

**U.S. Department of
Transportation**

**BUDGET
ESTIMATES
FISCAL YEAR 2025**

**OFFICE OF
THE SECRETARY
OF TRANSPORTATION**

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

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DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FY 2025 CONGRESSIONAL JUSTIFICATION

ACRONYM REFERENCE SHEET

APPROPRIATION/OBLIGATION LIMITATION ACCOUNTS

SALARIES AND EXPENSES	SE
FINANCIAL MANAGEMENT CAPITAL	FMC
OFFICE OF CIVIL RIGHTS	OCR
SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH	SDBUO
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	TPRD
NATIONAL INFRASTRUCTURE INVESTMENTS	NII
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	NSTIFB
CYBER SECURITY INITIATIVES	CSI
RESEARCH AND TECHNOLOGY	RT
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	PAC
THRIVING COMMUNITIES	TC
ELECTRIC VEHICLE FLEET	EVF

INDEFINITE BUDGET AUTHORITY ACCOUNTS

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

REIMBURSABLE ACCOUNTS

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

ALLOCATION ACCOUNTS

BUREAU OF TRANSPORTATION STATISTICS	BTS
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	UTC
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BIL SUPPLEMENTAL ADVANCE APPROPRIATIONS

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

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**DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY**

FY 2025 CONGRESSIONAL JUSTIFICATION

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SECTION 1: OVERVIEW

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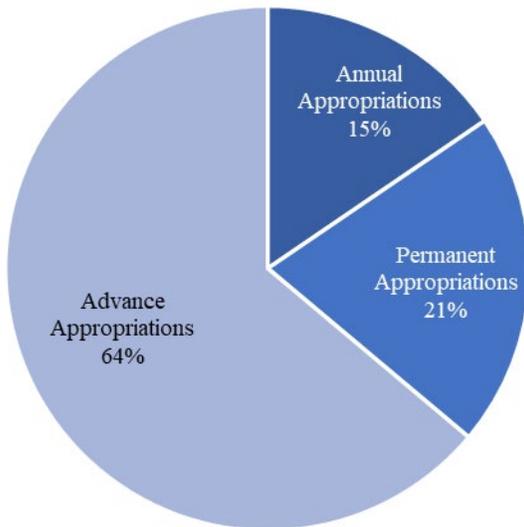
OFFICE OF THE SECRETARY

OVERVIEW

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

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

OST is responsible for the selection, award, and oversight of billions of dollars of multimodal infrastructure funding. In 2021, the passage of the Bipartisan Infrastructure Law (BIL) provided additional dollars to the local, regional, and national infrastructure project assistance programs. BIL also created three new grant programs that focus on culvert replacement, advanced smart city or community technologies, and preventing death and serious injury on roads and streets.



The FY 2025 Budget includes **\$869.8 million** in Annual Appropriations and **\$1.2 billion** in Permanent Appropriations for the Office of the Secretary, in addition to **\$3.8 billion** in Advance Appropriations provided by the BIL, for total budgetary resources of **\$5.9 billion**.

Key Components of the Request:

The FY 2025 Budget request maintains a continued **focus on investing in activities and initiatives that enhance the safety of our transportation system** for all individuals, striving towards a future free from transportation-related serious injuries and fatalities.

OST also showcases a continued focus on **investing in equity initiatives** and expanding DOT's Equity Action Plan by allocating resources and staffing to drive its implementation as well as **prioritizing investments in activities and initiatives that address climate change and promote resilience**, working towards a transportation system that is both resilient and sustainable, with zero emissions and waste.

Priority is also placed on investments in activities that **foster job creation through transportation workforce development** and enhance American competitiveness, establishing the U.S. as a leader in modern transportation options and the development of innovative transportation technologies.

Lastly, the FY 2025 Budget places particular emphasis **ensuring satisfactory funding for mission support and organizational health activities**. This includes addressing any unmet operational or human capital needs deemed essential for program delivery, as well as providing additional resources for data and technology capabilities to advance our mission.

Requested Increases in S&E Account Include:



- + **Undersecretary of Transportation for Policy:** An additional **\$5.3 million** requested to administer the Freight Logistics Optimization Works (FLOW) program.
- + **Intelligence, Security, and Emergency Response:** An additional **\$185 thousand** is requested for the Classified System Access and **two positions** (intelligence analysts).
- + **Chief Information Officer:** An additional **\$552 thousand** to support modernization efforts and **four positions** for the establishment of a Chief Artificial Intelligence Office. **\$1.7 million** is also required to fund DOT’s share of US Digital Service expertise and assistance attracting and hiring technical talent to de-risk large-scale or high-priority technical implementations and launches, respond in urgent situations, and/or provide technology strategy and planning support. A redirection of **\$7.3 million** to IT modernization is also included.
- + **Public Affairs and Engagement:** An increase of **\$300 thousand** for **contractual services and two positions**.
- + **CFO/Budget:** An increase of **\$400 thousand** for **four positions (data scientists)**.
- + **General Counsel:** An increase of **\$400 thousand** for **four positions (general attorneys)**.
- + **Governmental Affairs:** An increase of **\$75 thousand** for **one position** that will focus on congressional and intergovernmental matters.
- + **Administration:** An increase of **\$1.6 million** requested for GSA Rent and **\$315 thousand for three positions**. A redirection of **\$679 thousand** from contractual services to salaries is included.

Requested Increases in Other OST Accounts Include:



- + **Office of Civil Rights:** An additional **\$4.4 million** for contractual services to provide civil rights mission deliverables.
- + **Small and Disadvantaged Business Utilization and Outreach:** An additional **\$1.8 million** for the National Vendor Database, coverage for Small Business Transportation Resource Centers, CRM software, and **two positions (program analysts)**.
- + **Cyber Security Initiatives:** An increase of **\$20.8 million** is requested to address challenges in DOT’s information security program and obstacles to prevent data breaches and limiting malicious actors.
- + **Research and Technology (R&T):** A net increase of **\$9.1 million** and **23 positions** is requested to ensure that DOT’s strategic R&T priorities are implemented and to lead a range

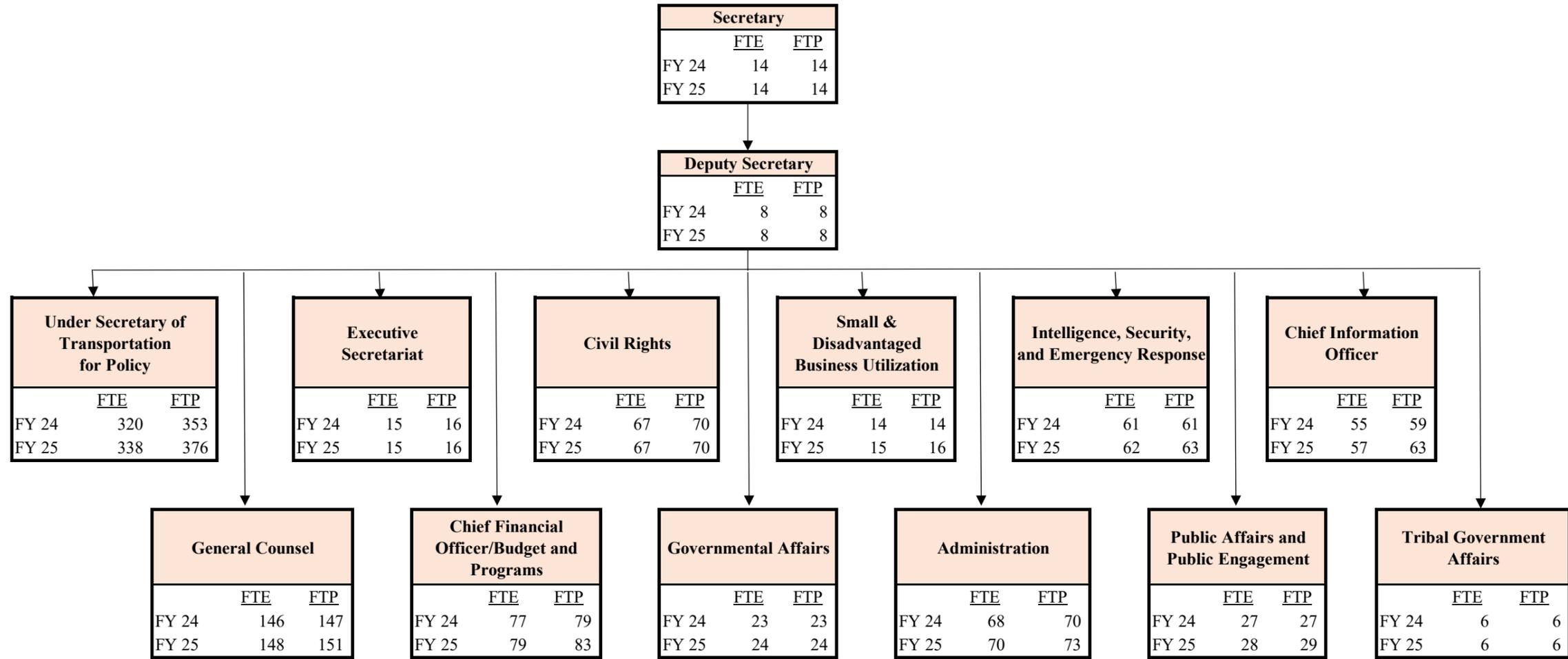
of cross-modal initiatives. The changes includes an additional **\$937 thousand** in Research Priorities, increase of **\$5 million** for Climate Change Center, a decrease of **\$17 million** for PNT/GNSS/GPS activities, an additional **\$11.8 million** and **five positions** for Advanced Research Projects Agency – Infrastructure (ARPA-I), a decrease of **\$3 million** in the Transportation Vulnerability and Resiliency Data Program, a decrease of **\$600 thousand** in the Interdisciplinary Transportation Law and Policy Program, an increase of **\$5.3 million** and **two positions** for implementation of the Ocean Shipping Reform Act, an additional **\$2.8 million** and **four positions** that support the Statistical Official requirements, and **\$4 million** for the Climate Change Vulnerability Study.

- + **Payments to Air Carriers:** An increase of **\$74.4 million** is requested to ensure small communities retain a link to the National Air Transportation System despite inflationary pressures and cost increases.
- + **Essential Air Service:** An increase of **\$9.8 million** for the estimated overflight fee collections
- + **Electric Vehicle Fleet:** An increase of **\$5.3 million** is requested to acquisition electric vehicles and the install vehicle charging and refueling infrastructures for DOT’s fleet.

Requested Policy Change:

- For the FY 2025 National Infrastructure Investments (NII), **\$800 million** is to be provided from repurposed unobligated balances of TIFIA contract authority, to remain available until expended.
- Administrative Provision for Safe Streets and Roads for All, to lower the requirement of the amounts awarded to planning activities from 40 percent to 20 percent.
- Administrative Provision for Mega, to waive the 50 percent set aside for projects that have a project cost of more than \$100 million, but less than \$500 million to ensure greater flexibility for project selection.

Exhibit I
U.S. Department of Transportation
Office of the Secretary
Direct Full-Time Equivalents (FTE) / Full-Time Positions (FTP)
FYs 2024 and 2025



SECTION 2:
BUDGET
SUMMARY
TABLES

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**EXHIBIT II-1
FY 2025 BUDGET AUTHORITY
OFFICE OF THE SECRETARY OF TRANSPORTATION
(\$000)**

ACCOUNTS	FY 2023 ENACTED	FY 2024 CR ANNUALIZED + FY 2024 ATB's	FY 2025 REQUEST
BUDGET AUTHORITY			
SALARIES AND EXPENSES	171,014	188,938	209,916
FINANCIAL MANAGEMENT CAPITAL	5,000	5,000	5,000
OFFICE OF CIVIL RIGHTS	14,800	18,228	22,403
SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH	5,132	5,330	7,226
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	36,543	25,627	24,780
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	31,107	18,793	15,942
INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER	5,436	6,834	8,838
NATIONAL INFRASTRUCTURE INVESTMENTS	800,000	800,000	-
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	800,000	800,000	-
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	8,850	9,558	10,692
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	8,850	9,558	10,692
RRIF RESCISSION	-	-	-
TIFIA/RRIF NEGATIVE SUBSIDY	[-45,000]	[-64,000]	[-23,000]
CYBER SECURITY INITIATIVES	48,100	49,000	74,600
RESEARCH AND TECHNOLOGY	48,996	53,772	61,930
RESEARCH AND TECHNOLOGY	45,772	50,548	46,930
ADVANCED RESEARCH PROJECTS AGENCY - INFRASTRUCTURE	3,224	3,224	15,000
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	354,827	348,554	423,000
THRIVING COMMUNITIES	25,000	25,309	25,000
ELECTRIC VEHICLE FLEET	-	-	5,310
JOHN A. VOLPE TRANSPORTATION CENTER EXCHANGE BUILDING	4,500	4,500	-
SUBTOTAL, APPROPRIATION/OBLIGATION LIMITATION	<u>1,522,762</u>	<u>1,533,816</u>	<u>869,857</u>
INDEFINITE BUDGET AUTHORITY			
ESSENTIAL AIR SERVICE	134,132	154,431	164,249
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM	10,000	10,000	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	250,000	250,000	250,000
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT PROGRAM	250,000	250,000	250,000
ASSET CONCESSIONS (TITLE X)	20,000	20,000	20,000
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	800,000
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	-	-	800,000
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	-	-	-
SUBTOTAL, INDEFINITE BUDGET AUTHORITY	<u>414,132</u>	<u>434,431</u>	<u>1,234,249</u>

ACCOUNTS	FY 2023 ENACTED	FY 2024 CR ANNUALIZED + FY 2024 ATB's	FY 2025 REQUEST
REIMBURSABLE			
SALARIES AND EXPENSES	13,674	14,117	14,558
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND	345,000	345,000	345,000 3/
WORKING CAPITAL FUND	505,285	-	- 4/
TRANSPORTATION SAFETY INSTITUTE	20,000	20,000	20,000 3/
SUBTOTAL, REIMBURSABLE	<u>883,959</u>	<u>379,117</u>	<u>379,558</u>
ALLOCATION			
BUREAU OF TRANSPORTATION STATISTICS	26,250	26,500	26,750
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	80,500	81,000	81,500
JOINT OFFICE OF ENERGY AND TRANSPORTATION (JOET)	275	300	311
SUBTOTAL, ALLOCATION	<u>107,025</u>	<u>107,800</u>	<u>108,561</u>
BIL SUPPLEMENTAL ADVANCE APPROPRIATIONS			
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)	[124,800]	[124,800]	[124,800]
NATIONAL INFRASTRUCTURE INVESTMENTS	2,500,000	2,500,000	2,500,000
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	1,000,000	1,000,000	1,000,000
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	1,500,000	1,500,000	1,500,000
NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION GRANTS PROGRAM	200,000	200,000	200,000
STRENGTHENING MOBILITY & REVOLUTIONIZING TRANSPORTATION	100,000	100,000	100,000
SAFE STREETS AND ROADS FOR ALL	1,000,000	1,000,000	1,000,000
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	19,000	19,000	19,000 5/
SUBTOTAL, BIL SUPPLEMENTAL ADVANCE APPROPRIATION	<u>3,819,000</u>	<u>3,819,000</u>	<u>3,819,000</u>
GRAND TOTAL	<u>6,746,878</u>	<u>6,274,164</u>	<u>6,411,226</u>

1/ Refer to the Indefinite Budget Authority section
 2/ Estimated Fee Collections.
 3/ Estimated Customer Agreements
 4/ No limitation is proposed.
 5/ Allocation from the Federal Highway Administration

**EXHIBIT II-2
FY 2025 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
OFFICE OF THE SECRETARY OF TRANSPORTATION**

(\$000)

ACCOUNTS	FY 2023 ENACTED	FY 2024 CR ANNUALIZED + FY 2024 ATB's	FY 2025 REQUEST
APPROPRIATION/OBLIGATION LIMITATION			
SALARIES AND EXPENSES	171,014	188,938	209,916
FINANCIAL MANAGEMENT CAPITAL	5,000	5,000	5,000
OFFICE OF CIVIL RIGHTS	14,800	18,228	22,403
SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH	5,132	5,330	7,226
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TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	31,107	18,793	15,942
INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER	5,436	6,834	8,838
NATIONAL INFRASTRUCTURE INVESTMENTS	800,000	800,000	-
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	800,000	800,000	-
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	8,850	9,558	10,692
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	8,850	9,558	10,692
RRIF RESCISSION	-	-	-
TIFIA/RRIF NEGATIVE SUBSIDY	[-45,000]	[-64,000]	[-23,000]
CYBER SECURITY INITIATIVES	48,100	49,000	74,600
RESEARCH AND TECHNOLOGY	48,996	53,772	61,930
RESEARCH AND TECHNOLOGY	45,772	50,548	46,930
ADVANCED RESEARCH PROJECTS AGENCY - INFRASTRUCTURE	3,224	3,224	15,000
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	354,827	348,554	423,000
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JOHN A. VOLPE TRANSPORTATION CENTER EXCHANGE BUILDING	4,500	4,500	-
SUBTOTAL, APPROPRIATION/OBLIGATION LIMITATION	1,522,762	1,533,816	869,857
INDEFINITE BUDGET AUTHORITY			
ESSENTIAL AIR SERVICE	134,132	154,431	164,249
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TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT PROGRAM	250,000	250,000	250,000
ASSET CONCESSIONS (TITLE X)	20,000	20,000	20,000
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	800,000
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	-	-	800,000
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	-	-	-
SUBTOTAL, INDEFINITE BUDGET AUTHORITY	414,132	434,431	1,234,249
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SALARIES AND EXPENSES	13,674	14,117	14,558
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND	345,000	345,000	345,000
WORKING CAPITAL FUND	505,285	-	-
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ACCOUNTS	FY 2023 ENACTED	FY 2024 CR ANNUALIZED + FY 2024 ATB's	FY 2025 REQUEST
ALLOCATION			
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UNIVERSITY TRANSPORTATION CENTERS PROGRAM	80,500	81,000	81,500
JOINT OFFICE OF ENERGY AND TRANSPORTATION (JOET)	275	300	311
SUBTOTAL, ALLOCATION	107,025	107,800	108,561
BIL SUPPLEMENTAL ADVANCE APPROPRIATIONS			
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)	[124,800]	[124,800]	[124,800]
NATIONAL INFRASTRUCTURE INVESTMENTS	2,500,000	2,500,000	2,500,000
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	1,000,000	1,000,000	1,000,000
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	1,500,000	1,500,000	1,500,000
NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION GRANTS PROGRAM	200,000	200,000	200,000
STRENGTHENING MOBILITY & REVOLUTIONIZING TRANSPORTATION	100,000	100,000	100,000
SAFE STREETS AND ROADS FOR ALL	1,000,000	1,000,000	1,000,000
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	19,000	19,000	19,000
SUBTOTAL, BIL SUPPLEMENTAL ADVANCE APPROPRIATION	3,819,000	3,819,000	3,819,000
GRAND TOTAL	6,746,878	6,274,164	6,411,226

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1/ Refer to the Indefinite Budget Authority section
 2/ Estimated Fee Collections.
 3/ Estimated Customer Agreements
 4/ No limitation is proposed.
 5/ Allocation from the Federal Highway Administration

**EXHIBIT II - 3
FY 2025 BUDGET REQUEST BY DOT STRATEGIC AND ORGANIZATIONAL GOALS
Appropriations, Obligation Limitation, and Exempt Obligations
OFFICE OF THE SECRETARY**

(\$000)

	SAFETY	ECONOMIC STRENGTHS	EQUITY	CLIMATE & SUSTAINABILITY	TRANSFORMATION	ORGANIZATIONAL EXCELLENCE	TOTAL
ACCOUNT/ PROGRAM							
APPROPRIATION/OBLIGATION LIMITATION							
OFFICE OF THE SECRETARY	-	5,217	8,136	5,217	5,217	186,127	209,916
FINANCIAL MANAGEMENT CAPITAL	-	-	-	-	-	5,000	5,000
OFFICE OF CIVIL RIGHTS	-	-	-	-	-	22,403	22,403
SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH	-	3,252	3,252	-	-	723	7,226
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	-	8,855	5,129	6,724	3,188	884	24,780
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	-	7,971	1,594	3,188	3,188	-	15,942
INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER	-	884	3,535	3,535	-	884	8,838
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	-	-	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	-	-	-	-	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	-	-	-	-	-	-	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	1,604	2,138	3,208	1,604	1,069	1,069	10,692
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	1,604	2,138	3,208	1,604	1,069	1,069	10,692
RRIF RESCISSION	-	-	-	-	-	-	-
TIFIA/RRIF NEGATIVE SUBSIDY	(-5,750)	-	(-5,750)	(-5,750)	-	(-5,750)	(-23,000)
CYBER SECURITY INITIATIVES	-	-	-	-	-	74,600	74,600
RESEARCH AND TECHNOLOGY	23,086	3,400	2,000	8,000	13,261	12,183	61,930
RESEARCH AND TECHNOLOGY	20,086	400	-	5,000	11,261	10,183	46,930
ADVANCED RESEARCH PROJECTS AGENCY – INFRASTRUCTURE	3,000	3,000	2,000	3,000	2,000	2,000	15,000
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	-	253,800	169,200	-	-	-	423,000
THRIVING COMMUNITIES	3,750	6,250	8,750	3,750	1,250	1,250	25,000
ELECTRIC VEHICLE FLEET	-	-	-	5,310	-	-	5,310
APPROPRIATION/OBLIGATION LIMITATION	28,440	282,912	199,675	30,605	23,986	304,239	869,857
INDEFINITE BUDGET AUTHORITY							
ESSENTIAL AIR SERVICE		98,550	65,700				164,249
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM							
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	-	80,000	80,000	-	80,000	10,000	250,000
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT PROGRAM		80,000	80,000		80,000	10,000	250,000
ASSET CONCESSIONS (TITLE X)	-	8,000	12,000	-	-	-	20,000
NATIONAL INFRASTRUCTURE INVESTMENTS	134,000	134,000	134,000	134,000	134,000	130,000	800,000
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	67,000	67,000	67,000	67,000	67,000	65,000	400,000
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	67,000	67,000	67,000	67,000	67,000	65,000	400,000
INDEFINITE BUDGET AUTHORITY	134,000	320,550	291,700	134,000	214,000	140,000	1,234,249
BIL SUPPLEMENTAL ADVANCE APPROPRIATIONS							
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)							112,800
NATIONAL INFRASTRUCTURE INVESTMENTS	500,000	500,000	500,000	500,000	500,000	-	2,500,000
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	200,000	200,000	200,000	200,000	200,000	-	1,000,000
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	300,000	300,000	300,000	300,000	300,000	-	1,500,000
NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION GRANTS PROGRAM		120,000	40,000	40,000		-	200,000
STRENGTHENING MOBILITY & REVOLUTIONIZING TRANSPORTATION	17,500	17,500	17,500	17,500	30,000	-	100,000
SAFE STREETS AND ROADS FOR ALL	700,000	100,000	100,000	100,000		-	1,000,000
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	3,800	3,800	2,534	3,800	2,533	2,533	19,000
BIL SUPPLEMENTAL ADVANCE APPROPRIATIONS	1,221,300	741,300	660,034	661,300	532,533	2,533	3,819,000
GRAND TOTAL	1,383,740	1,344,762	1,151,409	825,905	770,519	446,772	5,923,106

**EXHIBIT II-4
FY 2025 OUTLAYS
OFFICE OF THE SECRETARY OF TRANSPORTATION**

(\$000)

ACCOUNTS	FY 2023 ENACTED	FY 2024 CR ANNUALIZED + FY 2024 ATB's	FY 2025 REQUEST
APPROPRIATION/OBLIGATION LIMITATION			
SALARIES AND EXPENSES	146,000	216,000	203,000
FINANCIAL MANAGEMENT CAPITAL	5,000	5,000	5,000
OFFICE OF CIVIL RIGHTS	14,000	17,000	20,000
SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH	5,000	5,000	7,000
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	2,000	32,000	32,000
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	2,000	26,000	25,000
INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER	-	6,000	7,000
NATIONAL INFRASTRUCTURE INVESTMENTS	814,000	1,209,000	702,000
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	5,000	10,000	13,000
CYBER SECURITY INITIATIVES	28,000	55,000	52,000
RESEARCH AND TECHNOLOGY	37,000	40,000	55,000
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	343,000	349,000	406,000
THRIVING COMMUNITIES	1,000	7,000	11,000
ELECTRIC VEHICLE FLEET	-	-	4,000
AVIATION MANUFACTURING JOBS PROTECTION PROGRAM	191,000	2,000	-
TRANSPORTATION DEMONSTRATION PROGRAM	-	5,000	16,000
JOHN A. VOLPE TRANSPORTATION CENTER EXCHANGE BUILDING			
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)			
SUBTOTAL, APPROPRIATION/OBLIGATION LIMITATION	1,591,000	1,952,000	1,526,000
INDEFINITE BUDGET AUTHORITY			
ESSENTIAL AIR SERVICE	75,000	168,000	161,000
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM	-	-	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	308,000	1,395,000	-
TIFIA UPWARD REESTIMATE	263,000	1,328,000	-
RRIF PROGRAM ACCOUNT	45,000	67,000	-
ASSET CONCESSIONS (TITLE X)	4,000	12,000	-
SUBTOTAL, INDEFINITE BUDGET AUTHORITY	387,000	1,575,000	161,000
REIMBURSABLE			
SALARIES AND EXPENSES	-	-	-
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND			
WORKING CAPITAL FUND	(10,000)	(32,000)	121,000
TRANSPORTATION SAFETY INSTITUTE	-	-	-
SUBTOTAL, REIMBURSABLE	(10,000)	(32,000)	121,000
ALLOCATION			
BUREAU OF TRANSPORTATION STATISTICS	-	-	-
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	-	-	-
JOINT OFFICE OF ENERGY AND TRANSPORTATION (JOET)	-	-	-

ACCOUNTS	FY 2023 ENACTED	FY 2024 CR ANNUALIZED + FY 2024 ATB's	FY 2025 REQUEST
SUBTOTAL, ALLOCATION	-	-	-
<hr/>			
BIL SUPPLEMENTAL ADVANCE APPROPRIATIONS			
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)	21,000	60,000	89,000
NATIONAL INFRASTRUCTURE INVESTMENTS	-	74,000	368,000
NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION GRANTS PROGRAM	-	30,000	30,000
STRENGTHENING MOBILITY & REVOLUTIONIZING TRANSPORTATION	-	23,000	42,000
SAFE STREETS AND ROADS FOR ALL	-	147,000	402,000
SUBTOTAL, BIL SUPPLEMENTAL ADVANCE APPROPRIATION	21,000	334,000	931,000
GRAND TOTAL	1,989,000	3,829,000	2,739,000

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

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTPs	582	588	-	-	-	-	-	-	-	-	588	20	-	608
Direct FTEs	430	564	-	-	-	-	-	-	-	-	564	11	-	575
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	104,316	115,355	1,488	-	1,749	-	-	(111)	-	57	118,538	2,032	654	121,224
Travel	1,579	1,579	-	-	-	-	-	-	-	-	1,579	11	25	1,614
Transportation	3	3	-	-	-	-	-	-	-	0	3	-	-	3
GSA Rent	8,423	-	-	-	-	-	-	-	-	-	-	1,640	-	1,640
Communication & Utilities	5	5	-	-	-	-	-	-	-	0	5	-	-	5
Charges-Rental-Furniture	5	6	-	-	-	-	-	-	-	0	6	-	-	6
Printing	142	145	-	-	-	-	-	-	-	3	147	-	-	147
Working Capital Fund	26,250	41,659	-	-	-	-	-	1,984	-	-	43,643	-	-	43,643
Contractual Services	30,014	29,904	-	-	-	-	-	-	-	1,447	31,351	175	(5,679)	25,847
Supplies and Materials	237	242	-	-	-	-	-	-	-	4	246	-	-	246
Equipment	41	42	-	-	-	-	-	-	-	1	42	2,343	5,000	7,385
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	171,014	188,938	1,488	-	1,749	-	-	1,873	-	1,512	195,561	6,201	-	201,761
PROGRAM EXPENSES														
FLOW	-	-	-	-	-	-	-	-	-	-	-	5,300	-	5,300
Tech Transformation Reimb Program	-	-	-	-	-	-	-	-	-	1,114	1,114	-	-	1,114
U.S. Digital Service	-	-	-	-	-	-	-	-	-	-	-	1,741	-	1,741
Program Subtotal	-	-	-	-	-	-	-	-	-	1,114	1,114	7,041	-	8,155
TOTAL	171,014	188,938	1,488	-	1,749	-	-	1,873	-	2,626	196,675	13,241	-	209,916

Notes:
 The FY 2025 Request includes a total of \$43,748,000 of shared services provided to the Office of the Secretary by the Working Capital Fund which is called out separately in the appropriations language
 The FY 2025 Request includes a total of \$7,333,000 for information technology development, modernization, and enhancement which is called out separately in the appropriations language

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

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base					
PERSONNEL RESOURCES															
Direct FTPs	14	14	-	-	-	-	-	-	-	-	-	14	-	-	14
Direct FTES	14	14	-	-	-	-	-	-	-	-	-	14	-	-	14
FINANCIAL RESOURCES															
ADMINISTRATIVE EXPENSES															
Salaries and Benefits	3,200	3,371	43	-	51	-	-	-	(7)	-	-	3,457	-	-	3,457
Travel	204	204	-	-	-	-	-	-	-	-	-	204	-	-	204
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	8	36	-	-	-	-	-	-	189	-	-	225	-	-	225
Contractual Services	157	160	-	-	-	-	-	-	-	-	3	163	-	-	163
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	3,569	3,770	43	-	51	-	-	-	182	-	3	4,049	-	-	4,049
PROGRAM EXPENSES															
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	3,569	3,770	43	-	51	-	-	-	182	-	3	4,049	-	-	4,049

Notes:
 \$3,822 is the Appropriations amount, which is the FY 2025 Budget Request minus the Working Capital Fund.

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 SALARIES AND EXPENSES / OFFICE OF THE DEPUTY SECRETARY
 (\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base					
PERSONNEL RESOURCES															
Direct FTPs	8	8	-	-	-	-	-	-	-	-	-	8	-	-	8
Direct FTES	7	8	-	-	-	-	-	-	-	-	-	8	-	-	8
FINANCIAL RESOURCES															
ADMINISTRATIVE EXPENSES															
Salaries and Benefits	1,113	1,173	15	-	18	-	-	-	0	-	-	1,207	-	-	1,207
Travel	17	17	-	-	-	-	-	-	-	-	-	17	-	-	17
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	5	35	-	-	-	-	-	-	44	-	-	80	-	-	80
Contractual Services	136	139	-	-	-	-	-	-	-	-	4	142	-	-	142
Supplies and Materials	6	6	-	-	-	-	-	-	-	-	0	6	-	-	6
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	1,277	1,370	15	-	18	-	-	-	45	-	4	1,452	-	-	1,452
PROGRAM EXPENSES															
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	1,277	1,370	15	-	18	-	-	-	45	-	4	1,452	-	-	1,452

Notes:
 \$1,371 is the Appropriations amount, which is the FY 2025 Budget Request minus the Working Capital Fund.

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 SALARIES AND EXPENSES / OFFICE OF THE UNDER SECRETARY OF TRANSPORTATION FOR POLICY / SUMMARY

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base					
PERSONNEL RESOURCES															
Direct FTPs	99	104	-	-	-	-	-	-	-	-	-	104	-	-	104
Direct FTEs	63	86	-	-	-	-	-	-	-	-	-	86	-	-	86
FINANCIAL RESOURCES															
ADMINISTRATIVE EXPENSES															
Salaries and Benefits	12,454	15,252	195	-	229	-	-	(16)	-	-	-	15,661	-	-	15,661
Travel	150	150	-	-	-	-	-	-	-	-	-	150	-	-	150
Transportation	3	3	-	-	-	-	-	-	-	0	-	3	-	-	3
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	765	929	-	-	-	-	-	1,036	-	-	-	1,964	-	-	1,964
Contractual Services	4,050	2,901	-	-	-	-	-	-	-	59	-	2,960	-	-	2,960
Supplies and Materials	41	42	-	-	-	-	-	-	-	1	-	43	-	-	43
Equipment	6	6	-	-	-	-	-	-	-	0	-	6	-	-	6
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	17,469	19,283	195	-	229	-	-	1,019	-	61	-	20,787	-	-	20,787
PROGRAM EXPENSES															
FLOW	-	-	-	-	-	-	-	-	-	-	-	-	5,300	-	5,300
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	5,300	-	5,300
TOTAL	17,469	19,283	195	-	229	-	-	1,019	-	61	-	20,787	5,300	-	26,087

Notes:
 *\$24,109 is the Appropriations amount, which is the FY 2025 Budget Request minus the Working Capital Fund."

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

SALARIES AND EXPENSES / OFFICE OF THE UNDER SECRETARY OF TRANSPORTATION FOR POLICY / ADMIN

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTPs	94	94	-	-	-	-	-	-	-	-	94	-	-	94
Direct FTEs	60	78	-	-	-	-	-	-	-	-	78	-	-	78
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	11,804	13,037	167	-	196	-	-	(16)	-	-	13,383	-	-	13,383
Travel	150	150	-	-	-	-	-	-	-	-	150	-	-	150
Transportation	3	3	-	-	-	-	-	-	-	0	3	-	-	3
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	765	929	-	-	-	-	-	1,036	-	-	1,964	-	-	1,964
Contractual Services	2,700	2,754	-	-	-	-	-	-	-	57	2,811	-	-	2,811
Supplies and Materials	41	42	-	-	-	-	-	-	-	1	43	-	-	43
Equipment	6	6	-	-	-	-	-	-	-	0	6	-	-	6
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	15,469	16,921	167	-	196	-	-	1,019	-	58	18,360	-	-	18,360
PROGRAM EXPENSES														
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	15,469	16,921	167	-	196	-	-	1,019	-	58	18,360	-	-	18,360

Notes:
 *\$16,382 is the Appropriations amount, which is the FY 2025 Budget Request minus the Working Capital Fund."

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

SALARIES AND EXPENSES / OFFICE OF THE UNDER SECRETARY OF TRANSPORTATION FOR POLICY / OFFICE OF MULTIMODAL FREIGHT INFRASTRUCTURE AND POLICY

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTPs	5	10	-	-	-	-	-	-	-	-	10	-	-	10
Direct FTES	3	8	-	-	-	-	-	-	-	-	8	-	-	8
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	650	2,215	29	-	33	-	-	-	-	-	2,277	-	-	2,277
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	1,350	147	-	-	-	-	-	-	-	3	149	-	-	149
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	2,000	2,362	29	-	33	-	-	-	-	3	2,427	-	-	2,427
PROGRAM EXPENSES														
FLOW	-	-	-	-	-	-	-	-	-	-	-	5,300	-	5,300
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	5,300	-	5,300
TOTAL	2,000	2,362	29	-	33	-	-	-	-	3	2,427	5,300	-	7,727

Notes:
 *\$7,727 is the Appropriations amount, which is the FY 2025 Budget Request minus the Working Capital Fund.
 This office includes funding to support FLOW

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 SALARIES AND EXPENSES / OFFICE OF THE EXECUTIVE SECRETARIAT
 (\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base					
PERSONNEL RESOURCES															
Direct FTPs	16	16	-	-	-	-	-	-	-	-	-	16	-	-	16
Direct FTES	13	15	-	-	-	-	-	-	-	-	-	15	-	-	15
FINANCIAL RESOURCES															
ADMINISTRATIVE EXPENSES															
Salaries and Benefits	2,242	2,362	30	-	36	-	-	-	(7)	-	-	2,422	-	-	2,422
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	57	139	-	-	-	-	-	-	(4)	-	-	135	-	-	135
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	13	13	-	-	-	-	-	-	-	-	0	14	-	-	14
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	2,312	2,515	30	-	36	-	-	-	(11)	-	0	2,570	-	-	2,570
PROGRAM EXPENSES															
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	2,312	2,515	30	-	36	-	-	-	(11)	-	0	2,570	-	-	2,570

Notes:
 \$2,434 is the Appropriations amount, which is the FY 2025 Budget Request minus the Working Capital Fund.

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 SALARIES AND EXPENSES / OFFICE OF INTELLIGENCE, SECURITY, AND EMERGENCY RESPONSE
 (\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base					
PERSONNEL RESOURCES															
Direct FTPs	61	61	-	-	-	-	-	-	-	-	-	61	2	-	63
Direct FTES	52	61	-	-	-	-	-	-	-	-	-	61	1	-	62
FINANCIAL RESOURCES															
ADMINISTRATIVE EXPENSES															
Salaries and Benefits	12,621	13,306	170	-	200	-	-	-	4	-	-	13,680	165	-	13,845
Travel	518	518	-	-	-	-	-	-	-	-	-	518	11	-	528
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	5	5	-	-	-	-	-	-	-	-	0	6	-	-	6
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	690	944	-	-	-	-	-	-	191	-	-	1,136	-	-	1,136
Contractual Services	1,688	1,721	-	-	-	-	-	-	-	-	36	1,757	-	-	1,757
Supplies and Materials	12	12	-	-	-	-	-	-	-	-	0	12	-	-	12
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	10	-	10,000
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	15,533	16,506	170	-	200	-	-	-	196	-	36	17,108	186	-	17,294
PROGRAM EXPENSES															
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	15,533	16,506	170	-	200	-	-	-	196	-	36	17,108	186	-	17,294

Notes:
 *\$16,147 is the Appropriations amount, which is the FY 2025 Budget Request minus the Working Capital Fund."

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 SALARIES AND EXPENSES / OFFICE OF THE CHIEF INFORMATION OFFICER
 (\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base					
PERSONNEL RESOURCES															
Direct FTPs	59	59	-	-	-	-	-	-	-	-	-	59	4	-	63
Direct FTEs	41	55	-	-	-	-	-	-	-	-	-	55	2	-	57
FINANCIAL RESOURCES															
ADMINISTRATIVE EXPENSES															
Salaries and Benefits	12,388	13,063	169	-	199	-	-	(10)	-	-	-	13,422	552	-	13,974
Travel	5	5	-	-	-	-	-	-	-	-	-	5	-	-	5
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	1	1	-	-	-	-	-	-	-	-	0	1	-	-	1
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	8,882	12,665	-	-	-	-	-	(672)	-	-	-	11,992	-	-	11,992
Contractual Services	7,909	8,067	-	-	-	-	-	-	-	161	-	8,228	-	(5,000)	3,228
Supplies and Materials	5	5	-	-	-	-	-	-	-	0	-	5	-	-	5
Equipment	5	5	-	-	-	-	-	-	-	0	-	5	-	-	5,468
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	29,195	33,812	169	-	199	-	-	(682)	-	161	-	33,659	552	(5,000)	29,211
PROGRAM EXPENSES															
Tech Transformation Program	-	-	-	-	-	-	-	-	-	1,114	-	1,114	-	-	1,114
U.S. Digital Service	-	-	-	-	-	-	-	-	-	-	-	-	1,741	-	1,741
Program Subtotal	-	-	-	-	-	-	-	-	-	1,114	-	1,114	1,741	-	2,855
TOTAL	29,195	33,812	169	-	199	-	-	(682)	-	1,275	-	34,773	2,293	(5,000)	32,066

Notes:
 *\$18,322 is the Appropriations amount, which is the FY 2025 Budget Request minus the Working Capital Fund."

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 SALARIES AND EXPENSES / OFFICE OF PUBLIC AFFAIRS AND PUBLIC ENGAGEMENT
 (\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base					
PERSONNEL RESOURCES															
Direct FTPs	25	25	-	-	-	-	-	-	-	-	-	25	2	-	27
Direct FTES	20	25	-	-	-	-	-	-	-	-	-	25	1	-	26
FINANCIAL RESOURCES															
ADMINISTRATIVE EXPENSES															
Salaries and Benefits	4,536	4,936	65	-	76	-	-	-	(2)	-	-	5,074	125	-	5,199
Travel	141	141	-	-	-	-	-	-	-	-	-	141	-	-	141
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	119	208	-	-	-	-	-	-	33	-	-	241	-	-	241
Contractual Services	876	903	-	-	-	-	-	-	-	-	18	921	175	-	1,096
Supplies and Materials	40	41	-	-	-	-	-	-	-	-	1	42	-	-	42
Equipment	15	16	-	-	-	-	-	-	-	-	0	16	-	-	16
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	5,727	6,244	65	-	76	-	-	-	31	-	19	6,434	300	-	6,734
PROGRAM EXPENSES															
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	5,727	6,244	65	-	76	-	-	-	31	-	19	6,434	300	-	6,734

Notes:
 \$6,486 is the Appropriations amount, which is the FY 2025 Budget Request minus the Working Capital Fund.

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

SALARIES AND EXPENSES / OFFICE OF THE CHIEF FINANCIAL OFFICER AND ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base					
PERSONNEL RESOURCES															
Direct FTPs	72	72	-	-	-	-	-	-	-	-	-	72	4	-	76
Direct FTES	64	71	-	-	-	-	-	-	-	-	-	71	2	-	73
FINANCIAL RESOURCES															
ADMINISTRATIVE EXPENSES															
Salaries and Benefits	15,095	16,512	214	-	251	-	-	-	(25)	-	-	16,952	400	-	17,352
Travel	21	21	-	-	-	-	-	-	-	-	-	21	-	-	21
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	0	0	-	-	-	-	-	-	-	-	0	0	-	-	0
Printing	0	0	-	-	-	-	-	-	-	-	0	0	-	-	0
Working Capital Fund	512	692	-	-	-	-	-	-	41	-	-	732	-	-	732
Contractual Services	5,342	5,442	-	-	-	-	-	-	-	-	116	5,558	-	-	5,558
Supplies and Materials	42	43	-	-	-	-	-	-	-	-	1	43	-	-	43
Equipment	15	15	-	-	-	-	-	-	-	-	0	15	-	-	15
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	21,026	22,724	214	-	251	-	-	-	15	-	117	23,322	400	-	23,722
PROGRAM EXPENSES															
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	21,026	22,724	214	-	251	-	-	-	15	-	117	23,322	400	-	23,722

Notes:
 *\$22,973 is the Appropriations amount, which is the FY 2025 Budget Request minus the Working Capital Fund."

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 SALARIES AND EXPENSES / OFFICE OF THE GENERAL COUNSEL

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTPs	140	140	-	-	-	-	-	-	-	-	140	4	-	144
Direct FTEs	97	140	-	-	-	-	-	-	-	-	140	2	-	142
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	23,462	26,141	339	-	398	-	-	(30)	-	-	26,849	400	-	27,249
Travel	156	156	-	-	-	-	-	-	-	-	156	-	-	156
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	4	4	-	-	-	-	-	-	-	0	4	-	-	4
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	136	139	-	-	-	-	-	-	-	3	142	-	-	142
Working Capital Fund	1,325	3,403	-	-	-	-	-	(157)	-	-	3,245	-	-	3,245
Contractual Services	2,984	3,566	-	-	-	-	-	-	-	85	3,650	-	-	3,650
Supplies and Materials	23	23	-	-	-	-	-	-	-	0	24	-	-	24
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	28,089	33,431	339	-	398	-	-	(187)	-	88	34,070	400	-	34,470
PROGRAM EXPENSES														
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	28,089	33,431	339	-	398	-	-	(187)	-	88	34,070	400	-	34,470

Notes:
 *\$31,202 is the Appropriations amount, which is the FY 2025 Budget Request minus the Working Capital Fund."

