p>These data are provided by each State DOT through an online form and the data are therefore assumed to be reliable. While the Office of Real Estate Services now uses a data visualization tool to help detect suspected anomalies and follow up with the relevant State DOT(s) there is not currently any other methods 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. In addition, 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.</p> <p>This measure is meant, in part, to provide a measurable, total number of national 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.</p>
<b>Verification and Validation</b>	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, FHWA's Website now includes a data visualization tool which will provide a method for identifying new and previously reported data which may be anomalous. If anomalies are detected, FHWA follows up with the relevant SDOT through the FHWA Division Office to get clarification.

#### 3.4.4 Complete Three Projects that Reconnect Communities that were Divided by Transportation Corridors

<b>Lead</b>	OST-P / FHWA, FRA, FTA
<b>Scope</b>	This performance goals tracks the number of completed projects funded through the Reconnecting Communities Pilot (RCP) Program and interim measures such as number of applicants, awards, and completed NEPA processes.
<b>Sources</b>	RCP program data.

<b>Statistical Issues</b>	None identified.
<b>Completeness</b>	No issues identified.
<b>Reliability</b>	No issues identified.
<b>Verification and Validation</b>	Program oversight provides data verification and validation.



## Goal 4: Climate and Sustainability

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

#### 4.1.1 Reduce Transportation Emissions in Support of Net-Zero Emissions Economy-Wide by 2050

<b>Lead</b>	OST-P
<b>Scope</b>	In FY 2023, DOT provided qualitative discussion of actions towards achieving this goal. DOT reported on the development of the US National Blueprint for Transportation Decarbonization and the development of modal decarbonization action plans. In future years, DOT aims to transition to quantitative reporting.
<b>Sources</b>	Currently, DOT is providing qualitative discussion, drawing from these sources: US National Blueprint for Transportation Decarbonization and modal decarbonization action plans. In future years, DOT aims to transition to quantitative reporting. EPA provides total US transportation greenhouse gas emissions in its annual Inventory of US Greenhouse Gas Emissions and Sinks ( <a href="https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks">https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks</a> ).
<b>Statistical Issues</b>	The EPA data mentioned above are two years old by the time they are reported. For more current data, DOT could calculate greenhouse gas emissions from on-road use based on fuels sales data from the Motor Fuels and Finance Analysis System (Fuels & FASH system), which we collect monthly.
<b>Completeness</b>	The fuel sales data does not cover emissions from maritime, aviation, or rail. For aviation, we could use the numbers reported for goal 4.1.2 below. For maritime and rail, DOT will investigate options.
<b>Reliability</b>	The fuels sales data is reliable.
<b>Verification and Validation</b>	The fuel sales data is verified and validated, albeit with a time lag. We can compare the data to the EPA data when it becomes available.



**4.1.2 Reduce Greenhouse Gas Emissions from Aviation to at or Below 2019 Levels  
(216 Million Metric Tons CO<sub>2</sub>) by 2030**

<b>Lead</b>	FAA
<b>Scope</b>	Carbon dioxide (CO <sub>2</sub> ) 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 <sub>2</sub> emissions from domestic operations allows FAA to monitor improvements in aircraft/engine technologies and operational procedures, the rollout and use of sustainable aviation fuels (SAF), and enhancements in the air transportation system. This information provides an assessment of their influence on reducing aviation's emissions contribution.
<b>Sources</b>	The Aviation Environmental Design Tool (AEDT) model uses satellite-based data from the GPS, the Enhanced Traffic Management System (ETMS), and the OAG schedule information to generate annual inventories of CO <sub>2</sub> emissions and total distance flown data for all U.S. domestic operations in the NAS. BTS provides the payload factors for commercial aircraft.
<b>Statistical Issues</b>	<p>Potential seasonal variability and variability from year-to-year can be expected when analyzing air traffic data and commercial domestic operations.</p> <p>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.</p> <p>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.</p>
<b>Completeness</b>	<p>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 and Air Traffic Activity Data System (ATADS) information in order to ensure that all flights are accounted for in the annual inventory.</p> <p>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. Formulae and calculations are checked in order to ensure accuracy.</p> <p>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<sub>2</sub> emissions for domestic operations. The standard for this documentation is set by the FAA Office of Environment and Energy (AEE), which is separate from the organization (DOT Volpe National Transportation Systems Center) responsible for input and output associated with the AEDT model runs and annual inventories.</p>

<b>Reliability</b>	Calculating the annual CO2 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 delay 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 upon achieving the performance target. The use of sustainable aviation fuels (SAF) by industry will also affect the performance metric and the adoption and consumption of these fuels by industry will need to be accounted for.
<b>Verification and Validation</b>	The processing of data through 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 (ICAO) workgroup and through its own design review group.

#### 4.1.3 Build a National Network of 500,000 EV Chargers by 2030 to Accelerate the Adoption of EVs

<b>Lead</b>	OST-P / FHWA
<b>Scope</b>	This will measure the number of EV chargers put into service with a goal of having 500,000 in place by 2030.
<b>Sources</b>	Data is being collected through the Department of Energy National Renewable Energy Laboratory (NREL) Alternative Fuel Data Center (AFDC) and is updated on a regular basis. The AFDC will serve as the primary data source for this metric with results posted publicly on DriveElectric.gov at: <a href="https://driveelectric.gov/stations">https://driveelectric.gov/stations</a>
<b>Statistical Issues</b>	None- the AFDC provides a count of chargers without any statistical analyses.
<b>Completeness</b>	The AFDC is updated on a regular basis and is believed to be a complete representation of the public EV charging system in the U.S.
<b>Reliability</b>	Differences in methodologies, data confirmation, and inclusion criteria may result in slight variations between the AFDC database and those maintained by other organizations. Users may also submit updates through the "Submit New Station" or "Report a Change" forms will receive an email confirmation of their submittal. NREL will verify station details before the station is added or updated in the Station Locator.
<b>Verification and Validation</b>	The data in the Alternative Fueling Station Locator are gathered and verified through a variety of methods including both automated and manual processes. The NREL, which maintains the Station Locator, conducts automated counting by aligning with the hierarchy defined in the Open Charge Point Interface (OCPI) protocol: station location, EVSE port, and connector. NREL also obtains information about new stations from trade media, Clean Cities coalitions, the Submit New Station form on the Station Locator website, and through collaborating with infrastructure equipment and fuel providers, original equipment manufacturers (OEMs), and industry groups. NREL regularly compares its station data with those of other relevant trade organizations and websites.

#### 4.1.4 Initiate or Develop At Least Three New Terminals Projects with Reduced Emissions and Multi-Modal Access By 2030

<b>Lead</b>	FAA / FTA, FRA
<b>Scope</b>	<p>This overall metric is the lifetime aggregate expenditure of BIL funds on airport terminal projects that include mass-transit access and will reduce emissions, based on the application submitted.</p> <p>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. Multi-modal access is a project that includes or improves the access to the terminal from multiple modes of transportation i.e., buses, taxis, transit system, or passenger rail. The project will reduce emissions if the applicant indicates there is evidence of emission benefits from the project.</p>
<b>Sources</b>	The ATP project applications provide a description of the project scope.
<b>Statistical Issues</b>	This metric requires summing projects by counting specific terminal projects that meet the goal.
<b>Completeness</b>	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.
<b>Reliability</b>	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. This measure could be influenced by the airport sponsors not applying for terminal projects that include multi-modal access and will reduce emissions.
<b>Verification and Validation</b>	The ATP program helps modernize and construct airport terminals and associated roadways, multimodal terminals, on airport rail access and airport sponsor-owned airport traffic control towers. The Terminal projects are validated through a multi-level review of and recommendation of the applications.

#### 4.1.5 Increase the Number of Zero-Emission Bus Vehicles in the National Transit Fleet by 450% to 7,500 Vehicles by 2030

<b>Lead</b>	FTA
<b>Scope</b>	<p>This measure is calculated as a total of all zero-emission buses in the national fleet, as reported annually by transit operators in the National Transit Database (NTD).</p> <ul style="list-style-type: none"> <li>• Buses include all non-rail, road vehicles.</li> <li>• Zero-emission includes vehicles propelled by battery electric, hydrogen fuel cell, and electric propulsion power.</li> </ul> <p>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.</p>
<b>Sources</b>	Progress on this measure is tracked through NTD reporting.
<b>Statistical Issues</b>	None identified, these data are collected as complete counts.

<b>Completeness</b>	Annual reports are provided by urbanized area transit systems with at least 30 vehicles. A small number of transit systems that do not accept FTA funding and so do not report to the NTD are not included. Private non-profit operators that do not provide transportation to the general public also do not report to the NTD. Otherwise, within the scope defined above, the transit revenue vehicle data are complete.
<b>Reliability</b>	The data relies on reports provided by transit systems. The NTD reporting system provides fuel type choices for transit systems to select, including “other fuel”, which requires additional documentation of fuel type.
<b>Verification and Validation</b>	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.

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

<b>Lead</b>	PHMSA
<b>Scope</b>	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.
<b>Sources</b>	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.
<b>Statistical Issues</b>	<p>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.</p> <p>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.</p> <p>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.</p>
<b>Completeness</b>	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.
<b>Reliability</b>	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.
<b>Verification and Validation</b>	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.

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

<b>Lead</b>	PHMSA
<b>Scope</b>	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.
<b>Sources</b>	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.
<b>Statistical Issues</b>	<p>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.</p> <p>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.</p> <p>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.</p>
<b>Completeness</b>	See completeness for “Reduce the Gross Volume Spilled from Crude Oil and Refined Products’ Pipeline Systems (Barrels Spilled).”
<b>Reliability</b>	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.
<b>Verification and Validation</b>	For more information, see verification and validation for “Reduce the Gross Volume Spilled from Crude Oil and Refined Products’ Pipeline Systems (Barrels Spilled).”

### Strategic Objective 4.2: Infrastructure Resilience

#### 4.2.1 By 2026, 50% of States/MPOs Have Developed Resilience Improvement Plans

<b>Lead</b>	OST4-P / All Operating Administrations
<b>Scope</b>	N/A. This is a new performance goal; reporting will begin in FY 2023.
<b>Sources</b>	N/A. This is a new performance goal; reporting will begin in FY 2023.

<b>Statistical Issues</b>	N/A. This is a new performance goal; reporting will begin in FY 2023.
<b>Completeness</b>	N/A. This is a new performance goal; reporting will begin in FY 2023.
<b>Reliability</b>	N/A. This is a new performance goal; reporting will begin in FY 2023.
<b>Verification and Validation</b>	N/A. This is a new performance goal; reporting will begin in FY 2023.

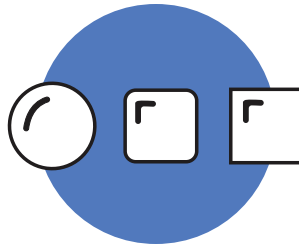
## Strategic Objective 4.3 Climate Justice and Environmental Justice

### 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

<b>Lead</b>	OST-P
<b>Scope</b>	<p>DOT is monitoring this performance goal by measuring the percentage of the benefits from certain Federal investments that flow to disadvantaged communities, using grant award data and data presented through the Council on Environmental Quality's (CEQ) Climate &amp; Economic Justice Screening Tool (CEJST) and USDOT's Equitable Transportation Community (ETC) Explorer. DOT is currently working with program managers across DOT to gather data and conduct updated analysis needed to develop baselines for DOT's Justice40 covered programs with funding history, in alignment with governmentwide guidance.</p> <p>USDOT seeks to deliver 40 percent of the benefits of its Justice40 covered programs to disadvantaged communities. Not only will meeting this goal be consistent with the governmentwide Justice40 initiative, but it will be an indication that DOT's dollars are flowing to disadvantaged communities. If a program's baseline falls below 40%, DOT will evaluate what actions are appropriate to help reach the 40% target.</p>
<b>Sources</b>	<p>The following tools and data sources can be used to identify disadvantaged communities in support of the Justice40 initiative:</p> <ul style="list-style-type: none"> <li>• CEJST: EO 14008 directed CEQ to develop a new tool called the Climate and Economic Justice Screening Tool, otherwise known as CEJST. The tool has an interactive map and uses datasets that are indicators of burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. The tool uses this information to identify communities that are experiencing these burdens.</li> <li>• ETC Explorer Tool: DOT's Equitable Transportation Community (ETC) Explorer is an interactive web application that uses 2020 Census Tracts and data, to explore the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. The ETC Explorer is designed to complement CEQ's CEJST tool by providing users deeper insight into the Transportation disadvantage component of CEJST, which will help ensure the benefits of DOT's investments are reversing or mitigating the transportation related causes of disadvantage.</li> </ul>



<b>Statistical Issues</b>	Development of baseline is still in progress.
<b>Completeness</b>	Development of baseline is still in progress.
<b>Reliability</b>	Development of baseline is still in progress.
<b>Verification and Validation</b>	Development of baseline is still in progress.



## Goal 5: Transformation

### Strategic Objective 5.1 Matching Research and Policy to Advance Breakthroughs

#### 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

<b>Lead</b>	OST-R
<b>Scope</b>	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 OAs 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 OAs achieve to advance the goal of doubling the number of research and deployment projects centered on breakthrough discoveries.
<b>Sources</b>	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 OAs. FY 2022 is the baseline year for this new measure.
<b>Statistical Issues</b>	None.
<b>Completeness</b>	OST-R is coordinating with all OAs to ensure the R&D portfolio captures the projects that are aligned with this measure. The OAs are reporting to OST-R on FY 2024 projects under modified guidance. The data enhancements expected through the modified guidance will result in reporting improvements throughout FY 2024 for new and ongoing projects as OAs modify their project data submitted to OST-R. FY 2022 is the baseline year for this new measure.
<b>Reliability</b>	OST-R is leading the effort and collecting the data directly from the OAs.
<b>Verification and Validation</b>	OST-R is implementing a review process that collects and reviews key performance indicators (KPI) to verify and validate information annually. The data enhancements expected through the modified guidance for FY 2024 will result in reporting improvements throughout the fiscal year for new and ongoing projects as OAs modify their project data submitted to OST-R. FY 2022 is the baseline year for technologies toward implementation.

## Strategic Objective 5.2: Experimentation to Advance Breakthroughs

### 5.2.1 Ensure Safety for Near-Term Operations of Advanced Air Mobility Operations

<b>Lead</b>	FAA
<b>Scope</b>	Near-Term Advanced Air Mobility (AAM) operations are defined as: pilot on board, type certificated, Vertical Takeoff and Landing (VTOL) 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.
<b>Sources</b>	The strategic framework for AAM Near-Term operations and the Urban Air Mobility (UAM) Concept of Operations (ConOps) characterize 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 Point of Contacts (POCs).
<b>Statistical Issues</b>	N/A
<b>Completeness</b>	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.
<b>Reliability</b>	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
<b>Verification and Validation</b>	<p>A group of cross-FAA AAM focal POCs 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.</p> <p>The Advanced Aviation Advisory Council (AAAC) is an industry-led Federal Advisory Committee. The AAAC is reviewing our AAM strategic framework which captures our information gaps and decision points. Their review will provide industry validation on the gaps identified.</p>

### 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.

<b>Lead</b>	OST-R / OST-P, All Operating Administrations
<b>Scope</b>	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 OAs is the key to identify the research activities related to Artificial Intelligence, Cybersecurity, and Infrastructure Resilience in communities across the U.S. OST-R is identifying research activities that support novel data and technology approaches including coordination with other Federal agencies.