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 SALARIES AND EXPENSES / OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS
 (\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base					
PERSONNEL RESOURCES															
Direct FTPs	23	23	-	-	-	-	-	-	-	-	-	23	1	-	24
Direct FTES	13	23	-	-	-	-	-	-	-	-	-	23	1	-	24
FINANCIAL RESOURCES															
ADMINISTRATIVE EXPENSES															
Salaries and Benefits	3,579	3,925	51	-	60	-	-	-	(1)	-	54	4,089	75	-	4,164
Travel	266	266	-	-	-	-	-	-	-	-	-	266	-	-	266
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	3	3	-	-	-	-	-	-	-	-	0	3	-	-	3
Working Capital Fund	81	235	-	-	-	-	-	-	(31)	-	-	203	-	-	203
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	39	40	-	-	-	-	-	-	-	-	0	40	-	-	40
Equipment	-	0	-	-	-	-	-	-	-	-	(0)	0	-	-	0.000
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	3,968	4,469	51	-	60	-	-	-	(32)	-	54	4,602	75	-	4,677
PROGRAM EXPENSES															
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	3,968	4,469	51	-	60	-	-	-	(32)	-	54	4,602	75	-	4,677

Notes:
 \$4,471 is the Appropriations amount, which is the FY 2025 Budget Request minus the Working Capital Fund.

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 SALARIES AND EXPENSES / OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION / SUMMARY
 (\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base					
PERSONNEL RESOURCES															
Direct FTPs	60	60	-	-	-	-	-	-	-	-	-	60	3	-	63
Direct FTEs	43	60	-	-	-	-	-	-	-	-	-	60	2	-	62
FINANCIAL RESOURCES															
ADMINISTRATIVE EXPENSES															
Salaries and Benefits	12,259	13,870	178	-	209	-	-	(18)	-	-	-	14,240	315	654	15,209
Travel	26	26	-	-	-	-	-	-	-	-	-	26	-	25	51
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	8,423	-	-	-	-	-	-	-	-	-	-	-	1,640	-	1,640
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	13,806	22,371	-	-	-	-	-	1,315	-	-	-	23,686	-	-	23,686
Contractual Services	6,874	7,006	-	-	-	-	-	-	-	966	966	7,972	-	(679)	7,293
Supplies and Materials	11	11	-	-	-	-	-	-	-	-	0	11	-	-	11
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	41,399	43,284	178	-	209	-	-	1,298	-	966	966	45,935	1,955	-	47,890
PROGRAM EXPENSES															
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	41,399	43,284	178	-	209	-	-	1,298	-	966	966	45,935	1,955	-	47,890

Notes:
 *\$24,189 is the Appropriations amount, which is the FY 2025 Budget Request minus the Working Capital Fund."

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 SALARIES AND EXPENSES / OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION / ADMIN
 (\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base					
PERSONNEL RESOURCES															
Direct FTPs	54	54	-	-	-	-	-	-	-	-	-	54	3	-	57
Direct FTEs	37	54	-	-	-	-	-	-	-	-	-	54	2	-	56
FINANCIAL RESOURCES															
ADMINISTRATIVE EXPENSES															
Salaries and Benefits	11,357	12,968	167	-	196	-	-	(18)	-	-	-	13,313	315	654	14,282
Travel	26	26	-	-	-	-	-	-	-	-	-	26	-	25	51
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	8,423	-	-	-	-	-	-	-	-	-	-	-	1,640	-	1,640
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	13,396	21,961	-	-	-	-	-	1,315	-	-	-	23,276	-	-	23,276
Contractual Services	6,836	6,968	-	-	-	-	-	-	-	990	7,959	-	(679)	7,280	
Supplies and Materials	11	11	-	-	-	-	-	-	-	0	11	-	-	11	
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Administrative Subtotal	40,049	41,934	167	-	196	-	-	1,298	-	991	44,585	1,955	-	46,540	
PROGRAM EXPENSES															
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
TOTAL	40,049	41,934	167	-	196	-	-	1,298	-	991	44,585	1,955	-	46,540	

Notes:
 *\$23,249 is the Appropriations amount, which is the FY 2025 Budget Request minus the Working Capital Fund."

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 SALARIES AND EXPENSES / OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION / INTERN PROGRAM
 (\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base					
PERSONNEL RESOURCES															
Direct FTPs	6	6	-	-	-	-	-	-	-	-	-	6	-	-	6
Direct FTEs	6	6	-	-	-	-	-	-	-	-	-	6	-	-	6
FINANCIAL RESOURCES															
ADMINISTRATIVE EXPENSES															
Salaries and Benefits	902	902	11	-	13	-	-	-	-	-	-	927	-	-	927
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	410	410	-	-	-	-	-	-	-	-	-	410	-	-	410
Contractual Services	38	38	-	-	-	-	-	-	-	-	(25)	13	-	-	13
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	1,350	1,350	11	-	13	-	-	-	-	-	(25)	1,350	-	-	1,350
PROGRAM EXPENSES															
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	1,350	1,350	11	-	13	-	-	-	-	-	(25)	1,350	-	-	1,350

Notes:
 *\$940 is the Appropriations amount, which is the FY 2025 Budget Request minus the Working Capital Fund."

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 SALARIES AND EXPENSES / OFFICE OF TRIBAL GOVERNMENT AFFAIRS
 (\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTPs	5	6	-	-	-	-	-	-	-	-	-	6	-	6
Direct FTES	3	6	-	-	-	-	-	-	-	-	-	6	-	6
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	1,367	1,442	19	-	22	-	-	-	-	-	3	1,486	-	1,486
Travel	75	75	-	-	-	-	-	-	-	-	-	75	-	75
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	2	2	-	-	-	-	-	-	-	0	2	-	2	
Working Capital Fund	-	3	-	-	-	-	-	(1)	-	-	3	-	3	
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-	
Supplies and Materials	6	6	-	-	-	-	-	-	-	0	6	-	6	
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	
Administrative Subtotal	1,450	1,529	19	-	22	-	-	(1)	-	3	1,572	-	1,572	
PROGRAM EXPENSES														
None	-	-	-	-	-	-	-	-	-	-	-	-	-	
None	-	-	-	-	-	-	-	-	-	-	-	-	-	
None	-	-	-	-	-	-	-	-	-	-	-	-	-	
None	-	-	-	-	-	-	-	-	-	-	-	-	-	
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	
TOTAL	1,450	1,529	19	-	22	-	-	(1)	-	3	1,572	-	1,572	

Notes:
 \$1,569 is the Appropriations amount, which is the FY 2025 Budget Request minus the Working Capital Fund.

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 SALARIES AND EXPENSES / IT MODERNIZATION
 (\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Redirection of Resources	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTPs	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	2,333	5,000	7,333
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	2,333	5,000	7,333
PROGRAM EXPENSES														
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-	-	-	-	-	-	2,333	5,000	7,333

Notes:
 \$7,333 is the Appropriations amount, which includes \$5,000 in redirected resources from OCIO and \$2,333 in programmatic increases.

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

FINANCIAL MANAGEMENT CAPITAL

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	-	-	-	-	-	-	-	-	-	-	-	-	-
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES													
Financial Management Capital	5,000	5,000	-	-	-	-	-	-	-	-	5,000	-	5,000
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	5,000	5,000	-	-	-	-	-	-	-	-	5,000	-	5,000
TOTAL	5,000	5,000	-	-	-	-	-	-	-	-	5,000	-	5,000

Notes: _____

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

OFFICE OF CIVIL RIGHTS

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTEs	70	70	-	-	-	-	-	-	-	-	-	-	-
Direct FTEs	36	67	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	11,489	13,176	172	-	202	-	-	(8)	-	-	13,542	-	13,542
Travel	50	50	-	-	-	-	-	-	-	-	50	-	50
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	31	32	-	-	-	-	-	-	-	1	33	-	33
Printing	12	12	-	-	-	-	-	-	-	0	12	-	12
Working Capital Fund	1,353	3,057	-	-	-	-	-	(596)	-	-	2,460	-	2,460
Contractual Services	1,810	1,846	-	-	-	-	-	-	-	37	1,882	4,174	6,056
Supplies and Materials	55	56	-	-	-	-	-	-	-	1	57	-	57
Equipment	-	-	-	-	-	-	-	-	-	-	-	193	193
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	14,800	18,228	172	-	202	-	-	(604)	-	39	18,036	4,367	22,403
PROGRAM EXPENSES													
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	14,800	18,228	172	-	202	-	-	(604)	-	39	18,036	4,367	22,403

Notes: _____

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH
 (\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTPs	14	14	-	-	-	-	-	-	-	-	-	14	2	16
Direct FTEs	11	14	-	-	-	-	-	-	-	-	-	14	1	15
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	1,981	2,088	27	-	32	-	-	(2)	-	-	2,145	200	2,345	
Travel	20	20	-	-	-	-	-	-	-	-	20	-	20	
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	
Communication & Utilities	1	1	-	-	-	-	-	-	-	0	1	-	1	
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	
Printing	3	4	-	-	-	-	-	-	-	0	4	-	4	
Working Capital Fund	388	469	-	-	-	-	-	45	-	-	514	-	514	
Contractual Services	442	451	-	-	-	-	-	-	-	9	460	1,246	1,706	
Supplies and Materials	23	24	-	-	-	-	-	-	-	0	24	-	24	
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	
Administrative Subtotal	2,858	3,056	27	-	32	-	-	43	-	9	3,167	1,446	4,613	
PROGRAM EXPENSES														
Cooperative Agreements	2,274	2,274	-	-	-	-	-	-	-	-	2,274	339	2,613	
None	-	-	-	-	-	-	-	-	-	-	-	-	-	
None	-	-	-	-	-	-	-	-	-	-	-	-	-	
None	-	-	-	-	-	-	-	-	-	-	-	-	-	
Program Subtotal	2,274	2,274	-	-	-	-	-	-	-	-	2,274	339	2,613	
TOTAL	5,132	5,330	27	-	32	-	-	43	-	9	5,441	1,785	7,226	

Notes: _____

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT / SUMMARY
 (\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTPs	56	60	-	-	-	-	-	-	-	-	-	60	-	60
Direct FTEs	31	58	-	-	-	-	-	-	-	-	-	58	-	58
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	10,422	12,477	157	-	185	-	-	(4)	-	-	12,815	-	12,815	
Travel	175	175	-	-	-	-	-	-	-	-	175	-	175	
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	
Working Capital Fund	1,176	1,482	-	-	-	-	-	544	-	-	2,026	-	2,026	
Contractual Services	6,829	11,466	-	-	-	-	-	-	-	(1,729)	9,737	-	9,737	
Supplies and Materials	26	27	-	-	-	-	-	-	-	1	27	-	27	
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	
Administrative Subtotal	18,629	25,627	157	-	185	-	-	540	-	(1,729)	24,780	-	24,780	
PROGRAM EXPENSES														
Congressional Directives	12,914	-	-	-	-	-	-	-	-	-	-	-	-	
Concrete Research	5,000	-	-	-	-	-	-	-	-	-	-	-	-	
None	-	-	-	-	-	-	-	-	-	-	-	-	-	
None	-	-	-	-	-	-	-	-	-	-	-	-	-	
Program Subtotal	17,914	-	-	-	-	-	-	-	-	-	-	-	-	
TOTAL	36,543	25,627	157	-	185	-	-	540	-	(1,729)	24,780	-	24,780	

Notes: _____

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

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTPs	37	41	-	-	-	-	-	-	-	-	-	41	-	41
Direct FTEs	26	39	-	-	-	-	-	-	-	-	-	39	-	39
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	8,728	9,686	121	-	142	-	-	(3)	-	-	9,946	-	9,946	
Travel	150	150	-	-	-	-	-	-	-	-	150	-	150	
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	
Working Capital Fund	918	991	-	-	-	-	-	406	-	-	1,397	-	1,397	
Contractual Services	3,372	7,940	-	-	-	-	-	-	-	(3,516)	4,424	-	4,424	
Supplies and Materials	25	25	-	-	-	-	-	-	-	1	26	-	26	
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	
Administrative Subtotal	13,193	18,793	121	-	142	-	-	403	-	(3,516)	15,942	-	15,942	
PROGRAM EXPENSES														
Congressional Directives	12,914	-	-	-	-	-	-	-	-	-	-	-	-	
Concrete Research	5,000	-	-	-	-	-	-	-	-	-	-	-	-	
None	-	-	-	-	-	-	-	-	-	-	-	-	-	
None	-	-	-	-	-	-	-	-	-	-	-	-	-	
Program Subtotal	17,914	-	-	-	-	-	-	-	-	-	-	-	-	
TOTAL	31,107	18,793	121	-	142	-	-	403	-	(3,516)	15,942	-	15,942	

Notes:

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

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

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	19	19	-	-	-	-	-	-	-	-	-	-	19
Direct FTEs	5	19	-	-	-	-	-	-	-	-	-	-	19
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	1,694	2,791	37	-	43	-	-	(2)	-	-	2,869	-	2,869.1
Travel	25	25	-	-	-	-	-	-	-	-	25	-	25.3
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	259	491	-	-	-	-	-	-	-	-	629	-	629.3
Contractual Services	3,457	3,526	-	-	-	-	-	139	-	1,787	5,313	-	5,313.4
Supplies and Materials	1	1	-	-	-	-	-	-	-	0	1	-	1
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	5,436	6,834	37	-	43	-	-	137	-	1,787	8,838	-	8,838
PROGRAM EXPENSES													
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	5,436	6,834	37	-	43	-	-	137	-	1,787	8,838	-	8,838

Notes: _____

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

NATIONAL INFRASTRUCTURE INVESTMENTS

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized +/- FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	-	-	-	-	-	-	-	-	-	-	-	-	-
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES													
National Infrastructure Investments (Local and Regional Project Assistance)	800,000	800,000	-	-	-	-	-	-	-	-	800,000	-	800,000
National Infrastructure Investments (National Project Assistance)	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	800,000	800,000	-	-	-	-	-	-	-	-	800,000	-	800,000
TOTAL	800,000	800,000	-	-	-	-	-	-	-	-	800,000	-	800,000

Notes:
 Public Law 117-328 Sec 109A allow for up to 2% of the enacted amount to be transferred to the Operational Support account for administrative expenses related to the award, administration, or oversight of any financial assistance program in DOT.

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU
 (\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	27	27	-	-	-	-	-	-	-	-	27	-	27
Direct FTEs	15	27	-	-	-	-	-	-	-	-	27	-	27
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	3,795	4,806	63	-	74	-	-	(3)	-	-	4,940	-	4,940
Travel	275	275	-	-	-	-	-	-	-	-	275	-	275
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	1,134	759	-	-	-	-	-	925	-	-	1,684	-	1,684
Contractual Services	3,619	3,692	-	-	-	-	-	-	-	74	3,766	-	3,766
Supplies and Materials	27	27	-	-	-	-	-	-	-	1	28	-	28
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	8,850	9,558	63	-	74	-	-	923	-	75	10,692	-	10,692
PROGRAM EXPENSES													
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	8,850	9,558	63	-	74	-	-	923	-	75	10,692	-	10,692

Notes:

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

CYBER SECURITY INITIATIVES

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	-	-	-	-	-	-	-	-	-	-	-	-	-
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	3,350	4,343	-	-	-	-	-	4,776	-	-	9,120	-	9,120
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	3,350	4,343	-	-	-	-	-	4,776	-	-	9,120	-	9,120
PROGRAM EXPENSES													
Cyber Security Initiatives	44,750	44,657	-	-	-	-	-	-	-	-	44,657	20,824	65,480
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	44,750	44,657	-	-	-	-	-	-	-	-	44,657	20,824	65,480
TOTAL	48,100	49,000	-	-	-	-	-	4,776	-	-	53,776	20,824	74,600

Notes: _____

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

RESEARCH AND TECHNOLOGY / SUMMARY

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	65	65	-	-	-	-	-	-	-	-	65	23	88
Direct FTEs	36	58	-	-	-	-	-	-	-	-	58	18	76
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	10,413	11,129	137	-	162	-	-	(16)	-	-	11,413	4,245	15,658
Travel	460	460	-	-	-	-	-	-	-	-	460	55	515
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	1,052	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	1	1	-	-	-	-	-	-	0	-	1	-	1
Working Capital Fund	1,849	4,000	-	-	-	-	-	1,892	-	-	5,892	-	5,892
Contractual Services	1,210	4,168	-	-	-	-	-	-	(3,117)	-	1,051	260	1,311
Supplies and Materials	76	76	-	-	-	-	-	-	2	-	78	1	79
Equipment	105	107	-	-	-	-	-	-	-	2	109	-	109
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	15,166	19,942	137	-	162	-	-	1,876	-	(3,113)	19,004	4,561	23,565
PROGRAM EXPENSES													
Research and Technology Priorities*	4,990	4,990	-	-	-	-	-	-	-	-	4,990	937	5,927
Highly Automated Systems Safety Center Of Excellence*	2,126	2,126	-	-	-	-	-	-	-	(65)	2,061	-	2,061
Climate Change Center*	-	-	-	-	-	-	-	-	-	-	-	4,005	4,005
PNT, GNSS, GPS	20,000	20,000	-	-	-	-	-	-	-	-	20,000	(17,000)	3,000
Advanced Research Projects Agency - Infrastructure*	3,114	3,114	-	-	-	-	-	-	-	-	3,114	9,717	12,831
Transportation Vulnerability and Resiliency Data Program	3,000	3,000	-	-	-	-	-	-	-	-	3,000	(3,000)	-
Interdisciplinary Transportation Law and Policy	600	600	-	-	-	-	-	-	-	-	600	(600)	-
Implementation of the Ocean Shipping Reform Act*	-	-	-	-	-	-	-	-	-	-	-	4,565	4,565
Implementation of Statistical Official Requirements*	-	-	-	-	-	-	-	-	-	-	-	1,975	1,975
Climate Change Vulnerability Study	-	-	-	-	-	-	-	-	-	-	-	4,000	4,000
Program Subtotal	33,830	33,830	-	-	-	-	-	-	-	(65)	33,765	4,599	38,365
TOTAL	48,996	53,772	137	-	162	-	-	1,876	-	(3,178)	52,769	9,161	61,930

Notes:
*Please review individual II-5 charts for complete breakout (including administrative costs)

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

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	35	28	-	-	-	-	-	-	-	-	28	12	40
Direct FTEs	21	27	-	-	-	-	-	-	-	-	27	6	33
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	7,026	7,742	99	-	116	-	-	(16)	-	-	7,942	-	7,942
Travel	170	170	-	-	-	-	-	-	-	-	170	-	170
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	1,052	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	1	1	-	-	-	-	-	-	-	0	1	-	1
Working Capital Fund	1,849	4,000	-	-	-	-	-	1,892	-	-	5,892	-	5,892
Contractual Services	1,210	4,168	-	-	-	-	-	-	-	(3,117)	1,051	-	1,051
Supplies and Materials	41	41	-	-	-	-	-	-	-	1	42	-	42
Equipment	105	107	-	-	-	-	-	-	-	2	109	-	109
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	11,454	16,230	99	-	116	-	-	1,876	-	(3,114)	15,207	-	15,207
PROGRAM EXPENSES													
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	11,454	16,230	99	-	116	-	-	1,876	-	(3,114)	15,207	-	15,207

Notes: _____

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

RESEARCH AND TECHNOLOGY / PRIORITIES

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	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTPs	5	5	-	-	-	-	-	-	-	-	-	5	-	5
Direct FTEs	-	4	-	-	-	-	-	-	-	-	-	4	-	4
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	663	663	8	-	9	-	-	-	-	-	-	680	-	680
Travel	30	30	-	-	-	-	-	-	-	-	-	30	-	30
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	35	35	-	-	-	-	-	-	-	-	1	36	-	36
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	728	728	8	-	9	-	-	-	-	-	1	746	-	746
PROGRAM EXPENSES														
Research and Technology Priorities	4,990	4,990	-	-	-	-	-	-	-	-	-	4,990	937	5,927
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	4,990	4,990	-	-	-	-	-	-	-	-	-	4,990	937	5,927
TOTAL	5,718	5,718	8	-	9	-	-	-	-	-	1	5,736	937	6,673

Notes: _____

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

RESEARCH AND TECHNOLOGY / HASS COE

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTPs	15	15	-	-	-	-	-	-	-	-	-	15	-	15
Direct FTEs	11	15	-	-	-	-	-	-	-	-	-	15	-	15
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	2,624	2,624	30	-	35	-	-	-	-	-	-	2,689	-	2,689
Travel	250	250	-	-	-	-	-	-	-	-	-	250	-	250
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	2,874	2,874	30	-	35	-	-	-	-	-	-	2,939	-	2,939
PROGRAM EXPENSES														
Highly Automated Systems Safety Center Of Excellence	2,126	2,126	-	-	-	-	-	-	-	-	(65)	2,061	-	2,061
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	2,126	2,126	-	-	-	-	-	-	-	-	(65)	2,061	-	2,061
TOTAL	5,000	5,000	30	-	35	-	-	-	-	-	(65)	5,000	-	5,000

Notes: _____

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
OFFICE OF THE SECRETARY OF TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations
RESEARCH AND TECHNOLOGY / CLIMATE CHANGE CENTER

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTPs	4	4	-	-	-	-	-	-	-	-	-	4	-	4
Direct FTEs	1	4	-	-	-	-	-	-	-	-	-	4	-	4
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	975	975
Travel	-	-	-	-	-	-	-	-	-	-	-	-	20	20
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	995	995	995
PROGRAM EXPENSES														
Climate Change Center	-	-	-	-	-	-	-	-	-	-	-	-	4,005	4,005
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	4,005	4,005	4,005
TOTAL	-	-	-	-	-	-	-	-	-	-	-	5,000	5,000	5,000

Notes: _____

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

RESEARCH AND TECHNOLOGY / PNT, GNSS, GPS

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	3	3	-	-	-	-	-	-	-	-	3	-	3
Direct FTEs	3	3	-	-	-	-	-	-	-	-	3	-	3
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES													
PNT, GNSS, GPS	20,000	20,000	-	-	-	-	-	-	-	-	20,000	(17,000)	3,000
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	20,000	20,000	-	-	-	-	-	-	-	-	20,000	(17,000)	3,000
TOTAL	20,000	20,000	-	-	-	-	-	-	-	-	20,000	(17,000)	3,000

Notes: _____

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

RESEARCH AND TECHNOLOGY / ARPA-1

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request	
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTPs	3	10	-	-	-	-	-	-	-	-	-	10	5	15
Direct FTEs	-	5	-	-	-	-	-	-	-	-	-	5	9	14
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	100	100	1	-	1	-	-	-	-	-	-	102	2,055	2,158
Travel	10	10	-	-	-	-	-	-	-	-	-	10	-	10
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	1	1
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	110	110	1	-	1	-	-	-	-	-	-	112	2,056	2,169
PROGRAM EXPENSES														
Advanced Research Projects Agency - Infrastructure	3,114	3,114	-	-	-	-	-	-	-	-	-	3,114	9,717	12,831
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	3,114	3,114	-	-	-	-	-	-	-	-	-	3,114	9,717	12,831
TOTAL	3,224	3,224	1	-	1	-	-	-	-	-	-	3,226	11,774	15,000

Notes: _____

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

RESEARCH AND TECHNOLOGY / TRANSPORTATION VULNERABILITY AND RESILIENCY DATA PROGRAM

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	-	-	-	-	-	-	-	-	-	-	-	-	-
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES													
Transportation Vulnerability and Resiliency Data Program	3,000	3,000	-	-	-	-	-	-	-	-	3,000	(3,000)	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	3,000	3,000	-	-	-	-	-	-	-	-	3,000	(3,000)	-
TOTAL	3,000	3,000	-	-	-	-	-	-	-	-	3,000	(3,000)	-

Notes: _____

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

RESEARCH AND TECHNOLOGY / INTERDISCIPLINARY TRANSPORTATION LAW AND POLICY

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	-	-	-	-	-	-	-	-	-	-	-	-	-
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES													
Interdisciplinary Transportation Law and Policy	600	600	-	-	-	-	-	-	-	-	600	(600)	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	600	600	-	-	-	-	-	-	-	-	600	(600)	-
TOTAL	600	600	-	-	-	-	-	-	-	-	600	(600)	-

Notes: _____

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

RESEARCH AND TECHNOLOGY / IMPLEMENTATION OF THE OCEAN SHIPPING REFORM ACT

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	-	-	-	-	-	-	-	-	-	-	-	2	2
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	1	1
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	450	450
Travel	-	-	-	-	-	-	-	-	-	-	-	25	25
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	260	260
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	735	735
PROGRAM EXPENSES													
Implementation of the Ocean Shipping Reform Act	-	-	-	-	-	-	-	-	-	-	-	4,565	4,565
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	4,565	4,565
TOTAL	-	-	-	-	-	-	-	-	-	-	-	5,300	5,300

Notes: _____

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

RESEARCH AND TECHNOLOGY / IMPLEMENTATION OF STATISTICAL OFFICIAL REQUIREMENTS

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	-	-	-	-	-	-	-	-	-	-	-	4	4
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	2	2
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	765	765
Travel	-	-	-	-	-	-	-	-	-	-	-	10	10
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	775	775
PROGRAM EXPENSES													
Implementation of Statistical Official Requirements	-	-	-	-	-	-	-	-	-	-	-	1,975	1,975
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	1,975	1,975
TOTAL	-	-	-	-	-	-	-	-	-	-	-	2,750	2,750

Notes: _____

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 RESEARCH AND TECHNOLOGY / CLIMATE CHANGE VULNERABILITY STUDY
 (\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	-	-	-	-	-	-	-	-	-	-	-	-	-
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES													
Climate Change Vulnerability Study	-	-	-	-	-	-	-	-	-	-	-	4,000	4,000
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	4,000	4,000
TOTAL	-	-	-	-	-	-	-	-	-	-	-	4,000	4,000

Notes: _____

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)
 (\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	-	-	-	-	-	-	-	-	-	-	-	-	-
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES													
Essential Air Service	354,827	348,554	-	-	-	-	-	-	-	-	348,554	74,446	423,000
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	354,827	348,554	-	-	-	-	-	-	-	-	348,554	74,446	423,000
TOTAL	354,827	348,554	-	-	-	-	-	-	-	-	348,554	74,446	423,000

Notes:

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

THRIVING COMMUNITIES

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	-	-	-	-	-	-	-	-	-	-	-	-	-
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	9,150	9,459	-	-	-	-	-	-	-	-	(309)	9,149	9,149
Supplies and Materials	25	25	-	-	-	-	-	-	-	-	1	26	26
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	9,175	9,484	-	-	-	-	-	-	-	-	(309)	9,175	9,175
PROGRAM EXPENSES													
Thriving Communities	15,825	15,825	-	-	-	-	-	-	-	-	-	15,825	15,825
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	15,825	15,825	-	-	-	-	-	-	-	-	-	15,825	15,825
TOTAL	25,000	25,309	-	-	-	-	-	-	-	-	(309)	25,000	25,000

Notes: _____

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

ELECTRIC VEHICLE FLEET

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	-	-	-	-	-	-	-	-	-	-	-	-	-
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES													
Electric Vehicle Fleet	-	-	-	-	-	-	-	-	-	-	-	5,310	5,310
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	5,310	5,310
TOTAL	-	-	-	-	-	-	-	-	-	-	-	5,310	5,310

Notes: _____

EXHIBIT II-5
 SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 OFFICE OF THE SECRETARY OF TRANSPORTATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 JOHN A. VOLPE TRANSPORTATION CENTER EXCHANGE BUILDING

(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	Baseline Changes								FY 2025 Baseline Estimate	Program Increases or Decreases	FY 2025 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2025 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base			
PERSONNEL RESOURCES													
Direct FTPs	-	-	-	-	-	-	-	-	-	-	-	-	-
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	4,500	4,500	-	-	-	-	-	-	-	(4,500)	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	4,500	4,500	-	-	-	-	-	-	-	(4,500)	-	-	-
PROGRAM EXPENSES													
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	4,500	4,500	-	-	-	-	-	-	-	(4,500)	-	-	-

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

(\$000)

ACCOUNTS	FY 2023 ENACTED	FY 2024 CR ANNUALIZED + FY 2024 ATB's	FY 2025 REQUEST
APPROPRIATION/OBLIGATION LIMITATION			
SALARIES AND EXPENSES	26,512	41,869	43,748
FINANCIAL MANAGEMENT CAPITAL	-	-	-
OFFICE OF CIVIL RIGHTS	1,365	3,067	2,463
SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH	393	473	516
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	1,192	1,495	2,036
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	927	999	1,403
INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER	265	496	633
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	1,143	766	1,689
CYBER SECURITY INITIATIVES	3,350	4,343	9,120
RESEARCH AND TECHNOLOGY	1,871	4,023	5,900
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	-	-	-
THRIVING COMMUNITIES	-	-	-
ELECTRIC VEHICLE FLEET	-	-	-
JOHN A. VOLPE TRANSPORTATION CENTER EXCHANGE BUILDING	-	-	-
SUBTOTAL, APPROPRIATION/OBLIGATION LIMITATION	35,827	56,036	65,472
INDEFINITE BUDGET AUTHORITY			
ESSENTIAL AIR SERVICE	574	1,062	708
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM	245	-	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	-	-	-
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT PROGRAM	-	-	-
ASSET CONCESSIONS (TITLE X)	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	-	-	-
SUBTOTAL, INDEFINITE BUDGET AUTHORITY	818	1,062	708
REIMBURSABLE			
SALARIES AND EXPENSES	829	1,221	1,162
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND	15,327	15,211	6,158
WORKING CAPITAL FUND	-	-	-
TRANSPORTATION SAFETY INSTITUTE	233	399	233
SUBTOTAL, REIMBURSABLE	16,389	16,831	7,552
ALLOCATION			
BUREAU OF TRANSPORTATION STATISTICS	5,737	7,883	5,714
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	312	435	-
JOINT OFFICE OF ENERGY AND TRANSPORTATION (JOET)	-	-	-
SUBTOTAL, ALLOCATION	6,049	8,319	5,714
BIL SUPPLEMENTAL ADVANCE APPROPRIATIONS			
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)	2,802	3,077	2,491
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION GRANTS PROGRAM	-	-	-
STRENGTHENING MOBILITY & REVOLUTIONIZING TRANSPORTATION	-	-	-
SAFE STREETS AND ROADS FOR ALL	-	-	-
SUBTOTAL, BIL SUPPLEMENTAL ADVANCE APPROPRIATION	2,802	3,077	2,491
GRAND TOTAL	61,884	85,324	81,938

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

ACCOUNTS	FY 2023 ENACTED	FY 2024 CR ANNUALIZED + FY 2024 ATB's	FY 2025 REQUEST
APPROPRIATION/OBLIGATION LIMITATION			
SALARIES AND EXPENSES	430	564	575
FINANCIAL MANAGEMENT CAPITAL	-	-	-
OFFICE OF CIVIL RIGHTS	36	67	67
SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH	11	14	15
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	31	58	58
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	26	39	39
INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER	5	19	19
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	15	27	27
CYBER SECURITY INITIATIVES	-	-	-
RESEARCH AND TECHNOLOGY	36	58	76
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	-	-	-
THRIVING COMMUNITIES	-	-	-
ELECTRIC VEHICLE FLEET	-	-	-
JOHN A. VOLPE TRANSPORTATION CENTER EXCHANGE BUILDING	-	-	-
SUBTOTAL, APPROPRIATION/OBLIGATION LIMITATION	559	788	818
INDEFINITE BUDGET AUTHORITY			
ESSENTIAL AIR SERVICE	12	14	14
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM	5	5	5
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	31	35	35
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT PROGRAM	31	35	35
ASSET CONCESSIONS (TITLE X)	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	-
SUBTOTAL, INDEFINITE BUDGET AUTHORITY	48	54	54
REIMBURSABLE			
SALARIES AND EXPENSES	26	32	38
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND	595	570	590
WORKING CAPITAL FUND	272	315	315
TRANSPORTATION SAFETY INSTITUTE	41	39	39
BUREAU OF TRANSPORTATION STATISTICS (ALLOCATION)	12	20	20
SUBTOTAL, REIMBURSABLE	946	976	1,002
ALLOCATION			
BUREAU OF TRANSPORTATION STATISTICS (ALLOCATION)	46	55	55
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	3	5	5
JOINT OFFICE OF ENERGY AND TRANSPORTATION (JOET)	-	1	1
SUBTOTAL, ALLOCATION	49	61	61
BIL SUPPLEMENTAL ADVANCE APPROPRIATIONS			
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)	63	59	59
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE)	-	-	-
NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION GRANTS PROGRAM	-	-	-
STRENGTHENING MOBILITY & REVOLUTIONIZING TRANSPORTATION	-	-	-
SAFE STREETS AND ROADS FOR ALL	-	-	-
SUBTOTAL, BIL SUPPLEMENTAL ADVANCE APPROPRIATION	63	59	59
GRAND TOTAL	1,665	1,938	1,994

**EXHIBIT II-8
RESOURCE SUMMARY - STAFFING
FULL TIME PERMANENT POSITIONS
OFFICE OF THE SECRETARY OF TRANSPORTATION**

ACCOUNTS	FY 2023 ENACTED	FY 2024 CR ANNUALIZED + FY 2024 ATB's	FY 2025 REQUEST
APPROPRIATION/OBLIGATION LIMITATION			
SALARIES AND EXPENSES	582	588	608
FINANCIAL MANAGEMENT CAPITAL	-	-	-
OFFICE OF CIVIL RIGHTS	70	70	70
SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH	14	14	16
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	56	60	60
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	37	41	41
INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER	19	19	19
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	27	27	27
CYBER SECURITY INITIATIVES	-	-	-
RESEARCH AND TECHNOLOGY	65	65	88
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	-	-	-
THRIVING COMMUNITIES	-	-	-
ELECTRIC VEHICLE FLEET	-	-	-
JOHN A. VOLPE TRANSPORTATION CENTER EXCHANGE BUILDING	-	-	-
SUBTOTAL, APPROPRIATION/OBLIGATION LIMITATION	814	824	869
INDEFINITE BUDGET AUTHORITY			
ESSENTIAL AIR SERVICE	14	14	14
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM	5	5	5
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	35	35	35
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT PROGRAM	35	35	35
ASSET CONCESSIONS (TITLE X)	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	-
SUBTOTAL, INDEFINITE BUDGET AUTHORITY	54	54	54
REIMBURSABLE			
SALARIES AND EXPENSES	33	33	39
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND	633	633	650
WORKING CAPITAL FUND	311	327	327
TRANSPORTATION SAFETY INSTITUTE	35	35	35
BUREAU OF TRANSPORTATION STATISTICS (ALLOCATION)	20	20	20
SUBTOTAL, REIMBURSABLE	1,032	1,048	1,071
ALLOCATION			
BUREAU OF TRANSPORTATION STATISTICS (ALLOCATION)	65	65	65
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	5	5	5
JOINT OFFICE OF ENERGY AND TRANSPORTATION (JOET)	1	1	1
SUBTOTAL, ALLOCATION	71	71	71
BIL SUPPLEMENTAL ADVANCE APPROPRIATIONS			
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)	54	69	69
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE)	-	-	-
NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION GRANTS PROGRAM	-	-	-
STRENGTHENING MOBILITY & REVOLUTIONIZING TRANSPORTATION	-	-	-
SAFE STREETS AND ROADS FOR ALL	-	-	-
SUBTOTAL, BIL SUPPLEMENTAL ADVANCE APPROPRIATION	54	69	69
GRAND TOTAL	2,025	2,066	2,134

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SECTION 3:
BUDGET
REQUESTS BY
ACCOUNT

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ADMINISTRATIVE PROVISIONS
(INCLUDING CANCELLATION AND TRANSFER OF FUNDS)

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

Sec. 101 Explanation

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

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

Sec. 102 Explanation

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

SEC. 103. In addition to authority provided by section 327 of title 49, United States Code, the Department's Working Capital Fund is authorized to provide partial or full payments in advance and accept subsequent reimbursements from all Federal agencies from available funds for transit benefit distribution services that are necessary to carry out the Federal transit pass transportation fringe benefit program under Executive Order No. 13150 and section 3049 of SAFETEA-LU (5 U.S.C. 7905 note): Provided, That the Department shall maintain a reasonable operating reserve in the Working Capital Fund, to be expended in advance to provide uninterrupted transit benefits to Government employees: Provided further, That such reserve shall not exceed 1 month of benefits payable and may be used only for the purpose of providing for the continuation of transit benefits: Provided further, That the Working Capital Fund shall be fully reimbursed by each customer agency from available funds for the actual cost of the transit benefit.

Sec. 103 Explanation

Section 103 retains the provision that provides authority for the Working Capital Fund (WCF) to provide advance payment to carry out the Federal transit pass transportation fringe benefit program, both within the Department, and to other Federal agencies, and provides explicit authority for the WCF to provide transit benefit services to non-DOT

agencies. Such authority would be used instead of the Economy Act (section 1535 of title 31, United States Code). The proposed language provides flexibility and continuity to the WCF in providing transit benefits and will enable real-time reconciliation of payments from Federal customer agencies by streamlining the current funding process.

The Federal Transit Benefit program with proper internal controls will always have excess funds over the amount ordered for the subsidy period. The program requires participants to adjust their transit subsidy so that in any given month the amount received is equal to their actual commuting expense from home to work and work to home. The subsidy is not a cash reimbursement, so therefore, leave, telework, etc. impact the amount of the subsidy. However, the participant's need for the full month's subsidy to cover actual commuting expenses between home and work must be funded and after the fact any amount not used is returned to the agency.

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

SEC. 104. Receipts collected in the Department's Working Capital Fund, as authorized by section 327 of title 49, United States Code, for unused transit and van pool benefits, in an amount not to exceed 10 percent of fiscal year [2023]2024 collections, shall be available until expended in the Department's Working Capital Fund to provide [contractual] services in support of section [189]199 of this Act: Provided, That obligations in fiscal year [2024]2025 of such collections shall not exceed \$1,000,000.

Sec. 104 Explanation

Section 104 allows the Department to use unused transit and van pools benefits from the transit benefit program to improve the administration of that program. Sec. XXX of this Act explicitly designates the Department of Transportation as the Government-wide executive agency for the Federal transportation transit benefit program. The Department of Transportation designation as the Government-wide executive agent enables the Department to lead more effectively the effort against benefit subsidy fraud and abuse. This will also allow the Working Capital Fund to ensure standardized data collection throughout the Government for Transit Benefit – van pool usage; ensure consistency throughout the Federal sector; and to study the implementation of stronger internal controls across the transit benefit program with an initial focus on minimizing the return of excess van pool funds.

SEC. 105. None of the funds in this title may be obligated or expended for retention or senior executive bonuses for an employee of the Department of Transportation without the prior written approval of the Assistant Secretary for Administration.

Sec. 105 Explanation

Section 105 retains the provision that prohibits the obligation or expense for retention or senior executive bonuses without prior written approval of the Assistant Secretary for Administration.

SEC. 106. In addition to authority provided by section 327 of title 49, United States Code, the Department's Administrative Working Capital Fund is hereby authorized to transfer information technology equipment, software, and systems from Departmental sources or other entities and collect and maintain a reserve at rates which will return full cost of transferred assets.

Sec. 106 Explanation

Section 106 retains the provision to grant the Working Capital Fund (WCF) the authority to transfer equipment into the WCF and collect replacement reserve for the equipment equal to the useful life and estimated replacement cost of the equipment. This authority provides flexibility to accelerate the Shared Services consolidation of IT throughout the Department regardless of the age of assets being transferred into the WCF.

SEC. 107. (a) Amounts made available to the Secretary of Transportation or the Department of Transportation's [operating administrations] *Operating Administrations* in this Act for the costs of award, administration, or oversight of financial assistance under the programs identified in subsection (c) may be transferred to the account identified in section 801 of division J of Public Law 117-58, *as amended by section 425 of title IV of division K of Public Law 1117-103*, to remain available until expended, for the necessary expenses of award, administration, or oversight of any financial assistance programs in the Department of Transportation.

(b) Amounts transferred under the authority in this section are available in addition to amounts otherwise available for such purpose.

(c) The programs from which funds made available under this Act may be transferred under subsection (a) are:

- (1) the national infrastructure project assistance program under section 6701 of title 49, United States Code;
- (2) the local and regional project assistance program under section 6702 of title 49, United states Code;
- (3) the university transportation centers program under section 5505 of title 49, United States Code;
- (4) any other financial assistance program that is funded under this act and administered from the Office of the Secretary.

Sec. 107 Explanation

Section 107 allows OST to pool the grant administration dollars from grant programs appropriated to OST. This allows OST to pool the funds into the same account identified

in Section 801 of the Bipartisan Infrastructure Law, but the purpose of these pooled dollars is for grants administration and oversight only.

SEC. 108. The Secretary may transfer amounts awarded to a Tribe under a funding agreement entered under part 29 of title 49, Code of Federal Regulations, from the Department’s Operating Administrations to the Office of the Tribal Government Affairs: Provided, That any amounts retroceded or reassumed under that part may be transferred back to the appropriate Operating Administration.

Sec. 108 Explanation

Section 108 allows the Office of Tribal Government Affairs to financially manage all DOT Tribal Transportation Self-Governance Program funding compacts. Currently funding for these compacts is available across DOT and each Operating Administration awards their own agreement to establish a single self-governance compact.

[**SEC. 109.** Of the unobligated balances of funds made available for “Railroad Rehabilitation and Improvement Financing Program” in section 109 of division L of Public Law 117-103 \$2,926,000 is hereby permanently cancelled.]

Sec. 109 Explanation

Section 109 removes the provision from the prior year for the one-time rescission.

SEC. [110]109. Section 312 of title 49, United States Code, is repealed.

Sec. 109 Explanation

Section 109 repeals the National Timing Resilience and Security Act (NTRSA) which was enacted as section 514 of the Frank LoBiondo Coast Guard Authorization Act of 2018 (Public Law 115-282) and codified in section 312 of title 49 United States Code – Alternative Timing System.