<b>Sources</b>	For more information, see “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.”
<b>Statistical Issues</b>	None.
<b>Completeness</b>	OST-R is coordinating with all OAs to ensure the R&D portfolio captures the projects that are aligned with this measure. FY 2022 is the baseline year for this new measure.
<b>Reliability</b>	OST-R is leading the effort and collecting the data directly from the OAs.
<b>Verification and Validation</b>	OST-R is implementing a review process that collects and reviews KPIs to verify and validate information annually. FY 2022 is the baseline year for technologies toward implementation. The OAs are reporting to OST-R on FY 2024 projects under modified guidance. The data enhancements expected through the modified guidance will result in reporting improvements throughout FY 2024 for new and ongoing projects as OAs update their project data previously submitted to OST-R.

### Strategic Objective 5.3: Collaboration and Competitiveness

#### 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

<b>Lead</b>	OST-R
<b>Scope</b>	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 OAs 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.
<b>Sources</b>	OST-R supports and sponsors the resource center through an active collaboration across various OAs on intelligent transportation system approaches. OST-R will actively monitor and maintain the resource center.
<b>Statistical Issues</b>	None.
<b>Completeness</b>	OST-R is coordinating with all OAs to ensure the resource is used for collaboration and is responsible for monitoring and maintaining it throughout FY 2022 – 2026. FY 2023 is the baseline year for engagements as the Resource Center was being established in FY 2022.

<b>Reliability</b>	OST-R is leading the development and monitoring efforts directly.
<b>Verification and Validation</b>	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 2023 is the baseline year for the resource center.

### Strategic Objective 5.4: Flexibility and Adaptability

#### 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

<b>Lead</b>	OST-R / All Operating Administrations
<b>Scope</b>	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.
<b>Sources</b>	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 OAs and to identify projects that support this measure. FY 2022 is the baseline year for this new measure.
<b>Statistical Issues</b>	None.
<b>Completeness</b>	OST-R is coordinating with all OAs to ensure the R&D portfolio captures the projects that are aligned with this measure. FY 2022 is the baseline year for this new measure.
<b>Reliability</b>	OST-R is leading the effort and collecting the data directly from the OAs.
<b>Verification and Validation</b>	OST-R is implementing a review process that collects and reviews KPIs to verify and validate information annually. FY 2022 is the baseline year for technologies toward implementation.



## Goal 6: Organizational Excellence

### Strategic Objective 6.1: Customer Service

#### 6.1.1 Decrease the Number of Weeks to Adjudicate Registration Operating Authority Applications

<b>Lead</b>	FMCSA
<b>Scope</b>	<p>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).</p> <p>*In general, companies that do the following are required to have interstate operating authority (MC number) in addition to a USDOT Number:</p> <ul style="list-style-type: none"> <li>• Operating as for-hire carriers (for a fee or other compensation)</li> <li>• Transporting passengers, or arranging for their transport, in interstate commerce</li> <li>• Transporting federally regulated commodities or arranging for their transport, in interstate commerce</li> </ul>
<b>Sources</b>	Utility for Risk-Based Screening and Assessment (URSA); Unified Registration System (URS); FMCSA Vetting Dashboard.
<b>Statistical Issues</b>	Not applicable as this is not a statistical data collection.
<b>Completeness</b>	Data are complete, and 100% of applications provided to the Vetting Team are reviewed.
<b>Reliability</b>	Data are reliable. Metric measures staff work output against timeliness.
<b>Verification and Validation</b>	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.



### 6.1.2 Maintain Overall Customer Satisfaction with IT Help Desk Services

<b>Lead</b>	OCIO
<b>Scope</b>	Customer satisfaction with IT Help Desk.
<b>Sources</b>	Customer Satisfaction Survey.
<b>Statistical Issues</b>	None Identified.
<b>Completeness</b>	The data are only available after the survey and are a snapshot of time.
<b>Reliability</b>	Survey has been conducted historically by the Department and it is a reliable expectation that the survey will continue.
<b>Verification and Validation</b>	The Department has a robust process to distribute the survey as well as validate each survey.

### 6.1.3 Maintain the One-Week Service Desk Request Closure Rate

<b>Lead</b>	OCIO
<b>Scope</b>	IT Help Desk service desk requests.
<b>Sources</b>	IT Help Desk Requests System.
<b>Statistical Issues</b>	None identified as there is a historical baseline available to support this performance measure.
<b>Completeness</b>	The data set is available within the help desk tracking system to cover all help desk tickets.
<b>Reliability</b>	This is tracked within the IT Help Desk system and can be accessed at any time.
<b>Verification and Validation</b>	The IT Help Desk Requests system and related processes are mature – this information is available and validated continuously.

## Strategic Objective 6.2: Workforce Development

### 6.2.1 80% of OA-Projected Bipartisan Infrastructure Law Hiring Targets are Achieved Starting in FY 2023

<b>Lead</b>	OST-M, DOHR
<b>Scope</b>	Monitor efforts by OAs in meeting hiring targets set for FY 2023.
<b>Sources</b>	The OA Human Resources Offices provide biweekly updates on progress toward hiring targets, and annually review overall hiring targets.

<b>Statistical Issues</b>	No known statistical issues.
<b>Completeness</b>	No known limitations.
<b>Reliability</b>	The data is assumed to be reliable.
<b>Verification and Validation</b>	Progress against the hiring targets will be measured through bi-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.

#### 6.2.2 Work to Increase the Diversity of Applicants for Mission-Critical Occupations in Each OA

<b>Lead</b>	OST-M, DOHR / OST-DOCR
<b>Scope</b>	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, we will focus on increasing the participation rates of female applicants for Engineering and Information Technology occupations through focused outreach and recruitment.
<b>Sources</b>	The assessment included applicant flow data and onboard workforce data
<b>Statistical Issues</b>	There were no identified statistical issues.
<b>Completeness</b>	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.
<b>Reliability</b>	The analysis and subsequent findings are considered reliable.
<b>Verification and Validation</b>	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.

### 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

<b>Lead</b>	FAA
<b>Scope</b>	<p>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 we provide access for all students when planning those events. FAA-sponsored STEM AVSED outreach is testing this tool in situations that meet the following criteria:</p> <ul style="list-style-type: none"> <li>• 500+ students</li> <li>• FAA has participated in the past</li> <li>• Multiple LOBs support</li> <li>• Organizational goals</li> <li>• Target Communities (Diversity Strategies)</li> <li>• Demographics</li> </ul> <p>The tool will be used first by the event planning teams for the Aviation Safety (AVS) Symposium, the International Girls in Aviation Day, FAA Aviation Career Education (ACE) 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. The team will find the best IT platform to house the tool and share results with the STEM AVSED Executive Board and the Administrator/ Deputy Administrator.</p>
<b>Sources</b>	N/A
<b>Statistical Issues</b>	N/A
<b>Completeness</b>	Successful completion of targets will be measured by looking at the final products, 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 (ARA) and Office of Civil Rights (ACR) 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.
<b>Reliability</b>	N/A
<b>Verification and Validation</b>	Performance information is based upon the assessment of internal actions taken. There is minimal risk of any performance information being inaccurate.