NTSRA directs DOT to establish certain technology services related to Global Positioning System (GPS) resilience in a manner that runs counter to national interests as well as more recently established Administration policy. Informed by recent federal analyses, reports, and technology demonstrations, DOT finds that: 1) no single solution or the provision of back-up or complementary positioning, navigation and/or timing (PNT) services can meet the diversity of critical infrastructure application requirements, and 2) it would be inefficient, anti-competitive, and potentially harmful to the existing market for back-up/complementary PNT services for the Federal Government to procure or otherwise fund a specific solution for non-federal users. []Rather than building or otherwise procuring a new system, DOT in partnership with the Department of Homeland Security is better positioned to enable and encourage the owners and operators of critical infrastructure to be responsible users of PNT. [Therefore, under the Office of the Assistant Secretary for Research and Technology (OST-R), DOT proposes to repeal

NTRSA and also requests \$17 million in investments intended to support a more resilient civil GPS and to enable more responsible PNT usage.]

SEC. 109A. *The Secretary may transfer up to \$1,641,000 from the “Office of the Secretary—Salaries and Expenses” to the Department’s Operating Administrations for rent payments: Provided, that such amounts are in addition to amounts otherwise available for such purposes: Provided further, That any amounts transferred for rent payments that are no longer needed may be transferred back to the original account.*

Sec. 109A Explanation

Section 109A allows the Secretary to transfer up to \$1,641,000 to the Operating Administration(s) for the cost of rent for the space on the seventh floor of the headquarters building that the Office of The Inspector General is vacating.

SEC. 109B. *For amounts provided in this Act and in prior fiscal years, section 6701(m)(2) of title 49, United States Code shall not apply.*

Sec. 109B Explanation

Section 109B waives the 50 percent set aside for projects that have a project cost of more than \$100,000,000, but less than \$500,000,000 to ensure greater flexibility for project selection. In the last two rounds of Mega, the Department found that the requests for projects with costs greater than \$500,000,000 were significantly more than the requests for projects with costs between \$100,000,000 and \$500,000,000. Requests for the larger pool have made up more than two thirds of all requested funding. Therefore, waiving this 50 percent set aside would allow the program to fund the larger projects.

SEC. 109C. *For amounts provided to the Department of Transportation in this Act and in prior fiscal years, section 24112(c)(2)(B) of Public Law 117-58 shall be applied by substituting “20 percent” for “40 percent”.*

Sec. 109C Explanation

Section 109C lowers the requirement of the amounts awarded to planning activities from 40 percent to 20 percent. In the first two fiscal years, DOT received fewer applications requesting planning funding than funds available. In FY 2022, around \$220 million in funding awards for planning were made for the \$400 made available. In FY 2023, around \$315 million funds were awarded for planning out of the \$577 million made available (\$177 million carryover + \$400 million made available in FY 2023). Based on the past couple of years, the Department expects to be undersubscribed for planning funds in future years.

Currently 70 percent of the nation’s population is covered by a SS4A award that includes planning activities. The Department believes a 30 percent set-aside would allow more funding to go to the implementation of projects that are being identified in FY 2022 and FY 2023 planning awards. In FY 2023, implementation grant funding requests were almost four times larger than available funds. Without the change, the Safe Streets and

Section 3 – Budget Requests by Account

Roads for All program will be inhibited from funding lifesaving, high impact implementation projects submitted in subsequent fiscal years that would be otherwise funded through this change.

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

SEC. 190.

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

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

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

Sec. 190 Explanation

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

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

Sec. 191 Explanation

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

SEC. 192.

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

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

Sec. 192 Explanation

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

SEC. 193. None of the funds made available by this Act shall be available for salaries and expenses of more than 125 political and Presidential appointees in the Department of Transportation: *Provided*, That none of the personnel covered by this provision may be assigned on temporary detail outside the Department of Transportation.

Sec. 193 Explanation

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

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

Sec. 194 Explanation

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

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

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

Sec. 195 Explanation

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

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

Sec. 196 Explanation

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

SEC. 197. Notwithstanding any other provision of law, if any funds provided by or limited by this Act are subject to a reprogramming action that requires notice to be provided to the House and Senate Committees on Appropriations, transmission of such reprogramming notice shall be provided solely to the House and Senate Committees on Appropriations, and such reprogramming action shall be approved or denied solely by the House and Senate Committees on Appropriations: *Provided*, That the Secretary of Transportation may provide notice to other congressional committees of the action of the House and Senate Committees on Appropriations on such reprogramming but not sooner than 30 days after the date on which the reprogramming action has been approved or denied by the House and Senate Committees on Appropriations.

Sec. 197 Explanation

Section 197 retains the provision that allows the Secretary to provide a reprogramming notice to other Congressional Committees not sooner than 30 days following the date that notice is transmitted to the Committees on Appropriations.

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

Sec. 198 Explanation

Section 198 retains the provision that allows the Office of the Secretary of Transportation to assess or enter into reimbursable agreements with the modal administrations only to the degree that such amounts are for the costs of goods and services that are purchased to provide a direct benefit to the applicable modal administration or administrations.

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

Sec. 199 Explanation

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

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

- (1) that except with respect to apprentices or trainees, a pool of readily available but unemployed individuals possessing the knowledge, skill, and ability to perform the work that the contract requires resides in the jurisdiction;
- (2) that the grant recipient will include appropriate provisions in its bid document ensuring that the contractor does not displace any of its existing employees in order to satisfy such hiring preference; and
- (3) that any increase in the cost of labor, training, or delays resulting from the use of such hiring preference does not delay or displace any transportation project in the applicable Statewide Transportation Improvement Program or Transportation Improvement Program.

Sec. 200 Explanation

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

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

Sec. 201 Explanation

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

GENERAL PROVISIONS—THIS ACT

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

Sec. 401 Explanation

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

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

Sec. 402 Explanation

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

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

Sec. 403 Explanation

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

SEC. 404. Except as otherwise provided in this Act, none of the funds provided in [*titles I or III of*] this Act, provided by previous appropriations Acts to the agencies or entities funded in [*titles I or III of*] this Act that remain available for obligation or expenditure in fiscal year [2024] 2025, or provided from any accounts in the Treasury derived by the collection of fees and available to the agencies funded by [*titles I or III of*] this Act, shall be available for obligation or expenditure through a reprogramming of funds that—

- (1) creates a new program;
- (2) eliminates a program, project, or activity;
- (3) increases funds or personnel for any program, project, or activity for which funds have been denied or restricted by the Congress;

- (4) proposes to use funds directed for a specific activity in an appropriations Act for a different purpose;
- (5) augments existing programs, projects, or activities in excess of \$5,000,000 or 10 percent, whichever is less;
- (6) reduces existing programs, projects, or activities by \$5,000,000 or 10 percent, whichever is less; or
- (7) creates, reorganizes, or restructures a branch, division, office, bureau, board, commission, agency, administration, or department different from the budget justifications submitted to the Committees on Appropriations or the table accompanying the explanatory statement described in section 4 (in the matter preceding division A of this consolidated Act), whichever is more detailed, unless prior notice is transmitted to the House and Senate Committees on Appropriations:

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

- (A) a table for each appropriation with a separate column to display the prior year enacted level, the President’s budget request, adjustments made by Congress, adjustments due to enacted rescissions, if appropriate, and the fiscal year enacted level;
- (B) a delineation in the table for each appropriation and its respective prior year enacted level by object class and program, project, and activity as detailed in this Act, the table accompanying the explanatory statement described in section 4 (in the matter preceding division A of this consolidated Act), accompanying reports of the House and Senate Committee on Appropriations, or in the budget appendix for the respective appropriations, whichever is more detailed, and shall apply to all items for which a dollar amount is specified and to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations; and
- (C) an identification of items of special congressional interest.

Sec. 404 Explanation

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

SEC. 405. Except as otherwise specifically provided by law, not to exceed 50 percent of unobligated balances remaining available at the end of fiscal year [2024] 2025 from appropriations made available for salaries and expenses for fiscal year [2024] 2025 in this Act, shall remain available through September 30, [2025] 2026, for each such account for the purposes authorized: *Provided*, That a notification shall be submitted to the House and Senate Committees on Appropriations prior to the expenditure of such funds: *Provided further*, That these requests shall be made in compliance with reprogramming guidelines under section 404 of this Act.

Sec. 405 Explanation

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

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

Sec. 406 Explanation

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

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

Sec. 407 Explanation

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

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

Sec. 408 Explanation

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

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

Sec. 409 Explanation

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

SEC. 410.

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

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

Sec. 410 Explanation

Section 410 retains the provision prohibiting expenditures to maintain or establish computer networks unless those networks block pornography.

SEC. 411.

(a) None of the funds made available in this Act may be used to deny an Inspector General funded under this Act timely access to any records, documents, or other materials available to the department or agency over which that Inspector General has responsibilities under the Inspector General Act of 1978 (5 U.S.C. App.), or to prevent or impede that Inspector General's access to such records, documents, or other materials, under any provision of law, except a provision of law that expressly refers to the Inspector General and expressly limits the Inspector General's right of access.

(b) A department or agency covered by this section shall provide its Inspector General with access to all such records, documents, and other materials in a timely manner.

(c) Each Inspector General shall ensure compliance with statutory limitations on disclosure relevant to the information provided by the establishment over which that Inspector General has responsibilities under the Inspector General Act of 1978 (5 U.S.C. App.).

(d) Each Inspector General covered by this section shall report to the Committees on Appropriations of the House of Representatives and the Senate within 5 calendar days any failures to comply with this requirement.

Sec. 411 Explanation

Section 411 retains the protections and requirements for Inspector General activity.

SEC. 412. None of the funds appropriated or otherwise made available by this Act may be used to pay award or incentive fees for contractors whose performance has been judged to be below satisfactory, behind schedule, over budget, or has failed to meet the basic requirements of a contract, unless the Agency determines that any such deviations are due to unforeseeable events, government-driven scope changes, or are not significant within the overall scope of the project and/or program unless such awards or incentive fees are consistent with 16.401(e)(2) of the Federal Acquisition Regulations.

Sec. 412 Explanation

Sec. 412 retains the provision prohibiting awards or incentive fees for contractors who fail to meet certain performance standards.

APPROPRIATION/
OBLIGATION
LIMITATION
ACCOUNTS

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

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	104,316	115,355	121,224
Travel	1,579	1,579	1,614
Other Costs	65,120	72,004	78,923
Programs	-	-	8,155
TOTAL	171,014	188,938	209,916

STAFFING

Direct FTPs	582	588	608
Direct FTEs	430	564	575

Appropriations Language

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, \$209,916,000, to remain available until September 30, 2026: Provided, That of such amount—

- (1) \$3,822,000 shall be available for the immediate Office of the Secretary;*
- (2) \$1,371,000 shall be available for the immediate Office of the Deputy Secretary;*
- (3) \$31,202,000 shall be available for the Office of the General Counsel;*
- (4) \$24,109,000 shall be available for the Office of the Under Secretary of Transportation for Policy, of which \$7,727,000 shall be for the Office for Multimodal Freight Infrastructure and Policy;*
- (5) \$22,973,000 shall be available for the Office of the Assistant Secretary for Budget and Programs;*
- (6) \$4,471,000 shall be available for the Office of the Assistant Secretary for Governmental Affairs;*
- (7) \$24,189,000 shall be available for the Office of the Assistant Secretary for Administration;*
- (8) \$6,486,000 shall be available for the Office of Public Affairs and Public Engagement;*
- (9) \$2,434,000 shall be available for the Office of the Executive Secretariat;*
- (10) \$16,146,000 shall be available for the Office of Intelligence, Security, and Emergency Response;*
- (11) \$20,063,000 shall be available for the Office of the Chief Information Officer;*
- (12) \$1,569,000 shall be available for the Office of Tribal Government Affairs;*
- (13) \$43,748,000 shall be available for shared services of the Office of the Secretary that would otherwise be provided by the Working Capital Fund, in addition to amounts otherwise available for such purposes; and*
- (14) \$7,333,000 shall be available for information technology development, modernization, and enhancement, in addition to amounts otherwise available for such purposes:*

Provided further, That the Secretary of Transportation (referred to in this title as the "Secretary") is authorized to transfer funds appropriated for any office or activity of the Office of the Secretary listed under this heading to any other office of the Office of the Secretary or activity listed under this heading: Provided further, That such transfers combined shall not increase or decrease the amount appropriated for any office or activity listed under this heading by more than 7 percent unless prior notice is provided to the House and Senate Committees on Appropriations: Provided further, That not to exceed \$70,000 shall be for allocation within the Department for official reception and representation expenses as the Secretary may determine: Provided further, That notwithstanding any other provision of law, there may be credited to this appropriation up to \$2,500,000 in funds received in user fees.

Note.—A full-year 2024 appropriation for this account was not enacted at the time the Budget was prepared; therefore, the Budget assumes this account is operating under the Continuing Appropriations Act, 2024 and Other Extensions Act (Division A of Public Law 118–15, as amended). The amounts included for 2024 reflect the annualized level provided by the continuing resolution.

Program and Performance Statement

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

Detailed Justification for the Immediate Office of the Secretary

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

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

Funding Changes:

The FY 2025 budget request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

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

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

Detailed Justification for the Office of the Deputy Secretary

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

The Office of the Deputy Secretary assists the Secretary in the overall planning, direction, and control of the Department of Transportation’s (DOT) agenda. The Deputy Secretary functions as the Chief Operating Officer of DOT with responsibility for DOT’s administrative and management needs, as well as policy priorities as designated by the Secretary. Among other responsibilities, the Deputy Secretary directs the implementation of the Bipartisan Infrastructure Law and the Inflation Reduction Act.

Funding Changes:

The FY 2025 budget request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

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

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

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

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

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

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

OST-P is responsible for the leadership and development of policy for DOT, recommending transportation policy initiatives to the Secretary, Deputy Secretary, and Under Secretary for Policy. The Office coordinates intermodal initiatives and processes that may impact multiple agencies within DOT, such as proposed reauthorization language. The Office leads DOT's innovation portfolio and coordinates responses to cross-modal safety issues while leading initiatives to improve safety through a systemic approach to identify, mitigate, and eliminate risk with improved data collection and analysis, stakeholder collaboration, performance-based safety standards, and other measures. The Office supports DOT's activities under various Executive Orders (EO) that require efforts to develop racial equity and climate action plans, implement the Justice40 initiative, and support domestic manufacturing and supply chain resilience. The Office coordinates multimodal freight policy across DOT. The Office develops and implements policies related to the National Environmental Policy Act, interagency infrastructure permitting, and climate change mitigation and adaptation. The Office serves as the DOT lead in areas of regulatory impact analysis.

Grant Project Delivery

The Project Delivery Coordination team coordinates the work of the Office of the Secretary (OST) and operating administrations (OAs) in supporting the delivery of grant projects funded by the more than seventy formula and grant programs at DOT that fund pre-construction and/or construction of modal and multimodal infrastructure projects. The number and scale of new and expanded formula and grant programs established by BIL has substantially increased the number of grant-funded project sponsors with limited experience in managing federally funded infrastructure projects and stretched DOT's historical project delivery partnership with the state, tribal, local, and territorial governments who deliver BIL-funded projects. The Project Delivery Coordination team provides much-needed resources and coordination across the OST and the OAs to put systems in place and develop and share best practices that ensure that projects are delivered in full compliance with all statutory and regulatory requirements on time, on task, and on budget. The Project Delivery

Coordination team, supported by the Project Delivery Center of Excellence at the U.S. DOT Volpe Center, supports staff within the OST, the OAs and project sponsors to successfully deliver the projects that improve the safety, equity, sustainability, and resilience of the transportation system. The Project Delivery program is funded from drawdown funds from the BIL grant programs that OST manages. Staff serve as liaisons assigned to identify and troubleshoot issues on a limited number of complex priority projects across Office of the Under Secretary of Transportation for Policy (S-3) programs.

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

OST-X is responsible for the analysis, development, articulation, and review of policies, programs, and plans for economic issues in aviation and international transportation. The Office negotiates bilateral and multilateral aviation agreements, provides Departmental leadership on international multimodal transportation policies, participates in international diplomatic dialogues and protocol activities, and administers programs to address competition, licensing of carriers, and access to the national transportation system. The Office directly contributes to advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation, as well as more cohesive national aviation policies. OST-X also represents DOT on several interagency processes and works with other Departmental offices to support the implementation of EOs and Administration priorities.

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

OST-R coordinates and strengthens research and technology initiatives that cut across all Operating Administrations. The Office ensures that DOT's research and innovation policies are implemented and leads a range of cross-modal research initiatives to address strategic goals Department-wide. OST-R leads and administers DOT's multimodal statistics and data programs, overseeing the work of related fee-for-service organizations. OST-R, along with OST-P, co-lead the Climate Change Center which focuses on strategies and actions to address the impacts of climate change on transportation systems and infrastructure. OST-R manages a portfolio focused on cross-cutting, cross-modal research that benefits DOT leadership and the entire Department. This research also informs policymaking that helps with credible estimates of the value and public benefits in transportation investments.

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

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

Office of Multimodal Freight Infrastructure and Policy (Freight Office)

The Freight Office develops and manages the National Freight Strategic Plan and the National Multimodal Freight Network. The Freight Office oversees the development and updating of State Freight Plans, providing states with guidance and best practices, and plans to assist states in the establishment of state freight advisory committees and multi-state freight mobility compacts.

Further, the Freight Office administers the Freight Logistics Optimization Works (FLOW) program and provides relevant national data to the Bureau of Transportation Statistics regarding freight data and planning within the United States.

FY 2024 Anticipated Accomplishments:

- Proposing to add exports as a new data element to the existing FLOW data collection, in alignment with PRA approval. Expansion of FLOW to exports will involve IT database work, developing new data visualizations, and new industry engagement.
- Building out the FLOW federal team to support a more robust data collection by expanding it to all containerized freight industry members that wish to join, including terminal operators, motor carriers, rail carriers, warehouse, shippers, intermodal equipment providers, and third-party logistics providers. USDOT will also enhance the data product dashboard and data dissemination options (API, new visualizations). With this data (FLOW data) the freight industry will develop use cases for supply chain disruption forecasting, and UDSOT will be able to better model supply chain dynamics to prepare for and respond to impacts on supply chain.
- Leading DOT's efforts to develop agency initiatives in the areas of safety, environment, climate change, infrastructure investments, future-oriented innovation and competition, public and intergovernmental outreach, freight policy, public-private partnerships, equity, and international transportation policy.
- Continuing to advance the tracking and improvement of environmental reviews on the permitting dashboard while protecting the environment and enhancing project outcomes.
- Conducting research and preparing reports and guidance to respond to environmental issues and requirements that affect the delivery and operation of transportation projects.
- Coordinating with the Operating Administrations to initiate Department-wide strategies to address climate change and reduce greenhouse gas emissions to reach the President's goal of net-zero carbon emissions in 2050.
- Overseeing the development and updating of State freight plans in accordance with the requirements established under BIL, including analyzing and disseminating best practices relating to those plans.
- Assisting states in the establishment of state freight advisory committees and multi-state freight mobility compacts.
- Administering multimodal freight grant programs, including establishing procedures for analyzing and evaluating applications for grants under those programs.
- Establishing the National Multimodal Freight Network and developing procedures to allow states to propose additions in accordance with the new requirements under the BIL.
- Providing input to the Bureau of Transportation Statistics regarding freight data and planning tools.

Funding Changes:

The FY 2025 budget request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

In addition, **\$5.3 million** is requested for the Freight Logistics Optimizations Works (FLOW) program to support American businesses and consumers throughout the supply chain and improves accuracy and the transparent transfer of information from end-to-end for a more resilient supply chain.

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

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



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

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

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

The Office also provides benefits to the public by improving the environmental review process to ensure that the impacts of transportation projects are considered and addressed, particularly with respect to disadvantaged communities. The Office will also develop strategies to reduce greenhouse gas emissions and establish resilience strategies to protect the American public from the worst impacts of climate change.

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

Section 3 – FY 2025 Budget Requests by Account

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

Detailed Justification for the Office of the Executive Secretariat

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

The Office of the Executive Secretariat manages and coordinates the flow of materials that require the review, approval, and signature of the Secretary, Deputy Secretary, and Chief of Staff. This includes the editing and vetting of decision memos, briefing memos, correspondence, congressional reports, travel requests, federal advisory committee management oversight, and directives management. The Office of the Executive Secretariat also provides administrative management services to the Secretary and Deputy Secretary's offices which includes budget and human resource management.

FY 2024 Anticipated Accomplishments:

The Office will work to ensure timely and accurate responses to inquiries of the Department of Transportation and work with Departmental offices and Operating Administrations to produce high quality and responsive documents for stakeholders.

Funding Changes:

The FY 2025 budget request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

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

The Office of the Executive Secretariat ensures the timely response to Secretarial inquiries from the public (and Congress on their behalf) regarding transportation-related issues and maintains a clear record of decisions made by the Secretary and Deputy Secretary. The Office of the Executive Secretariat ensures that the Secretary and Deputy Secretary have the information they need to make clear decisions and successfully engage with the public through their travel and meetings.

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

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

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

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

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

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

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

Through its leadership of the 15 FEMA Emergency Support Function (ESFs) #1 – Transportation, the Office leads DOT's all-threats and all-hazards event and incident support and recovery in accordance with its responsibilities under the National Response Framework and the National Disaster Recovery Framework. These Office efforts underlie DOT support of federally declared emergencies to prevent, protect against, mitigate, respond to, and recover from all-threats and all-hazards events and incidents.

FY 2024 Anticipated Accomplishments:

- Strengthening collaboration with Intelligence Community partners to support evolving information needs, enhance the value of DOT intelligence support, and increase cyber-intelligence awareness of threats targeting transportation systems
- Providing for the safety and security of the Secretary
- Refining devolution and dispersed operations plans to enhance COOP/COG programs
- Implementing national security guidance to improve critical infrastructure resilience
- Developing strategic guidance with co-SRMA partners to secure the Transportation Systems critical infrastructure sector against emerging threats
- Implementing the National Cybersecurity Strategy with co-SRMA partners and transportation systems sector stakeholders to operationalize an enduring and effective model of collaborative defense and risk reduction
- Leading an adaptable Emergency Response Team to fulfill DOT’s National Response Framework and National Disaster Recovery Framework responsibilities
- Building resilience into DOT’s response and recovery posture to better prepare for more frequent and destructive disasters

Funding Changes:

The FY 2025 budget request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

In addition, a programmatic increase of **\$165 thousand** for **two (2) Intelligence Analysts** and operational costs to monitor, evaluate, analyze, and disseminate cyber-focused national security intelligence related to the transportation domain is requested.

Additionally, **\$21 thousand** is requested for classified system access, travel, and training.

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

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

Detailed Justification for the Office of the Chief Information Officer

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

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

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

OCIO is leading the transformation of information technology systems and services at DOT with a focus on cybersecurity and modern technology solutions that accelerate the DOT mission and achieving accountability for results with complete transparency through the IT Shared Services Initiative. The OCIO continues to lead this initiative to consolidate commodity IT services.

The Shared Services initiative will address the evolving and increasing complexity of IT infrastructure and services, direct efforts to identify and eliminate duplicative spending, and strengthen accountability for programming and performance of IT expenditures. The OCIO must create and maintain an agile, reliable, innovative, and scalable IT environment and deliver business services that implement best practices, achieve efficiencies, and reduce risk while aligning requests with the mission priorities of DOT stakeholders. In FY 2025, OCIO will continue building on the multi-year commodity IT consolidation success to improve delivery of services and reduce future maintenance costs.

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

- The use of technology to accelerate the DOT mission, resulting in innovative

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

solutions for DOT to increase Cybersecurity, leverage effective shared services, harness the power of data as a strategic asset to support decision-making and operations, reduce duplication, increase efficiencies, and enable OAs to focus on their missions.

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

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

FY 2024 Anticipated Accomplishments:

- Continuing to consolidate the delivery of commodity information technology services and developing innovative solutions at DOT as part of the consolidated enterprise delivery of shared services
- Driving reduction of risks and vulnerabilities in Departmental IT systems
- Ensuring consistent implementation of IT Contingency Planning training and guidance for the IT community and DOT information system owners
- Continuing application of an IT supply chain risk management guidance and processes
- Integrating and enhancing enterprise cybersecurity, privacy, and IT risk management capabilities
- Continuing to manage Department-wide IT contract vehicles to ensure greater consistency of technical solutions, providing more competition for modern technical solutions and reducing administrative burden
- Improving the management of software and managing enterprise agreements
- Continuing to modernize the DOT information technology network and infrastructure
- Maturing the DOT data governance board, ongoing support to implementation of DOT's Learning Agenda, maintaining the DOT data inventory, and scaling data skills development programs
- In support of grants management, serving as the Executive Co-Chair on DOT's Grants System Steering Committee (GSSC) and providing strategic advice to the council on technology strategies for both new and existing grant programs. The GSSC was established with the goal of improving the grants management experience at DOT and providing related high-quality data during BIL implementation, continuously improve and advance business practices, and services through technology and related systems to deliver the most effective grants life cycle management to DOT customers. The OCIO will also recommend the technical solutions to meet the grants management requirements and act as the final authority for IT spend approval under the Federal Information Technology Acquisition Reform Act (FITARA)

Funding Changes:

The FY 2025 budget request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

\$5 million in funding that is in the base for digitization will be redirected to the Technology Modernization Fund to support the development, modernization, and enhancement of IT systems within the S&E account that will be made available to support all offices and activities within the OST.

In addition, a programmatic increase of **\$2.3 million** is requested:

- **\$552 thousand** is requested in support of *Executive Order 14110 on Safe, Secure, and Trustworthy Development and use of Artificial Intelligence*, to establish a Chief Artificial Intelligence Office (CAIO). The funding is imperative to the Department's ability to establish a CAIO that will be led by a Chief AI Officer (a rebranding of the Chief Innovation Officer role) and three additional AI experts for a total of **four (4) positions** for Artificial Intelligence. The CAIO will coordinate with Department officials on the use of AI,

promote AI innovation across the agency, manage AI risks, and ensure alignment of Department AI principles to the EO.

Per guidance from OMB and E.O. 14176, the CAIO will oversee the implementation of a robust governance program that establishes the policies and procedures leveraged by the Department for the use of AI. The governance program will also ensure coordination with the research and development activities overseen by the Assistant Secretary for Research and Technology. The CAIO will build an AI risk management framework and, if necessary, waiver process used by the Department. The CAIO will coordinate on the identification and reporting of AI user cases, conduct and review risk assessments, and authorize technology that complies with the Executive Branch’s policies. Lastly, an AI maturity assessment will be conducted to determine the AI ecosystem across the Department and to define the AI implementation strategy.

- **\$1.7 million** is required for DOT’s FY 2025 contribution to the US Digital Service (USDS) for digital service expertise and assistance attracting and hiring technical talent to de-risk large-scale or high-priority technical implementations and launches, respond in urgent situations, and/or provide technology strategy and planning support.

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

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

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

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

Detailed Justification for the Office of Public Affairs and Engagement

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

The Office of Public Affairs and Engagement serves as the principal advisor to the Secretary and other senior Department officials on all public affairs and public engagement interests. The Office oversees inquiries, provides feedback, and identifies opportunities for engagement with the Public. The Office prepares news releases and supporting media materials, articles, facts sheets, briefing materials, publications, byline articles for the Secretary and other senior Department officials; oversees internal communications; and maintains social media platforms for the Secretary and the Department. The Office responds to news media and other inquiries and provides information to the Secretary on opinions and reactions of the public and news media on programs and transportation issues. The Office arranges news conferences for significant announcements and prepares speeches, statements, and talking points for the Secretary, other senior Department officials, and staffs these events. The Office provides guidance and coordinates the activities of the Department’s modal public affairs offices. The Office provides Department-wide news clips every day to help inform employees of areas of public interest. The Office has primary responsibility for developing the external engagement strategy, supporting the Secretary’s vision for engaging and consulting with the American public, and helping execute events with external stakeholders to improve the public’s understanding of transportation programs and the ways they can help improve local communities across the Nation.

The Office also makes information available to the public regarding DOT’s efforts to enhance safety, equity, fight climate change, improve the Nation’s economy and advance innovation and promulgates regulation in the service of those goals. The Office will use public announcements, press releases, events, videos, new/social media, internal communications, the internet, and other means to share with the public information about developments that affect them.

FY 2024 Anticipated Accomplishments:

- Support the Secretary in preparing for and conducting hundreds of speeches, and interviews on the Bipartisan Infrastructure Law and other Departmental programs and initiatives with both national and local media around the country.
The Office will be responsible for preparing the Secretary and other senior leaders as they continue to inform the public of the importance of this law. The Office will also be responsible for working with both national and local reporters on understanding day to day transportation issues, to include crisis communications as the country deals with natural and other disasters, ensuring the public is aware of all that DOT does to help in these situations. This Office anticipates preparing hundreds of social media posts and scores of videos and graphics for social media. In calendar year 2024 this Office will help draft, review, and clear hundreds of press releases from OST and the modal administrations, ensuring accuracy and clarity.
- Continuing to create and coordinate opportunities for direct dialogue between the Administration and the American public — with a special focus on incorporating and empowering diverse voices to inform and improve the work of DOT.
- Continuing to represent DOT to external stakeholders across the private sector, advocacy organizations, disadvantaged communities, and elected and government entities and

individuals to deepen engagement and understanding of critical Administration and Department initiatives.

- Continuing to bring new voices into the policy making process — including through the execution of listening sessions and other opportunities for broad public engagement on issues including infrastructure, safety, climate, the economy, innovation, and equity — and help translate transportation issues that impact communities and external stakeholders into action by the appropriate DOT office or other parts of the Administration.
- Continuing to play a lead role in staffing key public events with the Secretary and Deputy Secretary; leading, planning, and staffing major external stakeholder meetings; and serving as the primary liaison and DOT representative for a wide array of events and meetings with individuals and organizations interested in the work of DOT and the Administration, traveling to destinations nationally and internationally as necessary and appropriate.
- Continuing to work closely with the Ports and Supply Chain Envoys and the Intermodal Freight Office to communicate and engage stakeholders on key Administration initiatives to strengthen the nation’s goods movement chain.
- Adding GS-15 supervisory and GS-12 career positions to build institutional knowledge, ensure efficient work processes and internal infrastructure, and maintain strong relationships with DOT stakeholders — both external entities and across the DOT Offices and Operating Administrations.
- Build out administrative support capacity to ensure prompt and efficient execution of ongoing Office programming.

Funding Changes:

The FY 2025 budget request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

An increase of **\$125 thousand** is requested for **two positions**. The two positions will provide additional support to the career staff.

- Supervisory Public Engagement Specialist
- Administrative Specialist

Additionally, a **\$175 thousand** increase is requested for contractual services.

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

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

The Office is necessary to keep the American public, the news media, and all interested government stakeholders informed of programs and activities. Not only is there an inherent public right to know, but public understanding and discussion is essential to accomplishing the priorities of the Administration. The public support necessary to achieve Department objectives requires an open public information program responsive to media inquiries and public interest. It must also be

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comprehensive and cohesive, coordinating the public affairs activities of all DOT's modal public affairs offices. The Office will ensure the public and all interested stakeholders have a clear primary point of contact in DOT regarding inquiries and will improve the public's understanding of transportation programs and the ways they can help improve local communities across the Nation.

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

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

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

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

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

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

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

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

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

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

The Office of the Secretary has over 1,900 employees, over 25 programs, with nearly \$5 billion in discretionary budget authority. The Office has the responsibility as the Office of the Secretary Chief Financial Officer (OST-CFO) for the budget formulation, budget execution, and financial management of the OST offices and programs. The Office formulates, justifies, and executes the budget requests for OST offices and programs as an operating administration to the Departmental Budget Office, OMB, and Congress. The Office works directly with OMB and Congressional Appropriations and Authorizing Committees to provide the appropriate budget technical assistance. The Office performs the full range of financial management functions for the OST offices and programs at an operating administration level including financial statement review; preparation and/or review of all deliverables for the annual financial audit; accounts payable and accounts receivable oversight; cash management; working with OST offices to provide financial reporting oversight, consultation, and authoritative recommendations and opinions on complex OST financial reporting issues and questions, reimbursable agreement monitoring and reconciliation; and oversight of the integrity of all transactions in the accounting system. Along with the OST offices and programs, the OST-CFO provides all the financial management functions for the Volpe National Transportation Systems Center Working Capital Fund. The Office also manages OST's FMFIA and A-123 Enterprise Risk Management and Internal Control program, develops performance measures, and tracks actual outcomes against those measures.

FY 2024 Anticipated Accomplishments:

- Providing an effective presentation of a sound budget for OST and DOT that supports our core operations, addresses emerging issues and upholds the Administration's priorities in safety, equity, climate and innovation; fostering effective use of resources – such as grant and formula dollars, as well as investments in innovation and research, cyber security, meeting our nation's infrastructure needs through providing financial oversight in the 4th year implementation of the Bipartisan Infrastructure Law (BIL) and through the integration of the Administration's priorities in our proposed resource allocation.

- Continuing to provide accurate and reliable financial information and build on our record of 17 consecutive clean annual financial audits by overseeing and enforcing financial controls.
- Continuing to function as an oversight and consultative body to the DOT OAs. This includes working with the OAs to ensure they can bring difficult and complex financial reporting issues to the Office and be provided with opinions, recommendations, or authoritative determinations to resolve noted issues and maintain compliance with Generally Accepted Accounting Principles. The Office will continue leading DOT's implementation of Statement of Federal Financial Accounting Standards (SFFAS) 54, *Leases updated guidance*.
- Releasing DOT's FY 25 Annual Performance Plan in support of DOT's Strategic Plan. This year's APP will include a new highlights section to better communicate DOT's performance data to the American people.
- Expanding the internal process for reviewing progress towards performance targets to include focused sessions on the National Roadway Safety Strategy and analyzing DOT's roadway safety data in support of reducing highway traffic fatalities.
- Releasing DOT's FY 25 Annual Evaluation Plan, in accordance with the Evidence Act. The FY25 Evaluation Plan tackles important issues, including increasing transportation systems' resilience to natural hazards and climate change; researching ways to increase the use of sustainable aviation fuels; improving the equitable allocation of Federal resources; identifying levers for increasing seat belt use; and advancing our understanding of rail yards' public health impacts.
- In partnership with DOT OAs and other OST offices, significantly improving data access and visibility into the competitive grant execution lifecycle, from initial project selection through outlays.
- Modernizing the collection and storage of key historical budget and performance datasets to enable improved analytics and reporting tools.

Funding Changes:

The FY 2025 budget request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

The budget request includes a **\$400 thousand** increase for **four (4) data scientist positions** to staff the Data Analytics Team were originally proposed as a part of the FY 2024 President's Budget and continued in the FY 2025 proposal. Improving financial data management and reporting is a significant initiative within the Department of Transportation and is a key element of improving transparent reporting of the use of Departmental resources in order to keep the public and members of Congress informed. These positions will allow the Data Analytics Team to implement new core functions, including data governance, database administration, data integration, and data operations support; and expand its current functions of data analysis, analytics and modeling, visualization, and application development.

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

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The Office of the Assistant Secretary for Budget and Programs and Chief Financial Officer provides guidance and direction in the effective preparation and presentation of sound budget estimates, which ensures DOT has the resources it needs to execute its mission while keeping budget requests practical and defensible. The Office reviews policy, program, and legislative proposals to evaluate and advise on their potential impact to Departmental resource and financial management requirements and plans and provides policy guidance and oversight of DOT's financial management personnel, programs, activities, and operations. Finally, the Office's responsibility to design, implement, and secure financial systems required for accurate and timely financial reporting, and the policies necessary to govern these systems, helps ensure DOT's ability to report on the efficient and proper use of taxpayer dollars.

Detailed Justification for the Office of the General Counsel

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

The General Counsel is the chief legal officer of the Department of Transportation (DOT). The Office of the General Counsel provides legal advice to the Secretary and Secretarial offices while also providing supervision, coordination, and review of the legal work of the Chief Counsel Offices in DOT.

The Office plays a crucial role in facilitating DOT's robust response to the urgent challenges facing the Nation, including repairing, rebuilding, and modernizing its infrastructure, with a particular focus on climate change mitigation, resilience, equity, and safety for all users. As DOT continues with its core safety responsibilities and makes transformative investments that will modernize our infrastructure to deliver cleaner, safer, and more equitable transportation systems, the Office provides the necessary legal support services. The Office also assists in identifying and overcoming statutory and regulatory challenges that frustrate DOT's ability to confront these problems and assists in developing appropriate and effective statutory and regulatory solutions. The Office coordinates DOT's legislative efforts, litigation, and international legal matters. The Office of the General Counsel carries out aviation consumer protection activities and promotes and facilitates collaborative problem solving using alternative dispute resolution (ADR).

The Office provides legal advice, counsel, and representation in the following areas: appropriations, fiscal law and financial management; acquisitions and financial assistance; credit assistance; real property, facilities, and asset management; intellectual property; employee ethical conduct and political activities; federal labor, equal employment opportunity, disability and civil rights law; environmental law; the Freedom of Information Act (FOIA) and privacy law; congressional and other oversight of DOT; cybersecurity; competition law; and security and emergency response.

The Office provides legal services in support of aviation economic matters, including review of airport competition plans, and aviation economic licensing rules and orders. It also provides representation in front of critical bodies like the Surface Transportation Board to provide DOT's perspective on rail competition and access to passenger railroads. Likewise, it provides legal support for matters related to maritime law, Native American sovereignty and jurisdiction, and tribal transportation related programs.

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

The Office addresses matters of international law, providing legal support for, and facilitation of, DOT's international programs in areas such as: transportation negotiations with foreign countries; international economic aviation licensing and regulatory matters; applications of airline alliances for antitrust immunity; aviation citizenship determinations; war risk insurance issues; international

aviation sanctions; international maritime issues; Committee on Foreign Investment in the United States reviews; and transportation trade issues.

The Office provides advice and legal counsel regarding actual or anticipated litigation in which DOT or one of its Operating Administrations (OA) is or might become a party or has an interest. The Office oversees all Supreme Court cases and significant appellate cases involving DOT and coordinates Department of Justice representation in such matters, supervising the preparation of all filings before independent regulatory agencies on DOT's behalf and providing legal advice concerning litigation risk and pre-and post-litigation policy decisions. The Office is involved, through the filing of amicus briefs or statements of interest, in cases between private parties that implicate DOT statutes, regulations, or policies. The Office provides advice and guidance on enforcement policy and case-specific enforcement matters.

The Office provides support to DOT's legislative activities. It ensures that DOT's legislative materials submitted to Congress adhere to Administration policy. This Office is responsible for assembling legislation proposals, ensuring they meet budgetary and other requirements within DOT, obtaining clearance by the Office of Management and Budget (OMB) and other affected agencies, and preparing the transmittal package for the Secretary. The Office provides comparable support for the preparation of testimony, views, letters, Executive Orders, Presidential Memoranda and Proclamations.

The Office provides legal guidance on administrative law and rulemaking issues affecting DOT or arising from DOT's OAs or components of the Office of the Secretary (OST) with rulemaking authority. The Office reviews and coordinates the clearance of all significant and other rulemaking documents of special note to DOT to ensure that they are consistent with legal requirements and Administration policy. The Office provides economic and regulatory effects related to Departmental rulemakings, including reviewing regulatory impact analyses conducted by the OAs, and, when appropriate, prepares such analyses of OST rules. The Office is the principal liaison with OMB on rulemaking matters and coordinates important substantive rules that affect multiple OAs.

The Office provides legal advice on security and emergency response, security, resilience, and related services to ensure safety and continuity of operations for the transportation system in the face of increasing risks of disruption. This includes legal analysis to increase resilience of and response to cyberattacks like the attack on the Colonial Pipeline, pandemic and other health emergencies, hurricanes, terrorism, electric grid loss, wildfires, explosions, and catastrophic failure of infrastructure.

The Office leads DOT's activities implementing aviation consumer protection laws, including laws prohibiting discrimination by airlines in air travel based on disability, race, color, national origin, religion, sex, and ancestry and laws prohibiting unfair and deceptive practices and unfair methods of competition. The Office assists, educates, and protects aviation consumers by, among other things, reviewing and responding to consumer complaints about air travel, publishing DOT's monthly Air Travel Consumer Report, and ensuring DOT's website contains clear, useful information about the rights of air travelers; monitors compliance, conducts investigations, and enforces as appropriate for violations of aviation consumer protection, civil rights, and licensing requirements against airlines and ticket agents; and assesses the need for and drafts aviation consumer protection and civil rights regulations.

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

FY 2024 Anticipated Accomplishments:

- Continuing to provide legal support for the implementation of the Bipartisan Infrastructure Law (BIL) and the Administration’s Executive Orders on a broad range of issues, including building infrastructure and economic relief, diversity and equity, Title VI, environmental justice, and Buy America. The Office will provide legal sufficiency reviews on approximately 100 acquisition-related documents and assist in the review and evaluation of approximately 1,000 financial assistance applications, approximately 50 notices of funding opportunity, and approximately 150 financial assistance agreements. The Office also will review approximately 125 public financial disclosure reports and approximately 200 confidential financial disclosure reports as well as provide an annual ethics training program to approximately 325 reporting individuals and approximately 50 training sessions (new career and noncareer employee ethics orientation and annual training for all financial disclosure filers).
- Reviewing approximately 15 new loan applications and negotiate new loan agreements and review and resolve approximately 60 ongoing project issues, which will involve loan modifications and other legal actions.
- Processing approximately 300 international work items, including safety, security, science, and technology agreements, code share and other aviation licensing applications, administrative adjudication of requests for antitrust immunity, and approximately 20 rounds of international negotiations.
- Providing legal advice and support, including the drafting of briefs and memoranda, the briefing of DOT leadership, and the coordination of discovery, in approximately 100 new and ongoing judicial cases and matters, including rulemakings, in which litigation is anticipated; supporting DOT’s implementation of Executive Orders, including those addressing regulatory, racial equity, and environmental issues; preparing 15 to 20 regulatory filings for proceedings before various independent regulatory agencies and participating in two to four hearings before such agencies; and providing advice to the OAs on numerous significant enforcement matters.
- Coordinating Departmental and Administration-wide clearance of approximately 25 items of Congressional testimony by DOT witnesses and follow-up transcript review and responses to Questions for the Record and conduct Department-wide clearance of approximately 700 policy documents circulated by the Office of Management and Budget. The Office will provide drafting and coordination of technical assistance on approximately 100 fiscal and bill provisions in Congress. The Office will draft proposed legislative text for the reauthorization of federal aviation programs.
- Reviewing approximately 50 DOT rulemaking actions (based on DOT’s regulatory agenda and our Agency’s internal coordination) to ensure that they advance national priorities that include enhancing economic strength and global competitiveness, promoting equity, spurring transformation, and tackling the climate crisis and advancing sustainability while ensuring that America’s transportation system remains safe, modern, and efficient.
- Processing hundreds of FOIA requests and appeals and continue to reduce DOT’s FOIA backlog, targeting a ten percent reduction in pending requests.