#### 6.2.4 Increase the Percentage of Persons with Disabilities and Persons with Targeted Disabilities in the FAA Workforce

<b>Lead</b>	FAA
<b>Scope</b>	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.
<b>Sources</b>	The data come from the Federal Personnel Payroll System (FPPS) which is maintained by the Office of Human Resource Management. The data are compiled through the completion of the SF-256 or updating the Employee Express profile.
<b>Statistical Issues</b>	The completion of the SF-256 form by newly hired employees and the accuracy of entering the appropriate codes into FPPS 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 FPPS by the HR specialist as this will cause some lag time in the reporting.
<b>Completeness</b>	Office of Civil Rights (ACR) completes the annual Management Directive 715 (MD-715) report for the Equal Employment Opportunity Commission (EEOC). 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 (PWDs) and persons with targeted disabilities (PWTDs) is measured in the MD-715 report. The report will be completed and submitted to the EEOC during the second quarter of each FY.
<b>Reliability</b>	The reliability of this metric will be based on the completion of the SF-256 form and the accuracy of the reporting process.
<b>Verification and Validation</b>	<p>Pursuant to 29 U.S.C. 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. ACR will collect and review FPPS reports on a monthly basis to verify current PWD and PWTD workforce representation at each grade level.</p> <p>To ensure the validity of the workforce data, Human Resource Management (AHR) 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.</p>

### 6.2.5 Increase the Percentage of Supervisors and Managers who have Received Training on Unconscious Bias

<b>Lead</b>	FHWA
<b>Scope</b>	In support of EO 14035 Diversity, Equity, Inclusion, and Accessibility (DEIA) in the Federal Workforce, the DOT DEIA Strategic Plan FY 22-26, and the FHWA Diversity and Inclusion Statement, FHWA is committed to providing 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 allow all managers to be equity facilitators and help employees 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. This interactive training seeks to not only define bias but also provides tools to counteract biases, so they do not interfere with the work environment. Through this training, participants have an opportunity to better understand how we all can contribute to a culture of inclusion.
<b>Sources</b>	The Office of Administration will be tracking the training completion rate of all employees in the organization with a supervisory designation.
<b>Statistical Issues</b>	No known variability or statistical issues we are aware of.
<b>Completeness</b>	No known limitation due to missing data we are aware of.
<b>Reliability</b>	Data will be consistent based on tracking all completion rates.
<b>Verification and Validation</b>	Completion rates will be verified against roster information including supervisory codes to insure we are reaching all supervisors with this new training requirement.

### 6.2.6 Increase the Number of Partnerships with Historically Black Colleges and Universities and Minority-Serving Institutes

<b>Lead</b>	FHWA
<b>Scope</b>	FHWA's Recruitment, Outreach, and Diversity (ROaD) 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, HSIs, and US DOT affinity groups to ensure adequate representation at diverse hiring events.
<b>Sources</b>	Data are collected by the FHWA Office of Human Resources where records are tracked and maintained on hiring events attended annually.

<b>Statistical Issues</b>	No known variability or statistical issues we are aware of.
<b>Completeness</b>	No known limitation due to missing data we are aware of.
<b>Reliability</b>	Data will be consistent based on an internal methodology for tracking these events.
<b>Verification and Validation</b>	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.

#### 6.2.7.a Increase the Number of Funded Positions for the Pathways Program

<b>Lead</b>	FHWA
<b>Scope</b>	Number of corporately funded positions for the Pathways Program and Persons with Disabilities (Schedule A). FHWA is an active participant in student programs such as the Pathways, Professional Development Program (PDP), Summer Transportation Program for Diverse Groups (STPDG), 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.
<b>Sources</b>	Personnel data reporting.
<b>Statistical Issues</b>	No known variability or statistical issues.
<b>Completeness</b>	No known limitation due to missing data.
<b>Reliability</b>	Data will be consistent based on tracking all completion rates.
<b>Verification and Validation</b>	Target achievement will be verified against personnel data collected.



### 6.2.7.b Increase the Number of Hires for Persons with Disabilities

<b>Lead</b>	FHWA
<b>Scope</b>	<p>Number of corporately funded positions for Persons with Disabilities (Schedule A).</p> <p>FHWA is an active participant in student programs such as the Pathways, Professional Development Program (PDP), Summer Transportation Program for Diverse Groups (STPDG), Dwight David Eisenhower Transportation Fellowship Program, and other special hiring initiatives. FHWA can reach more potential hires in underrepresented groups including persons with Disabilities (Schedule A). FHWA will increase the resources available for recruitment and outreach for these programs to increase opportunities to attract and onboard employees under the Schedule A hiring into professional careers in DOT. Direct hire authority for GS-7s help with recruitment efforts for recent graduates and employees with disabilities. FHWA will continue to encourage hiring officials to use special hiring authorities as an option for filling positions.</p>
<b>Sources</b>	Personnel data reporting.
<b>Statistical Issues</b>	No known variability or statistical issues.
<b>Completeness</b>	No known limitation due to missing data.
<b>Reliability</b>	Data will be consistent based on tracking all completion rates.
<b>Verification and Validation</b>	Target achievement will be verified against personnel data collected.

## Strategic Objective 6.3: Data-Driven Programs and Policies

### 6.3.1 Increase the Number of Users of Department-Wide Data Services

<b>Lead</b>	OCIO
<b>Scope</b>	The scope of the measure is Department-wide.
<b>Sources</b>	The data source is the list of user accounts that have been provisioned on the Departmental shared services.
<b>Statistical Issues</b>	No statistical issues. This is a direct census of authorized users.
<b>Completeness</b>	No completeness issues. This is a direct census of authorized users.
<b>Reliability</b>	No reliability issues. This is a direct census of authorized users.
<b>Verification and Validation</b>	Accounts are provisioned in accordance with established internal controls. Usernames are associated with OAs in the DOT Active Directory.

### 6.3.2 Increase the Percentage of Operating Administrations Leveraging the Fast-Track Paperwork Reduction Clearance Process

Lead	OCIO																																							
Scope	The scope applies to all OAs.																																							
Sources	<div>Generic clearances are already in place for most of the OAs and are reported to OMB through the RISC/OIRA Consolidated Information System (ROCIS) and publicly reported on reginfo.gov.</div> <table><thead><tr><th>OA</th><th>Control Number</th><th>Information Collections Used</th></tr></thead><tbody><tr><td>OST</td><td>2105-0573</td><td>15</td></tr><tr><td>FAA</td><td>2120-0746</td><td>6</td></tr><tr><td>FAA</td><td>2120-0772</td><td>5</td></tr><tr><td>FHWA</td><td>2125-0628</td><td>18</td></tr><tr><td>FMCSA</td><td>2126-0049</td><td>0</td></tr><tr><td>FMCSA</td><td>2126-0061</td><td>4</td></tr><tr><td>FRA</td><td>2130-0593</td><td>0</td></tr><tr><td>FTA</td><td>2132-0654</td><td>2</td></tr><tr><td>FTA</td><td>2132-0572</td><td>2</td></tr><tr><td>MARAD</td><td>2133-0543</td><td>0</td></tr><tr><td>MARAD</td><td>2133-0546</td><td>0</td></tr><tr><td>PHMSA</td><td>2137-0640</td><td>1</td></tr></tbody></table>	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
OA	Control Number	Information Collections Used																																						
OST	2105-0573	15																																						
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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																																						
Statistical Issues	None. This is a direct measurement of an administrative process.																																							
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	This process relies on existing internal controls on paperwork.																																							

### 6.3.3 Increase the Percentage of DOT Information Systems Encrypting Data at Rest and In Transit

<b>Lead</b>	OCIO
<b>Scope</b>	This measure applies to all DOT Federal Information Security Modernization Act (FISMA)-reportable information systems.
<b>Sources</b>	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 (CSAM).
<b>Statistical Issues</b>	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.
<b>Completeness</b>	None. This is a direct measurement of an administrative process.
<b>Reliability</b>	None. This is a direct measurement of an administrative process.
<b>Verification and Validation</b>	There are existing programmatic internal controls in the DOT cybersecurity program to validate the information reported in CSAM.

### 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

<b>Lead</b>	OCIO
<b>Scope</b>	This performance measure applies to all DOT OAs and the Web pages they operate that provide public access to the Department's data.
<b>Sources</b>	Feedback surveys.
<b>Statistical Issues</b>	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.
<b>Completeness</b>	Feedback surveys are voluntary.
<b>Reliability</b>	Feedback surveys are voluntary and do not need to be fully completed.
<b>Verification and Validation</b>	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).

## Strategic Objective 6.4: Oversight, Performance, and Technical Assistance

### 6.4.1 Increase the Percentage of IT Budget that Uses Shared Services

<b>Lead</b>	OCIO
<b>Scope</b>	The Office of the Chief Information Officer (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 (WCF).
<b>Sources</b>	Data are collected in DOT's Corporate Investment Management System (CIMS) and in Section 5 of DOT's Congressional Justification (CJ) part of OMB IT Investment data requirements.
<b>Statistical Issues</b>	Not applicable as this is not a statistical data collection.
<b>Completeness</b>	DOT OCIO relies on program offices and OA portfolio managers to upload relevant data into CIMS and report data in their Section 5. To ensure all data are being reported accurately, all IT procurements must include CIO 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.
<b>Reliability</b>	Not applicable.
<b>Verification and Validation</b>	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.

### 6.4.2 Increase the Number of Software Development Contracts Awarded Under the Department's Mandatory Use SWES BPA

<b>Lead</b>	OCIO
<b>Scope</b>	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.
<b>Sources</b>	Applications and Digital Solutions (S86), FWHA Information Technology Acquisition Center of Excellence (IT ACE), and USAspending.gov.
<b>Statistical Issues</b>	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.
<b>Completeness</b>	SWES award data are available on USAspending.gov. Contract quantity and value are both reflected.

<b>Reliability</b>	The number of contracts awarded, and their value are reflected in DOT's acquisition system, PRISM, which is audited to ensure accuracy on an annual basis.
<b>Verification and Validation</b>	Financial audits at the Department occur on an annual basis to ensure accuracy. Additionally, USAspending is consulted to monitor and ensure data accuracy in reporting. Corrective actions to resolve errors are performed throughout the year as inconsistencies are identified.

#### 6.4.3 Increase the Number of Information Technology Systems Operating on a Shared Platform

<b>Lead</b>	OCIO
<b>Scope</b>	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 FY22. 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.
<b>Sources</b>	Applications and Digital Solutions (S86), Cybersecurity and Information Protection (S83), Strategic Portfolio Management (S81), and DOT agencies.
<b>Statistical Issues</b>	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.
<b>Completeness</b>	S86 will engage the DOT Chief Architect, S83 Chief Information Security Office, and all DOT OAs to ensure an accurate inventory is captured for assessment.
<b>Reliability</b>	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.
<b>Verification and Validation</b>	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 OA 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.

#### 6.4.4 Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles

<b>Lead</b>	OST-M, OSPE
<b>Scope</b>	<p>This performance metric is one of four KPIs identified by the Government-wide Category Management Program (GWCM). The KPIs were developed to align with OMB Memo M-19-13 and OMB Memo M-22-03.</p> <p>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.</p> <p>Spend Under Management (SUM) KPI 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).</p> <p>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 (D2D) dashboards, which are endorsed for use by the OMB.</p>
<b>Sources</b>	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 D2D dashboards. The dashboards are then used by agencies in managing and overseeing their category management program implementation.
<b>Statistical Issues</b>	To calculate SUM, the GSA Program Management Office (PMO) needs to populate the current information from FPDS into the D2D 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 OAs. To accurately pinpoint progress will be a challenge. Utilizing the Department's category management annual plan, we will better be able to track OAs' planned to actual progress.
<b>Completeness</b>	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.
<b>Reliability</b>	Not applicable.
<b>Verification and Validation</b>	<p>The data are initially entered into FPDS via an interface between DOT's contract writing system, PRISM, 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.</p> <p>As an additional verification of FPDS data accuracy, DOT OA 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 Office of the Senior Procurement Executive (OSPE) as to their results. Using the OA responses, OSPE provides a consolidated report to GSA each FY on behalf of the Department.</p>



#### 6.4.5 Increase the Percentage of Utilization of Best-in-Class Contracts in DOT's Total Obligation

<b>Lead</b>	OST-M, OSPE
<b>Scope</b>	<p>This performance metric is one of four KPIs identified by the GWCM. The KPIs were developed to align with OMB Memo M-19-13 and OMB Memo M-22-03.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<b>Sources</b>	See sources for "Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles."
<b>Statistical Issues</b>	To calculate BIC, see statistical issues for "Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles."
<b>Completeness</b>	See completeness for "Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles."
<b>Reliability</b>	Not applicable.
<b>Verification and Validation</b>	See verification and validation for "Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles."

**6.4.6 Achieve a 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**

<b>Lead</b>	OST-B
<b>Scope</b>	<p>Payment Integrity legislation defines a program as susceptible to significant improper payments when annual improper payments exceed 1.5 percent 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 2023, 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.</p> <p>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 FYs 2023 and 2024, DOT expects to complete risks assessment for over 30 programs, many of which received BIL 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 2025.</p>
<b>Sources</b>	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.
<b>Statistical Issues</b>	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 only represent the results of programs susceptible to significant improper payments and are not a statistical estimate for all of DOT's programs.
<b>Completeness</b>	The Enterprise Service Center, DOT's financial management service provider, reconciles the data extracts to the OA's financial statements to ensure completeness. Next, the statistician and DOT officials collaborate to identify the final payment populations for sampling.
<b>Reliability</b>	The results of sampling and testing payment accuracy demonstrates 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.
<b>Verification and Validation</b>	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.

**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**

<b>Lead</b>	OST-B
<b>Scope</b>	The scope of this metric includes all DOT Treasury Account Symbols (TASs) that include BIL programs.
<b>Sources</b>	The information is stored in the Department's financial management system, Delphi, and reported to the Department of Treasury's (Treasury's) DATA Act Broker System (Broker).
<b>Statistical Issues</b>	N/A
<b>Completeness</b>	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 TAS(s) causing the fatal error(s) is excluded from the submission and disclosed in the quarterly certification.
<b>Reliability</b>	There are currently no factors affecting DOT's ability to achieve this measure.  This target can be impacted by changes to the Governmentwide 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.
<b>Verification and Validation</b>	The Governmentwide Spending Data Model (GSDM), formerly known as the DATA Act Information Model Schema (DAIMS), 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 GSDM includes validation rules documentation for the business rules the Treasury Broker uses for field and cross-file validations of DATA Act files.

**Strategic Objective 6.5: Sustainability Initiatives**

**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**

<b>Lead</b>	FAA
<b>Scope</b>	New facilities entering the design phase in FY 2023 and beyond.
<b>Sources</b>	Line of Business Energy Management professionals.
<b>Statistical Issues</b>	N/A

<b>Completeness</b>	Organizations must include all guiding principles in their design documents. There is no credit given for facilities that fail to include all of the principles.
<b>Reliability</b>	This target can be impacted by delays in project management and the design phase taking longer than expected.
<b>Verification and Validation</b>	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. AEE and Aviation Property Management (APM) review assessment documentation to help ensure the facility is accurately certified as sustainable. Documentation is available for OST or OMB review, upon request.

#### 6.5.2 Reduce the Percentage of Direct Greenhouse Gas Emissions from DOT Operations, Facilities, and Fleets from 2008 Levels

<b>Lead</b>	OST-M, OFIAM
<b>Scope</b>	This measure includes all scope 1 and 2 GHG emissions, including those from facilities and fleet vehicles owned and operated by DOT and its OAs.
<b>Sources</b>	EO 14057 requires DOT to reduce overall scope 1 and 2 GHG emissions by 65 percent by 2030 relative to FY 2008 baseline. GHG emissions from fleet vehicles are provided by the Federal Automotive Statistical Tool (FAST) which is maintained by the Department of Energy (DOE). Facility-related GHG emissions are collected at the field level and reviewed by the OAs. The Office of the Secretary is responsible for compiling all GHG emission data from each of the OAs' facilities and fleet vehicles into the Energy Management Data Report workbook maintained by DOE.
<b>Statistical Issues</b>	DOT and its OAs are responsible for collecting actual GHG emission data from field sites and no known statistical issues exist.
<b>Completeness</b>	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.
<b>Reliability</b>	There is an extensive review of GHG emission data that occurs at the field, OA, 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 EO 14057.
<b>Verification and Validation</b>	DOT and its OAs 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.