- Providing legal support for emergency response activities, including regular emergency preparedness exercises and 8-10 annual activations of the Secretary’s Emergency Response Team to support DOT’s responsibilities as Emergency Support Function No. 1 (Transportation) within the National Response Framework.
- Reviewing for legal sufficiency, hundreds of Essential Air Service (EAS) requests for proposals and contract award orders and approximately 25 grant agreements under the Small Community Air Service Development Program (SCASDP) and address legal issues as they arise from the administration of these active EAS orders and SCASDP grants. The Office will handle between 100 and 200 items involving carrier economic authority received by DOT and approximately 50 major environmental documents.
- Reviewing and processing tens of thousands of aviation consumer complaints and investigating more than a thousand civil rights complaints (disability and other discrimination). The office will conduct investigations of U.S. and foreign air carriers regarding compliance with consumer protection and civil rights requirements consistent with due process. In addition, the Office will assess the need for new existing aviation consumer protection or civil rights regulations and to determine whether existing regulations should be repealed, replaced, suspended, modified, or enhanced and provide air travelers with useful information on a broad range of issues affecting air travelers. The Office will engage in at least three rulemakings with the goal of reducing inequity, protecting consumers from unfair or deceptive business practices, and increasing competition.
- Providing coaching and mediation of approximately 60 two-party cases and at least two large group interventions and provide conflict management-related training as requested.

Funding Changes:

The FY 2025 budget request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

In addition, **\$400 thousand** for **4 general attorney positions** are requested to drive down the backlog of complaints, continue to improve business processes, and strengthen OACP in responding to complaints. Given the impact of the COVID-19 pandemic on air travel, the Department received an unprecedented number of air travel service complaints in 2020- 102,561 complaints in 2020 (a 569% increase from 15,332 complaints received in 2019). The Department has continued to receive a flood of air travel service complaints with 49,958 complaints in 2021 (a 226% increase compared to 2019), 77,656 complaints in 2022 (a 406% increase compared to 2019), and 38,144 complaints during the first 5 months of 2023 (a 583% increase from 5,585 complaints received in the first five months of 2019). Despite earlier expectations that the surge in complaints was temporary, it is increasingly clear that consumer complaints are remaining at an elevated level and that complaints will not return to pre-pandemic levels.

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

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- Providing legal support for billions of dollars of federal financial assistance in transportation infrastructure projects that directly benefit the US. economy.
 - Providing legal support for the implementation of the Bipartisan Infrastructure Law and the Administration’s Executive Orders on a broad range of issues, including building back

better infrastructure and economic relief, diversity and equity, Title VI, environmental justice, and Buy America.

- Providing legal support for the resilience and preparation for cybersecurity, climate change, security, and other risks, as well as support in managing emergency response activities such as the Colonial Pipeline spill, hurricanes, and pandemic response.
- Providing legal support to DOT program offices in their preparation of rules that will meet substantive, procedural, and Administration policy requirements and evaluating regulations to identify impediments to addressing pandemics, facilitating economic recovery, advancing racial justice, and mitigating the climate crisis, and assist in developing solutions to these national imperatives while achieving DOT's safety mission.
- Reviewing and analyzing 50,000 - 100,000 aviation consumer complaints and civil rights complaints (disability and other discrimination).
- Conducting investigations of U.S. and foreign air carriers regarding compliance with aviation consumer protection and civil rights requirements.
- Drafting aviation consumer protection or civil rights rulemakings with the goal of reducing inequity, protecting consumers from unfair or deceptive business practices, and increasing competition.
- Continuing to implement a 10 percent reduction in DOT's FOIA backlog.
- Providing advice and legal counsel regarding actual or anticipated litigation and administrative proceedings in which DOT or one of its OA is or might become a party or has an interest.
- Coordinating the drafting of statutory changes to transportation statutes to effectuate the President's priorities for economic recovery, program transformation and equity, and climate change.
- Providing legal support for and facilitation of DOT's international programs.
- Providing legal support on a broad range of operational issues related to DOT's programs and strategic objectives.

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

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

The Office of Governmental Affairs advises the Secretary and senior leadership in the Department of Transportation (DOT) on congressional, and intergovernmental, matters and serves as the liaison between the DOT and Congress, state, and local, governmental entities. The Office works with other offices within DOT to ensure that legislative mandates are fully implemented by DOT. It also works with the White House, other federal agencies, and Congress to fulfill the Secretary's and Administration's legislative and intergovernmental priorities. This includes, among other things, working with Congress on Departmental priorities and working on significant legislation. In addition, the Office works with the Operating Administrations (OAs) to coordinate congressional outreach activities related to Secretarial initiatives and programs. The Office also works with Presidential nominees for DOT who require confirmation by the Senate.

FY 2024 Anticipated Accomplishments:

- Ensuring that critical congressional, state, and local concerns are promptly addressed. These actions include but are not limited to responding to technical assistance for all types of transportation-related legislation, educating key Members and state/local officials on USDOT initiatives and fostering and promoting essential relationships between the Secretary and Members of Congress and state/local officials on a variety of transportation initiatives.
- Traveling with the Secretary and other senior officials within DOT for mission-essential trips that may involve meetings with congressional and intergovernmental officials.
- Providing responsive and timely assistance in several key areas, with the office's core constituencies, which include members of congress, governors' offices, state Departments of Transportation, state legislators, county officials, city Mayors, city and county Chambers of Commerce, and Metropolitan Planning Organizations. Those key areas include meeting requests with the Secretary and senior leadership of DOT; information and access to expert assistance on grant applications; and information and access to expert assistance on modal concerns, including the Federal Aviation Administration's, Maritime Administration's and the Pipeline and Hazardous Material Safety Administration's reauthorizations.
- Providing timely, and in accordance with statutory timelines, notifications of all grants and funding opportunities to our committees of jurisdiction.

Funding Changes:

The FY 2025 budget request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

In addition, a programmatic increase of **\$75 thousand for one position** is requested to continue to buildout the professional governmental affairs team that will focus on congressional and intergovernmental matters.

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

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

Detailed Justification for the Office of Tribal Government Affairs

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

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

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

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

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

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

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

FY 2024 Anticipated Accomplishments:

- Executing the TTSGP compact and funding agreement with a tribe.
- Reviewing the eligibility of eight tribes that have requested participation in the TTSGP.
- Developing and implementing a new consultation policy for Native Hawaiian organizations.
- Leading consultations and listening sessions with tribes and tribal organizations regarding opportunities under the Bipartisan Infrastructure Law.
- Developing and enacting the deliverable projects that positively impact Indian Country for DOT via the White House Council on Native American Affairs (WHCNA).

Funding Changes:

The FY 2025 budget request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

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

The Office of Tribal Government Affairs works with the White House, Congress, and other federal agencies to fulfill the Secretary's and Administration's legislative priorities that will strengthen tribal economies, improve infrastructure, advance equity, combat climate change, and protect health and safety in tribal communities. The Office is a cornerstone to ensuring DOT's cohesive approach to a strong government-to-government relationship on behalf of the American public with the 574 sovereign federally recognized tribes and advancing the federal policy of self-determination for Indian tribes. The Office will further promote and support DOT and the OAs in complying with the federal government's treaties, the trust responsibilities, laws specific to Indian tribes, including Native Hawaiian organizations, and applicable interagency agreements.

Detailed Justification for the Office of the Assistant Secretary for Administration

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

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

The Assistant Secretary serves as the Chief Human Capital Officer (CHCO), the Deputy Chief Acquisition Officer, and the Chief Sustainability Officer (CSO). As the CHCO, the Assistant Secretary is responsible for developing, coordinating, and implementing Department-wide policy and programs with oversight in all areas of human capital management, including: employment and staffing, recruitment, human resource (HR) systems, compensation, benefits, executive and political resources, succession and workforce planning, labor and employee relations, workforce quality (e.g., work-life and special programs, disability resources support, drug testing), workforce development and learning, competency management, performance management, and diversity in accordance with applicable laws, regulations, and best business practices. The CHCO or Deputy CHCO represents the Department of Transportation (DOT) on interagency committees and task forces in areas related to Departmental HR management and liaises with other agencies, including the White House, Congress, the Office of Management and Budget, and the Office of Personnel Management.

As the Deputy Chief Acquisition Officer, the Assistant Secretary formulates Departmental policy, controls, and standards to implement new and innovative legislation and federal policy, e.g., serving as Senior Accountable Official for the implementation of Category Management and as co-Program Management Improvement Officer responsible for the implementation of the Program Management Improvement and Accountability Act (PMIAA, 2016). The Assistant Secretary also has delegated authority to ensure that procurement and financial assistance programs are in accord with applicable laws, regulations, and best business practices and to exercise procurement authority on behalf of the Office of the Secretary.

As the CSO, the Assistant Secretary leads DOT's energy and resources efficiency initiatives, including the implementation of energy and environmental laws, Executive Orders (EO) 13990, 14008, and 14057, and the comprehensive DOT Sustainability Plan (the Plan). Further, the Office provides policy and oversight to ensure compliance with applicable laws, promote standards, and gain efficiencies across DOT's real and personal property assets.

The Assistant Secretary is designated as the senior agency official for DOT's Classified National Security Information Program, charged with providing oversight and direction of the Program while ensuring the safety, security, and protection of DOT personnel, information, facilities, and other

assets. In addition, the Office is responsible for establishing and maintaining uniform federal government standards for federal agencies' transportation fringe benefit programs.

FY 2024 Anticipated Accomplishments:

Department Office of Human Resources:

- Promoting and assisting the Operating Administrations in the continued recruitment and hiring of a skilled workforce to meet the BIL goals through the strategic use of hiring flexibilities such as direct hire authority, dual compensation waivers, recruitment incentives, and targeted outreach efforts.
- Expanding the hiring of interns and entry-level recruitment, including outreach to colleges and universities with diverse populations: historically black colleges and universities (HBCUs), Hispanic Serving Institutes (HSIs), and other organizations serving diverse populations.
- Implementing the human capital actions outlined in the DOT Human Capital Operating Plan, and supporting implementation of actions outlined in the Diversity, Equity, Inclusion, and Accessibility (DEIA) Strategic Plan, including the emphasis on integrating the tenets DEIA into supervisory and management training, coordinating outreach to underserved communities, and analyzing the diversity of the applicant pool for critical occupations to identify any barriers based on gender or diversity to develop data-informed strategies for focused outreach to impacted communities.
- Analyzing, developing, and monitoring, the human capital factors that impact organizational health and organizational performance, including flexible work arrangements, such as telework and remote, and their impact on space and IT solutions.

Office of the Senior Procurement Executive (OSPE):

- Fortifying acquisition, procurement, and contracting activities consistent with the President's Management Agenda and DOT's strategic priorities in a manner that creates and sustains an organizational culture that encourages internal and external practitioners to provide the quality of acquisition service essential to high performance.
- Providing for the continuous establishment of advanced acquisition management and innovative acquisition practices that will enable the DOT acquisition workforce to acquire the tools and support needed to perform well while showing a commitment to public service.
- Concurrently influencing stakeholders toward a spirit of procurement service and meaningful acquisition contributions to mission accomplishment in the key areas of safety; infrastructure; climate and sustainability; and Diversity, Equity, Inclusion, and accessibility. This will be accomplished while developing new acquisition insights and applying innovative solutions to make organizational improvements in an environment that encourages creative thinking and innovation (and the implementation of new and cutting-edge programs/processes) to support quality data development and usage, systems management, category management, small business, procurement management reviews, acquisition strategy review boards, procurement management reviews, and the broad range of acquisition functions.

Office of Grants and Financial Assistance:

- Enhancing the grants management and financial assistance initiative throughout DOT by providing effective ethical state-of-the-art policies, practices, and services in financial assistance and grants management.
- Managing Departmental financial assistance award reporting, ensuring compliance with OMB and Data Act requirements, and leveraging best practices and robust data management strategies to ensure DOT's financial assistance award data are reliable, accurate, current, and complete.
- Accountability for the development, issuance, assessment, and review of DOT's overarching financial assistance and grants management policy and oversight framework. This includes directing the implementation of 2 CFR 200 and other federal regulations and policies for grants and financial assistance programs across DOT, as well as providing Departmental guidance on the interpretation and application of new and updated policies and regulations associated with grants and financial assistance.
- Providing guidance to senior officials relative to the budget and financial operations of the grants and financial assistance programs.
- Providing advice, counsel, and assistance to management and program officials in developing, implementing, and evaluating program plans, strategies, program announcements, guidelines, and procedures relative to pertinent grant and financial assistance programs.
- Establishing and operating an internal assessment program for grants and financial assistance programs to support administrative improvements across DOT set by Leadership priorities.
- Creating and managing competency training and certification standards for skillsets necessary for grants and financial assistance management across DOT. Monitoring the certification status of grants and financial assistance employees across DOT and tracking and reporting the health of the grants workforce. Offering DOT-specific trainings for those significantly involved in financial assistance and grants management and administration.
- Serving as DOT's Single Audit Accountable Official and primary focal point for Secretarial representation and departmental liaison regarding financial assistance and grants and financial assistance administration matters with OMB, GAO, other agencies, grantees, professional organizations, and the public.
- Serving as the point of contact for inquiries around DOT grants and financial assistance administration functions and overseeing the delivery of external data requests.
- Providing technical assistance on grants and financial assistance best practices and facilitating grants and financial assistance knowledge sharing throughout DOT.
- Facilitating quarterly meetings with the the DOT Financial Assistance Team of Executives (FATE) to ensure financial assistance efforts strategically contribute to DOT's mission through the implementation of best practices and innovative approaches, risk mitigation business reengineering, and financial assistance functions to achieve results and accountability.
- Serving as the Departmental focal point for electronic financial assistance functions and acting as a functional sponsor for enterprise grants and financial assistance systems. In instances where the grants community and the contracting community utilize the same system, the Office of Grants and Financial Assistance provides input to the Office of the Senior Procurement Executive on financial assistance functions.
- Establishing policy for DOT-wide financial assistance data collection requirements and related eBusiness systems.

- Collaborating with Operating Administrations and the Office of the Chief Information Officer (OCIO) on grant information systems in accordance with DOT Order 1351.39 IT Management Policy
- Providing Suspension and Debarment input to the Office of the Senior Procurement Executive (OSPE) specific to grants and financial assistance programs for all modal activities. Coordinating with the OSPE for reporting in accordance with the Non-procurement Suspension and Debarment Regulation (Non-procurement Regulation), at 2 CFR Part 180.
- Representing DOT on the Financial Assistance Award Committee for e-Government. Participating as contributing members to DOT's DATA Act Program Management Office (PMO). Identifying and implementing initiatives to improve the quality of DOT's financial assistance award reporting to USA Spending. Facilitate M's review of quarterly DOT's DATA Act submissions.
- Supporting DATA Act Audit activity and implementation of audit recommendations.
- Conducting financial assistance data analytics as requested to support data-driven decision making. Coordinating with the Departmental CFO and CIO in support of Federal and Departmental grants system modernization efforts.
- Developing and managing financial assistance SharePoint tools.
- Enhancing systems management and data quality for assigned applications by providing functional user support and subject matter expertise to ensure Operating Administration users comply with federal and departmental requirements. Troubleshooting and elevating issues on behalf of the Operating Administrations, communicating program changes and training materials, ensuring appropriate configuration and user access controls, document, and test functional requirements, and representing DOT at Federal working groups preparing recommendations to improve business processes and generating reports and analysis using application data.
- Providing oversight over and coordination with the OAs to update Assistance Listings (formerly the Catalog for Domestic Assistance) and providing coordination on the A-133 Compliance Supplement.

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

- Improving DOT's climate change resiliency by completing vulnerability assessments for mission critical buildings and operation assets and identifying and implementing adaptation and mitigation initiatives.
- Increasing consumption of carbon pollution-free electricity in DOT buildings while expanding performance monitoring.
- Decreasing greenhouse gas emissions and accelerating decarbonization activities through the expansion of building electrification initiatives and energy efficiency projects.
- Piloting net zero waste management activities at multiple DOT sites by focusing on decreasing source generation, increasing diversion and reuse of materials.
- Using the power of procurement to advance climate-ready supplies and services through the implementation of a buy clean program that increases acquisition of lower carbon products and safer choice alternative products and materials.
- Continuing to provide thought leadership through the implementation of strategic plans, tactical guidance documents, and performance monitoring which supports the Administration's climate and resiliency priorities.

Office of Security:

- Developing, implementing, and maintaining an organization-level Continuity Plan that identifies office-wide essential functions and continuity capabilities, and aligns with the DOT Continuity Plan.
- Pursuing improvements and strengthening the offices capability to provide essential support functions to DOT under all circumstances.

The Department is on target to complete a workspace utilization assessment by May 2024 and is continuing to evolve its strategy. DOT has identified a workspace reservation system available at the DOT Coleman-Mineta Headquarters for staff to use workspaces more effectively in this hybrid work environment. Investment in furniture and technology will continue to be a high priority for the Department. We plan to continue evaluate the designs that would support DOT. We are also continuing to advocate for organizations to convert their paper documents to electronic files so that the space can be repurposed for better use such as hoteling and collaboration workspaces. DOT has also prioritized improving technology so that there is a positive experience in this hybrid work environment. DOT has also initiated a workspace utilization study with Gensler at Coleman-Mineta Headquarters to inform DOT on expected workspace utilization and provide options to the Department for optimizing the headquarters space, which is expected to be completed by the May 2024.

Funding Changes:

The FY 2025 budget request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

In addition a programmatic increase of **\$315 thousand** and **three (3) positions** are requested to build out and strengthen the Office of Financial Assistance Policy and Oversight. The three requested positions will support the Government Accountability Office’s (GAO) longstanding, high priority recommendation on the need for greater documentation and oversight of discretionary grant programs in the Office of the Secretary and across DOT. The Financial Assistance Policy, Oversight, and Reporting functions need to be adequately resourced and properly managed to ensure the ability to carry out duties effectively and efficiently as DOT executes a historical grants portfolio of more than \$110 billion.

Additionally, **\$1.64 million** is requested for the Office of the Assistant Secretary for Administration’s for the rent costs of the space vacated by the Office of the Inspector General. This request allows the transfer of the funds to the Operating Administration(s) that will occupy the space.

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

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

The Office of the Senior Procurement Executive (OSPE) serves as a focal point for accountability as it relates to OA procurement performance and Suspension and Debarment activities. Oversight,

such as procurement management reviews (PMRs) and improving federal program management, is key to achieving efficiencies and delivering value to the traveling public. DOT's efforts to move common requirements into a managed spend status will result in fiscal and programmatic efficiencies. Procurement oversight and improved program management serve as enforcement tools that allow the OSPE to measure OA efforts and will result in savings for DOT.

The Office of Grants and Financial Assistance (GFA) will provide guidance and technical assistance to grants and financial assistance staff throughout DOT and ensure oversight and accountability for all grant and financial assistance activities. Oversight is key to safeguard American taxpayer dollars and ensure they are being spent responsibly and efficiently to maximize positive impact. Providing guidance and technical assistance will allow grants and financial assistance staff to efficiently and effectively fulfill their mandate to dispense taxpayer dollars for legislated programs, resulting in the timely provision of programs. Heightened oversight in the grants and financial assistance environment will help mitigate of fraud, waste, and abuse and improve DOT financial assistance management function performance.

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

The DOT work environment will be reviewed and assessed regularly through the use of information gathered from Federal Employee Viewpoint Survey (FEVS) results, exit surveys, hiring and attrition, and other tools to inform the department's flexible work arrangements such as telework and remote work, and measures to ensure the workforce is supported to meet DOT's mission. In addition, working with colleagues in the Office of the Chief Information Officer, Office of Facilities, and other partners, DOHRM will continue to review and enhance the hybrid workforce, through supervisory and leadership training, new employee onboarding process, and sharing of best practices across DOT.

DOHRM will continue efforts in ensuring the traveling public remains safe through workforce and strategic planning which emphasizes the recruitment, hiring, and retention of employees in mission critical occupations, such as engineers, analysts, and safety inspectors; and new emerging occupational areas, including cybersecurity, data scientists, and positions focused on automated technologies. These efforts are integral to maintaining the public's access to safe, reliable transportation. DOHRM will remain engaged in several Office of Personnel Management initiatives to enhance workforce planning and development within DOT and across the federal government. Some of these initiatives include recruitment and outreach for entry level positions, Diversity, Equity, Inclusion and Accessibility (DEIA), labor relations teams, performance management and recognition workgroups, and Talent Team initiative. These efforts contribute to the increased effectiveness and efficiency in providing HR support throughout DOT and as well as government-wide efforts.

The Office of Facilities, Information and Asset Management will implement targeted initiatives in the areas of building electrification, energy and water efficiency, and vehicle fleet management. The Energy and Resource Efficiency Program will lead engagement with each Operating Administration to advance resiliency initiatives, carbon pollution-free electricity consumption and building electrification while lowering GHG emissions, energy, and water use across DOT's 30 million

square feet of building assets. These initiatives are aligned with the goals of EO 14008 and 14057 and will enhance DOT's operational resilience to climate change, increase consumption of carbon pollution-free electricity, reduce GHG emissions, achieve net-zero buildings, and strengthen the agency's ability to carry out its mission.

The Office will continue to provide policy and oversight across DOT's 6,000 vehicles to advance the transition to zero emission vehicles. By immediately prioritizing the transition of zero-emission vehicles (ZEVs), along with strategies to optimize fleet composition and replacing larger vehicles with smaller ones, DOT has built the platform to achieve 100 percent light duty vehicle acquisitions by 2027 and 100 percent zero-emission vehicle acquisitions by 2035. 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 building energy and vehicle utilization will optimize DOT's ability to focus resources on key climate adaptation activities and critical mission requirements.

The Office will research, analyze, and draft security policy to ensure DOT compliance with government regulations and standards in the areas of safety, security, and protection of DOT personnel, information, facilities, and other assets. The Office will continue its focus on the implementation of the Controlled Unclassified Information (CUI) order as required by EO 13556 and 32 CFR 2002. The Office will continue to participate in multiple policy boards, advisory committees, and implementation working groups. These actions will help assure the American Public that DOT personnel, property, and information is protected from external and internal threats.

Detailed Justification for the OST Information Technology Modernization

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

The Information Technology (IT) Modernization will be used for IT development, modernizations, and enhancements across to Office of the Secretary of Transportation (OST).

OST relies on many/some (?) outdated and, in some cases, obsolete IT systems to accomplish its mission. Because many of OST IT systems are old, outdated and obsolete, they are frequently reported as vulnerable systems on a variety of government-wide dashboards and causing the Department to take on unmitigated cybersecurity and privacy risk, and some of the systems need additional resources to meet the current threat environment.

The number of OST IT systems have grown over time to meet a number of evolving reporting and transparency needs. None of these systems are providing data in a modern, open format consistent with long-standing Executive Branch policy nor with the latest requirements set forth in the Foundations for Evidence-Based Policymaking Act of 2018. Their utility for management information is limited by their ability to be effectively modernized to meet emerging reporting requirements. They are not funded to meet evolving cybersecurity, privacy, records management and data requirements, to meet basic software and hardware lifecycle requirements (e.g. technology refresh), nor to adjust to changing business or mission requirements.

OST seeks to modernize these old, outdated and obsolete OST IT applications to enhance stability, usability, and improve customer experiences, and address critical security vulnerabilities.

Funding Changes:

OST is requesting **\$7.3 million** for the development, modernization, and enhancement of IT systems within the S&E account that will be made available to support all the offices and activities within the OST. **\$5 million** will be redirected from the OCIO digitization funds in their base to support these efforts. In addition, a programmatic **increase of \$2.3 million** is requested in support of the effort. Pooling the funds ensures that OST can have economies of scale and ensure an enterprise approach to funding the modernization efforts across all the systems. All OST IT systems and/or applications are being prioritized to ensure the proper timing of modernization can take place. The IT systems, applications, and efforts that need modernization funds include, but are not limited to:

New Environment for Information and Leadership on Rulemaking (NEIL Rule), an information technology system. This modernization will enhance the cyber security of the system, improve the efficiency of how information is shared across the Department, and reduce overall costs in operations and maintenance. DOT typically has approximately 300 rulemakings in its regulatory portfolio at any given time. The ability to initiate, manage, and track the progress of these rulemakings efficiently and accurately is critical to meeting the regulatory priorities of the Administration and providing timely information to Departmental leaders, Congress, the public, interest groups, and others. In previous years, DOT has relied on the Rulemaking Management System (RMS) as its primary information technology tool. While RMS has had minor technical upgrades, feedback from users across DOT identified many drawbacks. So, rather than making piecemeal inadequate changes to an antiquated system, DOT has implemented NEIL Rules,

transferring its massive rulemaking portfolio to a modern management tool that will enable DOT to be a better steward of resources by eliminating inefficiencies and empowering DOT’s regulatory community to draft high-quality rulemakings that timely address Administration priorities.

Legislative Implementation Plan (LIP) – The system was down as a result of the spring 2023 cyber-attack. This system uses old, outdated ColdFusion technology. The LIP system assigns responsibilities and deadlines across the Department of Transportation (DOT) for new legislative requirements. The system (a) contains detailed requirements found within each new, significant, public law that impacts DOT, (b) permits the assignment of “primary” and coordination” roles in fulfillment of the requirements, (c) sets a deadline for interim and final actions, (d) tracks progress in fulfilling the requirements on schedule.

General Support System - The Departmental Office of Civil Rights (DOCR) General Support System (GSS) processes discrimination complaints filed against DOT, generates reports requested by various Federal agencies on civil rights matters, and tracks investigations and complaint resolution activities involving DOT organizations allegedly engaged in discriminatory practices.

The DOCR GSS is also used to efficiently track and report on internal and external EEO complaints, reasonable accommodation requests, and DBE Appeals

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

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

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

The modernization of IT applications is critical for OST to accomplish its mission to deliver the world’s leading transportation system, serving the American people and economy through the safe, efficient, sustainable, and equitable movement of people and goods. Without modernizations, OST’s IT systems are vulnerable to cybersecurity incidents resulting in data breaches that can expose Personally Identifiable Information (PII).

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

FUNDING LEVELS

ITEM	AMOUNT	FTPs	FTEs
FY 2024 CR Annualized + FY 2024 ATB's	\$188,938	588	564
<u>Adjustments to Base</u>			
Annualization of Prior Pay Raises	\$1,488	0	0
Annualization of Positions Previously Requested	\$0	0	0
FY 2025 Pay Raises	\$1,749	0	0
Compensable Day(s) Change	\$0	0	0
GSA Rent	\$0	0	0
Working Capital Fund Changes	\$1,873	0	0
FERS Changes	\$0	0	0
Award Changes	\$0	0	0
Inflation and Other Adjustments to Base	\$2,626	0	0
Subtotal Adjustments to Base	\$7,737	0	0
FY 2025 Baseline Estimate	\$196,675	588	564
Program Changes (+/-):	\$13,241	20	11
FY 2025 Request	\$209,916	608	575

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

FUNDING LEVELS	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	5,000	5,000	5,000
TOTAL	5,000	5,000	5,000

STAFFING

Direct FTPs	0	0	0
Direct FTEs	0	0	0

Appropriations Language

FINANCIAL MANAGEMENT CAPITAL

For necessary expenses for upgrading and enhancing the Department of Transportation's financial systems and re-engineering business processes, \$5,000,000, to remain available through September 30, 2026.

Note.—A full-year 2024 appropriation for this account was not enacted at the time the Budget was prepared; therefore, the Budget assumes this account is operating under the Continuing Appropriations Act, 2024 and Other Extensions Act (Division A of Public Law 118–15, as amended). The amounts included for 2024 reflect the annualized level provided by the continuing resolution.

Program and Performance Statement

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

Detailed Justification for Financial Management Capital

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

The Department of Transportation (DOT) has provided financial management services across DOT Operating Administrations (OA) and several non-DOT agencies since 2005. The Financial Management Capital (FMC) Account supports projects that modernize DOT's financial systems and business processes to continually support access to financial management data to effectively make operational and strategic decisions – particularly as needs have increased with the passage of the Bipartisan Infrastructure Law (BIL) and the increased focus on cybersecurity.

These projects have included:

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

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

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

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

FMC's continued investment in process, policy, procedural improvements, and technology enables improvements to DOT practices, including upgrades to systems that interface with DOT's financial management system. This also addresses OMB and Treasury requirements in financial management related to government-wide initiatives (e.g., G-Invoicing and DATA Act), cybersecurity (continued implementation of M-22-09 Federal Zero Trust Strategy and the Executive Order on Safe, Secure, and Trustworthy Artificial Intelligence), risk management and

oversight, and the expanded access to financial data to satisfy the continued need/interest for greater data transparency due to congressional, White House, and public interest in the implementation of BIL.

FMC ensures enterprise systems such as DOT’s financial system, Delphi, as well as Consolidated Automated System for Time and Labor Entry (CASTLE) and GSA’s E2 Travel System that routinely provide data directly to DOT’s Delphi, are compliant with current security and risk management mandates as outlined in several Executive Orders and Memos. This is critical to ensure system vulnerabilities and inefficiencies are minimized.

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

FY 2024 Anticipated Accomplishments:

- Continue to implement the first G-Invoicing mandate of brokering new orders in the G-Invoicing environment as non-DOT trading partners are prepared to deploy their system solutions. DOT will also continue efforts to prepare for the second G-Invoicing mandate which required the migration of existing intergovernmental transactions to the G-Invoicing solution. This phase will include significant coordination and reconciliation of transactions between trading partners to ensure the accuracy and completeness of the data prior to migration. Additionally, DOT will implement new G-Invoicing functionality, and enhancements, such as the 7600 EZ process, as they become available.
- DOT will continue to assess data quality across financial, procurement, and financial assistance reporting to identify opportunities for improvements. In addition, DOT will continue to address the quality of financial assistance award descriptions and will implement procedures to measure the quality of sub-award reporting.

Funding Changes:

There are no funding changes proposed in the FY 2025 budget request.

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

This funding will allow for enhancements to existing systems, benefiting DOT enterprise as well as improving data quality and standardization in accordance with evolving DATA Act requirements, G-Invoicing, and the President’s Management Agenda priorities.

Compliance with Treasury’s G-Invoicing mandate will lead to improvements in the overall management of intergovernmental agreements. Standardization of processes across the entire federal government will improve efficiency within DOT, which will in turn reduce costs.

Maintaining alignment with these important initiatives provides a more accurate picture for the American public to see what the federal government spends each year on the

www.usaspending.gov.

Adhering to requirements set by government-wide mandates and regulations set in the Chief Financial Officer (CFO) Act, which often include utilizing and supporting government-wide enterprise systems is of paramount importance to DOT. Transitioning to ETSNext, GSA's upcoming government-wide travel system, is expected to begin in FY 2025. Replacing the current system, ETSNext will be a single centralized travel and expense service that will also support the travel and expense business standards developed as part of the Federal Integrated Business Framework.

The Office of Budget and Programs is continuing to transform its business operations to leverage financial data analytics to deliver accurate data for senior leadership decision making and to maintain compliant financial reporting. Providing assurances over operations and financial reporting across DOT are a high priority along with transparent, accurate, and timely financial reporting. DOT is also bolstering financial data analytics skills of DOT core workforce in Budget, Accounting, Systems, and Financial Management. Investments in process improvements and technology to maintain strong financial management and internal controls are critical components of achieving those priorities.

With the implementation of BIL, DOT continues to invest in and implement information technology improvements to deliver an enterprise-wide reporting capability that will facilitate DOT oversight and fiduciary monitoring of the resources provided in this legislation. This capability will continue to be refined to assist in delivering consistent financial reporting and analysis across the funding lifecycle, thereby reducing reliance on manual processes and ad hoc data requests. This capability will also support DOT's internal controls and continue the maturation of our enterprise risk management capabilities.

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

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

FUNDING LEVELS

ITEM	AMOUNT	FTPs	FTEs
FY 2024 CR Annualized + FY 2024 ATB's	\$5,000	0	0
<u>Adjustments to Base</u>			
Annualization of Prior Pay Raises	\$0	0	0
Annualization of Positions Previously Requested	\$0	0	0
FY 2025 Pay Raises	\$0	0	0
Compensable Day(s) Change	\$0	0	0
GSA Rent	\$0	0	0
Working Capital Fund Changes	\$0	0	0
FERS Changes	\$0	0	0
Award Changes	\$0	0	0
Inflation and Other Adjustments to Base	\$0	0	0
Subtotal Adjustments to Base	\$0	0	0
FY 2025 Baseline Estimate	\$5,000	0	0
Program Changes (+/-):	\$0	0	0
FY 2025 Request	\$5,000	0	0

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

FUNDING LEVELS	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
Personnel Compensation and Benefits	11,489	13,176	13,542
Travel	50	50	50
Other Costs	3,260	5,002	8,811
Programs	-	-	-
TOTAL	14,800	18,228	22,403

STAFFING

Direct FTPs	70	70	70
Direct FTEs	36	67	67

Appropriations Language

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, \$22,403,000, to remain available until September 30, 2026.

Note.—A full-year 2024 appropriation for this account was not enacted at the time the Budget was prepared; therefore, the Budget assumes this account is operating under the Continuing Appropriations Act, 2024 and Other Extensions Act (Division A of Public Law 118–15, as amended). The amounts included for 2024 reflect the annualized level provided by the continuing resolution.

Program and Performance Statement

The Departmental Office of Civil Rights (DOCR) plays a central leadership role in ensuring that the Department fulfills its goals of advancing equity and opportunity for all individuals and communities throughout its internal and external programs. DOCR provides oversight, guidance, and expertise on civil rights policy, programming, and enforcement for the Office of the Secretary and the Operating Administrations. DOCR is responsible for advising the Secretary, the Deputy Secretary, and Departmental Executive Management on measures designed to promote equity, diversity, and inclusion in its activities and its workforce.

Detailed Justification for the Departmental Office of Civil Rights

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

The Departmental Office of Civil Rights (DOCR) enforces civil rights laws and regulations, that prohibit workplace discrimination on the basis of race, color, national origin, sex, disability, religion, age, genetic information, equal pay compensation, and reprisal in employment and the provision of government services.

Within the Office of the Secretary (OST), the Director of DOCR is the designated advisor to the Secretary on matters relating to civil rights in the Department of Transportation (DOT). The DOCR Director also provides leadership, policy, guidance, monitoring, and technical assistance to the Operating Administrations (OAs) in implementing DOT's civil rights responsibilities.

DOCR's work supports the goals of DOT's Strategic Plan with an emphasis on equity, organizational excellence, and economic strength and global competitiveness. The Organization's efforts support a more just and equitable transportation system by investing in historically underserved communities to connect them with jobs, resources, and opportunities, and empowering them to build generational wealth. It also maintains a world-class organization with the talent and capacity to guide and oversee the largest investment in the Nation's transportation infrastructure since the Eisenhower Administration.

More specifically, DOCR, in collaboration with the OAs, will lead DOT's various strategic planning efforts by:

- Empowering communities through innovative public engagement discussions with diverse stakeholders and thought leaders to foster information exchange and encourage ownership;
- Ensuring that equity considerations for disadvantaged and underserved communities are integrated into the planning, development, and implementation of all transportation investments;
- Expanding affordable access to transportation jobs and business opportunities by removing barriers that reduce equity and fairness for individuals, businesses, and communities;
- Reducing the effects of economic and social mobility obstacles to building wealth by integrating equity considerations across DOT funding programs; and,
- Establishing and implementing policies and processes to achieve and sustain an inclusive and innovative workplace culture by increasing diversity of applicants for mission-critical occupations within DOT.

DOCR's mission requires it to communicate agency-wide priorities and to help focus OA efforts and resources to achieve proactive compliance with laws and regulations prohibiting discrimination in federally operated and assisted transportation programs. DOCR provides transportation equity and access oversight on investigations and compliance reviews and offers technical assistance to recipients to achieve voluntary compliance with applicable statutes that prohibit discrimination by recipients of federal funding. In certain circumstances, DOCR participates in investigations. DOCR also conducts extensive outreach to civil rights

stakeholders throughout the country to ensure that communities impacted by transportation infrastructure decisions have meaningful engagement in the decision-making process and that recipients of DOT funding understand and implement all civil rights requirements correctly, fairly, and equitably.

DOCR is also DOT's lead office for its Disadvantaged Business Enterprise (DBE) Program, DOT's largest initiative for ensuring that women-and minority-owned small businesses can participate fully in selected DOT-funded contracting activities. DOCR establishes priorities to focus OA efforts and resources to address national or regional DBE requirements and challenges. DOCR advises other OST and OA offices, congressional staff, state and local governments, and constituents on the DBE Program compliance matters; provides authoritative interpretations of DBE regulations; and drafts clarifying policies, guidance, and regulations. DOCR adjudicates appeals filed by applicant firms that were decertified or denied DBE or Airport Concessions DBE (ACDBE) certification. Through this program, DOCR also engages in DBE policy development, communication, and outreach.

DOCR is responsible for the Department's affirmative equal employment opportunity (EEO) efforts. DOCR processes all formal complaints of employment discrimination filed DOT-wide by its employees, former employees, and applicants. DOCR issues letters of acceptance and dismissal, conducts EEO investigations, issues final agency decisions adjudicating EEO complaints, manages the Department-wide EEO complaints filing system (Entellitrak), and prepares DOT's annual Equal Employment Opportunity Commission (EEOC) Form 462 report. In addition, DOCR ensures compliance with all EEOC regulations, orders, and settlement agreements; and leads departmental efforts toward becoming a model EEO workplace.

FY 2024 Accomplishments:

Overarching Focus Areas

- Implement DOCR's 2023-2026 strategic plan, including alignment with departmental management and organizational health performance priorities.
- Lead and direct activities of the DOT Equity Council, including implementation of DOT-wide policy, program initiatives, and reporting requirements of various Executive Orders.
- Administer the Secretary's Advisory Committee on Transportation Equity (ACTE), established under the Federal Advisory Committee Act (FACA) to provide recommendations to the Secretary of Transportation on interdisciplinary issues related to civil rights compliance and transportation equity.
- Advance equity in economic and educational opportunities for all Americans by improving Federal partnerships with HBCUs and MSIs, as outlined in the HBCU Partners Act, and Executive Orders (EO) 14041 and 14050.

Internal Program

- Enhance and increase performance capabilities to effectively process an increased volume of EEO complaints and Final Agency Decisions in accordance with regulatory timeframes, including updating EEO case processing conflict procedures; providing training and technical assistance on DOCR's newly upgraded electronic EEO complaint

tracking system; and producing the Department’s Annual Federal Equal Employment Opportunity Statistical Report (Form 462).

- Oversee production of the Department’s annual No FEAR Act report, the annual EEO Program Status Report (MD-715), and the implementation of the Cummings Act amendments to the No FEAR Act.
- Lead implementation of the Department’s Diversity, Equity, Inclusion and Accessibility (DEIA) Strategic Plan for the federal workforce, including proactive departmental efforts toward becoming a model EEO workplace by facilitating increased and effective utilization of the Department’s Alternative Dispute Resolution Program; leveraging workforce data to identify and eliminate barriers to fair employment; establishing a Community of Practice for Special Emphasis Program Managers; update DOT Policy Framework for the Prevention of Harassment; and provide technical assistance and training to OA Anti-Harassment Program Coordinators.
- Develop and issue DOT Order on religious accommodation, and develop and issue procedures for accommodation under the Pregnant Workers Fairness Act.

External Program

- Monitor departmental implementation of the DOT Title VI Order, including OA collection of recipient Title VI Plans and Community Participation Plans and facilitation of Title VI complaint investigations and compliance reviews; implementing complaint system enhancements; and strengthening departmental coordination on Title VI and Environmental Justice.
- Monitor implementation of DOT’s updated Language Access Plan and facilitate DOT-wide National Language Access Working Group. Implement resources for interpretation and translation services throughout DOT and OAs for federally conducted activities.
- Modernize the DBE/ACDBE program through issuance of the final rule with updated guidance and training on new or revised requirements; design a bidders list system for the DBE program; and amend and publicize inflation adjustment to DBE program statutory gross receipt cap mandated by IJJA.
- Develop and issue DOT Orders on the Americans with Disabilities Act, Section 504 of the Rehabilitation Act.

Funding Changes:

The FY 2025 budget request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

In addition, the FY 2025 Request includes an increase of **\$4.367 million** for DOOCR’s contractual services to provide additional support needed for DOT civil rights mission deliverables granting opportunities required by the Federal government to its employees, external partners, and stakeholders ensuring equal opportunity and fairness for the traveling public. Specifically:

- **Maintain Mission Critical Services:** The Department has several civil rights responsibilities and initiatives that will require additional contract resources and expertise to augment its current workforce capacity. In particular need is the organization’s increasing and time sensitive Federally mandated internal EEO,

disability, and anti-harassment programs, which have regulatory deadlines that – if not met – can result in liability for the Department. The Department also requires contractor expertise and augmentation to continue supporting the progress it is making to improve the DBE/ACDBE program as it reviews and adjudicates comments generated as a result of an FY 2022 Notice of Public Rule Making (NPRM) designed to modernize and reduce burdens for small, disadvantaged businesses.

- **Training and Awareness:** The Department has a responsibility to proactively prevent discrimination by training its employees on their workplace rights, creating a harassment free workplace, and ensuring its recipients do not use federal funding to discriminate in the planning and implementation of transportation projects. These proactive efforts in the form of training, community engagement, and technical assistance are designed to educate employees, recipients, affected communities, and other stakeholders to know their rights and opportunities. DOT has started and must continue its affirmative civil rights training and awareness campaign and requires contractual funding to do so.
- **Data Analysis:** In addition to the data analysis described above for required analysis and reporting, the Department continues supporting various contract-driven analytical efforts that require funding to identify and resolve disparities in the DOT Federal workforce and its transportation programs.
- **Cultivate Partnerships:** Contractual services are also required to continue supporting the Advisory Committee on Transportation Equity (ACTE) and the agency’s partnerships with Historically Black Colleges and Universities (HBCU). The ACTE works directly with communities throughout the nation to provide advice and recommendations to the Secretary of Transportation on comprehensive, interdisciplinary issues impacting the future of the nation’s transportation infrastructure. DOT’s HBCU program enables the Department to develop strategies, tools, and initiatives to increase the capacity of these institutions to respond, participate, and compete for DOT funding, entrepreneurship, workforce, and research opportunities. These efforts are expected to advance the goals of equity and opportunity for the people and individuals in the many underrepresented communities where HBCUs are located across this country.

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

DOCR will provide the following benefits to the American Public and DOT funding recipients, which are necessary to ensure compliance with applicable civil rights laws, executive orders and regulations. DOCR will:

- Provide policy advice, guidance, and training for its external civil rights programs, including enforcing Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act, and administering its Disadvantage Business Enterprise program.
- Develop and update Department regulations that will effectively implement civil rights statutes, in coordination with other DOT offices such as the Office of General Counsel.
- Coordinate with the OAs and other Federal agencies to ensure civil rights laws are implemented uniformly.
- Promptly handle the intake and referral of discrimination complaints filed against DOT funding recipient(s). Provide guidance and oversight to OA offices of civil rights on

investigating and resolving complaints against funding recipients allegedly engaged in discriminatory practices

- Coordinate various reports and data requests for Congress, the U.S. Department of Justice and other federal agencies on civil rights matters, and when needed, draft appropriate guidance documents for internal and external audiences.
- Issue final agency decisions on appeals by firms that have been denied DBE certification or had their certification removed by a DOT recipient.
- Administer formal internal EEO complaints and adjudication program for the entire Department, including complaint intake, investigations, compliance, and issuance of final agency decisions.