### 6.5.3 Increase the Percentage of Zero-Emission Light-Duty Vehicle Fleet Acquisitions

<b>Lead</b>	OST-M, OFIAM
<b>Scope</b>	This measure includes all light-duty vehicle acquisitions for both owned- and leased-vehicles in the fleets of the Department and its OAs.
<b>Sources</b>	Executive Order 14057 requires 100 percent 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 (VAM) data system. Owned vehicle acquisition data is provided by the individual OAs. The Office of the Secretary is responsible for compiling this data into the Integrated Logistics Management System (ILMS). ILMS is owned and operated by the Department. Vehicle acquisition data are formatted and uploaded into the Federal Automotive Statistical Tool (FAST) which is maintained by the Department of Energy (DOE).
<b>Statistical Issues</b>	DOT and its OAs 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.
<b>Completeness</b>	The GSA Vehicle Allocation Methodology (VAM) 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 (ILMS) owned and managed by DOT contains comprehensive vehicle acquisition data and is used by the OAs to manage fleet information.
<b>Reliability</b>	There is extensive review of vehicle acquisition data that occurs at the field, OA, and OST level prior to entry into the ILMS data system, GSA VAM data system and the DOE FAST system. The GSA VAM data system and the DOE FAST system is used to prepare many reports to Congress and others regulatory agencies. Performance goals follow data as reported in ILMS, GSA VAM and FAST, and is the reliable basis for light duty vehicle acquisitions as required under Executive Order 14057.
<b>Verification and Validation</b>	DOT and its OAs 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.

## Strategic Objective 6.6: Enterprise Cyber Risks

### 6.6.1 Increase the Percentage of Federal Information Modernization Act Information Systems Where Privacy Threshold Assessments and Privacy Plans Align with Authority to Operate

<b>Lead</b>	OCIO
<b>Scope</b>	<p>This measure applies to all DOT FISMA-reportable, personally identifiable information (PII) and non-PII FISMA reportable information systems. Prior to ATO, all DOT OAs must complete privacy threshold assessments (PTAs) or Privacy Continuous Monitoring (PCM), and if required, a Privacy Impact Assessment (PIA) and System of Records Notice (SORN). These documents are collectively known as the system Privacy Plan.</p> <p>Note: For FY 2021 and 2022, FISMA SAOP metrics were used to track whether PTA/PCM was completed prior to ATO. However, FISMA SAOP metrics only account for PII systems. In accordance with DOT policy, systems that are non-PII must also have Privacy Plans completed prior to ATO. All systems are also to be reviewed annually prior to authorization and reauthorization, to include the FAA which has a three-year ATO cycle. OCIO has made progress on adjudicating both PII and non-PII systems prior to ATO and this metric is being adjusted to account for non-PII systems.</p>
<b>Sources</b>	<p>DOT Chief Privacy Officer (CPO) tracks all Privacy documents that are adjudicated in a given FY and utilizes CSAM to validate numbers. CPO tracking and CSAM validation will be used to verify the number of systems where Privacy documentation aligns to or was completed prior to system ATO. CPO will be reviewing to track:</p> <ul style="list-style-type: none"> <li>• Number of information systems that the agency authorized or reauthorized to operate during the reporting period.</li> <li>• Number of information systems reported that CPO reviewed and approved a system privacy plan for the information system prior to the information system's authorization or reauthorization.</li> </ul>
<b>Statistical Issues</b>	CPO will use consistent formula to calculate the number of systems with reviewed and approved PTA/Privacy Plans prior to the information system's authorization or reauthorization.
<b>Completeness</b>	Completeness issues should be limited as all PTAs and privacy plans must be entered into CSAM. CPO tracks adjudicated system PTAs and ATO dates and uses CSAM to validate data.
<b>Reliability</b>	This is a direct measurement of an administrative process whereby OAs must enter adjudicated PTAs and privacy plans into CSAM.
<b>Verification and Validation</b>	There are existing programmatic internal controls in the DOT cybersecurity program to validate the information reported in CSAM. 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.



### 6.6.2 Decrease the Percentage of DOT-Approved Plans of Actions and Milestones Recorded in the Cybersecurity Assessment Management System

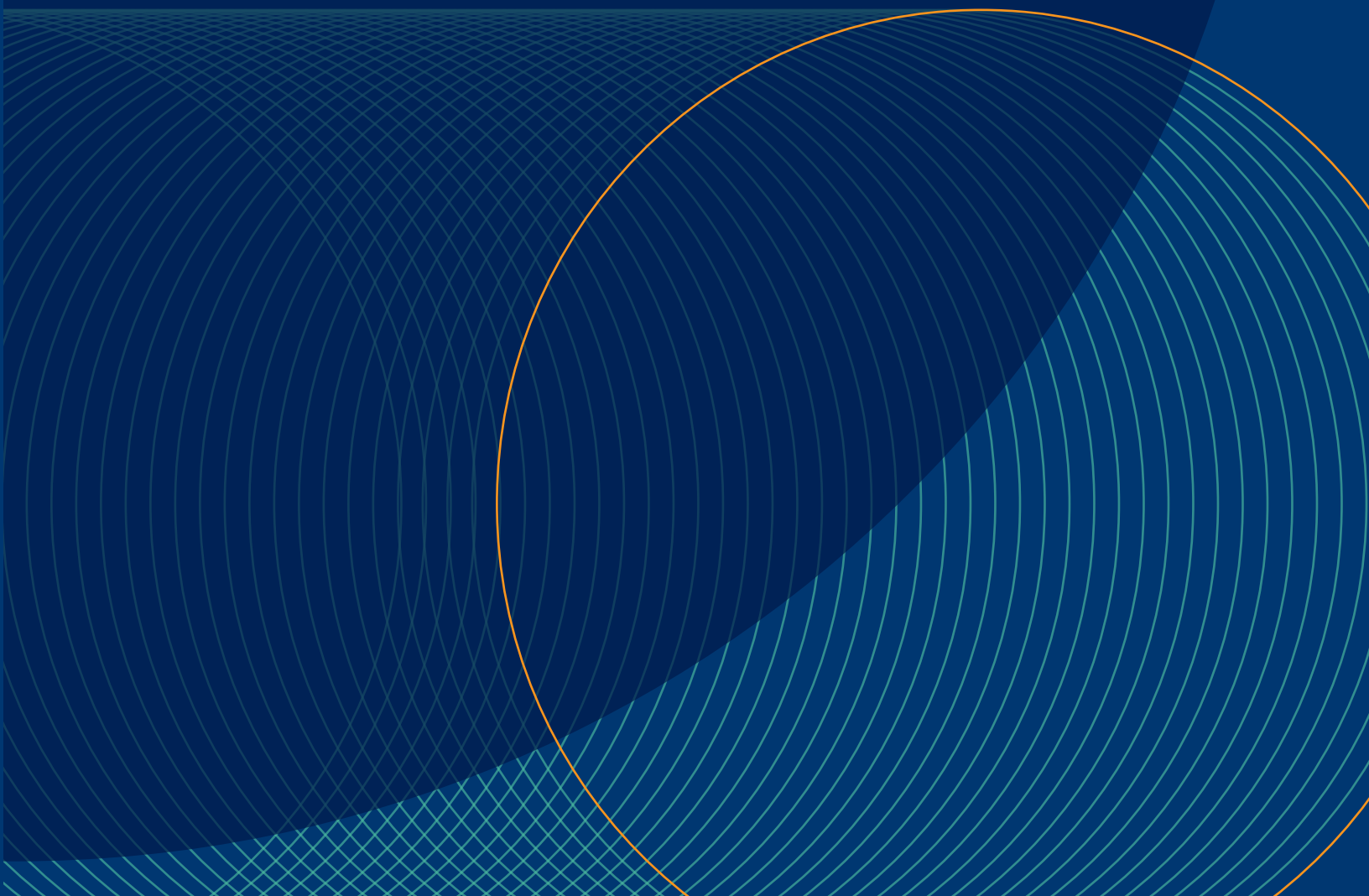
<b>Lead</b>	OCIO
<b>Scope</b>	This measure applies to all DOT FISMA-reportable information systems.
<b>Sources</b>	The information is reported and stored in the Department's cybersecurity governance risk and compliance (GRC) system, CSAM.
<b>Statistical Issues</b>	DOT will evaluate the total of Plans of Action and Milestones (POA&Ms) in CSAM to track and validate closure(s). However, the potentially changing quantities of information systems and new vulnerabilities discovered will impact this metric.
<b>Completeness</b>	None. This is a direct measurement of an administrative process.
<b>Reliability</b>	None. This is a direct measurement of an administrative process.
<b>Verification and Validation</b>	There are existing programmatic internal controls in the DOT cybersecurity program to validate the information reported in CSAM.

### 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

<b>Lead</b>	OCIO
<b>Scope</b>	This measure applies to all DOT FISMA-reportable information systems.
<b>Sources</b>	The information is reported by data call but can eventually be stored in the Department's cybersecurity risk management system, CSAM, and agency Continuous Diagnostics and Mitigation dashboard being developed and deployed in partnership with the U.S. Department of Homeland Security.
<b>Statistical Issues</b>	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.
<b>Completeness</b>	None. This is a direct measurement of an administrative process.
<b>Reliability</b>	None. This is a direct measurement of an administrative process.
<b>Verification and Validation</b>	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 IV

## Acronyms & Abbreviations



# Acronyms & Abbreviations

<b>AADT</b>	Annual Average Daily Traffic
<b>AAM</b>	Near-Term Advanced Air Mobility
<b>AAR</b>	Association of American Railroads
<b>ACQ</b>	Acquisition
<b>ADA</b>	Americans with Disabilities Act
<b>ADC</b>	Average daily capacity
<b>AEDT</b>	Aviation Environmental Design Tool
<b>AEE</b>	Office of Environment and Energy
<b>AJR-G</b>	Office of Performance Analysis
<b>ANG</b>	Office of NextGen
<b>AP</b>	Availability Payment
<b>APG</b>	Agency Priority Goal
<b>APL</b>	Office of Aviation Policy, Planning, and Environment
<b>ARIA</b>	Aviation Risk Identification Assessment
<b>ASIAS</b>	Aviation System Analysis and Sharing
<b>ASPM</b>	Aviation System Performance Metrics
<b>ASQP</b>	Airline Service Quality Performance
<b>ASRB</b>	Acquisition Strategy Review Board
<b>ATIP</b>	Automated Track Inspection Program
<b>ATO</b>	Air Traffic Organization/ Authority to Operate
<b>ATQA</b>	Air Traffic Quality Assurance
<b>ATR</b>	Automated Traffic Recorders
<b>AVP</b>	Accident Investigation and Prevention
<b>AVS</b>	Aviation Safety
<b>BASIC</b>	Behavior Analysis and Safety Improvement Categories
<b>BFP</b>	Bridge Formula Program
<b>BIC</b>	Best in Class
<b>BIL</b>	Bipartisan Infrastructure Law
<b>BIP</b>	Bridge Investment Program
<b>BLS</b>	Bureau of Labor Statics
<b>BTS</b>	Bureau of Transportation Statistics
<b>BUILD</b>	Better Utilizing Investments to Leverage Development
<b>CAPRI</b>	Compliance Analysis and Performance Review Information
<b>CASTLE</b>	Consolidated Automated System for Time and Labor Entry

<b>CDL</b>	Commercial driver's license
<b>CEDAR</b>	Comprehensive Electronic Data Analysis Reporting
<b>CEO</b>	Chief Executive Officer
<b>CEQ</b>	Council on Environmental Quality
<b>CFOI</b>	Census of Fatal Occupational Injuries
<b>CFR</b>	Code of Federal Regulations
<b>CGA</b>	Common Ground Alliance
<b>CHBP</b>	Competitive Highway Bridge Program
<b>CIF\$</b>	Center for Innovative Finance Support
<b>CIMS</b>	Corporate Investment Management System
<b>CLEEN</b>	Continuous Lower Energy, Emissions, and Noise
<b>CMV</b>	Commercial motor vehicle
<b>CMVOST</b>	Commercial Motor Vehicle Safety Training
<b>CO<sub>2</sub></b>	Carbon Dioxide
<b>Corridor ID</b>	Corridor Identification and Development Program
<b>Co-SRMA</b>	Co-Sector Risk Management Agency
<b>CPT</b>	Railcars Per Train
<b>CRISI</b>	Consolidated Rail Infrastructure and Safety Improvements
<b>CRSS</b>	Crash Report Sampling System
<b>CSAM</b>	Cyber Security Assessment and Management
<b>CSF</b>	Cable Security Fleet
<b>CY</b>	Calendar Year
<b>DATA Act</b>	Digital Accountability and Transparency Act of 2014
<b>DataComm</b>	Data Communications
<b>DB1B</b>	Airline Origin and Destination Survey
<b>DBE</b>	Disadvantaged Business Enterprise
<b>DEI</b>	Diversity, Equity, and Inclusion
<b>DEIA</b>	Diversity, Equity, Inclusion, and Accessibility
<b>DIRT</b>	Damage Prevention Reporting Tool
<b>DOCR</b>	Departmental Office of Civil Rights
<b>DoD</b>	Department of Defense
<b>DOE</b>	U.S. Department of Energy
<b>DOHR</b>	Departmental Office of Human Resources
<b>DOT</b>	Department of Transportation
<b>D2D</b>	Data to Decisions
<b>EA</b>	Environmental Assessment

<b>ECAC</b>	Estimated Cost at Completion
<b>EIS</b>	Environmental Impact Statements
<b>EMBARC</b>	Every Mariner Builds a Respectful Culture
<b>EMS</b>	Emergency Medical Services
<b>EO</b>	Executive Order
<b>EOD</b>	Employee on-duty
<b>EPA</b>	U.S. Environmental Protection Agency
<b>ERM</b>	Enterprise Risk Management
<b>ESAC</b>	Estimated Schedule at Completion
<b>EV</b>	Electric vehicle
<b>FAA</b>	Federal Aviation Administration
<b>FAR</b>	Federal Acquisition Regulation
<b>FARS</b>	Fatality Analysis Reporting System
<b>FHWA</b>	Federal Highway Administration
<b>FISMA</b>	Federal Information Security Modernization Act
<b>FLOW</b>	Freight Logistics Optimization Works
<b>FMCSA</b>	Federal Motor Carrier Safety Administration
<b>FMIS</b>	Fiscal Management Information System
<b>FPDS</b>	Federal Procurement Data System
<b>FPPS</b>	Federal Personnel/Payroll System
<b>FRA</b>	Federal Railroad Administration
<b>FRPP</b>	Federal Real Property Program
<b>FTA</b>	Federal Transit Administration
<b>FTE</b>	Full-time equivalent
<b>FY</b>	Fiscal Year
<b>GA</b>	General Aviation
<b>GAJSC</b>	General Aviation Joint Steering Committee
<b>GAMA</b>	General Aviation Manufacturers Association
<b>GARVEE</b>	Grant Anticipation Revenue Vehicle
<b>GES</b>	General Estimating System
<b>GHG</b>	Greenhouse gas
<b>GLS</b>	Great Lakes St. Lawrence Seaway Development Corporation
<b>GPS</b>	Global Positioning System
<b>GSA</b>	General Services Administration
<b>GVWR</b>	Gross Vehicle Weight Rating
<b>GWCM</b>	Government-wide Category Management Program