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

FUNDING LEVELS

ITEM	AMOUNT	FTPs	FTEs
FY 2024 CR Annualized + FY 2024 ATB's	\$18,228	70	67
Adjustments to Base			
Annualization of Prior Pay Raises	\$172	0	0
Annualization of Positions Previously Requested	\$0	0	0
FY 2025 Pay Raises	\$202	0	0
Compensable Day(s) Change	\$0	0	0
GSA Rent	\$0	0	0
Working Capital Fund Changes	-\$604	0	0
FERS Changes	\$0	0	0
Award Changes	\$0	0	0
Inflation and Other Adjustments to Base	\$39	0	0
Subtotal Adjustments to Base	-\$192	0	0
FY 2025 Baseline Estimate	\$18,036	70	67
Program Changes (+/-):	\$4,367	0	0
FY 2025 Request	\$22,403	70	67

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

FUNDING LEVELS	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
Personnel Compensation and Benefits	1,981	2,088	2,345
Travel	20	20	20
Other Costs	858	948	2,249
Programs	2,274	2,274	2,613
TOTAL	5,132	5,330	7,226

STAFFING

Direct FTPs	14	14	16
Direct FTEs	11	14	15

Appropriations Language**SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH**

For necessary expenses for small and disadvantaged business utilization and outreach activities, \$7,226,000, to remain available until September 30, 2026: Provided, That notwithstanding section 332 of title 49, United States Code, such amounts may be used for business opportunities related to any mode of transportation: Provided further, That appropriations made available under this heading shall be available for any purpose consistent with prior year appropriations that were made available under the heading "Office of the Secretary—Minority Business Resource Center Program."

Note.—A full-year 2024 appropriation for this account was not enacted at the time the Budget was prepared; therefore, the Budget assumes this account is operating under the Continuing Appropriations Act, 2024 and Other Extensions Act (Division A of Public Law 118–15, as amended). The amounts included for 2024 reflect the annualized level provided by the continuing resolution.

Program and Performance Statement

The Office of Small and Disadvantaged Business Utilization ensures that: 1) the small and disadvantaged business policies and programs of the Secretary of Transportation are developed and implemented throughout DOT in a fair, efficient, and effective manner; and 2) effective outreach activities are in place to assist small businesses owned and controlled by socially and economically disadvantaged individuals, small businesses owned and controlled by women, small businesses owned and controlled by service disabled-veterans, Native American small business concerns, and qualified Historically Underutilized Business Zone (HUB Zone) small businesses concerned with securing DOT contracting and subcontracting opportunities.

Detailed Justification for the Small and Disadvantaged Business Utilization and Outreach Program

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

The Office of Small and Disadvantaged Business Utilization (OSDBU) carries out the Department of Transportation's (DOT) statutory responsibility to ensure the inclusion of small businesses, small disadvantaged businesses, women-owned small businesses, Historically Under-utilized Business Zones (HUBZone) businesses, and service-disabled Veteran-owned small businesses in DOT procurement opportunities for Public Law 95-507, which amended the Small Business Act, requiring every federal agency to have an OSDBU and to implement legal requirements on behalf of small businesses.

OSDBU's work supports three of the goals in the DOT Strategic Plan for FY 2022 -2026:

- Equity – OSDBU will support DOT to increase its direct contract dollars awarded to small-disadvantaged businesses from 18.2% in FY 2021 to 21.5% by FY 2025.
- Organizational Excellence – OSDBU will enhance coordination with small and disadvantaged business offices and resources, including our network of Small Business Transportation Resource Centers (SBTRCs), State DOT Supportive Services programs, and other federal partners (such as the Small Business Administration and Minority Business Development Agency). OSDBU will expand programming and resources focused on federally assisted contracts, including a focus on access to capital and development of internal and external tools such as the National Vendor Directory.
- Economic Strength and Global Competitiveness – OSDBU supports wealth creation initiatives for small and emerging entrepreneurs through procurement mechanisms, technical assistance, capacity building, and access to capital programs.

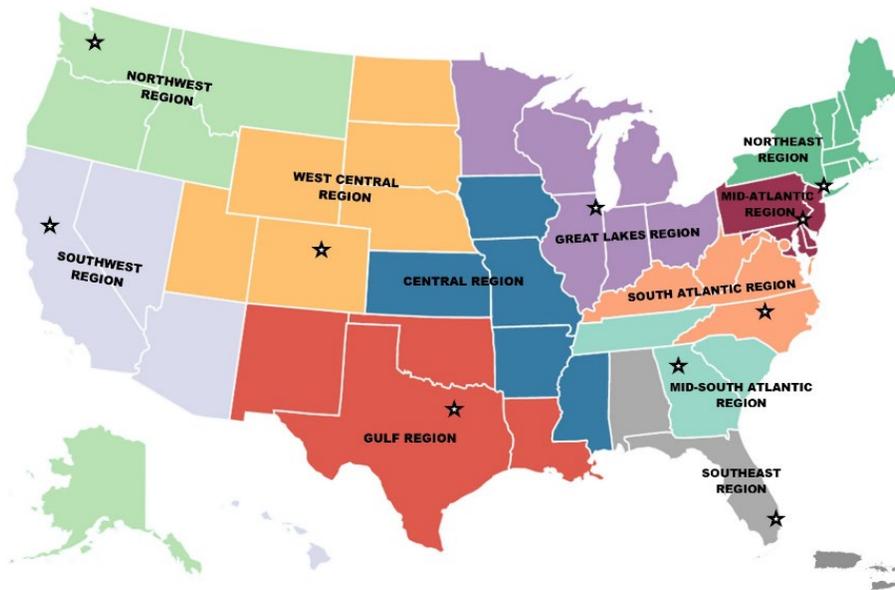
OSDBU ensures that small businesses are provided maximum practicable opportunities to participate in DOT's contracting process. OSDBU is responsible for ensuring that small businesses have an opportunity to fairly compete and perform in the agency's contracting and subcontracting opportunities. Additionally, OSDBU provides financial and technical assistance to small businesses seeking to participate in DOT's transportation programs.

OSDBU provides the small business community with training, counseling, and procurement assistance for transportation-related contracts. OSDBU ensures that small businesses have an equitable opportunity to participate in DOT's direct procurement and federal financial assistance programs.

OSDBU administers DOT's SBTRC Program. The SBTRCs provide business training and counseling, deliver technical assistance, and disseminate information to transportation-related small business concerns, including Disadvantaged Business Enterprise (DBE) firms within their regions. The SBTRCs are established regionally through cooperative agreements with 501 (c)(3) and (6) organizations. These partnerships enable small businesses and DBEs to become competitive in the government procurement marketplace.

The SBTRCs help prepare small businesses to compete for transportation-related contracts and help DOT implement its Bonding Education Program (BEP). The BEP assists small businesses in obtaining bonds or increasing their existing bonding levels to help them qualify to participate in transportation projects. The FY 2025 Budget Request fully funds the existing 11 SBTRC Cooperative Agreements to continue support provided to small business stakeholders.

Small Business Transportation Resource Centers



OSDBU administers the Access to Capital Initiative to offer education and outreach information to SDBs/DBEs for learning about private capital resources and to facilitate outreach opportunities to direct those private capital resources to SDBs/DBEs.

OSDBU administers the Women & Girls in Transportation Initiative (WITI) through the SBTRCs. Paid internships are utilized to increase the participation of women in the transportation industry and prepare young women to become future leaders by creating ladders of opportunity and small businesses’ economic competitiveness through careers, internships, strategic partnerships, and education.

FY 2024 Anticipated Accomplishments:

In FY 2024, OSDBU will continue to focus on effective outreach activities to increase small business participation in DOT procurements.

Specifically, OSDBU will:

- Support DOT’s effort to implement Executive Order 13985: *Advancing Racial Equity and Support for Underserved Communities* through the federal government; including, but not limited to:
 - Increase small and disadvantaged business (SDB) utilization to 21% by September 30, 2024.

Section 3 – FY 2025 Budget Request by Account

- Implementation of a Business-to-Business forum providing direct access for small and disadvantaged businesses to DOT direct and indirect procurement opportunities. The forum will provide a kick-off platform for the facilitation of Teaming Agreements as described in the Economic Justice Workgroup (EJW) Strategies to Increase Small Business Utilization within DOT direct procurement.
- Implementing Memoranda of Understanding with federal partners, such as the Small Business Administration (SBA) and the Minority Business Development Agency, to enhance technical assistance, access to capital, and capacity building activities. Collaborations include the facilitation and implementation of the Bond Surety Program, State Small Business Credit Initiative (SSBIC) resources, and technical training to enhance small business competitiveness in DOT contract opportunities.
- Sponsor DOT events to ensure that small and minority-owned businesses are prepared to compete and perform for DOT contracts and subcontracts.
- Continue hosting a series of Regional Small Business Contracting Symposiums in collaboration with the SBTRC network. These sessions will provide technical assistance and capacity building activities to assist small businesses in competing in direct and DOT-funded projects, a Bipartisan Infrastructure Law crosswalk, and an opportunity for small businesses to connect with potential federal and state buyers through our Connections Marketplace platform.
- Host and collaborate with other federal agencies in outreach activities to enhance the capacity of Historically Black Colleges and Universities (HBCU) and Minority Serving Institutions to compete and perform in DOT contract opportunities.
- Expand marketing opportunities to small and disadvantaged businesses nationwide by enhancing the online National Vendor Directory for DBE and Airport Concession Disadvantaged Business Enterprises (ACDBE).
- OSDBU will provide strategic technical assistance and training to enhance the supply chain and develop a resilient workforce in areas or scopes of work in which DBE utilization has been lacking. These may include professional services, among others to be determined.
- Sponsor Surety Bonding webinars in collaboration with SBA’s Surety Bond Guarantee Program Office that will provide small businesses information on the importance of securing bonding, DOT’s Bonding Education Program, and how entrepreneurs can access DOT and SBA resources.
- Host Capital Access webinars in collaboration with SBA’s investment and equity division that will provide small businesses with information on accessing the capital needed to participate in DOT projects and grow their business.
- Promote the inclusion of women in transportation careers and entrepreneurship opportunities through the WITI and the Pathways to Entrepreneurship Program.

Funding Changes:

The FY 2025 Budget Request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

In addition, the FY 2025 Request includes an increase of \$1.785 million for:

- **\$1 million** to support OSDBU’s contracting efforts to further develop a National Vendor Database and create a OSDBU Strategic Plan.
- **\$339 thousand** for the **11 SBTRC** programs to assist with covering salary and inflationary travel costs.
- **\$246 thousand** for a Customer Relationship Management (CRM) and data mining software utilized by the SBTRCs to help manage, track, and store information on small businesses nationwide.
- **\$200 thousand for two (2) positions**, Subcontracting and DBE Program Analysts to assist with OSDBU oversight and compliance with federal acquisition regulations and DBE program requirements.

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

OSDBU will provide technical assistance to small and minority-owned businesses to help them grow their businesses, which is a major contributor to the overall economy, by facilitating job creation associated with infrastructure projects. Small businesses do not always stay small; some grow into large businesses often remaining in the community in which the business was first established. Having an established business in a community can help provide employment and stimulate the local economy.

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

FUNDING LEVELS

ITEM	AMOUNT	FTPs	FTEs
FY 2024 CR Annualized + FY 2024 ATB's	\$5,330	14	14
<u>Adjustments to Base</u>			
Annualization of Prior Pay Raises	\$27	0	0
Annualization of Positions Previously Requested	\$0	0	0
FY 2025 Pay Raises	\$32	0	0
Compensable Day(s) Change	\$0	0	0
GSA Rent	\$0	0	0
Working Capital Fund Changes	\$43	0	0
FERS Changes	\$0	0	0
Award Changes	\$0	0	0
Inflation and Other Adjustments to Base	\$9	0	0
Subtotal Adjustments to Base	\$111	0	0
FY 2025 Baseline Estimate	\$5,441	14	14
Program Changes (+/-):	\$1,785	2	1
FY 2025 Request	\$7,226	16	15

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

<u>TPR&D TOTAL FUNDING LEVELS</u>	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
Personnel Compensation and Benefits	10,422	12,477	12,815
Travel	175	175	175
Other Costs	8,032	12,975	11,790
Programs	17,914	-	-
GRAND TOTAL	36,543	25,627	24,780
Direct FTPs	56	60	60
Direct FTEs	31	58	58

<u>TPR&D FUNDING LEVELS</u>	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
Personnel Compensation and Benefits	8,728	9,686	9,946
Travel	150	150	150
Other Costs	4,315	8,956	5,847
Programs	17,914	-	-
Subtotal, TPR&D	31,107	18,793	15,942
Direct FTPs	37	41	41
Direct FTEs	26	39	39

<u>IIPIC FUNDING LEVELS</u>	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
Personnel Compensation and Benefits	1,694	2,791	2,869
Travel	25	25	25
Other Costs	3,717	4,018	5,944
Programs	-	-	-
Subtotal, IIPIC	5,436	6,834	8,838
Direct FTPs	19	19	19
Direct FTEs	5	19	19

Appropriations Language

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, \$24,780,000, to remain available until expended: Provided, That of such amount, not less than \$8,838,000 shall be for necessary expenses of the Interagency Infrastructure Permitting Improvement Center (IIPIC): Provided further, That there may be transferred to this appropriation, to remain available until expended, amounts transferred from other Federal agencies for expenses incurred under this heading for IIPIC activities not related to transportation infrastructure: Provided further, That the tools and analysis developed by the IIPIC shall be available to other Federal agencies for the permitting and review of major infrastructure projects not related to transportation only to the extent that other Federal agencies provide funding to the Department in accordance with the preceding proviso.

Note.—A full-year 2024 appropriation for this account was not enacted at the time the Budget was prepared; therefore, the Budget assumes this account is operating under the Continuing Appropriations Act, 2024 and Other Extensions Act (Division A of Public Law 118–15, as amended). The amounts included for 2024 reflect the annualized level provided by the continuing resolution.

Program and Performance Statement

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

Detailed Justification for Transportation Planning, Research and Development

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

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

The TPR&D programs coordinate national, international, and multimodal transportation issues; analyze safety data and the value of transportation safety improvements; and study how to increase the economic efficiency, competitiveness, and impact of transportation. In addition, TPR&D supports regulatory modernization associated with environmental review and permitting, enables the safe testing and deployment of automated vehicles (AV) in our nation's transportation systems, and works to advance innovation, including non-traditional and emerging transportation technologies (NETT).

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

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

Interagency Infrastructure Permitting Improvement Center (IIPIC) and Permitting Dashboard

IIPIC collaborates with DOT's operating administrations to collect and report project data online on the Federal Infrastructure Permitting Dashboard (Permitting Dashboard) in accordance with the Fixing America's Surface Transportation (FAST) Act and reporting standards issued by the Office of the Secretary (OST) that establish requirements for permitting and environmental review of infrastructure projects tracked on the Permitting Dashboard. The Permitting Dashboard also enables DOT to track major projects and review project schedules, consistent with the requirements in the Bipartisan Infrastructure Law and the Fiscal Responsibility Act. Additionally, DOT has begun using the Dashboard to track and troubleshoot the progress of large, complex, or significant projects designated under DOT's Permitting Action Plan, including those that involve equity or climate change concerns. The Dashboard currently tracks over 300 active DOT projects. IIPIC continues to develop new policy and technology improvements to enhance synchronized and coordinated environmental review and permitting among agencies, promote shared National Environmental Policy Act documents to satisfy all environmental reviews and permits, and provide easily accessible project information to inform and engage the public.

IIPIC has implemented best practices to make the environmental review process more effective and efficient, including early and equitable stakeholder engagement, use of liaisons

and other project support staff, development of programmatic agreements, and use of a simplified process for adopting categorical exclusions. To improve environmental outcomes, IIPIC has produced tools, often in collaboration with the DOT Climate Change Center or the President’s Council on Environmental Quality, to address complex issues of climate change, environmental justice, and equity. This includes the development of tools and best practices to ensure that the burdens or negative impacts of transportation infrastructure are not disproportionately borne by disadvantaged communities. The IIPIC Program requires continued funding to support future activities to implement reforms to improve interagency coordination and track priority projects. This includes funds necessary to maintain, operate, and enhance the Permitting Dashboard. Funding for IIPIC and the Permitting Dashboard will enable the continuation of work to ensure a more equitable and transparent infrastructure permitting review process, a more efficient and effective project delivery, and the advancement of the Administration priorities including those associated with climate and equity.

National Roadway Safety

Roadway deaths account for more than 90 percent of all transportation-related fatalities and have been above 35,000 annually since 2015. Traffic fatalities are the biggest transportation safety issue facing this Administration, and the status quo is unlikely to yield significant progress. In January 2022, the Department released the National Roadway Safety Strategy (NRSS), which is a roadmap for addressing the national crisis in roadway fatalities and serious injuries. The funds would support safety policy implementation and coordination of the specific departmental actions identified in the NRSS that cross Operating Administration program areas, allow for a robust engagement with external stakeholders through a coordinated Call to Action directed at the roadway community, enhance OST’s ability to successfully implement legislation and regulations focused on safety, and enable OST to perform safety analyses that further policy development in cross-cutting roadway safety issues of interest to the Administration and Congress. The outcome would be a strengthened, coordinated effort that will improve the Department’s ability to have a concerted, well-supported effort that will change the status quo for advancing national roadway safety.

Pedestrian, Bicyclist, and Micro-mobility

More Americans are using multiple forms of transportation such as walking, biking, and other small, low-speed devices such as scooters to address their travel needs. Pedestrian, bicyclist, and micro-mobility policy activities and program areas are distributed throughout the Department, yet there is no dedicated funding source that holistically advances national policy development and coordination for these alternative modes of transportation. This funding would provide resources to advance pedestrian, bicyclist, and micro-mobility policy, program activities, and applied research that cut across the Department. The funding will enhance OST’s ability to leverage walking, biking, and micro-mobility policy activities to support our Departmental objectives related to safety, planning, equity, climate change, and technological innovation.

Technology and Innovation

Due to advancements in artificial intelligence, compute capabilities, sensing systems, connectivity, and other core fundamental technologies, the Department has been increasingly approached by innovators. However, it is not feasible for the Department to accurately and

quantitatively, as applicable, assess these innovators' technology readiness level (TRL), safety claims, and technology interoperability within the transportation system. Innovative technologies have the potential to provide safe, equitable, and climate-friendly solutions to enable the future of transportation by allowing high-definition virtual testing of concept vehicles and guidance systems that provides confidence in how these systems will work in the real world. When researching new and innovative technologies to determine national policy direction, the Department will combine multiple modes of transportation and industry participants, while protecting the intellectual property of each participant, so that the federal, state, and local observers are able to learn how systems will interoperate in given environments and conditions that must be addressed by policy and regulation. The Department will also need to assess what, if any, national transportation policies need to be formulated to strengthen transportation system resilience to protect it from disruption from cyber and other attacks.

Equity

Equitable access to transportation is a civil right. It touches every part of American lives and makes the American Dream possible: getting people and goods to where they need to be; directly and indirectly creating good-paying jobs; providing access to jobs, education, and healthcare; and helping improve quality of life. The Department stresses a holistic approach and framework to addressing equity and systemic barriers to receiving benefits and opportunities. DOT is implementing the Executive Order on *Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (EO 14091), as well as areas of the Justice40 initiative (i.e., climate justice and economic justice), in accordance with its revised DOT Equity Action Plan, to deliver meaningful and measurable benefits to disadvantaged and underserved communities.

Aviation and International Transportation Policies

The U.S. Department of Transportation (DOT) is integral in advancing domestic and international climate ambition. DOT is mandated to incorporate climate into our international strategy. The Office of International Transportation and Trade develops multimodal international climate policies, strategies, programs, technical assistance, and interagency partnerships to reduce transport emissions and foster the decarbonization of the global transportation sector. The Department plays a leadership role in bilateral and multilateral fora, including the International Civil Aviation Organization (ICAO), the Organization for Economic Cooperation and Development (OECD)/International Transportation Forum (ITF), the G7, the G20, and the UN World Forum for the Harmonization of Vehicle Regulations (WP.29).

DOT's international climate strategy includes the development of a compendium. The Program funding will support the collection of information and data analysis of (1) country-level transportation emission inventories, using data at the modal level; (2) country-level, modally disaggregated transportation Nationally Determined Contributions (NDCs); (3) multilateral, regional and national standards supported by the U.S. that promote ambition and integrity in mitigating transportation sector emissions; and (4) DOT and USG mitigation capabilities and expertise in the transportation sector, cross-tabulated with opportunities for American jobs.

Safe Skies for Africa (SSFA) Program

The Safe Skies for Africa (SSFA) Program supports the Administration Prosper Africa Build

Together Campaign by showcasing American leadership in aviation management and technologies. It creates an important air safety, security, climate, and environment policy dialogue between the United States and African countries through United States Government (USG) technical assistance, capacity building, and export of United States goods and services to counter other nations' influence. SSFA program funding will target African states and regional economic communities of interest to the USG and private sector, and work with them to foster and sustain internationally compliant aviation operations (namely ICAO standards). The program will advance departmental safety, climate, and economic strategic objectives, and the overall USG priority of increasing market access for the aviation sector. State Department, National Security Council, Office of Management and Budget, and other departments and agencies are fully supportive of DOT's SSFA program and engagement in Africa.

Aviation Data Research, Integration, and Analytics to Support Competition and Regional Connectivity

The Office of Aviation Analysis engages in research, integration, analysis, and presentation of aviation industry data to support existing programs and economic policy matters, including antitrust immunity cases, joint venture reviews, and state of the airline industry updates for senior officials. The focus of the office's efforts will be in three areas: (1) ongoing MITRE contract work for econometrics; (2) Sabre aviation data tools, and (3) aviation data modernization technical implementation funding, working with the Office of the Secretary's Research Directorate Office of Airline Information. This funding supports ongoing work that is the architecture of the Department's analytical function for competitive, labor, environmental, and aviation industry commercial issues.

FY 2024 Anticipated Accomplishments:

IIPIC

- **Permitting Dashboard:** Implementing plans to significantly expand and improve the capability of the Permitting Dashboard. These improvements will increase technical and visualization capabilities for environment and permitting reviews through GIS or other new technologies. In addition, these improvements would enable better synchronization with other federal agency tools and the ability to automatically generate progress reports. This would enable DOT to better monitor the progress of environmental reviews, generate reports across project timelines, and be alerted automatically when there are delays. Finally, complete the initiative for the "digitalization" of NEPA documents to simplify coordination in drafting and enhance accessibility. This initiative encourages the use of documents that are interactive (with interactive maps), easy to navigate and read, 508 compliant, and in plain language. This would also encourage the use of technology to facilitate collaborative, concurrent reviews where appropriate to reduce the shuffling of word documents.
- **Project Tracking and Time Frames:** Developing a standard regular report to be published by IIPIC on project time frames, tracking whether timeframes are meeting two-year time frames and averages as required in the BIL and the FRA.

- Transparency Improvements for Categorical Exclusions: Implementing additional CE transparency improvements including data on CE completions to be posted on the Permitting Dashboard website.
- “Concierge Program”: Building on the Concierge Program pilot in FY 2024, fully staffing and implementing a new permitting improvement coordination program in OST. Under this program, a team of additional expert staff will be assigned to priority projects and programs to make the environmental review process more efficient and effective. The concierges would enhance coordination, resolve conflicts, and troubleshoot issues that otherwise might cause delays.
- DOT NEPA Regulations: Issuing Notice of Proposed Rulemaking for DOT NEPA regulations, in alignment with CEQ Phase 2 NEPA rulemaking.
- IIPIC Interagency Collaborations:
 - Transportation Decarbonization Blueprint: Pursuant to an MOU with HUD, DOE, and EPA, aligning efforts to reduce greenhouse gas emissions to meet the President’s goal of net-zero carbon emissions by 2050.
 - Modal Action Plans for GHG Reduction: Developing final modal action plans for reducing greenhouse gas emissions and begin implementing them in support of the interagency Blueprint and to align with the President’s goal of net-zero carbon emissions by 2050.
 - Federal Flood Risk Management Standards: Publishing notice of proposed rulemaking to implement Federal Flood Risk Management Standards so that current and future transportation infrastructure accounts for the impacts of climate change.

Office of International Aviation (OST-X)

- Upgrading systems utilized to collect and disseminate data as required under a Final Rule “Updates to the Origin Destination Survey of Airline Passenger” Docket DOT-OST-2018-0132 issued at the end of 2022, and work with airlines to help them comply with the new rules which take effect, after a testing phase, in mid-2025. The rule alters the existing collection methodology, removes some data elements, and adds several new elements for greater detail and enhanced accuracy, especially in calculating the true origin and destination of an individual passenger itinerary. Carriers will report a 40% sample of passenger tickets, rather than the current 10%, and will report on a monthly basis rather than quarterly.
- MITRE modeling and econometric analysis, along with a global passenger demand tool offered by SABRE, assisting the Department with deep quantitative analysis of airline industry trends, addressing competition issues, and assessing policy outcomes of DOT decisions. MITRE is expected to provide refinements to its structural model of international aviation to better simulate price competition in the aviation industry as well as to broaden its applicability to the domestic market. These activities are necessary to support ongoing policies and to provide data-driven policy recommendations to DOT leadership. This work directly supports DOT’s strategic goal of Economic Strength and Global Competitiveness as well as Transformation.
- Advancing *Momentum* – the Department’s global engagement and technical assistance program – to develop agency global initiatives and resources in the areas of safety,

climate change, infrastructure investments, future-oriented innovation and competition, public and intergovernmental outreach, freight policy, public-private partnerships, equity, and international transportation policies. This work will support Administration priorities such as the Indo-Pacific Strategy, G7/G20, International Transportation Forum (ITF), ASEAN Partnership, U.S.-Africa Partnership, and Partnership for Global Infrastructure and Investment (PGII) etc. and aligns with the DOT Strategic Plan’s global leadership goals.

- Continuing to support the U.S. response to the unprovoked war in Ukraine and provide ongoing advice and technical assistance on a wide range of topics related to emergency and longer-term transportation infrastructure-related topics including good governance best practices.
- Coordinating with the Operating Administrations (OAs) international transportation strategies to ensure the Department is implementing actionable steps to help the U.S. meet its ambitious 1.5°C-aligned goals of reducing emissions, with a focus on “hard to abate” transport sectors such as maritime, aviation, and medium/heavy duty vehicles. These efforts directly support the economic competitiveness and climate and sustainability goals outlined in the DOT Strategic Plan.
- Continuing to support the US Trade Representative (USTR) in negotiating free trade agreements, and implementing the transportation provisions of trade agreements, such as the Indo-Pacific Economic Framework for Prosperity (IPEF). These efforts directly align with DOT’s strategic objectives for economic competitiveness, safety, security, and climate.
- Continuing to advance the Department’s human trafficking initiative by working with transportation stakeholders across all modes of transportation to ensure they are equipped with guidance, training, and best practices to help stop this crime.

OST-Policy Chief Economist

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

Funding Changes:

The FY 2025 Budget Request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

No additional funding is being requested in FY 2025.

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

This request provides enhanced analysis of the benefits and costs of proposed infrastructure investments to improve the allocation of scarce funding resources to their most valuable uses. It also ensures the efficient operation of the nation’s transportation and logistics system to support the movement of workers and goods and ensures the resiliency of our industrial supply chains. It improves the surface transportation community’s ability to save lives by converting information into useful tools through data integration and the use of advanced analytics. The request implements strategies, based on data, to work with transportation stakeholders to further understand investment benefits that can be targeted for disadvantaged and underserved communities. It also ensures fair and efficient air service to the American public by providing oversight of proposed airline partnerships, airline mergers and acquisitions, and research into the evolving airline industry and what the changes mean for competition and consumers. It maintains dialogue with foreign countries regarding aviation competition matters and assures the fairness of competition between domestic and international air carriers. It identifies international best practices that will increase efficiency or reduce costs to improve safety, build infrastructure, identify new technology or reduce regulatory burden, and ensures regulatory and standards compatibility with U.S. trading partners and U.S. firms are not locked out of foreign markets by regulatory barriers.

The request also identifies aspects of the U.S. transportation system that might be enhanced to increase international exports and provide economic benefits. It expands engagement with foreign governments to assess the weaknesses and vulnerabilities in the global transportation supply chain, critical infrastructure, and their impacts on our U.S. economic security. The request also furthers work that DOT, as a core member of the interagency working group supporting Ukraine-related reconstruction issues, is doing to represent the USG in-person and virtually at conferences and meetings and engage directly with World Bank and other financial institutions as well as our international partners on transport-related needs. In addition, DOT continues to provide transport-related technical assistance in Ukraine related to surface transport (rail, roads) and intermodal transportation related to good governance (planning, working with subnational grant/loan oversight, standards, and sound regulatory practices), economic competitiveness (trade and advocacy), and climate (multimodal decarbonization and adaptation) through technical assistance and cooperation programs.

DOT’s request will also help to advance decarbonization efforts worldwide, including those related to aviation and maritime. For instance, it will support the Department’s role in implementing and expanding “Green Shipping Corridors” as agreed by the U.S. at COP26 in the Clydebank Declaration. DOT is currently developing bilateral Green Shipping Corridors with Canada and the UK and a multilateral Green Shipping Corridor with Quad partners (Australia, India, and Japan). With OST’s leadership, we anticipate the U.S. establishing additional Green Shipping Corridors through increased outreach with U.S. maritime stakeholders.

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

FUNDING LEVELS

ITEM	AMOUNT	FTPs	FTEs
FY 2024 CR Annualized + FY 2024 ATB's	\$25,627	60	58
Adjustments to Base			
Annualization of Prior Pay Raises	\$157	0	0
Annualization of Positions Previously Requested	\$0	0	0
FY 2025 Pay Raises	\$185	0	0
Compensable Day(s) Change	\$0	0	0
GSA Rent	\$0	0	0
Working Capital Fund Changes	\$540	0	0
FERS Changes	\$0	0	0
Award Changes	\$0	0	0
Inflation and Other Adjustments to Base	-\$1,729	0	0
Subtotal Adjustments to Base	-\$846	0	0
FY 2025 Baseline Estimate	\$24,780	60	58
Program Changes (+/-):	\$0	0	0
FY 2025 Request	\$24,780	60	58

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

FUNDING LEVELS	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	800,000	800,000	-
TOTAL	800,000	800,000	-

STAFFING

Direct FTPs	0	0	0
Direct FTEs	0	0	0

Note: For the FY 2025 National Infrastructure Investments (NII), \$800 million is to be provided from repurposed unobligated balances of TIFIA contract authority, to remain available until expended. Please see Indefinite Authority section.

Appropriations Language

NATIONAL INFRASTRUCTURE INVESTMENTS

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses to carry out the national infrastructure project assistance grant program under section 6701 of title 49, United States Code, and the local and regional project assistance program under section 6702 of title 49, United States Code, \$800,000,000, which shall be derived by transfer pursuant to section 125 of this Act and shall remain available until expended: Provided, That the Secretary may retain up to 2 percent of the amounts so transferred, and may transfer portions of such amounts to the Administrators of the Federal Aviation Administration, the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration, the Maritime Administration, and the account identified in section 801 of division J of Public Law 117-58, as amended in section 425 of title IV of division L of Public Law 117-103, to fund the award and oversight of grants and credit assistance made under the programs authorized under section 6701 and 6702 of title 49, United States Code.

Note.—A full-year 2024 appropriation for this account was not enacted at the time the Budget was prepared; therefore, the Budget assumes this account is operating under the Continuing Appropriations Act, 2024 and Other Extensions Act (Division A of Public Law 118-15, as amended). The amounts included for 2024 reflect the annualized level provided by the continuing resolution.

Program and Performance Statement

The National Infrastructure Investments account funds two competitive grant programs for surface transportation infrastructure projects. The National Infrastructure Project Assistance Program, known as the Mega Program, authorized under 49 U.S.C. 6701, provides awards for large-scale highway, freight intermodal or rail, railway-highway safety, intercity passenger rail, and certain transit projects of national or regional significance. The Local and Regional Project Assistance Program, known as the Rebuilding American Infrastructure with Sustainability and Equity Program (RAISE), authorized under 49 U.S.C. 6702, provides awards for highway, transit, rail, port, and other projects that will have a significant local or regional impact and improve transportation infrastructure. The 2025 Budget includes a repurposing of \$800 million in unobligated balances of TIFIA contract authority and Federal-aid Highway program obligation limitation for the RAISE and Mega grant programs.

Detailed Justification for the National Infrastructure Investments Grant Programs

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

Consistent with the Bipartisan Infrastructure Law (BIL), this submission supports the National Infrastructure Project Assistance (section 6701 of title 49) discretionary grant program known as the Mega grants program that funds large-scale projects, as well as the Local and Regional Project Assistance (section 6702 of title 49) discretionary grant program currently known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program under the National Infrastructure Investments (NII) program heading.

National Infrastructure Project Assistance (Mega)

The Mega grants program is authorized in the BIL (Public Law 117-58; Sec. 21201). The BIL (Public Law 117-58, Division J, Title VIII) also includes an advance appropriation of \$1 billion to be appropriated each year through fiscal year 2026 in addition to the amounts made available under Section 21201.

The Mega grant program presents a unique opportunity for the Department to invest in the nation's surface transportation infrastructure, including roads and highways, freight and intercity passenger rail, port infrastructure, and related public transportation facilities. Mega is a national and regional infrastructure grant program that aligns with DOT's Strategic Plan FY 2022-2026 goals of improving safety, applying transformative technology, combating climate change and increasing sustainability, advancing equity, and enhancing our economic strength and global competitiveness.

For example, in North Carolina, the Department is investing Mega funds in the replacement of the Alligator River Bridge on U.S. Highway 64, addressing an economically significant bottleneck and improving resilience to climate change by enhancing a key hurricane evacuation route. In Santa Cruz, the California Department of Transportation is using Mega funding to support a multimodal project that combines highway, transit, and non-motorized infrastructure as part of a comprehensive effort to enhance mobility. To date, the Department has selected 20 projects to receive Mega awards through FY 2024.

The Mega grants fund large projects, including multimodal investments that are often difficult to fund in other mode-specific transportation grant programs. It encourages innovation, cross-jurisdictional partnership, and public-private partnership. As a result, this program is helping to build a robust, more efficient, competitive, cost-effective, and durable transportation system for the taxpayer.

Demand for the Mega grants competition is exceptional; in 2022 DOT received 138 applications requesting more than \$30 billion in funding, and in 2023 DOT received 117 applications requesting \$25 billion in funding, far exceeding the amounts appropriated. These applications, from communities across the country, included all eligible project types (highway, rail, ports, multimodal etc.) for the Mega program. There is a large unmet need for substantial federal discretionary grant investment in Mega projects, with an average award request of approximately

\$220 million and average project size of \$650 million. Large projects with costs greater than \$500 million accounted for more than 60% of the funding requested in both rounds.

The first round (FY 2022 funding) of Mega awards included nine projects of national and regional significance, including the replacement of the I-71/I-73 Brent Spence Bridge between Kentucky and Ohio and the construction of Hudson Yard Concrete Casing in New York, an important first phase of the Hudson Tunnel Replacement project. The second round (FY 2023-FY 2024 funding) includes replacement of the Columbia River Bridge on I-5 between Washington and Oregon and constructs a new container terminal that is not air-draft restricted in Louisiana. Additional funding will allow the department to advance similar transformative projects across the country.

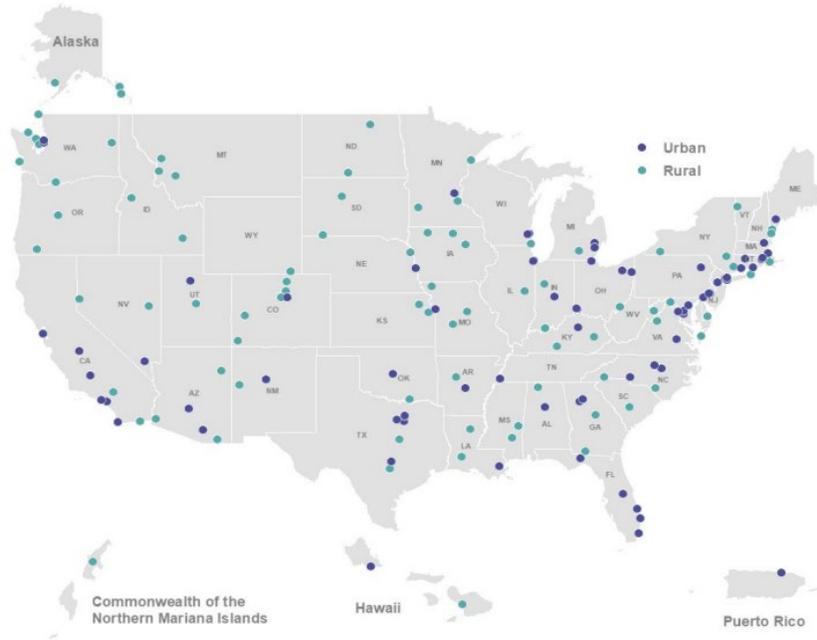
Local and Regional Project Assistance (RAISE)

The RAISE grants program is authorized in the BIL (Public Law 117-58; Sec. 21202). The BIL (Public Law 117-58, Division J, Title VIII) also includes an advance appropriation of \$1.5 billion to be appropriated each year through fiscal year 2026, in addition to the amounts made available under Section 21202.

RAISE supports broad surface transportation projects to state, local, and tribal governments as well as transit agencies and ports across the nation. RAISE funds a range of multimodal projects that address safety, environmental sustainability, mobility, economic competitiveness, quality of life, and state of good repair.

In FY 2023, RAISE received 1,100 eligible applications requesting almost \$15 billion, far exceeding the available funding of \$2.2 billion. RAISE awarded 162 different projects across the nation to projects that advanced the quality of life for residents in numerous communities that have benefited from needed transportation improvements. For the first time in the history of the program, the Department provided all 162 recipients partially prepopulated grant agreements one month after awards were announced.

FY 2023 RAISE AWARDS



https://www.transportation.gov/sites/dot.gov/files/2023-06/RAISE%202023%20Fact%20Sheets_2.pdf

	FY 2022 Stats	
	Mega	RAISE
# of applications received	138 for \$30B	936 for \$13B
average award request	\$220M	\$14M
average project size	\$650M	\$30M

FY 2024 Anticipated Accomplishments:

- Evaluate and award the next round of Mega projects competing for the remaining funding made available by BIL.
- Continue to manage and oversee all RAISE and Mega projects selected to receive funding in prior rounds.
- Prepare all FY 2024 awarded projects for obligation and eventual construction.
- Support technical assistance for project sponsors seeking federal funding and financing from across DOT programs.

- Continue to execute RAISE grant agreements to fully obligate \$983 million awarded to 90 FY 2021 recipients, \$2.245 billion awarded to 166 FY 2022 recipients; and the \$2.26 billion awarded to 162 FY 2023 recipients.
- Oversee implementation of projects previously obligated under the program, including closeout and performance monitoring.
- Execute all funding including soliciting applications and implementing a competitive selection process for FY 2024 RAISE grants by the statutory deadline of June 28, 2024.

Funding Changes:

The BIL (Public Law 117-58, Division J) includes advance appropriations of \$2.5 billion to be appropriated each year through fiscal year 2026. \$1 billion is appropriated for the Mega grant program, and \$1.5 billion is appropriated for the RAISE program.

The request also includes a provision to allow up to \$800 million in unobligated balances of TIFIA contract authority to fund the national infrastructure project assistance grant program (Mega) under section 6701 of title 49 and for local and regional project assistance grant program RAISE under section 6702 of title 49.

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

DOT will use \$2.5 billion in advanced appropriations to award funding for projects that meet the evaluation criteria of both the Mega and RAISE grant programs. An additional \$800 million in funding will strengthen the DOT's capacity to support projects that align best with the programs' criteria.

NII grants assist project sponsors in obtaining support for innovative projects designed to move people and goods, regardless of transportation mode or jurisdictions involved. These projects will create good-paying jobs, stimulate economic growth, enhance supply chains, improve mobility for residents, and ensure safer transportation systems for all users. The portfolio of funded projects includes critical bridge repair and replacement projects; transformative safety improvements on a major urban arterial, a key early phase in the replacement of our country's most significant intercity and regional passenger rail tunnel; and rural infrastructure investments aimed at expanding mobility and accessibility in rural areas.

NII grants enable DOT to examine a broad array of projects based on their merits. This helps to ensure that projects create well-paying jobs, improve safety, incorporate transformative technology, address climate change, and advance equity so that taxpayers receive the highest value for every dollar invested. Also, consistent with the BIL, the program will allow funding of tribal roads maintained by the Bureau of Indian Affairs. By challenging potential grantees to present their strongest plans, DOT receives requests with lower project costs and strongly articulated cases for project benefits. Upon award, DOT attaches a funding deadline, thereby incentivizing grantees' timely and cost-effective project delivery. Once awarded, grantees must leverage performance measurements and outcome tracking to demonstrate the attainment of proposed benefits which is used to inform best practices for future rounds and projects.

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

FUNDING LEVELS

ITEM	AMOUNT	FTPs	FTEs
FY 2024 CR Annualized + FY 2024 ATB's	\$800,000	0	0
Adjustments to Base			
Annualization of Prior Pay Raises	\$0	0	0
Annualization of Positions Previously Requested	\$0	0	0
FY 2025 Pay Raises	\$0	0	0
Compensable Day(s) Change	\$0	0	0
GSA Rent	\$0	0	0
Working Capital Fund Changes	\$0	0	0
FERS Changes	\$0	0	0
Award Changes	\$0	0	0
Inflation and Other Adjustments to Base	\$0	0	0
Subtotal Adjustments to Base	\$0	0	0
FY 2025 Baseline Estimate	\$0	0	0
Program Changes (+/-):	\$0	0	0
FY 2025 Request	\$0	0	0

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

FUNDING LEVELS	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
Personnel Compensation and Benefits	3,795	4,806	4,940
Travel	275	275	275
Other Costs	4,780	4,478	5,477
Programs	-	-	-
TOTAL	8,850	9,558	10,692

STAFFING

Direct FTPs	27	27	27
Direct FTEs	15	27	27

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

For necessary expenses of the National Surface Transportation and Innovative Finance Bureau as authorized by 49 U.S.C. 116, \$10,692,000, to remain available until expended: Provided, That the Secretary may collect and spend fees, as authorized by title 23, United States Code, to cover the costs of services of expert firms, including counsel, in the field of municipal and project finance to assist in the underwriting and servicing of Federal credit instruments and all or a portion of the costs to the Federal Government of servicing such credit instruments: Provided further, That such fees are available until expended to pay for such costs: Provided further, That such amounts are in addition to other amounts made available for such purposes and are not subject to any obligation limitation or the limitation on administrative expenses under section 608 of title 23, United States Code.

Note.—A full-year 2024 appropriation for this account was not enacted at the time the Budget was prepared; therefore, the Budget assumes this account is operating under the Continuing Appropriations Act, 2024 and Other Extensions Act (Division A of Public Law 118–15, as amended). The amounts included for 2024 reflect the annualized level provided by the continuing resolution.

Program and Performance Statement

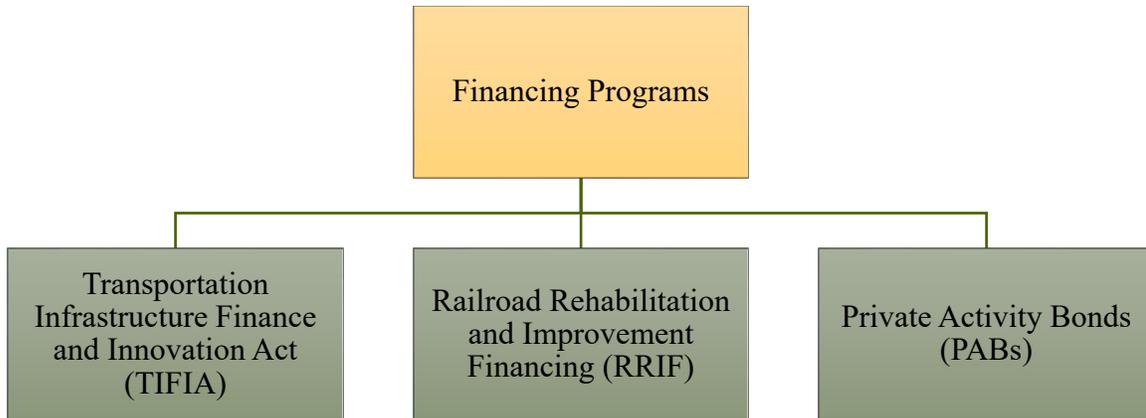
This account supports the administrative expenses of the National Surface Transportation and Innovative Finance Bureau, also known as the Build America Bureau. The Build America Bureau provides guidance and technical assistance to transportation infrastructure project sponsors while also administering innovative finance programs including the Transportation Infrastructure Finance and Innovation Act credit program, the Railroad Rehabilitation and Improvement Financing credit program, and Private Activity Bonds.

Detailed Justification for the National Surface Transportation and Innovative Finance Bureau

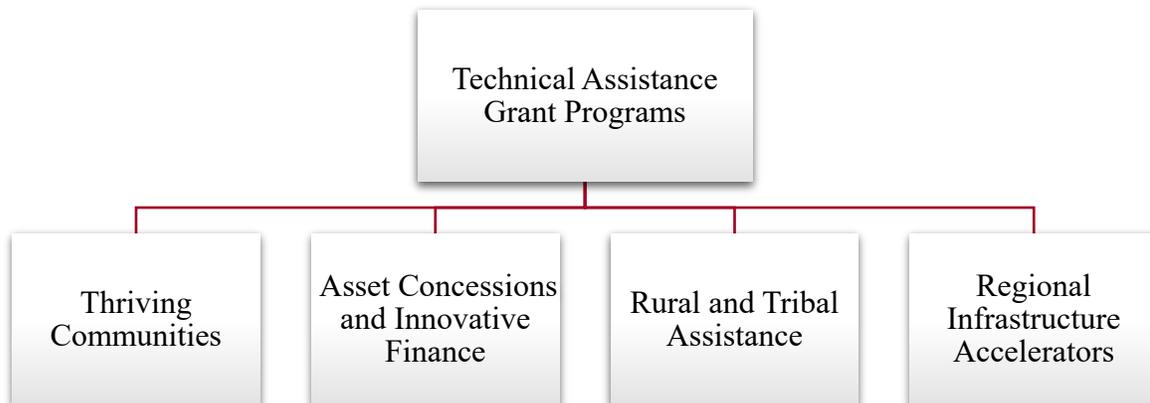
What Is This Program and What Does This Funding Level Support?

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

The Bureau administers three financing programs and of those programs, the TIFIA and RRIF portfolio has over \$30 billion in active loans:



The Bureau also administers four technical assistance grant programs:



Under the executive director’s leadership, the Bureau has three component offices, listed below with their core functions:

- **Technical Assistance:** Develop, execute, and manage multimodal and place-based technical assistance grant programs; coordinate technical assistance within DOT and other federal agencies to provide integrated grantee experiences; develop and disseminate research, modeling, and cost-benefit analysis methodologies to help customers develop applications for DOT financial assistance; and increase awareness, understanding, and use of best practices in program and project planning, development, financing, delivery, maintenance, and operation to advance transformative transportation projects.
- **Outreach and Project Development:** Introduce potential customers and stakeholders to Bureau programs, products, and services; identify opportunities for project sponsors to combine innovative project delivery and grants, loans, and private capital to accelerate infrastructure; determine sponsor and project eligibility for Bureau credit assistance; promote compliance with applicable federal requirements and strategic goals.
- **Credit Programs:** Conduct the Bureau’s risk management, underwriting, and portfolio management programs to advance creditworthy projects and protect taxpayer resources and the public interest. The Bureau’s portfolio has increased in volume and diversity of projects over the last 10 years.

The Bureau and Office of the Under Secretary of Transportation for Policy administer the **Rural Opportunities to Use Transportation for Economic Success Initiative (ROUTES)** to address disparities in rural transportation infrastructure and improve safety and economic competitiveness. The Under Secretary leads a council of modal administrators and senior leaders that provides overall direction for ROUTES. A staff team from the operating administrations and OST offices coordinates ROUTES activities. Significant activities include:

- Collecting feedback from stakeholders to identify rural infrastructure needs and challenges;
- Providing user-friendly information and technical assistance to help rural communities access and benefit from DOT programs;
- Improving DOT’s analysis of rural transportation infrastructure; and
- Supporting rural projects that promote safety, combat climate change, and advance racial equity.

FY 2024 Anticipated Accomplishments:

Bureau initiatives initiated in FYs 2022 and 2023, and continuing in FY 2024, help the Bureau execute functions critical to financing and delivering transportation infrastructure in alignment with DOT’s strategic goals (safety, economic strength and global competitiveness, equity, climate and sustainability, transformation, and organizational excellence), including:

- **Growing Portfolio:** The Bureau expects to support infrastructure investment projects around the country by closing 10 to 12 TIFIA loans totaling \$6 billion and 2 to 3 RRIF loans totaling \$400 million.
- **New Borrower Types and Asset Classes:** The Bureau expects to close three loans for new borrower types or asset classes. The Bureau’s expanded outreach and technical assistance programs have broadened the Bureau’s pipeline with impactful projects involving borrowers such as smaller municipalities and asset classes, airports, marine ports, and transit-oriented development (TOD).

- Higher Percentage Financings: The Bureau expects to close two loans financing up to 49 percent of eligible project costs, rather than the standard limit of 33 percent. The Bureau originated TIFIA 49 Phase 1 in FY 2022 to extend up to 49 percent loans for transit and TOD projects.
- Risk Management: The Bureau will continue to strengthen the risk management team to monitor market risks and existing loans in the portfolio. The team will also assess risks associated with new asset classes such as TOD, fleet electrification, electric car charging infrastructure, transformative technology, and state infrastructure banks.
- Information Technology and Digital Platform: The Bureau expects to transform internal processes and interactions with borrowers by moving new technologies and systems into production. Building on process improvements and organization development undertaken in FYs 2023 and 2024, the Bureau will continue streamlining and automating its activities. Enhancements of the DOT Navigator tool will provide real-time, tailored technical assistance support to communities looking to access DOT’s existing technical assistance and grant application resources.

The Bureau will continue maturing and expanding program offerings with a goal to support at least one recipient in each U.S. state and territory. The Bureau expects to create a coordinated process for interested disadvantaged communities to apply for and receive technical assistance aligned with the goals of Thriving Communities and enhanced project delivery. Thriving Communities will also connect recipient communities to ancillary funding sources, including public, private, and philanthropic partnerships.

Funding Changes:

The FY 2025 budget request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

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

The resources from this request will enable the Bureau to continue financing modernization of the nation’s transportation infrastructure with innovative project delivery approaches. These programs increase awareness and utilization of best practices, which leverages state, local, and private funds; accelerates national infrastructure construction; and increases the number of infrastructure projects delivered. The Bureau’s infrastructure finance expertise drives the formulation and utilization of new and innovative strategies to address the nation’s critical infrastructure needs, including programs and projects that attract private sector capital. The INFRA program supports a merit-based approach to provide grant funding to nationally and regionally significant infrastructure projects that support the movement of freight and people across the nation. The Bureau advances the development and streamlined delivery of projects in the highway, rail, transit, aviation, and maritime sectors, which, along with transit-oriented development, increase national economic development.

The Bureau is developing products and strategies aimed at improving access to DOT credit programs for rural and underserved communities, smaller borrowers, diverse project types, and new states/municipalities to increase the diversity of the loan portfolio. In addition, the ROUTES initiative helps less experienced customers navigate grant and credit opportunities throughout the Department and identify which funding opportunities best meet their needs.

The Bureau is currently developing procedures to help expedite review and approval of critical infrastructure projects that support economic vitality, address climate change and environmental justice, promote racial equity, leverage federal funding, increase innovation and the adoption of transformative technology, and incentivize performance and accountability.

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

FUNDING LEVELS

ITEM	AMOUNT	FTPs	FTEs
FY 2024 CR Annualized + FY 2024 ATB's	\$9,558	27	27
Adjustments to Base			
Annualization of Prior Pay Raises	\$63	0	0
Annualization of Positions Previously Requested	\$0	0	0
FY 2025 Pay Raises	\$74	0	0
Compensable Day(s) Change	\$0	0	0
GSA Rent	\$0	0	0
Working Capital Fund Changes	\$923	0	0
FERS Changes	\$0	0	0
Award Changes	\$0	0	0
Inflation and Other Adjustments to Base	\$75	0	0
Subtotal Adjustments to Base	\$1,134	0	0
FY 2025 Baseline Estimate	\$10,692	27	27
Program Changes (+/-):	\$0	0	0
FY 2025 Request	\$10,692	27	27

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

<u>FUNDING LEVELS</u>	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	3,350	4,343	9,120
Programs	44,750	44,657	65,480
TOTAL	48,100	49,000	74,600

STAFFING

Direct FTPs	0	0	0
Direct FTEs	0	0	0

Appropriations Language

CYBER SECURITY INITIATIVES

For necessary expenses for cybersecurity initiatives, including necessary upgrades to network and information technology infrastructure, improvement of identity management and authentication capabilities, securing and protecting data, implementation of Federal cybersecurity initiatives, implementation of enhanced security controls on agency computers and mobile devices, and related purposes, \$74,600,000, to remain available until September 30, 2026.

Note.—A full-year 2024 appropriation for this account was not enacted at the time the Budget was prepared; therefore, the Budget assumes this account is operating under the Continuing Appropriations Act, 2024 and Other Extensions Act (Division A of Public Law 118–15, as amended). The amounts included for 2024 reflect the annualized level provided by the continuing resolution.

Program and Performance Statement

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

Detailed Justification for Cyber Security Initiatives

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

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

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

For the DOT enterprise, the FY 2025 Budget supports hardware, software, services, and continued operation and enhancement of the DOT Continuous Diagnostics and Mitigation (CDM) Program, capabilities aligned to the Cyber Security Framework (CSF), integration of privacy and transportation sector cybersecurity-focused initiatives in support of DOT's mission-oriented cybersecurity, privacy, and information protection responsibilities, in addition to cybersecurity support and services provided to DOT business and mission stakeholders. The funding will extend and enhance implementation of core identity and attribute-based access control services for agency systems, configuration of DOT's modernized network for operational and security automation, and implementation of Zero Trust capabilities. Funds will be used for continued maintenance and operation of software, hardware, and services acquired since the inception of the fund covering Fiscal Years 2013-2024.

The Cyber Security Initiative (CSI) investment supports federal cybersecurity priorities and objectives, which include targeted investment in people, processes, and technologies at strategic, operational, and tactical levels for improved effectiveness of DOT's integrated Cybersecurity and Privacy Risk Management Programs, reduction of agency cybersecurity and privacy risks, and maturation of DOT's implementation of the National Institute of Standards and Technology Cybersecurity Framework (NIST CSF). Further, CSI investments advance DOT's organizational excellence goal as outlined in DOT's FY 2022-2026 Strategic Plan; specifically, the Enterprise Cyber Risks objective which calls for continued improvement to DOT's internal cyber defense systems and practices to harden DOT's enterprise information and communications technology

against cyber threats. It also funds hardware, software, maintenance, services, and contract labor in support of DOT's implementation and operation of CDM capabilities including hardware asset management; software asset management; vulnerability management; security settings management; and core credential and privilege management capabilities and enhancements to credential, privilege, and access management capabilities to better protect departmental mission and business systems.

FY 2024 Anticipated Accomplishments:

- Create DOT's zero trust architecture, adoption of multi-factor authentication and data encryption for data at rest and in transit, expansion of visibility and logging, deployment of endpoint detection and protection capabilities, and enhancements to enterprise cloud systems security as required by Executive Order 14028, *Improving the Nation's Cybersecurity*, and the Federal Zero Trust Strategy.
- DOT will continue to improve cybersecurity and privacy risk management capabilities, address open audit recommendations, and continue to remediate gaps and vulnerabilities associated with the Administration priorities and evolving cybersecurity threats.
- DOT will continue to utilize the CSI appropriation to acquire and deploy tools, services, and capabilities to improve DOT's practices and compliance with federal requirements.
- In many cases, vulnerabilities are identified on an ad hoc basis, often based on events and activities external to DOT. In other cases, new tools or updated standards are released within a budget year. The CSI appropriation permits the Department to respond to these changes in a more agile, effective way to remediate or mitigate newly identified vulnerabilities and reduce newly identified risks as soon as possible.
- Improve DOT's cybersecurity posture through continued enhancements and investments in DOT's cybersecurity capabilities, expanded cybersecurity and privacy risk management capabilities, integrated DOT's Zero Trust Architecture implementation, and upgrading the Federal Aviation Administration security operations center capabilities.

Funding Changes:

The FY 2025 Budget Request includes changes to fund inflation and other adjustments to base.

The FY 2025 Request also includes an increase of **\$20.824 million** to satisfy the increased demand to accelerate cybersecurity capabilities, adhere to federal requirements, address the evolving cyber threats, and support the programmatic cyber needs across the Office of the Secretary. The increase is requested to address critical gaps and requirements under the Administration cybersecurity requirements to keep the U.S. government system secure and strengthen our security posture as we evolve and solidify DOT's Zero Trust strategy.

Funding will support the transition to Internet Protocol version 6 (IPv6) per OMB M-21-07; the planning and architecture support to build DOT's Zero Trust Architecture (ZTA) per NIST Special Publication 800-207 and establish the Cybersecurity Executive Order (EO) Program Office to ensure that DOT meets each objective of the ZTA pillars noted in OMB M-22-09; the strengthening of the Department's Identity Credentials and Access Management Program; the acceleration of the implementation of phishing-resistant multi-factor authentication across DOT; and the improvement of DOT's cybersecurity posture by adding continuous penetration testing services to keep pace with the rapid and evolving pace of cybersecurity threats.

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

The FY 2025 Budget Request for CSI supports not only improvements to the core DOT cybersecurity and privacy programs through implementation of the NIST CSF, but also updates to the DOT enterprise IT infrastructure to mitigate immediate and evolving threats and vulnerabilities to critical business operations, ensuring the resiliency and availability of stakeholder-facing services. The resulting improvements will provide increased reliability of services, greater integrity of information and services delivered by DOT, production of actionable intelligence for the mitigation of risks to inform tactical and strategic priorities, and protection of information that stakeholders and the public provide to DOT as part of its normal operations, all with an increased focus on proactive efforts, efficient mission-sustaining activities, and resilience.

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

FUNDING LEVELS

ITEM	AMOUNT	FTPs	FTEs
FY 2024 CR Annualized + FY 2024 ATB's	\$49,000	0	0
<u>Adjustments to Base</u>			
Annualization of Prior Pay Raises	\$0	0	0
Annualization of Positions Previously Requested	\$0	0	0
FY 2025 Pay Raises	\$0	0	0
Compensable Day(s) Change	\$0	0	0
GSA Rent	\$0	0	0
Working Capital Fund Changes	\$4,776	0	0
FERS Changes	\$0	0	0
Award Changes	\$0	0	0
Inflation and Other Adjustments to Base	\$0	0	0
Subtotal Adjustments to Base	\$4,776	0	0
FY 2025 Baseline Estimate	\$53,776	0	0
Program Changes (+/-):	\$20,824	0	0
FY 2025 Request	\$74,600	0	0

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

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
RESEARCH AND TECHNOLOGY TOTAL			
Personnel Compensation and Benefits	10,413	11,129	15,658
Travel	460	460	515
Other Costs	4,293	8,353	7,392
Programs	33,830	33,830	38,365
GRAND TOTAL, Research and Technology	48,996	53,772	61,930
Direct FTP	65	65	88
Direct FTE	36	58	76
R&T ADMIN			
Personnel Compensation and Benefits	7,026	7,742	7,942
Travel	170	170	170
Other Costs	4,258	8,318	7,095
Programs	-	-	-
Subtotal, R&T Admin	11,454	16,230	15,207
Direct FTP	35	28	40
Direct FTE	21	27	33
R&T PRIORITIES			
Personnel Compensation and Benefits	663	663	680
Travel	30	30	30
Other Costs	35	35	36
Programs	4,990	4,990	5,927
Subtotal, R&T Priorities	5,718	5,718	6,673
Direct FTP	5	5	5
Direct FTE	-	4	4
HIGHLY AUTOMATED SYSTEMS SAFETY CENTER OF EXCELLENCE			
Personnel Compensation and Benefits	2,624	2,624	2,689
Travel	250	250	250
Other Costs	-	-	-
Programs	2,126	2,126	2,061
Subtotal, Highly Automated Systems Safety Center of Excellence	5,000	5,000	5,000
Direct FTP	15	15	15
Direct FTE	11	15	15
CLIMATE CHANGE CENTER			
Personnel Compensation and Benefits	-	-	975
Travel	-	-	20
Other Costs	-	-	-
Programs	-	-	4,005
Subtotal, Climate Change Center	-	-	5,000
Direct FTP	4	4	4
Direct FTE	1	4	4

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>PNT, GNSS, GPS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	20,000	20,000	3,000
Subtotal, Position and Navigation Timing (PNT)	20,000	20,000	3,000
Direct FTP	3	3	3
Direct FTE	3	3	3
	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>ADVANCED RESEARCH PROJECTS AGENCY - INFRASTRUCUTRE</u>			
Personnel Compensation and Benefits	100	100	2,158
Travel	10	10	10
Other Costs	-	-	1
Programs	3,114	3,114	12,831
Subtotal, Advanced Research Projects Agency - Infrastructure	3,224	3,224	15,000
Direct FTP	3	10	15
Direct FTE	-	5	14
	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>TRANSPORTATION VULNERABILITY AND RESILIENCY DATA PROGRAM</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	3,000	3,000	-
Subtotal, Transportation Vulnerability and Resiliency Data Program	3,000	3,000	-
Direct FTP	-	-	-
Direct FTE	-	-	-
	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>INTERDISCIPLINARY TRANSPORTATION LAW AND POLICY</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	600	600	-
Subtotal, Interdisciplinary Transportation Law and Policy	600	600	-
Direct FTP	-	-	-
Direct FTE	-	-	-
	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>IMPLEMENTATION OF THE OCEAN SHIPPING REFORM ACT</u>			
Personnel Compensation and Benefits	-	-	450
Travel	-	-	25
Other Costs	-	-	260
Programs	-	-	4,565
Subtotal, Implementation of the Ocean Shipping Reform Act	-	-	5,300
Direct FTP	-	-	2
Direct FTE	-	-	1
	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>IMPLEMENTATION OF STATISTICAL OFFICIAL REQUIREMENTS</u>			
Personnel Compensation and Benefits	-	-	765
Travel	-	-	10

Other Costs	-	-	-
Programs	-	-	1,975
Subtotal, Implementation of Statistical Official Requirements	-	-	2,750
Direct FTP	-	-	4
Direct FTE	-	-	2

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>CLIMATE CHANGE VULNERABILITY STUDY</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	-	-	4,000
Subtotal, Climate Change Vulnerability Study	-	-	4,000
Direct FTP	-	-	-
Direct FTE	-	-	-

Appropriations Language

RESEARCH AND TECHNOLOGY

For necessary expenses related to the Office of the Assistant Secretary for Research and Technology, \$61,930,000, to remain available until expended: Provided, That of such amounts \$15,000,000 shall be for necessary expenses of the Advanced Research Projects Agency-Infrastructure (ARPA-I) as authorized by section 119 of title 49, United States Code: Provided further, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training: Provided further, That any reference in law, regulation, judicial proceedings, or elsewhere to the Research and Innovative Technology Administration shall continue to be deemed to be a reference to the Office of the Assistant Secretary for Research and Technology of the Department of Transportation.

Note.—A full-year 2024 appropriation for this account was not enacted at the time the Budget was prepared; therefore, the Budget assumes this account is operating under the Continuing Appropriations Act, 2024 and Other Extensions Act (Division A of Public Law 118–15, as amended). The amounts included for 2024 reflect the annualized level provided by the continuing resolution.

Program and Performance Statement

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

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

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

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

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

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

The Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program harnesses technology, analytics, and innovation to improve transportation efficiency and achieve safety, climate, and equity goals by supporting demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities.

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

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

The Office of the Assistant Secretary for Research and Technology (OST-R) coordinates research and technology transfer (T2) programs to leverage and maximize the effectiveness of approximately \$1 billion annual investments in transportation research, development, and technology (RD&T) activities across all Department of Transportation (DOT) Operating Administrations (OAs) and Secretarial Offices. OST-R ensures that DOT's research strategic priorities are implemented, and that research is purpose-driven and non-duplicative. OST-R also leads a range of cross-modal initiatives for DOT, including Positioning, Navigation, and Timing (PNT) and spectrum management. OST-R leads DOT's statistical programs through the Bureau of Transportation Statistics (BTS), leads the efforts of the University Transportation Center (UTC) grants program and the Highly Automated Systems Safety Center of Excellence (HASS COE), and oversees the work of related fee-for-service organizations – the Volpe National Transportation Systems Center and the Transportation Safety Institute. OST-R is leading the development of the Advanced Research Projects Agency – Infrastructure (ARPA-I), as authorized in the Bipartisan Infrastructure Law (BIL; Sec. 25012).

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

Specifically, OST-R:

- Advances climate and equity innovation, technology development, and breakthrough scientific discovery applied to the movement of people and goods.
- Conducts oversight of the OA and OST research portfolios on behalf of DOT leadership and the stakeholders of America's transportation system.
- Conducts multi-modal research and facilitates research collaboration.
- Fosters technology transfer and facilitates technology deployment through research programs, funding opportunities, and through partnerships within DOT and with the private sector and university partners.
- Provides useful statistics and analyses to decision-makers as they establish policy and address policy-related issues.

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

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

new technologies requires assessment of impacts on safety and on supply chains, as well as consideration of how new technologies will address the climate crisis and the mobility and accessibility needs of underserved populations.

The **Bureau of Transportation Statistics (BTS)**, in support of 49 USC Chapter 63, the Foundations for Evidence-Based Policymaking Act, and requirements of the Federal Statistical System, will continue to produce key statistics on commercial aviation, multimodal freight transportation, transportation economics, and more than 40 monthly and weekly indicators of transportation activity. In support of Equity goals, BTS leads DOT's equity assessment on data and methods.

In support of DOT's multimodal freight mandates, BTS will complete data collection for the Commodity Flow Survey to provide post-pandemic benchmarks for the Freight Analysis Framework to support DOT's National Freight Policy and National Freight Strategic Plan, along with a suite of other analyses, both planned and in response to policymaker needs. BTS will publish essential data from the Vehicle Inventory and Use Survey, restoring the survey after a 20-year hiatus, and establish a Freight and Supply Chain Benchmark Statistics Series to support the Executive Order on American's Supply Chains (EO 14017; February 24, 2021)

OST-R manages and conducts Congressionally-mandated strategic planning, coordination, facilitation, and review processes for all departmental research, development and technology activities (49 USC Chapter 65) and coordinates research and engineering work on cross-modal topics including multi-modal automation; connected and automated vehicles; positioning, navigation, and timing; and radiofrequency spectrum management to ensure collaborative, non-duplicative efforts on research that benefits all modes. OST-R programs identify synergies, gaps, and opportunities to apply research cross-modally, which prevents the duplication of research efforts and waste of federal resources. The R&T appropriation supports the following programs:

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

RD&T is responsible for leading implementation of the approximately \$1 billion departmental RD&T Portfolio. This work is done through setting the strategic direction, developing long term and annual research and technology plans, stewarding the portfolio, coordinating amongst the OAs and OST offices on common themes, ensuring Scientific Integrity, and improving the performance of the RD&T portfolio for DOT and its OAs to maximize the return on federal research investments. It is also responsible for the development and delivery of multimodal, advanced, and transformative research, development, and technology transfer programs and activities aimed at positioning the transportation system to best serve the American public, grow the economy, and position the United States to win the 21st century. OST-R programs are as follows:

The **RD&T Coordination Program** works to optimize the effective use of Department-wide research resources, ensuring that the department's research activities are coordinated with the wider transportation research community, increasing collaboration, eliminating potentially duplicative research activities, and improving the return on research investment through active performance management.

The Program’s coordination mission is supported by a RD&T Planning Team composed of senior research and technology leaders from across the OAs and chaired by the Director of the Office of RD&T. The RD&T Planning Team is assisted by various research working groups to enhance DOT-wide research coordination and collaboration on common themes. The working groups are composed of representatives from the OAs and OST offices conducting research activities within specified cross-modal research topic areas. The working groups have successfully raised awareness of and exchanged information on research activities underway across DOT, raising awareness of the wider transportation research field outside DOT within each topical area, assisting in preventing duplicative research efforts across DOT, and identifying cross-modal research needs and collaboration opportunities.

The Program’s specific duties include:

- Maintaining DOT’s research coordination platforms including the RD&T Planning Team and the cooperative groups.
- Developing and executing DOT-wide strategic research planning through the development and implementation of DOT’s RD&T Five-Year Strategic Plan and the DOT RD&T Transformation Plan.
- Providing oversight and review of DOT’s research portfolio through DOT’s Research Review and Approval Process of the Annual Modal Research Plans.
- Aligning Departmental research with Administration priorities, policy objectives and Secretarial priorities, improving collaboration, avoiding duplicative research spending, and improving the return on investment through performance management.
- Identifying and leading cross-modal research initiatives in partnership with DOT OAs, industry, and academia.

The RD&T Coordination Program includes the Department’s **Technology Transfer (T2) Program** activities which are focused on leveraging DOT’s research products to facilitate commercialization, deployment, and subsequent “real world” benefits. The Program works with the OAs and external stakeholders to assist them in understanding and implementing best practices in research product development and deployment, and in building technology transfer mechanisms into research planning early in the process.

In FY 2025, the T2 Program intends to expand its activities to ensure that the significant increases in transportation research investment provided by the Bipartisan Infrastructure Law are fully leveraged through the demonstration and deployment of the resulting products and technologies. The Program expansion will also allow more intensive engagement with public and private sector deployers of research products, resulting in public-private partnerships that further accelerate “real world” technology and innovation deployment.

In FY 2025, the Scientific Integrity Program will build upon the initial foundation established by RD&T. The program activities will advance Scientific Integrity at USDOT through implementation of the *Presidential Memorandum on Restoring Trust in Government Through Scientific Integrity and Evidence-Based Policymaking*. Restoring trust in government through scientific integrity and evidence-based policymaking. RD&T will implement a USDOT policy and work with the OAs to regularly monitor and evaluate ongoing scientific integrity activities and outcomes.

The **Cross-Modal Research Priorities (CMRP) Program** works with federal and non-federal stakeholders to advance the development and deployment of cross-modal Secretarial and Administration research and technology priorities. This Program focuses on providing the means to address research priorities that span multiple modes and/or require intensive coordination with other federal and non-federal partners. The CMRP Program ensures the cost-effective leveraging of complementary research efforts underway outside DOT and ensures the elimination of duplicative research efforts. The Program has expanded its portfolio in recent years to include cross-modal projects assigned to DOT in areas such as infrastructure resilience and shared mobility research for disadvantaged groups.

FY 2024 Anticipated Accomplishments:

- Conducting the annual review, approval, and Secretarial certification to Congress of DOT’s Annual Modal Research Plans (AMRPs).
- Conducting the FY 2024 Research Review and Approval Process (RRAP).
- Conducting a series of Research Reviews to monitor progress made by the OAs towards prior year objectives and to discuss plans for the coming fiscal year.
- Continuing to implement the DOT RD&T Strategic Plan, published in 2023,, and monitor progress made on the goals, priorities, and objectives.
- Addressing global research needs through partnerships with the European Commission, the International Transport Forum, the Transportation Research Board, and other international entities.
- Continuing to expand technical assistance and training to help state DOTs, local governments, and tribal governments incorporate reliable indicators of vulnerability and actionable mitigation measures in all phases of transportation planning and asset management.
- Strengthening and implementing the Transportation Infrastructure Resilience and Disaster Recovery project (Phase 3), which focuses on piloting the resilience tools with state and local transportation agencies. Expanding and enhancing the tool to include disaster recovery and incorporation multi modal component.
- Identifying and executing annual cross modal research and technology priorities.
- Identifying and assessing new and emerging technologies and their effect on the future of transportation.

Climate Change Center

In direct support of the research, data and analysis, and evidence-building efforts required to inform decisions during the planning and environmental review process, and to meet department’s goals of Executive Order (EO) 14008, *Tackling the Climate Crisis at Home and Abroad*, the Department has reinstated and expanded the work of the DOT Climate Change Center. The Center has established a cross-modal coordination capacity to address policy and research objectives related to climate change and effectively assess and address climate implications in the environmental review and project delivery process.

FY 2024 Anticipated Accomplishments:

Climate Change Center research will accelerate and integrate needed technology for a faster and shortened transition to a cleaner, safe, efficient, and resilient transportation network system by:

- Developing Department-wide policies and strategies to assess and reduce greenhouse gas emissions and make transportation systems more resilient;
- Taking action to measure and reduce transportation-related greenhouse gas emissions and mitigate the effects of climate change from transportation, including in Departmental transportation infrastructure project delivery, especially for the most vulnerable and historically disadvantaged populations;
- Developing tools needed to measure projected greenhouse gas emissions and to accurately project travel activity, including accounting for induced demand;
- Establishing cross-modal information infrastructure for exchange of climate and information among DOT offices and with other Federal agencies
- Advancing opportunities to reduce greenhouse gas emissions and to reduce impacts of climate change through Notices of Funding Opportunities for DOT grants; and
- In coordination with DOE, HUD, and EPA, implementing the strategies and solutions outlined in the *U.S. National Blueprint for Transportation Decarbonization* to reduce transportation-related greenhouse gas emissions and to mitigate the effects of climate change in all programs and in project delivery.

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

DOT co-leads the federal role in PNT with the Department of Defense (DOD) by coordinating civil sector PNT requirements and representing the civil (non-defense) departments and agencies in the development, acquisition, management, and operations of the Global Positioning System (GPS). The Secretary of Transportation is assigned this role by Space Policy Directive (SPD-7, *U.S. Space-Based Positioning, Navigation, and Timing Policy*). The Secretary’s role also includes ensuring that GPS public safety services meet or exceed international performance standards and promoting PNT resiliency for transportation safety. FY 2025 projects will support implementation of SPD-7, as well as the goals of EO 13905, *Strengthening National Resilience Through Responsible Use of PNT Services*, which requires the owners and operators of critical infrastructure within the Transportation Systems Sector to sustain resilient PNT operations in the absence, disruption, or manipulation of space-based PNT and/or develop methods that utilize Complementary PNT services.

Radio frequency spectrum is critical to the safe and efficient use of the national transportation system by the traveling public, the freight community, other commercial and private entities, as well as other federal agencies using the roads, rails, waterways, and airspace within the United States.

FY 2024 Anticipated Accomplishments:

- Implementing recommendations from the December 2022 GAO Report entitled “GPS Disruptions – DOT Could Improve Efforts to Identify Interference Incidents and Strengthen Resilience”.
- Implementing a real-time GNSS performance monitoring and interference detection capability and ability to present information through a standard centralized common operational picture.
- Executing EO 13905 Vulnerability Assessment and Testing to support PNT Profile development and implementation of the *National PNT R&D Plan* objectives. Conducting

requirements engineering efforts to address out-of-band data and in-band GPS Signal Authentication techniques in conjunction with DOD and DHS.

- Executing tasks in the DOT Complementary PNT Action Plan to facilitate critical infrastructure adoption of Complementary PNT technologies.
- Completion of a DOT Spectrum Audit required by Section 27003 of the Bipartisan Infrastructure Law which required DOT and the National Telecommunications and Information Administration (NTIA) to conduct an audit of spectrum allocated or assigned for US DOT use.

Highly Automated Systems Safety Center of Excellence (HASS COE)

HASS COE supports U.S. global leadership on emerging technologies and innovation. Established by the FY 2020 Appropriations Act, HASS COE was created within OST-R to ensure DOT has the expertise and capacity to review, assess, and validate the safety of highly automated systems across all modes of transportation. Safely applying automation to achieve national priorities in safety, equity, climate, accessibility, and future-proofing infrastructure investments requires supporting the safe deployment of highly automated systems across all modes of transportation. HASS provides expertise in automation across the entire transportation system, including automation within a vehicle, the infrastructure and any elements in which technology can advance our transportation system.

HASS COE develops and advances tools that can support the department's ability to review, assess and validate highly automated systems. HASS COE is the DOT convenor for automation research across all OAs and is currently leading multi-domain exploration and coordination with the National Aeronautics and Space Administration (NASA), DOD, and DOT OAs in the integration of each agency's test, virtualization, and simulation assets to perform distributed research and testing of advanced multi-domain connected and automated system-of-system use cases. HASS COE will continue to support the National Plan for Advanced Air Mobility in advancing and integrating automated air mobility into our nation's transportation system.

HASS COE works with the OAs to identify and develop technical assistance opportunities that can support the deployment of highly automated technologies in the transportation system. HASS COE works across OST to ensure that data resources are widely available and accessible for researchers to assess and validate automated systems, including those developed under grants from the Department.

FY 2024 Anticipated Accomplishments:

- Establishing Automated Technology Validation and Evaluation Program (ATVEP), as part of the HASS mandate to support validation. The ATVEP will develop, sustain, and enable an in-house capability to assess and validate the safety of current and emerging automated transportation technologies through the application of state-of-the-art tools including data analytics; digital twinning; live, virtual, and constructive simulation; as well as natural language processing and other forms of artificial intelligence (AI). ATVEP will be executed in close collaboration with partners from DOT and DOD, other government partners nationally and internationally, universities, and industry.

- Establishing the Educate, Develop, and Understand (EDU) Automation Program, as requested by OAs during HASS Roundtable meetings. The EDU Automation Program will provide highly technical training and communications support for advanced media content, education tools, reusable graphic art, and other educational tools to aid in the continuous development of regulators, inspectors, investigators, and rule-making activities across all OAs.

Advanced Research Projects Agency - Infrastructure (ARPA-I)

ARPA-I was authorized by the Bipartisan Infrastructure Law (BIL, Section 25012) and received an initial appropriation in FY 2023. ARPA-I’s mission is to catalyze the development of innovative technologies, systems, and capabilities that transform the Nation’s physical and digital transportation infrastructure to ensure American leadership and to strengthen our Nation’s economic competitiveness. ARPA-I aims to build the future of transportation through developing infrastructure that is safe, secure, efficient, and resilient, while achieving net-zero emissions and increasing equity and access to mobility for all.

ARPA-I ensures that the United States is a global leader in developing and deploying advanced transportation infrastructure technologies and solutions that can significantly enhance transportation safety and climate resilience, while increasing system efficiency and security, lowering the long-term costs of transportation infrastructure, reducing greenhouse gas emissions, and increasing equity and access to mobility. ARPA-I funds new research and development (R&D) programs in areas in which industry entities are unlikely to carry out projects due to technical and financial uncertainty and areas which reach across the OAs, enabling system solutions that no one mode could otherwise achieve.

ARPA-I supports the development of AI technologies that enhance our transportation system and support the digital infrastructure that underpins all modes of mobility, including activities initiated in response to the Presidential Executive Order (E.O. 14110) on Safe, Secure, and Trustworthy Development and Use of Artificial Intelligence. ARPA-I also supports the development of enhanced safety technologies to help resolve the critical public health issue of roadway fatalities and serious injuries. In addition, ARPA-I supports the White House Net-Zero Game Changers Initiative through the development of transportation technologies that will achieve net-zero greenhouse gas emissions across the transportation system by 2050 while strengthening the resilience of our transportation infrastructure.

FY 2024 Anticipated Accomplishments:

- Continuing to establish ARPA-I by expanding core staff
- Develop an externally funded program focused on Safety to develop innovative solutions that address the persistent problem of roadway fatalities. Project teams funded will include academia, industry, and innovators, in partnership with DOT OAs, state and local governments and other federal agencies.

Funding Changes:

The FY 2025 budget request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

The total of a net programmatic increase across OST-R is **\$9.161 million**. The total includes the following:

**Research and Technology
(\$000)**

Program	FY 2025 Baseline Estimate	FY 2025 Budget Request	Program Increase/Decrease
R&T Priorities	\$5.736	\$6.673	\$0.937
HASS COE	\$5.000	\$5.000	\$0.000
Climate Center	\$0.000	\$5.000	\$5.000
PNT/GNSS/GPS	\$20.000	\$3.000	-\$17.000
ARPA-I	\$3.226	\$15.000	\$11.774
Transportation and Resiliency Data Program	\$3.000	\$0.000	-\$3.000
Interdisciplinary Transportation Law and Policy	\$0.600	\$0.000	-\$0.600
Implementation of the Ocean Shipping Reform Act	\$0.000	\$5.300	\$5.300
Implementation of Statistical Official Requirements	\$0.000	\$2.750	\$2.750
Climate Change Vulnerability Study	\$0.000	\$4.000	\$4.000
		Net Increase	\$9.161

\$937 thousand increase for research priorities. Funding will advance multimodal research priorities, including stewardship and coordination for existing and new advanced and open research programs authorized in the BIL. This limited funding increase will be utilized to leverage partnership and resources, and advance high-priority projects and initiatives to advance the Administration and multimodal priorities, and to expand the scope to include new BIL advanced and open research programs.

\$5 million increase for the **Climate Change Center**. \$1 million will be used for the four (4) positions, currently funded with carryforward balances. . The remaining \$4 million will be used for following activities within the Climate Change Center:

- Climate data and decision support
- Assessment and tool development to improve transportation system resilience
- Building research capacity
- Greenhouse gas emission reduction support tools and data products for DOT, state tribal, and local transportation decisionmakers

\$11.774 million increase for the **Advanced Research Projects Agency – Infrastructure (ARPA-I)** to expand core staff and fund one additional external funding program focused on Safety, Advanced Infrastructure Construction Materials and Methods, and Digital Infrastructure technologies. The Safety Program will be aimed at developing new safety solutions to address

the 43,000 annual roadway fatalities in the United States – solutions that reach beyond traditional infrastructure, vehicle, and pedestrian safety considerations, to find novel and innovative solutions to this persistent and unacceptable loss of life. The Advanced Infrastructure Construction Program will focus on the development of entirely new software-enhanced robotic construction methods to aid in the construction of physical infrastructure including new roads, bridges, and culverts. The Digital Infrastructure Program will develop new technologies for the digital and virtual underpinnings of our transportation system, including the use of AI technologies, from new sensing, automation, communications, and networking to emerging computation technologies. Project teams funded will include academia, industry, and innovators, in partnership with DOT OAs, state and local governments and other federal agencies. The funding will expand the Agency’s build out of the team, from the Director of ARPA-I (to be nominated by the President and confirmed by the Senate) to program directors and operations staff. This funding will cover other business and operating costs that include project management and oversight costs, as well as contract expenses for communications, outreach and other business and operating functions, to support the operations of the Agency.

\$5.3 million increase for the **Bureau of Transportation Statistics** for the implementation of the **Ocean Shipping Reform Act**. This is a new initiative to design and implement the new data collection required by the Ocean Shipping Reform Act (P.L. 117-146, June 16, 2022; Sec. 16, “Dwell Time Statistics”). The funding will cover all estimated needs include IT development, data acquisition, data processing, quality assurance, confidentiality protection, and program management. Two positions will manage the program.

\$2.75 million increase for the **Bureau of Transportation Statistics** to continue and advance the maturity of the **Statistical Official Requirements** under the Evidence Act for research contracts on statistical methods and policies that the Statistical Official would use in advising the Department. Under the Evidence Act under 5 USC § 314, DOT has designated the BTS Director as the DOT Statistical Official who directs and coordinates statistical policy for the Department, oversees the development of the Department data quality standards and confidentiality standards to safeguard sensitive information, and advises the Department on the validity of statistical techniques and conclusions.

\$4 million increase for the **US DOT Climate Change Center** to conduct a **Climate Change Vulnerability Study** to develop methods and tools to improve the ability of transportation infrastructure asset owners in all modes to assess the climate change vulnerability of their assets and projects, identify evidence-based approaches to resilience improvements, and estimate their financial risks associated with the impact of climate change. This study will be conducted in coordination with the modes and BTS and build on the BTS Roadmap for the National Transportation Vulnerability and Resilience Data Program. This work will inform other DOT climate resilience activities, such as the National Transportation System Vulnerability Assessment, the White House Assessment of Climate-Related Financial Risk, implementation of the White House Climate-Smart Infrastructure and Implementation Guidance for the Disaster Resiliency Planning Act memorandum (M-24-03), and DOT Climate Adaptation Plan implementation.