<b>HBCU</b>	Historically Black College or University
<b>HERS</b>	Highway Economic Requirements System
<b>HM</b>	Hazardous Materials
<b>HMIS</b>	Hazardous Materials Information System
<b>HOS</b>	Hours-of-Service
<b>HPMS</b>	Highway Performance Monitoring System
<b>HQ</b>	Headquarters
<b>HR</b>	Human Resources
<b>HSIP</b>	Highway Safety Improvement Program
<b>HUD</b>	U.S. Department of Housing and Urban Development
<b>IBC</b>	Department of Interior Business Center
<b>ICAO</b>	International Civil Aviation Organization
<b>IJA</b>	Infrastructure Investment and Jobs Act
<b>IRI</b>	International Roughness Index
<b>IT</b>	Information Technology
<b>KPI</b>	Key Performance Indicators
<b>KSN</b>	Knowledge Services Network
<b>LAANC</b>	Low Altitude Airspace and Notification Capability
<b>LOB</b>	Line of business
<b>LTCCFS</b>	Large Truck Crash Causal Factors Study
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act
<b>MARAD</b>	Maritime Administration
<b>MCMIS</b>	Motor Carrier Management Information System
<b>MCSAP</b>	Motor Carrier Safety Assistance Program
<b>MGS</b>	Monster Government Solutions
<b>MMUCC</b>	Model Minimum Uniform Crash Criteria
<b>MPO</b>	Metropolitan planning organization
<b>MRO</b>	Multiple Runway Operations
<b>MSI</b>	Minority-Serving Institution
<b>MSP</b>	Maritime Security Program
<b>MY</b>	Model year
<b>NAC</b>	NextGen Advisory Committee
<b>NAR</b>	Non-Accident Releases
<b>NAS</b>	National Airspace System
<b>NBI</b>	National Bridge Inventory
<b>NBIAS</b>	National Bridge Investment Analysis System



<b>NBIS</b>	National Bridge Inspection Standards
<b>NCAP</b>	New Car Assessment Program
<b>NEC</b>	Northeast Corridor
<b>NEMSIS</b>	National Emergency Medical Services Information System
<b>NEPA</b>	National Environmental Policy Act
<b>NEVI</b>	National Electric Vehicle Infrastructure
<b>NextGen</b>	Next Generation Air Transportation System
<b>NGDISM</b>	Natural Gas Distribution Infrastructure Safety and Modernization
<b>NHPP</b>	National Highway Performance Program
<b>NHS</b>	National Highway System
<b>NHTS</b>	National Household Travel Survey
<b>NHTSA</b>	National Highway Traffic Safety Administration
<b>NOFO</b>	Notice of Funding Opportunity
<b>NOI</b>	Notice of Intent
<b>NPIAS</b>	National Plan of Integrated Airport Systems
<b>NPMRDS</b>	National Performance Management Research Data Set
<b>NPRM</b>	Notice of Proposed Rulemaking
<b>NRC</b>	National Response Center
<b>NRSS</b>	National Roadway Safety Strategy
<b>NTD</b>	National Transit Database
<b>NTL</b>	National Transportation Library
<b>NTML</b>	National Traffic Management Log
<b>NTSB</b>	National Transportation Safety Board
<b>OA</b>	Operating Administration
<b>OAG</b>	Official Airline Guide
<b>OASIS</b>	One Acquisition Solution for Integrated Services
<b>OCIO</b>	Office of the Chief Information Officer
<b>OD</b>	Original Destination
<b>ODA</b>	Organization Designation Authorization
<b>OGC</b>	Office of the General Counsel
<b>OHMS</b>	Office of Hazardous Materials Safety
<b>OIG</b>	Office of Inspector General
<b>OIRA</b>	Office of Information and Regulatory Affairs (OMB)
<b>OJT</b>	On-the-job training
<b>OMB</b>	Office of Management and Budget
<b>OPM</b>	Office of Personnel Management

<b>OPSNET</b>	Operational Network
<b>OSDBU</b>	Office of Small and Disadvantaged Business Utilization
<b>OSPE</b>	Office of the Senior Procurement Executive
<b>OST</b>	Office of the Secretary of Transportation
<b>OST-B</b>	Office of the Assistant Secretary for Budget and Programs
<b>OST-M</b>	Office of the Assistant Secretary for Administration
<b>OST-P</b>	Office of the Secretary of Transportation - Policy
<b>OST-R</b>	Office of the Secretary of Transportation - Research
<b>OST-S</b>	Office of Intelligence, Security, and Emergency Response
<b>OST-T</b>	Office of Tribal Government Affairs
<b>OST-X-40</b>	Office of International Aviation
<b>OTP</b>	On-Time Performance
<b>PAB</b>	Private Activity Bond
<b>PAPAI</b>	Project and Program Action Information
<b>PAR</b>	Police Accident Report
<b>PBN</b>	Performance-Based Navigation
<b>PCR</b>	Police Crash Reports
<b>PHMSA</b>	Pipeline and Hazardous Materials Safety Administration
<b>PIDP</b>	Port Infrastructure Development Program
<b>PII</b>	Personally Identifiable Information
<b>PIPES Act</b>	Protecting our Infrastructure of Pipelines and Enhancing Safety Act
<b>PIV/MFA</b>	Personal Identify Verification/Multi-Factor Authentication
<b>POA&amp;M</b>	Plan of Actions and Milestones
<b>PRISM</b>	Procurement Information System for Management
<b>PROTECT</b>	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
<b>PSC</b>	Product or Service Code
<b>PTA</b>	Privacy threshold analysis
<b>PTASP</b>	Public Transportation Agency Safety Plan
<b>PVVMT</b>	Private Vehicle - Vehicle Miles Traveled
<b>PWD</b>	Persons with disabilities
<b>PWTD</b>	Persons with targeted disabilities
<b>P3</b>	Public-private partnership
<b>QA/QC</b>	Quality Assurance/Quality Control
<b>RCE</b>	Railroad Crossing Elimination
<b>REMS</b>	Real Estate Management System
<b>R&amp;D</b>	Research and Development

<b>ROD</b>	Record of Decision
<b>RRF</b>	Ready Reserve Force
<b>RTF</b>	Reduce the Footprint
<b>RWP</b>	Roadway Worker Protection
<b>S/TIP</b>	Statewide/Transportation Improvement Program
<b>SAF</b>	Sustainable Aviation Fuel
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
<b>SAM</b>	System for Award Management
<b>SBA</b>	Small Business Administration
<b>SDB</b>	Small Disadvantaged Business
<b>SF</b>	Square Feet
<b>SGR</b>	State of Good Repair
<b>SIB</b>	State Infrastructure Bank
<b>SME</b>	Subject Matter Experts
<b>SMS</b>	Safety Management Systems
<b>SOAR</b>	System of Airports Reporting
<b>SOP</b>	Standard Operating Procedures
<b>SOW</b>	Statement of Work
<b>SPIRE</b>	Simplified Program Information Reporting and Evaluation
<b>SRM</b>	Service Revenue Miles
<b>SSA</b>	Safe System Approach
<b>SSO</b>	State Safety Oversight
<b>SS4A</b>	Safe Streets and Roads for All Program
<b>STB</b>	Surface Transportation Board
<b>STBG</b>	Surface Transportation Block Grant Program
<b>STEM AVSED</b>	Science, Technology, Engineering, and Math Aviation and Space Education
<b>SWES BPA</b>	Software Engineering Support Blanket Purchase Agreement
<b>TAC</b>	Technical Assistance Center
<b>TAM</b>	Transportation Acquisition Manual
<b>TAR</b>	Transportation Acquisition Regulation
<b>TERM</b>	Transit Economic Requirements Model
<b>TEU</b>	Twenty-foot Equivalent Unit
<b>TFDM</b>	Terminal Flight Data Manager
<b>TIFIA</b>	Transportation Infrastructure Finance and Innovation Act
<b>TIGER</b>	Transportation Investment Generating Economic Recovery
<b>TMAS</b>	Traffic Monitoring and Analysis System

<b>TrAMS</b>	Transit Award Management System
<b>TRANSCOM</b>	Transportation Command
<b>TRM</b>	Train Revenue Miles
<b>TTTR</b>	Truck Travel Time Reliability
<b>TVT</b>	Travel Volume Trends
<b>UAS</b>	Unmanned Aircraft Systems
<b>ULB</b>	Useful Life Benchmark
<b>Uniform Act</b>	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
<b>UPT</b>	Unlinked Passenger Trips
<b>USMMA</b>	United States Merchant Marine Academy
<b>UZA</b>	Urbanized Area
<b>VISA</b>	Voluntary Intermodal Sealift Agreement
<b>VMT</b>	Vehicle Miles Traveled
<b>VRM</b>	Vehicle Revenue Miles
<b>WTTS</b>	Workforce Transformation and Tracking System
<b>ZTA</b>	Zero-trust architecture