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

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

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

FUNDING LEVELS

ITEM	AMOUNT	FTPs	FTEs
FY 2024 CR Annualized + FY 2024 ATB's	\$53,772	65	58
<u>Adjustments to Base</u>			
Annualization of Prior Pay Raises	\$137	0	0
Annualization of Positions Previously Requested	\$0	0	0
FY 2025 Pay Raises	\$162	0	0
Compensable Day(s) Change	\$0	0	0
GSA Rent	\$0	0	0
Working Capital Fund Changes	\$1,876	0	0
FERS Changes	\$0	0	0
Award Changes	\$0	0	0
Inflation and Other Adjustments to Base	-\$3,178	0	0
Subtotal Adjustments to Base	-\$1,003	0	0
FY 2025 Baseline Estimate	\$52,769	65	58
Program Changes (+/-):	\$9,161	23	18
FY 2025 Request	\$61,930	88	76

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

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	354,827	348,554	423,000
TOTAL	354,827	348,554	423,000

STAFFING

Direct FTPs	0	0	0
Direct FTEs	0	0	0

Appropriations Language

PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)

In addition to funds made available from any other source to carry out the essential air service program under sections 41731 through 41742 of title 49, United States Code, \$423,000,000, to be derived from the Airport and Airway Trust Fund, to remain available until expended: Provided, That in determining between or among carriers competing to provide service to a community, the Secretary may consider the relative subsidy requirements of the carriers: Provided further, That basic essential air service minimum requirements shall not include the 15-passenger capacity requirement under section 41732(b)(3) of title 49, United States Code: Provided further, That amounts authorized to be distributed for the essential air service program under section 41742(b) of title 49, United States Code, shall be made available immediately from amounts otherwise provided to the Administrator of the Federal Aviation Administration: Provided further, That the Administrator may reimburse such amounts from fees credited to the account established under section 45303 of title 49, United States Code.

Note.—A full-year 2024 appropriation for this account was not enacted at the time the Budget was prepared; therefore, the Budget assumes this account is operating under the Continuing Appropriations Act, 2024 and Other Extensions Act (Division A of Public Law 118–15, as amended). The amounts included for 2024 reflect the annualized level provided by the continuing resolution.

Program and Performance Statement

Through 1997, the Essential Air Service (EAS) Program was funded from the Airport and Airway Trust Fund. Starting in 1998, the Federal Aviation Administration reauthorization funded the program as a mandatory program supported by overflight fees under the EAS and Rural Airport Improvement Fund. In addition to mandatory funding supported by overflight fees, direct appropriations from the Airport and Airway Trust Fund to Payments to Air Carriers have been enacted every year beginning in 2002 to meet the needs of the Essential Air Service Program.

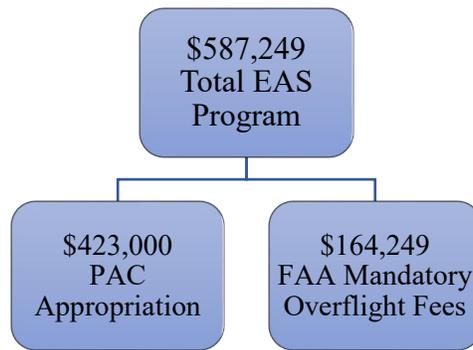
Detailed Justification for Payments to Air Carriers

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

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

The FY 2025 Budget proposes an overall program funding level at \$587 million, with the breakdown between PAC and EAS dependent on FAA estimates for overflight fees:

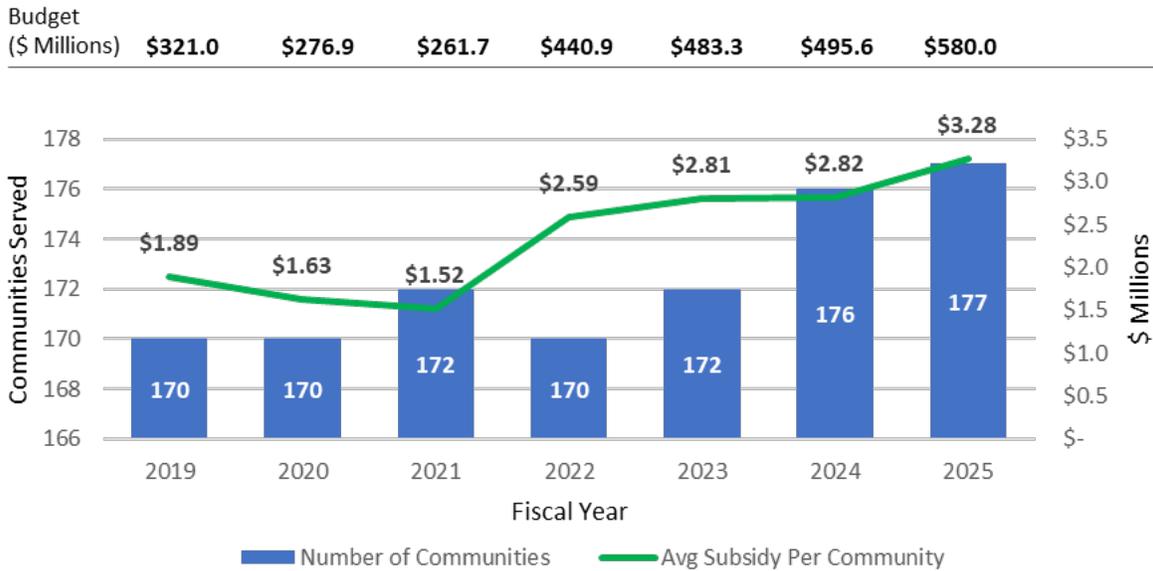
(\$000)



EAS was established at the time the Airline Deregulation Act (Act) passed in 1978. Under the Act, eligible communities would continue to receive scheduled service to a hub airport - by federally subsidized flights, if necessary, for 10 years. The Program was later extended for another 10 years, then the sunset date was lifted, making the Program permanent, subject to appropriations. The mandatory component of EAS was made permanent in 1996 and the discretionary PAC component of EAS is authorized through March 8, 2024. As of July 31, 2023, 176 communities across the country, including 65 in Alaska, receive subsidized scheduled air service, including 13 of those that receive assistance through the Alternate Essential Air Service (AEAS) Program through grant agreements with the Department of Transportation (DOT).

The chart below provides a historical view of the annual EAS budget (appropriation and overflight fees) and the number of communities subsidized:

EAS Subsidies by Year



In October 2014, DOT issued a notice of enforcement policy that announced how DOT intended to enforce compliance with the requirements of DOT and Related Agencies Appropriations Act, 2000 which prohibits DOT from subsidizing EAS to communities located within the 48 contiguous states receiving per passenger subsidy amounts exceeding \$200, unless the communities are located more than 210 miles from the nearest large or medium hub airport. In addition, communities not in Alaska and Hawaii that are within 175 miles of the nearest large or medium hub airport are required to maintain 10 enplanements per service day.

In December 2020, using data from FY 2019, DOT issued an order finalizing its annual compliance measurement and enforcement proceeding. The order granted mandatory statutory waivers to 12 communities under Section 426(d)(1) of Public Law 112-95, as added by Section 458 of Public Law 115-254, and granted discretionary waivers to two other communities.

For fiscal years 2020 and 2021, Congress suspended compliance with the \$200 per passenger subsidy cap, the 10-enplanement per service day requirement, and the \$1,000 per passenger subsidy cap under the Consolidated Appropriations Act, 2021, P.L. 116-260. For Fiscal Year 2022 by the Consolidated Appropriations Act, P.L. 117-103 Congress again suspended compliance with all three requirements for fiscal year 2023, by the Consolidated Appropriations Act, 2023, P.L. 117-328. For fiscal year 2024, Congress again suspended compliance by the Continuing Appropriations and Other Extensions Act, 2024, Pub. L. No. 118-15. Compliance with these eligibility requirements will resume at the beginning of fiscal year 2025.

FY 2024 Anticipated Accomplishments:

- Provide uninterrupted service to approximately 176 communities;
- Continue to focus on cost control through the selection of best value awards, air carrier, and community support;

- Continue outreach with stakeholders, including all EAS communities, Alaska Air Carriers Association, and hub airports, and;

Funding Changes:

The FY 2025 budget request includes changes to fund: (1) the 2024 out-year effects of the 5.2 percent pay raise; (2) a proposed 2 percent pay raise in 2025; and (3) inflation and other adjustments to base.

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

Eligible communities will continue to receive subsidized scheduled air service. The table on the following pages shows all subsidized EAS communities as of January 1, 2024, at annual subsidy rates as awarded by DOT, assuming 100 percent completion by air carriers, with anticipated increases included. Given the general inflationary pressures and cost increases, DOT is seeking approximately 9.5 percent more funding over FY 2024. DOT continues to receive proposals with substantial annual subsidy increases over the prior contract, in many cases 100 percent or more, especially for communities served by regional jet aircraft which are increasingly more expensive to operate given labor rate increases. This is expected to continue well into FY 2025 as the industry evolves following the end of the COVID-19 public health emergency in May 2023.

In addition to the communities on the following pages, it is possible there may be adjustments in Alaska and Hawaii (newly subsidized communities as provided by statute, or unsubsidized service through air carrier proposals). On June 5, 2023, the Department was notified that four communities in Alaska would be returning to subsidized service having previously received unsubsidized service, increasing the total number of communities receiving subsidized scheduled air service to 176. Those four communities are estimated to need \$2.3 million in annual subsidies (total), and are reflected in the follow table. On December 8, 2023, the Department was served with a notice of intent to terminate service from the sole air carrier serving Lanai, Hawaii. The Department will begin a search for replacement service, and we roughly estimate \$2 million in annual subsidy will be needed.

**EAS communities with annual subsidies at 100% completion,
As of January 1, 2024, and anticipated increases**

<u>EAS Community*</u>	<u>EAS Amount</u>	<u>EAS Community*</u>	<u>EAS Amount</u>
Alaska			
Adak	\$2,305,201	Manokotak	\$488,000
Adak (freighter)	\$506,194	May Creek	\$173,111
Akhiok	\$241,728	McCarthy	\$173,111
Akutan (fixed-wing)	\$1,550,110	McGrath	\$735,211
Akutan (helicopter)	\$1,040,113	Metlakatla	\$539,418
Amook Bay	\$38,901	Minto	\$50,746
Angoon	\$142,843	Moser Bay	\$38,901
Atka	\$1,544,518	New Stuyahok	\$575,000
Central	\$225,982	Nikolski	\$469,629
Chignik	\$398,246	Olga Bay	\$38,901
Chignik Lake	\$398,246	Pelican	\$578,820
Chisana	\$105,389	Perryville	\$839,364
Circle	\$225,982	Petersburg	\$2,548,507
Clark's Point	\$255,000	Petersburg (freighter)	\$237,794
Cordova	\$4,453,949	Pilot Point	\$206,317
Cordova (freighter)	\$44,586	Port Alexander	\$131,118
Diomedede	\$718,900	Port Bailey	\$38,901
Egegik	\$195,801	Port Heiden	\$321,616
Ekwok	\$92,051	Port Williams	\$38,901
Elfin Cove	\$329,352	Seal Bay	\$38,901
Excursion Inlet	\$36,657	Skwentna	\$41,368
False Pass	\$261,909	South Naknek	\$176,152
Gulkana	\$275,518	St. George	\$1,240,584
Gustavus	\$417,709	St. Paul Island	\$2,864,944
Healy Lake	\$141,664	Tatitlek	\$187,370
Hydaburg	\$392,083	Tenakee	\$157,447
Igiugig	\$215,738	Twin Hills	\$251,899
Kake	\$449,818	Uganik	\$38,901
Karluk	\$394,221	Ugashik	\$206,317
King Cove	\$675,792	West Point	\$38,901
Kitoy Bay	\$38,901	Wrangell	\$2,720,081
Koliganek	\$955,000	Wrangell (freighter)	\$257,610
Lake Minchumina	\$170,880	Yakutat	\$4,483,093
Lazy Bay/Alitak	\$38,901	Yakutat (freighter)	\$42,838
Levelock	\$165,134	Zachar Bay	\$38,901
Manley Hot Springs	\$50,746		

<u>EAS Community*</u>	<u>EAS Amount</u>	<u>EAS Community*</u>	<u>EAS Amount</u>
Alabama		Kansas	
Muscle Shoals	\$3,082,249	Dodge City	\$6,350,629
Arizona		Garden City	\$1,233,055
Page	\$4,398,924	Hays	\$4,678,678
Prescott	\$5,973,644	Liberal	\$5,575,979
Show Low	\$2,073,291	Salina	\$6,821,945
Arkansas		Kentucky	
El Dorado	\$3,507,834	Owensboro	\$5,721,545
Harrison	\$3,847,324	Paducah	\$5,610,762
Hot Springs	\$2,980,818	Maine	
Jonesboro	\$2,330,249	Augusta	\$3,364,318
California		Bar Harbor	\$3,826,785
Crescent City	\$3,708,811	Presque Isle	\$11,096,063
El Centro	\$2,965,415	Rockland	\$3,678,098
Merced	\$3,845,238	Michigan	
Colorado		Alpena	\$5,556,256
Alamosa	\$5,349,833	Escanaba	\$6,983,527
Cortez	\$6,541,623	Hancock/Houghton	\$6,849,997
Pueblo	\$3,037,652	Iron Mountain	\$7,563,218
Georgia		Ironwood	\$7,292,376
Macon	\$4,687,979	Manistee	\$4,381,771
Hawaii		Muskegon	\$4,078,043
Hana	\$1,076,261	Pellston	\$2,385,180
Kalaupapa	\$1,497,636	Sault Ste. Marie	\$7,684,354
Kamuela	\$839,135	Minnesota	
Lanai (estimate)	\$2,000,000	Bemidji	\$1,921,005
Illinois		Brainerd	\$6,073,394
Decatur	\$6,048,176	Hibbing	\$4,009,933
Marion	\$5,709,710	International Falls	\$6,540,044
Quincy	\$4,147,821	Thief River Falls	\$6,097,554
Iowa		Mississippi	
Burlington	\$3,519,794	Greenville	\$3,006,956
Fort Dodge	\$7,028,720	Hattiesburg/Laurel	\$5,632,040
Mason City	\$5,425,000	Meridian	\$3,879,905
Sioux City	\$6,135,381	Tupelo	\$3,887,625
Waterloo	\$7,464,242		

<u>EAS Community*</u>	<u>EAS Amount</u>	<u>EAS Community*</u>	<u>EAS Amount</u>
Missouri		Oregon	
Cape Girardeau	\$5,541,245	Pendleton	\$3,948,585
Fort Leonard Wood	\$4,494,639	Pennsylvania	
Joplin	\$4,282,064	Altoona	\$4,280,002
Kirksville	\$5,724,153	Bradford	\$2,932,105
Montana		DuBois	\$3,396,147
Butte	\$1,007,259	Johnstown	\$3,529,918
Glasgow	\$2,719,975	Lancaster	\$2,997,129
Glendive	\$2,874,243	Puerto Rico	
Havre	\$2,849,018	Mayaguez	\$1,745,659
Sidney	\$6,002,320	South Dakota	
West Yellowstone	\$3,351,023	Aberdeen	\$3,306,799
Wolf Point	\$2,902,953	Pierre	\$5,862,708
Nebraska		Watertown	\$6,458,695
Alliance	\$3,460,533	Tennessee	
Chadron	\$3,613,295	Jackson	\$2,675,915
Grand Island	\$5,050,000	Texas	
Kearney	\$7,706,303	Victoria	\$5,739,928
McCook	\$2,970,261	Utah	
North Platte	\$5,861,276	Cedar City	\$2,569,510
Scottsbluff	\$5,417,929	Moab	\$6,400,457
New Hampshire		Vernal	\$6,913,907
Lebanon	\$5,388,373	Vermont	
New Mexico		Rutland	\$2,798,612
Carlsbad	\$3,565,197	Virginia	
Clovis	\$4,902,981	Staunton	\$5,469,730
Silver City	\$4,929,311	West Virginia	
New York		Beckley	\$2,827,968
Massena	\$5,431,185	Clarksburg	\$5,567,524
Ogdensburg	\$4,931,190	Lewisburg (Greenbrier)	\$6,031,670
Plattsburgh	\$4,187,568	Morgantown	\$3,355,688
Saranac Lake	\$2,715,826	Parkersburg	\$2,134,573
Watertown	\$7,298,978	Wisconsin	
North Dakota		Eau Claire	\$6,460,988
Devils Lake	\$7,856,676	Rhineland	\$6,766,729
Dickinson	\$3,503,110	Wyoming	
Jamestown	\$6,806,706	Cody	\$1,017,314
		Laramie	\$4,625,040

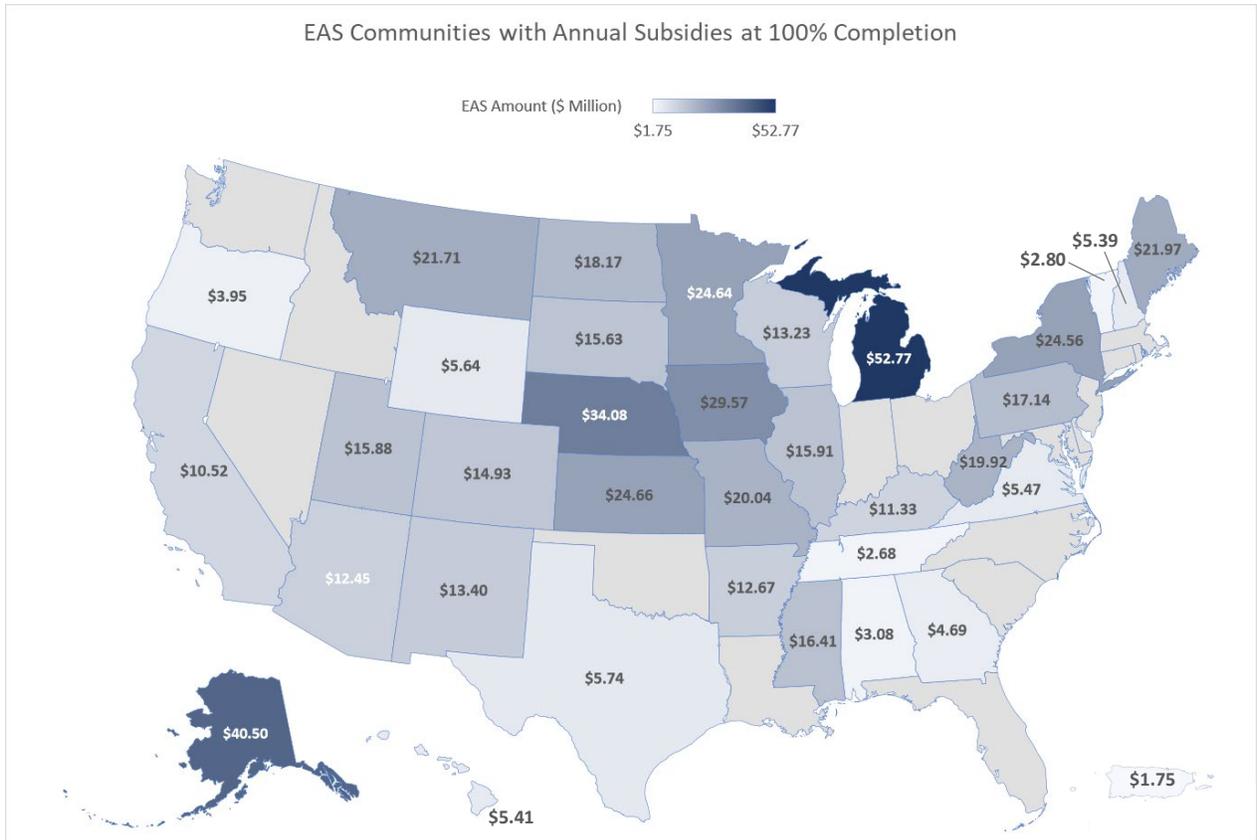


EXHIBIT III-1a
OFFICE OF THE SECRETARY OF TRANSPORTATION
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

FUNDING LEVELS

ITEM	AMOUNT	FTPs	FTEs
FY 2024 CR Annualized + FY 2024 ATB's	\$348,554	0	0
<u>Adjustments to Base</u>			
Annualization of Prior Pay Raises	\$0	0	0
Annualization of Positions Previously Requested	\$0	0	0
FY 2025 Pay Raises	\$0	0	0
Compensable Day(s) Change	\$0	0	0
GSA Rent	\$0	0	0
Working Capital Fund Changes	\$0	0	0
FERS Changes	\$0	0	0
Award Changes	\$0	0	0
Inflation and Other Adjustments to Base	\$0	0	0
Subtotal Adjustments to Base	\$0	0	0
FY 2025 Baseline Estimate	\$348,554	0	0
Program Changes (+/-):	\$74,446	0	0
FY 2025 Request	\$423,000	0	0

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

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	9,175	9,484	9,175
Programs	15,825	15,825	15,825
TOTAL	25,000	25,309	25,000

STAFFING

Direct FTPs	0	0	0
Direct FTEs	0	0	0

Appropriations Language

THRIVING COMMUNITIES
(INCLUDING TRANSFER OF FUNDS)

For necessary expenses for a thriving communities program, \$25,000,000, to remain available until September 30, 2027: Provided, That the Secretary of Transportation shall make such amounts available for technical assistance and cooperative agreements to develop and implement technical assistance, planning, and capacity building to improve and foster thriving communities through transportation improvements: Provided further, That the Secretary may enter into cooperative agreements with philanthropic entities, non-profit organizations, other Federal agencies, State or local governments and their agencies, Indian Tribes, or other technical assistance providers, to provide such technical assistance, planning, and capacity building to State, local, or Tribal governments, United States territories, metropolitan planning organizations, transit agencies, or other political subdivisions of State or local governments: Provided further, That to be eligible for a cooperative agreement under this heading, a recipient shall provide assistance to entities described in the preceding proviso on engaging in public planning processes with residents, local businesses, non-profit organizations, and to the extent practicable, philanthropic organizations, educational institutions, or other community stakeholders: Provided further, That such cooperative agreements shall facilitate the planning and development of transportation and community revitalization activities supported by the Department of Transportation under titles 23, 46, or 49, United States Code, the Infrastructure Investment and Jobs Act (Public Law 117-58), or this Act that increase mobility, reduce pollution from transportation sources, expand affordable transportation options, facilitate efficient land use, preserve or expand jobs, improve housing conditions, enhance connections to health care, education, and food security, or improve health outcomes: Provided further, That the Secretary may prioritize assistance provided with amounts made available under this heading to communities that have disproportionate rates of pollution and poor air quality, communities experiencing disproportionate effects (as defined by Executive Order No. 12898), areas of persistent poverty as defined in section 6702(a)(1) of title 49, United States

Code, or historically disadvantaged communities: Provided further, That the preceding proviso shall not prevent the Secretary from providing assistance with amounts made available under this heading to entities described in the second proviso under this heading that request assistance through the thriving communities program: Provided further, That planning and technical assistance made available under this heading may include pre-application assistance for capital projects eligible under titles 23, 46, or 49, United States Code, the Infrastructure Investment and Jobs Act (Public Law 117–58), or this Act: Provided further, That the Secretary may retain amounts made available under this heading for the necessary administrative expenses of (1) developing and disseminating best practices, modeling, and cost-benefit analysis methodologies to assist entities described in the second proviso under this heading with applications for financial assistance programs under titles 23, 46, or 49, United States Code, the Infrastructure Investment and Jobs Act (Public Law 117–58), or this Act and (2) award, administration, and oversight of cooperative agreements to carry out the provisions under this heading: Provided further, That such amounts and payments as may be necessary to carry out the thriving communities program may be transferred to appropriate accounts of other operating administrations within the Department of Transportation.

Note.—A full-year 2024 appropriation for this account was not enacted at the time the Budget was prepared; therefore, the Budget assumes this account is operating under the Continuing Appropriations Act, 2024 and Other Extensions Act (Division A of Public Law 118–15, as amended). The amounts included for 2024 reflect the annualized level provided by the continuing resolution.

Program and Performance Statement

The Thriving Communities Program will advance transformative investment in underserved and overburdened communities by providing technical assistance using a coordinated placebased approach that strengthens local capacity to develop and execute infrastructure projects.

Detailed Justification for Thriving Communities Program

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

The Thriving Communities Program, which is administered by the Build America Bureau, provides technical assistance and capacity-building resources to enable smaller and under resourced communities to create and execute a pipeline of transformative projects. The Thriving Communities Program is closely aligned with DOT’s Strategic Plan for FY 2022-2026. The program focuses on leveraging planning; project development and transportation projects that serve community and economic development goals; and projects that promote community revitalization, infrastructure investments, urban place-making, and local and economic hiring preferences to support community wealth building in economically disadvantaged communities within a broader region.

Building on the efforts from prior years, the Thriving Communities Program will continue to help disadvantaged urban, rural, and tribal communities effectively advance and successfully deliver transformative infrastructure projects. Types of capacity-building support may include identifying potential project funding opportunities, supporting predevelopment planning, building organizational capacity, establishing innovative funding tools, and advancing regional economic development strategies. The Thriving Communities Program ensures that the federal investments in infrastructure, clean energy, and jobs funded through the Bipartisan Infrastructure Law (BIL) and Inflation Reduction Act of 2022 are supplemented with a community-driven approach that leverages the knowledge and experience of local community residents, elected officials, and community leaders as agents of change. It also ensures local governments, which are closest to their constituents have greater capacity to deliver needed projects, without relying on Washington, DC.

Many disadvantaged communities lack the capacity-building resources needed to develop, apply for, and deliver infrastructure projects. With additional capacity, disadvantaged communities will be better positioned to identify and advance infrastructure projects that meet critical community needs. The Thriving Communities Program will coordinate with and leverage other federal place-based technical assistance and capacity-building initiatives through the federal [Thriving Communities Network](#) to provide comprehensive support to selected recipient communities. This includes alignment with the National Surface Transportation and Innovative Finance Bureau, Regional Infrastructure Accelerator, Rural and Tribal Technical Assistance Pilot Program, and Reconnecting Communities Institute at USDOT in addition to federal technical assistance initiatives such as Rural Partners Network, Energy Communities, among other identified programs.

Program Structure. Within DOT, the Thriving Communities Program operates as follows:

- **Cooperative Agreements:** Through existing authorities, the project management office leverages cooperative agreements with philanthropic entities, non-profit organizations, other federal agencies, state or local governments and their agencies, Indian Tribes, or other technical assistance providers, to provide technical assistance, planning, and capacity-building to state, local, or Indian tribes, U.S. territories, metropolitan planning organizations, transit agencies, or other political subdivisions of state or local

governments, including in rural areas. The cooperative agreements will facilitate the planning and development of transportation and community revitalization activities supported by DOT under Titles 23, 46, and 49, United States Code, that increase mobility, reduce pollution from transportation sources, expand affordable transportation options, facilitate efficient land use, preserve or expand jobs, improve housing conditions, enhance connections to health care, education, and food security, or improve health outcomes.

- **Community Empowerment Teams:** Community Empowerment Teams — composed of state or regional technical assistance partnerships including state Departments of Transportation or Metropolitan Planning Organizations — will work directly with state, local, or Indian tribes, United States territories, metropolitan planning organizations, transit agencies, or other political subdivisions of state or local governments, including in rural areas. Technical assistance for communities is delivered through national capacity builders providing in-depth support over a two-year period to selected communities and through regionally located Community Empowerment Teams available to provide more targeted interventions. These teams bring a combination of state and local knowledge in the areas of community outreach and planning, civil rights, grants requirements, and project delivery experience, and will work with underserved communities to assist in project development, planning, public outreach, financing, and delivery of critical infrastructure projects. Additionally, these teams will be supported through cooperative agreements from the Thriving Communities Program to offer new types of technical assistance supporting multiple communities within a specific geographic region to ensure consistency with broader regional or statewide plans.

DOT Navigator: Utilizing web-based platforms and technologies, the DOT Navigator provides information to help potential applicants and new grantees successfully navigate the federal grant application process and access technical assistance resources to support project development, design, and delivery of local infrastructure projects that align with the goals of the Thriving Communities Program. Through existing authorities, the Project Management Office will contract services to develop tools for the Navigator that make it easier for low-resource and disadvantaged communities to identify and respond to DOT funding opportunities, such as digital tools to better match potential projects to funding opportunities and interactive maps.

Interagency Thriving Communities Network. Community Empowerment teams and Thriving Communities capacity-building providers are supported by the interagency Thriving Communities Network to align federal agency efforts on the ground operating out of federal, regional, and division offices and existing hubs embedded into the community, such as community centers and colleges, town halls, churches, and drop-in centers.

FY 2024 Anticipated Accomplishments:

- The Thriving Communities Program will continue existing work funded in FY 2022 and FY 2023 while also expanding its program offerings. In FY 2024, the initial four capacity builders funded through the FY 2022 program will be finalizing technical assistance to the 64 communities selected for the program’s initial cohort. In FY 2023, DOT funded an additional three national capacity builder teams and an

additional number of Regional Pilots supported through the community empowerment teams providing support to an additional 50 communities to advance transportation projects seeking FY 2024 DOT discretionary grant funding.

- As a program dedicated to improving infrastructure in overburdened communities, over 80% of participants are federally identified disadvantaged communities. Rural and tribal communities have also received substantial support through the program, comprising over 40% of those communities selected for support. Disadvantaged Business Enterprises and Community Based Organizations play a key role in nearly all contracted capacity builders and consultants.
- *Economic Strength* is a key part of the Thriving Communities Program. Recipient communities experience substantial impacts, strengthening their capacity to effectively access federal financial assistance. By delivering transformational infrastructure projects, communities will increase economic viability, reduce transportation cost burden, and improve access to good paying jobs and business opportunities. In FY 2024, the Thriving Communities Program will connect recipient communities to a variety of ancillary funding sources, including public, private, and philanthropic partnerships. Thriving Communities Program recognizes the importance of aligning local partners and diverse funding streams with projects that advance the implementation of local community mobility, access, climate, and community development goals, and regional or statewide plans.
- The Thriving Communities Program is an important step toward DOT *Organizational Excellence* because it advances DOT’s mission within disadvantaged communities, providing them with capacity-building resources that better position them to compete for federal aid and advance projects that deliver a broad set of transportation, climate, equity, housing, economic, and other community benefits.
- Through the Thriving Communities Program, DOT provides a customer-focused technical assistance model to accelerate project delivery and improve access to and management of federal funding and innovative financing. In FY 2024, the Innovative Finance Bureau will create a coordinated intake process, including a community self-assessment, to help interested disadvantaged communities to apply for and receive technical assistance aligned with the goals of the Thriving Communities Program and enhanced project delivery. The goal of the self-assessment is to help communities identify eligibility for specific programs or grants and the types of support needed. The results of these self-assessments will also be used to build out a more coherent structure for technical assistance offered at the Build America Bureau, including the Reconnecting Communities, Thriving Communities, and Rural and Tribal Assistance programs.
- The DOT Navigator, launched in 2022, was further enhanced in FY 2023 and FY 2024 to provide real-time, tailored technical assistance support to communities looking to access the Department’s existing technical assistance and grant application resources.

Funding Changes:

The FY 2025 budget requests **\$25 million** in funding for direct technical assistance to communities by leveraging a combination of cooperative agreements and local place based interagency community empowerment teams.

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

Thriving Communities is necessary because American communities are not yet equally capable to design and deliver transportation infrastructure projects. By providing direct, no cost assistance, more communities will be able to leverage the generational resources provided in the BIL. Over half of those communities provided support through the FY 2022 Thriving Communities Program submitted successful applications for funding or secured other types of funding to advance projects. For instance, the City of Anaheim, CA; Brockton, Massachusetts; Charlotte, North Carolina; Suffolk County, New York; Albuquerque, New Mexico; Rhode Island Public Transit; Standing Rock Sioux Tribe; and Shoalwater Bay Indian Tribe each received FY 2023 RAISE grants totaling over \$124 million in federal funding. A small investment of technical assistance support can help leverage millions of dollars in federal and private funding for projects that provide the American public with improved infrastructure. With transformational investment, some communities may be able to move the needle enough to no longer be considered disadvantaged.

Continued funding for the Thriving Communities Program in FY 2025 will enable DOT to support new and ongoing technical assistance to localities, ensuring that at least one community is being supported in each U.S. state and territory, and deepen support in many states to ensure both urban and rural low-capacity communities are provided support to advance critical infrastructure projects. Absent this funding, no additional communities may be able to receive this type of targeted and comprehensive technical assistance.

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

FUNDING LEVELS

ITEM	AMOUNT	FTPs	FTEs
FY 2024 CR Annualized + FY 2024 ATB's	\$25,309	0	0
<u>Adjustments to Base</u>			
Annualization of Prior Pay Raises	\$0	0	0
Annualization of Positions Previously Requested	\$0	0	0
FY 2025 Pay Raises	\$0	0	0
Compensable Day(s) Change	\$0	0	0
GSA Rent	\$0	0	0
Working Capital Fund Changes	\$0	0	0
FERS Changes	\$0	0	0
Award Changes	\$0	0	0
Inflation and Other Adjustments to Base	-\$309	0	0
Subtotal Adjustments to Base	-\$309	0	0
FY 2025 Baseline Estimate	\$25,000	0	0
Program Changes (+/-):	\$0	0	0
FY 2025 Request	\$25,000	0	0

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

FUNDING LEVELS	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	-	-	5,310
TOTAL	-	-	5,310

STAFFING

Direct FTPs	0	0	0
Direct FTEs	0	0	0

Appropriations Language

ELECTRIC VEHICLE FLEET

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses for the Department's transition to the General Services Administration's leased vehicle fleet, and for the purchase or lease of zero emission passenger motor vehicles and supporting charging or fueling infrastructure, \$5,310,000, to remain available until expended: Provided, That such amounts are in addition to any other amounts available for such purposes: Provided further, That amounts made available under this heading may be transferred to other accounts of the Department of Transportation for the purposes of this heading.

Program and Performance Statement

The Administration's goal of transitioning to a fully Zero Emission Vehicle (ZEV) federal fleet is being executed by this Program. It oversees the acquisition and deployment of vehicles which are battery electric, plug-in electric hybrid, and hydrogen fuel cell vehicles. It will also ensure to acquire the necessary vehicle charging and refueling infrastructure. These acquisitions are a significant step towards eliminating tailpipe emissions of greenhouse gases (GHG) from DOT's fleet and aligning the fleet operations with the goal of achieving a fully ZEV federal fleet.

Detailed Justification for Electric Vehicle Fleet

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

Pursuant to the requirements in Executive Orders (EO) 14008 *Tackling the Climate Crisis at Home and Abroad* and 14057 *Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability*, the Department of Transportation (DOT) is continuing to transition conventional fuel vehicles to Zero Emission Vehicles (ZEV) in its federal fleet. DOT currently has 323 ZEVs with 4,347 light-duty conventional fuel vehicles left to transition to ZEVs.

DOT's budget supports funding for the acquisition of ZEVs (battery electric, plug-in electric hybrid, and hydrogen fuel cell vehicles) to support mission requirements while also funding the acquisition and installation of vehicle charging and refueling infrastructure for FMCSA, FRA, FHWA, GLS, MARAD, NHTSA, OIG, PHMSA and OST.

To ensure effective and efficient deployment of ZEVs, DOT will continue to use iterative multi-year planning to reflect the latest key information regarding mission requirements, vehicle model availability, and relevant costs.

The Electric Vehicle Fleet account supports the Climate and Sustainability goal of DOT's Strategic Plan for Fiscal Year 2022-2026 which ensures that transportation plays a central role in the solution of tackling the climate crisis, reducing greenhouse gas emissions and transportation-related pollution to build a more resilient transportation system and protect communities. DOT will continue to optimize fleet composition by acquisitioning zero emission vehicles which will also serve as a foundation to achieve the President's ZEV goal.

DOT is coordinating these efforts to eliminate tailpipe emissions through the DOT fleet. Integral to this transition is the growth in the number of agency-accessible charging stations. Funding for these DOT ZEV activities is part of the FY 2025 President's Budget for ZEVs and charging infrastructure which is contained within the individual agency budgets, including ZEV federal fleet dedicated funds at the General Services Administration (GSA). This investment serves as a down payment to convert approximately 1,400 conventional fuel vehicles to ZEVs over the next 3 years, thereby reducing carbon emissions.

Funding Changes:

The FY 2025 Budget Request is **\$5.31 million** which will fund the acquisition of an estimated 82 ZEVs and the installation of an estimated 259 vehicle charging and refueling infrastructures for the following:

New FY25 Budget				
	Planned EVSE Ports	Total Estimated EVSE Cost	Incremental Cost	ZEV Totals
FHWA	94	\$1,899,332	\$212,461	25
FMCSA	82	\$1,540,000	\$186,966	22
FRA	20	\$150,000	\$135,975	16
FTA	0	\$0	\$0	0
GLS	0	\$0	\$33,994	4
MARAD	14	\$113,333	\$16,997	2
NHTSA	20	\$556,687	\$16,997	2
OIG	0	\$0	\$42,492	5
OST	4	\$21,919	\$16,997	2
OSTR	1	\$20,000	\$0	0
PHMSA	24	\$311,856	\$33,994	4
Total	259	\$4,613,127	\$696,873	82
Total Cost	\$5,310,000			

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

The ZEV program will help significantly reduce tailpipe emissions of GHG from the DOT fleet in accordance with the EOs 14008 and 14057. This action is critical because tailpipe emissions are currently the leading source of GHG emissions that threaten the planet and harm U.S. communities. More importantly, it will allow DOT to continue to advance towards meeting the President’s goal of a fully ZEV federal fleet.

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

FUNDING LEVELS

ITEM	AMOUNT	FTPs	FTEs
FY 2024 CR Annualized + FY 2024 ATB's	\$0	0	0
<u>Adjustments to Base</u>			
Annualization of Prior Pay Raises	\$0	0	0
Annualization of Positions Previously Requested	\$0	0	0
FY 2025 Pay Raises	\$0	0	0
Compensable Day(s) Change	\$0	0	0
GSA Rent	\$0	0	0
Working Capital Fund Changes	\$0	0	0
FERS Changes	\$0	0	0
Award Changes	\$0	0	0
Inflation and Other Adjustments to Base	\$0	0	0
Subtotal Adjustments to Base	\$0	0	0
FY 2025 Baseline Estimate	\$0	0	0
Program Changes (+/-):	\$5,310	0	0
FY 2025 Request	\$5,310	0	0

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

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	4,500	4,500	-
Programs	-	-	-
TOTAL	4,500	4,500	-
<u>STAFFING</u>			
Direct FTPs	0	0	0
Direct FTEs	0	0	0

EXHIBIT III-1a
OFFICE OF THE SECRETARY OF TRANSPORTATION
JOHN A. VOLPE TRANSPORTATION CENTER EXCHANGE BUILDING
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

FUNDING LEVELS

ITEM	AMOUNT	FTPs	FTEs
FY 2024 CR Annualized + FY 2024 ATB's	\$4,500	0	0
<u>Adjustments to Base</u>			
Annualization of Prior Pay Raises	\$0	0	0
Annualization of Positions Previously Requested	\$0	0	0
FY 2025 Pay Raises	\$0	0	0
Compensable Day(s) Change	\$0	0	0
GSA Rent	\$0	0	0
Working Capital Fund Changes	\$0	0	0
FERS Changes	\$0	0	0
Award Changes	\$0	0	0
Inflation and Other Adjustments to Base	-\$4,500	0	0
Subtotal Adjustments to Base	-\$4,500	0	0
FY 2025 Baseline Estimate	\$0	0	0
Program Changes (+/-):	\$0	0	0
FY 2025 Request	\$0	0	0

INDEFINITE
BUDGET
AUTHORITY
ACCOUNTS

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

FUNDING LEVELS	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
Personnel Compensation and Benefits	2,423	2,556	2,553
Travel	7	7	7
Other Costs	1,440	3,641	3,441
Programs	130,262	148,228	158,248
TOTAL	134,132	154,431	164,249

STAFFING

Direct FTPs	14	14	14
Direct FTEs	12	14	14

Program and Performance Statement

The Federal Aviation Reauthorization Act of 1996 (P.L. 104–264) authorized the collection of user fees for services provided by the Federal Aviation Administration (FAA) to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Act permanently appropriated the first \$50 million of such fees for the Essential Air Service (EAS) Program and rural airport improvements. In addition, the FAA Modernization and Reauthorization Act (P.L. 112–95) requires that, in any fiscal year, overflight fees collected in excess of \$50 million will be available to carry out the EAS Program.

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

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	9,509	10,000	10,000
Travel	-	-	-
Other Costs	491	-	-
Programs	240,000	240,000	240,000
TOTAL	250,000	250,000	250,000

STAFFING

Direct FTPs	35	35	35
Direct FTEs	31	35	35

Program and Performance Statement

This account is the program account for Transportation Infrastructure Finance and Innovation Act loans funded by Transportation Investment Generating Economic Recovery Grants under the 2010 and 2011 DOT appropriations acts.

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

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

The Transportation Infrastructure Finance and Innovation Act (TIFIA) Program increases investment through direct loans, loan guarantees, and lines of credit for transportation and certain transit-oriented and public infrastructure projects in the United States. Direct loans can finance up to 49 percent of eligible project costs at an interest rate equal to the U.S. Treasury securities yield on comparable maturities. By policy, the Department of Transportation (DOT) typically finances up to 33 percent.

Congress created the TIFIA Program in the Transportation Equity Act for the 21st Century (TEA-21, P.L. 105-78), with amendments in:

- TEA-21 Restoration Act (Title IX, P.L. 105-206)
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, P.L. 109-59)
- Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141)
- Fixing America's Surface Transportation (FAST) Act (P.L. 114-94)
- Bipartisan Infrastructure Law (BIL) (P.L. 117-58)

The National Surface Transportation and Innovative Finance Bureau (also known as the Build America Bureau or Bureau) executes TIFIA financing for qualified projects. The Build America Bureau serves as the point of coordination for states, municipalities, and project sponsors looking for federal transportation credit assistance. TIFIA eligible applicants include state, tribal, county, and municipal governments; transportation improvement districts; state infrastructure banks; special purpose authorities; and private entities. TIFIA loans may be used for roadways, public transit systems, bridges, bicycle and pedestrian infrastructure, transit vehicles and facilities, intercity rail or bus vehicles and facilities, intermodal connectors, multi-modal terminals, commercial seaports, airports, intelligent transportation systems, and transit-oriented development. TIFIA directly relates to DOT strategic goals around safety, climate and sustainability, and economic strength. Recent loans are advancing safety improvements on rural two-lane roads, mobility options for disadvantaged communities, greenhouse gas emissions reductions and alternative fueling infrastructure, and economic development to revitalize underused public properties.

BIL authorizes \$250 million each year through fiscal year 2026 to fund the TIFIA program. Each dollar typically provides approximately \$35 in credit assistance. In addition, BIL permits eligible recipients to use funds from the Surface Transportation Block Grant, National Highway Performance, Infrastructure for Rebuilding America Grant (INFRA), and Rebuilding American Infrastructure with Sustainability and Equity Grant (RAISE) programs to cover the subsidy and administrative costs of TIFIA credit assistance.

FY 2024 Anticipated Accomplishments:

- The Bureau pipeline of loans in project development and creditworthiness review includes projects for about \$40 billion in infrastructure investment when constructed. The Bureau expects to close 10 to 12 new loans in FY 2024, totaling approximately

\$6 billion in face value. Of these, the Bureau expects to close two loans financing up to 49 percent of eligible project costs, rather than the standard limit of 33 percent.

- The Bureau expects to continue increasing the number of states using the Rural Projects Initiative for underserved communities and undersubscribed rural loans and will continue outreach to tribal governments and underserved communities, using virtual meetings, webinars, and training sessions. The Bureau will also increase the level of technical assistance related to innovative project financing and delivery options.

Funding Changes:

The TIFIA program funding is authorized in the BIL (P.L. 117-58; Sec. 11101(a)(2)) which provides \$250 million each year through fiscal year 2026.

Policy Changes:

\$800,000,000 is provided from repurposed unobligated balances of TIFIA contract authority to fund the national infrastructure project assistance grant program (Mega) under section 6701 of title 49 and for local and regional project assistance grant program (RAISE) under section 6702 of title 49.

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

The TIFIA Program supports the delivery of significant transportation projects throughout the United States. It also facilitates projects that would otherwise be delayed or deferred due to a lack of funding. By stimulating investment in the country's transportation infrastructure, the TIFIA Program improves the economy through job creation, improved mobility, and enhanced transportation options via new eligibilities under BIL for transit-oriented development (TOD), helping American businesses improve productivity and competitiveness, and improving access in rural communities.

Accelerating Project Delivery: One of the most beneficial impacts of TIFIA is the accelerated delivery of transportation infrastructure. TIFIA can expedite the financing and accelerate the delivery of a project that may otherwise not be built for years. In some cases, TIFIA assistance is essential to the viability of a project's financial plan; without the interest cost savings or flexible repayment terms of a TIFIA loan, a given revenue stream may be insufficient to support a given project. In other cases, a public project sponsor may have access to adequate revenue and private capital markets to finance the project, but TIFIA assistance helps advance the project more quickly and at a lower cost, freeing up resources to accomplish other infrastructure projects. TIFIA's streamlined application process implemented under BIL allows sponsors to obtain a faster lending decision.

Stimulating Significant Economic Benefits Including Job Creation: TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and more favorable interest rates than can be found in private capital markets for similar instruments. In this way, the TIFIA Program can help accelerate the delivery of qualified projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. It can also help deliver transformative projects in a timely manner by financing them at low interest rates and flexible terms and conditions. For example, a bundle of electric charging stations or

electric buses can be delivered by TIFIA financing and paid for over time to create economies of scale.

Attracting Private Debt and Equity: In addition to stimulating new revenue streams, TIFIA credit assistance can help attract private debt and equity participation in transportation projects. One such example is Project NEXT, which closed in February 2022. This project involved the extension of the existing Capital Beltway managed lanes to provide additional capacity in the corridor in Northern Virginia under a P3 agreement with the Virginia Department of Transportation. The project's private sponsor contributed over \$260 million in equity, in addition to a \$212 million TIFIA loan approved to fund the project. The balance of project funding came from proceeds of PABs and a SIB loan.

Enhancing Economic Competitiveness: By facilitating projects that would have been delayed or deferred, the TIFIA Program will help modernize our transportation system, which advances communities and helps American businesses compete and grow in the global economy. The TIFIA Program accelerates project delivery by stimulating new revenue streams for transportation projects and attracting private investment. Furthermore, TIFIA funding leverages limited federal funds so that a relatively small federal commitment stimulates a large amount of state, local, and private investment.

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

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	20,000	20,000	20,000
TOTAL	20,000	20,000	20,000

STAFFING

Direct FTPs	0	0	0
Direct FTEs	0	0	0

Program and Performance Statement

The Asset Concessions and Innovative Finance Assistance Grant Program facilitates access to expert services for, and provides grants to state, local, and tribal governments and other entities to enhance their technical capacity to evaluate public-private partnerships in which the private sector partner could assume a greater role in project planning, development, financing, construction, maintenance and operation, including by assisting eligible entities in entering into asset concessions.

Justification for Asset Concessions and Innovative Finance Assistance Grants

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

The Bipartisan Infrastructure Law (BIL) directed the Department of Transportation (DOT) to establish a new program to provide expert services and grants to eligible entities to enhance their technical capacity to identify, evaluate, and develop asset concessions and innovative financing approaches to infrastructure development, delivery, operations, and maintenance. Under this Program, eligible public entities, including states, tribal governments, agencies or instrumentalities of a state or tribal government, units of local governments, special purpose districts, or public authorities can apply for grants to evaluate innovative financing approaches, such as public-private partnerships in which a private sector partner assumes a greater role in project planning, development, financing, construction, maintenance, and operation.

Recipients may use grant funding to (1) build organizational capacity in order to develop, review and enter into an asset concession, or (2) seek the services of qualified and experienced advisory firms to provide project-level planning and financial analysis assistance.

The grants, in either form, may be used for identifying appropriate assets or projects for asset concessions or innovative financing opportunities; conducting analysis, including value-for-money; evaluating options for structure; and use of asset concession payments, project planning, feasibility studies, revenue forecasting, and cost-benefit and other early development activities and analysis.

This Program is located within the Build America Bureau (Bureau) in the Office of the Under Secretary of Transportation. The Bureau is planning to solicit applications via a Notice of Funding Opportunity (NOFO) and will recommend grant recipients to the Secretary based on criteria in the NOFO. The Bureau is conducting a competitive procurement to hire qualified and experienced advisory firms. The Bureau is working to provide services of appropriate expert firms, depending on the needs of the selected grant recipients, or provide funding. The Bureau administers and oversees the Grant Program, tracking and reporting on program performance metrics.

FY 2024 Anticipated Accomplishments:

In FY 2024, the Build America Bureau expects to announce the second round of grant awards and solicit the next round of grant applications.

Funding Changes:

The Asset Concessions and Innovative Finance Grants Program is included in the Bipartisan Infrastructure Law (Public Law 117-58, Division G, Title X, Section 71001), which **provides \$20 million each year through fiscal year 2026.**

This account is subject to a 5.7% reduction for Mandatory Sequestration accounts.

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

Many public transportation project sponsors lack the resources and capacity to identify and screen assets that have the potential for innovative financing solutions. Conducting pre-procurement analysis to identify the optimal means of project procurement, finance, and delivery requires skillsets and resources many public entities do not have, especially those in smaller, underserved, and rural jurisdictions. Consequently, good projects and innovative solutions do not get off the drawing board or are delivered inefficiently or ineffectively.

Asset Concessions will aid public asset owners, particularly those who have not used innovative financing structures, in identifying the optimal means of project delivery, among traditional procurements, public-private partnerships, and other innovative means, which will result in more informed decisions, better allocation of risks, improved efficiency, lower lifecycle costs, and faster project delivery.

In addition, the Bureau will capture and disseminate best practices identified and proven through this program to help inform project sponsors nationwide about their project, procurement, finance, and delivery options. The Bureau will disseminate these best practices through direct technical assistance, regional infrastructure accelerators, the Build America Center, and the partnership between DOT and the University of Maryland Transportation Institute.

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

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	-	-	800,000
TOTAL	-	-	800,000

STAFFING

Direct FTPs	0	0	0
Direct FTEs	0	0	0

Note: Public Law 117-58 Sec 801 of Division J allows for up to 2% of the enacted amount or advanced appropriations amount to be transferred to the Operational Support account (069-X-1732) for administrative expenses such as personnel costs, travel, contracts, etc.

Appropriations Language

NATIONAL INFRASTRUCTURE INVESTMENTS

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses to carry out the national infrastructure project assistance grant program under section 6701 of title 49, United States Code, and the local and regional project assistance program under section 6702 of title 49, United States Code, \$800,000,000, which shall be derived by transfer pursuant to section 125 of this Act and shall remain available until expended: Provided, That the Secretary may retain up to 2 percent of the amounts so transferred, and may transfer portions of such amounts to the Administrators of the Federal Aviation Administration, the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration, the Maritime Administration, and the account identified in section 801 of division J of Public Law 117-58, as amended in section 425 of title IV of division L of Public Law 117-103, to fund the award and oversight of grants and credit assistance made under the programs authorized under section 6701 and 6702 of title 49, United States Code.

Note.—A full-year 2024 appropriation for this account was not enacted at the time the Budget was prepared; therefore, the Budget assumes this account is operating under the Continuing Appropriations Act, 2024 and Other Extensions Act (Division A of Public Law 118-15, as amended). The amounts included for 2024 reflect the annualized level provided by the continuing resolution.

Program and Performance Statement

The National Infrastructure Investments account funds two competitive grant programs for surface transportation infrastructure projects. The National Infrastructure Project Assistance Program, known as the Mega Program, authorized under 49 U.S.C. 6701, provides awards for large-scale highway, freight intermodal or rail, railway-highway safety, intercity passenger rail, and certain transit projects of national or regional significance. The Local and Regional Project Assistance Program, known as the Rebuilding American Infrastructure with Sustainability and Equity Program (RAISE), authorized under 49 U.S.C. 6702, provides awards for highway, transit, rail, port, and other projects that will have a significant local or regional impact and improve transportation infrastructure. The 2025 Budget includes a repurposing of \$800 million in unobligated balances of TIFIA contract authority and Federal-aid Highway program obligation limitation for the RAISE and Mega grant programs.

Detailed Justification for the National Infrastructure Investments Grant Programs

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

Consistent with the Bipartisan Infrastructure Law (BIL), this submission supports the National Infrastructure Project Assistance (section 6701 of title 49) discretionary grant program known as the Mega grants program that funds large-scale projects, as well as the Local and Regional Project Assistance (section 6702 of title 49) discretionary grant program currently known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program under the National Infrastructure Investments (NII) program heading.

National Infrastructure Project Assistance (Mega)

The Mega grants program is authorized in the BIL (Public Law 117-58; Sec. 21201). The BIL (Public Law 117-58, Division J, Title VIII) also includes an advance appropriation of \$1 billion to be appropriated each year through fiscal year 2026 in addition to the amounts made available under Section 21201.

The Mega grant program presents a unique opportunity for the Department to invest in the nation's surface transportation infrastructure, including roads and highways, freight and intercity passenger rail, port infrastructure, and related public transportation facilities. Mega is a national and regional infrastructure grant program that aligns with DOT's Strategic Plan FY 2022-2026 goals of improving safety, applying transformative technology, combating climate change and increasing sustainability, advancing equity, and enhancing our economic strength and global competitiveness.

For example, in North Carolina, the Department is investing Mega funds in the replacement of the Alligator River Bridge on U.S. Highway 64, addressing an economically significant bottleneck and improving resilience to climate change by enhancing a key hurricane evacuation route. In Santa Cruz, the California Department of Transportation is using Mega funding to support a multimodal project that combines highway, transit, and non-motorized infrastructure as part of a comprehensive effort to enhance mobility. To date, the Department has selected 20 projects to receive Mega awards through FY 2024.

The Mega grants fund large projects, including multimodal investments that are often difficult to fund in other mode-specific transportation grant programs. It encourages innovation, cross-jurisdictional partnership, and public-private partnership. As a result, this program is helping to build a robust, more efficient, competitive, cost-effective, and durable transportation system for the taxpayer.

Demand for the Mega grants competition is exceptional; in 2022 DOT received 138 applications requesting more than \$30 billion in funding, and in 2023 DOT received 117 applications requesting \$25 billion in funding, far exceeding the amounts appropriated. These applications, from communities across the country, included all eligible project types (highway, rail, ports, multimodal etc.) for the Mega program. There is a large unmet need for substantial federal discretionary grant investment in Mega projects, with an average award request of approximately

\$220 million and average project size of \$650 million. Large projects with costs greater than \$500 million accounted for more than 60% of the funding requested in both rounds.

The first round (FY 2022 funding) of Mega awards included nine projects of national and regional significance, including the replacement of the I-71/I-73 Brent Spence Bridge between Kentucky and Ohio and the construction of Hudson Yard Concrete Casing in New York, an important first phase of the Hudson Tunnel Replacement project. The second round (FY 2023-FY 2024 funding) includes replacement of the Columbia River Bridge on I-5 between Washington and Oregon and constructs a new container terminal that is not air-draft restricted in Louisiana. Additional funding will allow the department to advance similar transformative projects across the country.

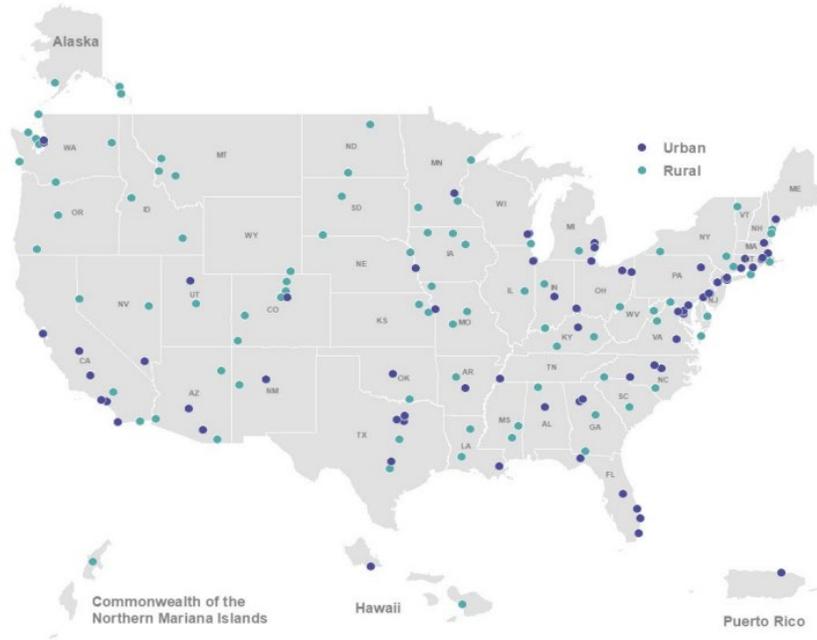
Local and Regional Project Assistance (RAISE)

The RAISE grants program is authorized in the BIL (Public Law 117-58; Sec. 21202). The BIL (Public Law 117-58, Division J, Title VIII) also includes an advance appropriation of \$1.5 billion to be appropriated each year through fiscal year 2026, in addition to the amounts made available under Section 21202.

RAISE supports broad surface transportation projects to state, local, and tribal governments as well as transit agencies and ports across the nation. RAISE funds a range of multimodal projects that address safety, environmental sustainability, mobility, economic competitiveness, quality of life, and state of good repair.

In FY 2023, RAISE received 1,100 eligible applications requesting almost \$15 billion, far exceeding the available funding of \$2.2 billion. RAISE awarded 162 different projects across the nation to projects that advanced the quality of life for residents in numerous communities that have benefited from needed transportation improvements. For the first time in the history of the program, the Department provided all 162 recipients partially prepopulated grant agreements one month after awards were announced.

FY 2023 RAISE AWARDS



https://www.transportation.gov/sites/dot.gov/files/2023-06/RAISE%202023%20Fact%20Sheets_2.pdf

	FY 2022 Stats	
	Mega	RAISE
# of applications received	138 for \$30B	936 for \$13B
average award request	\$220M	\$14M
average project size	\$650M	\$30M

FY 2024 Anticipated Accomplishments:

- Evaluate and award the next round of Mega projects competing for the remaining funding made available by BIL.
- Continue to manage and oversee all RAISE and Mega projects selected to receive funding in prior rounds.
- Prepare all FY 2024 awarded projects for obligation and eventual construction.
- Support technical assistance for project sponsors seeking federal funding and financing from across DOT programs.

- Continue to execute RAISE grant agreements to fully obligate \$983 million awarded to 90 FY 2021 recipients, \$2.245 billion awarded to 166 FY 2022 recipients; and the \$2.26 billion awarded to 162 FY 2023 recipients.
- Oversee implementation of projects previously obligated under the program, including closeout and performance monitoring.
- Execute all funding including soliciting applications and implementing a competitive selection process for FY 2024 RAISE grants by the statutory deadline of June 28, 2024.

Funding Changes:

The BIL (Public Law 117-58, Division J) includes advance appropriations of \$2.5 billion to be appropriated each year through fiscal year 2026. \$1 billion is appropriated for the Mega grant program, and \$1.5 billion is appropriated for the RAISE program.

The request also includes a provision to allow up to \$800 million in unobligated balances of TIFIA contract authority to fund the national infrastructure project assistance grant program (Mega) under section 6701 of title 49 and for local and regional project assistance grant program RAISE under section 6702 of title 49.

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

DOT will use \$2.5 billion in advanced appropriations to award funding for projects that meet the evaluation criteria of both the Mega and RAISE grant programs. An additional \$800 million in funding will strengthen the DOT's capacity to support projects that align best with the programs' criteria.

NII grants assist project sponsors in obtaining support for innovative projects designed to move people and goods, regardless of transportation mode or jurisdictions involved. These projects will create good-paying jobs, stimulate economic growth, enhance supply chains, improve mobility for residents, and ensure safer transportation systems for all users. The portfolio of funded projects includes critical bridge repair and replacement projects; transformative safety improvements on a major urban arterial, a key early phase in the replacement of our country's most significant intercity and regional passenger rail tunnel; and rural infrastructure investments aimed at expanding mobility and accessibility in rural areas.

NII grants enable DOT to examine a broad array of projects based on their merits. This helps to ensure that projects create well-paying jobs, improve safety, incorporate transformative technology, address climate change, and advance equity so that taxpayers receive the highest value for every dollar invested. Also, consistent with the BIL, the program will allow funding of tribal roads maintained by the Bureau of Indian Affairs. By challenging potential grantees to present their strongest plans, DOT receives requests with lower project costs and strongly articulated cases for project benefits. Upon award, DOT attaches a funding deadline, thereby incentivizing grantees' timely and cost-effective project delivery. Once awarded, grantees must leverage performance measurements and outcome tracking to demonstrate the attainment of proposed benefits which is used to inform best practices for future rounds and projects.

REIMBURSABLE ACCOUNTS

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

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	92,903	92,903	92,903
Travel	4,040	4,040	4,040
Other Costs	248,057	248,057	248,057
Programs	-	-	-
TOTAL	345,000	345,000	345,000

STAFFING

Direct FTPs	633	633	650
Direct FTEs	595	570	590

Program and Performance Statement

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

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

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

Within the Department of Transportation (DOT), the John A. Volpe National Transportation Systems Center (Volpe Center) was established to provide multidisciplinary, multimodal transportation expertise on behalf of DOT Operating Administrations (OAs), the Office of the Secretary (OST), and external organizations.

For 50 years, the Volpe Center’s extensive cross-modal partnerships have led to innovative solutions that advance national and global transportation systems for the public good. As a leader in transportation systems, analysis, and innovation, the Volpe Center is flexible and responsive to the needs and strategic goals and priorities of the DOT.

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

The Volpe Center provides a historical perspective and institutional memory that is valuable to DOT and to the broader transportation community. The Volpe Center works to seek synergies across projects and to transfer best practices, lessons learned, findings, and technologies across DOT and beyond. By partnering with key administration and DOT leaders, the Center maintains a central, crosscutting role in DOT and with other key stakeholders, adding value through technical excellence, innovation, and a commitment to public service.

The Volpe Center’s multidisciplinary staff of federal employees work across all modes of transportation and collaborate with federal, state, and local agencies, academia, and industry. Half of the Volpe Center’s federal staff have advanced degrees. The Volpe Center workforce represents an elite corps of experts representing an expansive variety of disciplines ranging from engineering to the physical and social sciences. The technical experts of the Volpe Center anticipate and address challenges and have a sustained impact on advancing national transportation goals.

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

FY 2024 Anticipated Accomplishments:

-
- Supporting safety programs and initiatives across the DOT, including the National Roadway Safety Strategy; efforts to advance the safe integration of new entrants into the National Airspace System; motor carrier safety and analysis; support to transit safety

oversight, risk-based inspection and safety management inspection programs; and rail safety programs to reduce highway-rail grade crossing and trespassing incidents and to plan, execute, and analyze dynamic crash tests.

- Supporting the OAs and offices across DOT and other federal agencies, implementing the provisions of the landmark Bipartisan Infrastructure Legislation.
- Supporting DOT, DOE, and other federal agencies on the transition to electric vehicles to support the build out of a national electric vehicle charging network.
- Supporting the FAA Fueling Aviation’s Sustainable Transition program with the key objective to accelerate the production and use of sustainable aviation fuels and deployment of aviation technology to meet U.S. climate goals and reduce aviation carbon emissions.
- Performing connected, automated vehicle research, analysis and evaluation of advanced technologies across modes including connected and self-driving vehicles, unmanned aerial systems, advanced air mobility and human-systems integration, including ongoing technical support to the Highly Automated Systems Safety Center of Excellence.
- Providing technical support to the Office of the Assistant Secretary for Research and Technology and its responsibilities under Executive Order (EO) 13905, *Strengthening National Resilience Through Responsible Use of Positioning, Navigation, and Timing (PNT) Services*.
- Advancing Space-Based ADS-B and Terminal Flight Data Manager in support of FAA - NextGen transformations that will have an impact at airports nationwide by improving collaboration between airport gates and controllers.

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

The Volpe Center’s work aligns with and advances DOT’s strategic goals for safety, climate and sustainability, and transformation. The Volpe Center delivers key technical support to the OST, DOT OAs, and its customer organizations in several key areas, including:

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

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

<u>FUNDING LEVELS</u>	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
Personnel Compensation and Benefits	62,370	71,673	73,742
Travel	581	598	598
Other Costs	701,274	673,964	652,019
Programs	-	-	-
TOTAL	764,225	746,235	726,359

STAFFING

Direct FTPs	311	327	327
Direct FTEs	272	315	315

Appropriations Language**WORKING CAPITAL FUND**

Note.—A full-year 2024 appropriation for this account was not enacted at the time the Budget was prepared; therefore, the Budget assumes this account is operating under the Continuing Appropriations Act, 2024 and Other Extensions Act (Division A of Public Law 118–15, as amended). The amounts included for 2024 reflect the annualized level provided by the continuing resolution.

Program and Performance Statement

The Working Capital Fund finances common administrative services and other services that are centrally performed in the interest of economy and efficiency. The fund is financed through agreements with the Operating Administrations (OAs) and other customers. In 2025, the Working Capital Fund will likely obligate nearly \$726 million across the DOT, including \$35 million to continue the Department's implementation of a shared services environment for commodity information technology (IT) and administrative investments. The IT shared services initiative will modernize IT across the Department and improve mission delivery by consolidating separate, overlapping, and duplicative processes and functions. In 2025, DOT will continue consolidating commodity IT services across OAs. As a key part of this effort, the Office of the Chief Information Officer will focus on investment-level commodity IT as well as IT security and compliance activities. Utilizing shared services will enable DOT to improve cybersecurity, increase efficiencies, and improve transparency in IT spending.

Detailed Justification for Working Capital Fund

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

The Working Capital Fund (WCF) is a fee-for-service operation that normally receives no direct appropriation; its costs are paid by its customers. In FY 2025, the WCF estimates \$726.36 million in obligations, which includes funding for 327 positions and \$35.28 million to continue the Department of Transportation’s (DOT) implementation of Shared Services.

FY 2025 Working Capital Fund Summary (000s)	
DOT WCF Activities	
Administration	\$212,296
Information Technology	\$248,074
Sub Total	\$460,370
DOT Shared Services	
Administration	\$0
Information Technology	\$35,275
Sub Total	\$35,275
Non-DOT Activities	\$230,714
TOTAL	\$726,359

The WCF is authorized under 49 U.S.C. 327 to support DOT by strategically providing high quality, timely administrative shared services to DOT customers, enabling the Operating Administrations (OAs) to focus on core transportation infrastructure goals. The WCF provides a wide range of technical and administrative shared services. It is a fully self-sustaining organization and must achieve full cost recovery which includes an equitable distribution of overhead and indirect costs.

The WCF facilitates efficiencies by placing policy offices and service providers together in the same organization through the following:

- Making the best use of employee expertise, increasing communication, and reducing costs to the taxpayers;
- Identifying and eliminating redundancies and reducing organizational layers;
- Finding opportunities to integrate infrastructure improvements and assets from Cyber Security Initiatives and other appropriations into the WCF;
- Providing the best value to the government through compliance with the Office of Management and Budget (OMB) and congressional directives to consolidate and deliver services more efficiently; and
- Consolidating OAs’ infrastructures into a single departmental infrastructure to improve service delivery, increase security, and reduce costs.

The two OST offices providing WCF services are:

- The **Office of the Assistant Secretary for Administration (OASA)** prioritizes and deploys resources to provide the financial management for the WCF and departmental services in human resources, security, acquisition and federal acquisitions reporting systems, information services, transportation and facilities, and space management. In addition, the OASA manages the transit benefit program for approximately 130 agencies nationwide.
- The **Office of the Chief Information Officer (OCIO)** manages the delivery of information technology (IT) services to customers, including operating IT infrastructure and asset management that includes e-mail, file and print, enterprise hosting, hardware and software acquisition, help desk and consolidated IT services, as well as configuration and change management support. OAs contract with the OCIO for services and reimburse the WCF for the cost of the services.

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

WCF Services in FY 2025

The following section outlines the activities planned with the resources requested in FY 2025. The section is grouped by the three main programmatic areas: DOT Activities; Shared Services; and Non-DOT Activities.

FY 2025 DOT Activities (000s)	
Administration	\$212,296
Information Technology	\$248,074
Total	\$460,370

Within DOT Activities, there are activities provided through the Office of Administration and the OCIO.

OFFICE OF ADMINISTRATION:

Administration Activities

\$212.296 million

The OASA provides DOT with a competitively priced, comprehensive range of administrative shared services while continuously improving administrative activities to ensure effective performance through the use of best practices. The OASA staff plans, develops, evaluates, and provides support programs in the areas of: security; personnel; organizational and HR development; procurement; employee wellness; occupational health and safety; personal property; mail and copy management; motor pool; parking and transit benefits; graphics; printing, photography, warehousing, distribution, and library services; and space management.

The staff consists of experienced government FTEs and contractors who oversee the technical and business operations. The OASA is expanding its use of the WCF to streamline inefficient reimbursable intra-agency agreements processes and consolidate payments for Departmental Centers of Excellence.

Acquisitions & Procurement Operations

\$8.025 million

This program provides the full range of procurement functions from acquisition planning through contract closeout, including pre-award contract services, post award contract services, simplified acquisition services, and purchase card administration and oversight. This program acts as the servicing procurement office for the Office of the Secretary (OST), Office of the Inspector General, Transportation Safety Institute, and the Surface Transportation Board which is independent of DOT; and does limited procurement work for other customers as requested. Acquisition Services awards between \$200 million and \$250 million in new obligations annually, processing over 1,200 transactions per year. The Office of the Senior Procurement Executive (OSPE) has endorsed the implementation of an IT Acquisition Center of Excellence operated within the Federal Highway Administration (FHWA) that will provide acquisition and contracting support for the procurement of IT hardware, software, and services. This Center of Excellence will be offered through the WCF. The WCF will be used as the payment mechanism for services provided by FHWA. Billing is based on an allocation provided by the service provider, and no WCF Overhead is provided for this service.

Building Security

\$23.362 million

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

Disability Resource Center

\$4.139 million

The Disability Resource Center (DRC) provides a centralized activity to help managers, their employees, and job applicants with disabilities maintain performance and productivity through reasonable accommodations, accessibility support, technical assistance, and inclusion strategies, in accordance with Federal law. The Center uses the shared service model delivered by a team of subject matter experts. Program costs are allocated to the modes based on their national population of staff with adjustments made to exclude certain position series with stringent medical requirements.

DOT Cross Functional Activities

\$2.705 million

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

DOT Property & Space Management

\$5.885 million

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

E-Gov Initiatives **\$2.392 million**

The 24 E-Gov Initiatives serve citizens, businesses, and Federal and state government employees by delivering high-quality services. This business line consolidates over 115 separate DOT interagency agreements into 8 E-Gov Initiative agreements.

Emergency Response Programs **\$1.807 million**

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

Financial Management, Accounting & Administration **\$13.725 million**

The Office of the Assistant Secretary for Administration provides WCF financial administration and guidance and support to the program offices within the WCF, including the OCIO. The financial administration includes budget formulation and execution; financial management and accounting services; and overall management and oversight of the financial operations of the WCF.

Headquarters Services Management **\$6.328 million**

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

HQ Facility Operations & Management **\$76.437 million**

This program manages a diverse and complex mission-essential building management program for the Coleman Mineta DOT Headquarters facility totaling over 1.5 million useable square feet of space, which houses the Secretary of Transportation, seven Operating Administrations, and over 5,500 federal employees and contractors. This request includes \$56.555 million for the consolidated shell rent payment to the General Services Administration which previously was funded by individual modal and OST Offices and DOT funded operating and maintenance costs.

Human Resource Systems **\$25.690 million**

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

Human Resource Services **\$17.296 million**

HR Services provides leadership, guidance, and oversight to all Human Resources programs, specifically Departmental Work Life and Special Programs; Health Services; Human Capital Planning and Solutions; Human Resource Operations; Executive and Political Resources Center; Office of Innovation and Engagement; and DOT’s Automated Staffing Services. These programs offer HR services; leadership development opportunities for supervisors, managers, and leaders; centralized coordination of programs that cross all DOT Operating Administrations and

Secretarial Offices; seminars, resources, and referral support to employees nationwide; health services; and a full range of executive and political resources for operational services.

DOT's Automated Staffing Services Executive Agent (EA) housed within the FHWA and with payments centralized through the WCF, is expanding its service offering to provide centralized classification and personnel action processing for all DOT Operating Administrations.

The expanded DOT Automated Staffing Services along with the FTA Leadership and Supervisory Training Centers of Excellence will be billed through the WCF to Departmental Operating Administrations.

Information & Records Management **\$4.720 million**

Information and Records Management provides a wide range of services to include Dockets Operations servicing as a clearinghouse for rulemaking and non-rulemaking activity; expert visual information and printing consulting including design specifications, multi-media presentations, publications, posters, and plaques and certificates.

Security Operations **\$12.796 million**

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

Substance Abuse Awareness & Testing **\$4.259 million**

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

DOT Transit Benefit Program **\$1.382 million**

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

Unemployment Compensation **\$1.348 million**

The Department of Labor (DOL) requires a central billing point in each cabinet agency for the unemployment costs of employees. The Working Capital Fund accepts unemployment compensation charges from the Department of Labor and bills each OA for their costs through a centralized billing service. DOL bills the Department of Transportation on a quarterly basis for their unemployment charges.

CHIEF INFORMATION OFFICER:

Information Technology Activities **\$248.074 million**

The OCIO has responsibility for the management and administration of the IT Shared Services portion of the Department's WCF organization, including the infrastructure known as the

common operating environment (COE). This includes telecommunications, messaging, directory services, a fully consolidated DOT headquarters network, service desk, and related support. The OCIO provides the Department with a single source for competitively priced, comprehensive range of IT services while continuously improving the technology and safety of the IT infrastructure for the Department. WCF OCIO provides expertise to the Department with state-of-the-market technical expertise, institutional IT knowledge, and historical data that is not readily available from other sources. The OCIO works to remediate common cybersecurity vulnerabilities and weaknesses through WCF-funded strategies.

OCIO continues to implement the approved reprogramming and reorganization that was based on an extensive IT workforce analysis completed in FY 2014. This realignment improved the management and efficacy of IT.

Business Management and IT Administration **\$26.258 million**

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

Campus Area Network (CAN) **\$28.924 million**

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

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

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

Cybersecurity As a Service (CAS) **\$21.371 million**

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

This program leads the DOT security assessment and authorization processes, and the

implementation of continuous monitoring and risk management across the agency, specifically for DOT CIO systems operated by the OCIO program team. The process ensures that there is a secure, foundational general support system that DOT modes can leverage and from which they can inherit security with minimal risk and with minimal duplication of effort or resources. The program provides capabilities that maximize the re-use of available information to cost-effectively support required enterprise information sharing and reporting to the Office of Inspector General, DHS, and the Office of Management and Budget.

Desktop Services

\$40.787 million

The OCIO desktop, laptop, and engineering PC program provides quality, cost-effective seat management, and related support under Service Level Agreements (SLA) with customers. OCIO has expanded support to provide desktop support for all non-FAA regional and field users. OCIO Desktop services will take over management of the DOT nationwide multifunctional printer program in FY 2025. The program was previously managed in the OASA Information & Records Management program.

Enterprise Dashboard

\$0.335 million

The Dashboard allows users to visualize and understand WCF expenditures and to make better business decisions. The platform is also used to improve business intelligence in a variety of areas including demographics tracking, human resource planning, procurements, and undelivered orders.

Enterprise Licenses

\$10.053 million

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

Records Management as a Service

\$0.811 million

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

Server Operations, Messaging and Directory Services

\$88.087 million

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

These services also include Directory and Messaging services that provide secure authentication to authorized DOT users. OCIO now manages more than 12,000 user and administrative

accounts.

Voice, Cable & Wireless

\$31.448 million

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

WCF Services in FY 2025: Shared Services Activities

CHIEF INFORMATION OFFICER:

Information Technology Shared Services

\$35.275 million

The Office of the Chief Information Officer digital transformation initiative is leveraging information technology Shared Services to modernize IT across DOT and better equip the Department to fulfill its mission. OCIO has taken an iterative, phased approach to digital transformation, utilizing a multi-year strategy.

Since FY 2019, DOT has identified commodity IT activities. This has allowed the OCIO to consolidate commodity IT contracts and related expenses from across the department. This has allowed the OCIO to consolidate commodity IT contracts and related expenses from across the Department which has been successful. However, further consolidation focused on additional commodity IT functions not previously identified in the original consolidation is required to improve underlying technologies and methodologies.

Currently, the technical architecture at DOT is inconsistent, with many outdated, insecure, or non-standard solutions. Decentralized IT has inhibited consistent interpretation and application of cybersecurity, privacy, and other policies, resulting in unnecessarily duplicative and inconsistent applications and practices. Modern, efficient, and secure technologies are not being utilized consistently. For example, data requests, which are an important aspect of the Department's ability to make decisions and ensure the safety of the public, require significant effort to standardize and quality check.

OCIO has a proven track record for successfully consolidating IT and managing it effectively. Decentralized IT is a detriment to the Department's mission complicating implementation, operations, and maintenance, increasing the time to recovery from failures and incidents, reducing transparency, and unnecessarily degrading end-user and stakeholder access to, and use of, DOT information and systems. Shared Services is proven to be in the best interest of DOT and its internal and external stakeholders.

In FY 2024, OCIO will continue to focus on investment-level commodity IT Spending. As OCIO and the modes have worked together to schedule consolidation activities, DOT has identified additional commodity IT spending, including security needs associated with

commodity IT. The estimates include the remaining activities from the original commodity IT consolidation and adds the supplementary commodity IT not previously identified.

- IT Security: IT Security and Compliance activities, particularly authorization to operate (ATO) services, not previously defined as Commodity functions. It is essential that IT security is managed centrally to ensure consistency of risk management across DOT's systems and applications.
- Investment-level Commodity IT Spend: OAs often excluded commodity IT items supporting program offices from the original IT commodity template, including web hosting or cloud services. OCIO has expanded its IT commodity service offerings and gained more insight into OA IT spend since the data was first gathered in 2017. This spend is not programmatic and should be consolidated as part of the Commodity IT phase.

FY 2025 Commodity IT Shared Services Spending Request (000s)	
Campus Area Network	\$0
Circuit Connections	
Cybersecurity as a Service	\$7,448
<ul style="list-style-type: none"> * Security Operations Center Services * Vulnerability Tracking & Remediation * Website Vulnerability Tracking * Weakness Identification, Tracking & Remediation * Incident Management for Commodity IT * PIV Card Infrastructure & Credentialing, Authentication & Access Control Services * System Contingency Planning & Testing * Security Planning, Authorization & Assessment * Security Awareness & Training * Continuous Monitoring Tool & Licensing, Departmental Governance * Risk & Compliance Tool (CSAM), Management & Support * Vulnerability Identification, and System Security Operation Policy & Guidance 	
Desktop Services	\$1,257
Desktop Support, Field Support, Anti-virus protection	
Directory & Messaging Services	\$0
Active Directory Services and Email Services	
Network Engineering	\$1,943
Network Hardware & Software, Networking Hardware & Software Support, and Secure Remote Access	
Server Operations (on premise and cloud)	\$6,481
<ul style="list-style-type: none"> * Common Server Services: Server Administration, Server Hardware & Software, Server Hardware & Software Support, Patch Management, Disaster Recovery, Storage and Hosting * Collaboration Services: Microsoft SharePoint and Microsoft Teams * Data Services: Enterprise Data Tools (Tableau, Cloudera, Socrata), Secure Data Platforms, and Data Dashboards * Enterprise Solutions: Transportation.gov Website, Enterprise Web Platform and Security, Electronic Document Management System, Oracle Licenses, and Geospatial Licensing & Support (ESRI) 	
Voice Cable & Wireless	\$18,146
Telephone & Voicemail Services, Video Teleconferencing, and Wireless Services	
Total	\$35,275

Commodity IT Shared Services Personnel

In support of the movement of commodity IT into the WCF, an additional 48 positions are required in direct correlation to the workload associated with commodity IT. The 48 positions are required to manage help desk support, phone system management, circuit updates, server management, SharePoint and website support, commodity IT project management, and cybersecurity-associated tasks. A significant portion of Common Operating Environment (COE) Services that require federal and contract labor support were transitioned into the WCF in FY 2020 and continue to transition through FY 2023.

Seventeen of the 48 positions have been filled as of January 2023. The remaining unfilled positions will be advertised and open to internal DOT candidates. Staff who do not apply or are not selected will remain in their Operating Administration. Positions not filled with internal candidates will be posted on USAJOBS until all positions have been filled.

WCF Services in FY 2025: Non-DOT Activities

The following section outlines the **Non-DOT Activities funded by Non-DOT sources** in FY 2025 and are only provided through the Office of Administration.

FY 2025 Non-DOT Activities (000s)	
Administrative Services	\$4,567
Employee Fitness Center Fees	\$184
Non-DOT Transit Benefits & Parking	\$225,928
Purchase Card Rebate Program	\$35
Total	\$230,714

Administrative Services **\$4.567 million**

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

Employee Fitness Center Fees **\$0.184 million**

Fees collected from DOT employees for DOT Fitness Center membership.

Non-DOT Transit Benefits & Parking **\$225.928 million**

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

- Non-DOT WCF under Section 103 of the Further Consolidated Appropriations Act, 2020 (Div. H, Pub. L. 116-94); and

- Employee Parking Deposits for parking spaces to DOT employees under GSA Federal Management Regulation.

The Parking Management Program sells, issues, and administers weather-secure parking spaces in the DOT headquarters building. In addition, the program provides oversight to FAA for the management of their parking fees. The Parking Office collects money from the sale of parking permits for the regular monthly parking, temporary parking, and FAA parking.

Purchase Card Rebate Program

\$0.035 million

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

Funding Changes:

The following section outlines the changes in resources planned in FY 2025. The section is grouped by the three main programmatic areas: DOT Activities, Shared Services, and Non-DOT Activities.

Changes in the FY 2025 Request: DOT Activities

DOT Activities (-\$26.520) million: Changes to the Lines of Business below make up the net change from FY 2024 requested levels:

OFFICE OF ADMINISTRATION: Administration Activities (-\$16.719) million

- Acquisition & Procurement Operations has a net decrease of \$1.968 million. The IT ACE service level agreement and support contracts increases, and COLA adjustments created an overall increase of \$1.032 million. The Acquisition Center of Excellence program was eliminated creating a reduction of \$3.000 million.
- Building Security is increasing by \$2.575 million due to wage increases associated with the armed Protective Security Officer contract.
- Security Operations has a net decrease of \$1.016 million. Estimate for Trusted Work Force 2.0 Continuous Investigations contract has decreased by \$1.705 million. Fully staffed vacant positions, contract escalation, and COLA estimates create an increase of \$0.689.
- E-Gov Initiatives has decreased by \$1.901 million due to updated IAA estimates.
- HR Systems increased by \$2.861 million due to enhancements needed to support Cyber Security threats, and updated IAA estimates.
- Human Resource Services has a net decrease of \$8.510 million. Personnel Operations has an increase of \$0.718 due to estimated COLA adjustments and support contract increases. Executive and Political Resources decreased by \$3.044 due to the elimination of the HR Center of Excellence. DOT Automated Staffing Services decreased by \$6.438 due to updated IAA estimates. Several business lines have increases that total \$0.254 due to COLA adjustments and fully staffed vacancies.
- Information and Records is decreasing by \$2.320 million due to transitioning the Multi-Functional Printers into the CIO office.

- Transit Benefits and Parking has a decrease of \$5.471 million due to updated estimates of program usage.
- Several WCF Business lines had small changes with a net decrease of \$0.969 million.

CHIEF INFORMATION OFFICER: Information Technology Activities (-\$24.831) million

- Business Management and IT Administration has an increase by \$0.548 million due to staffing vacant positions, estimated COLA adjustment, scheduled wage grade increases, and updated contract estimates.
- Campus Area Network is decreasing by \$0.790 million due to a security contract renewal realigned out of Network Engineering into Cyber Security as a Service. The virtual desktop infrastructure (VDI) replacement solution is scheduled for acquisition in FY2024; only operations and maintenance costs are requested for FY2025. Fewer modal specific planned fixed asset acquisitions are projected for FY2025.
- Cybersecurity as a Service is decreasing by \$1.401 million due to the Palo Alto Cortex & Elastic Logging Solution being removed from modal cost recovery and paid by the Cyber Appropriation.
- Desktop Services has a net decrease of \$12.204 million. The Multi-Functional Printers business line is moving into the CIO office in FY2025 causing an increase of \$2.356 million. A decrease of \$14.561 million is due to updating the negotiated seat count, revising estimates for annual device refresh based on past 3 years actuals, and a reduction in the placeholder for anticipated BIL/IIJA personnel increases.
- Enterprise Dashboard is increasing by \$0.012 million due to contract recompetete.
- Enterprise Licenses is increasing by \$0.916 million due to additional licenses acquired and projected increase for contract recompetete.
- Server Operations Messaging & Directory Services has a net decrease of \$12.978 million.
 - Server Operations decreased by \$12.508 million due to updated EITSS contract estimates, reduced contract estimates, reduction in modal specific equipment purchases, updated core infrastructure asset replacements, and updated operations and maintenance on replacement core infrastructure assets.
 - Cloud Computing Solutions has an increase of \$1.467 million due to the increase in modal transition of on premise services to the cloud. The modes have been transitioning legacy systems and equipment to cloud services, thus increasing the utilization.
 - Data & Analytic Solutions decrease of \$1.926 million is due to the removal of non-recurring work orders for ARDS Secure Data Commons integration task.
 - Applications & Digital Solutions increased O&M costs for Digital Communications by \$0.144 million.
 - Directory & Messaging Services has a decrease of \$0.155 million.
- Records Management as a Service increase of \$0.088 million due to staffing of vacant position.
- Voice, Cable & Wireless is increasing by \$0.977 million due to updated estimates.

Changes in the FY 2025 Request: Shared Services

Shared Services – (\$15.030) million: Commodity IT refinements result in a decrease of \$15.030 million.

CHIEF INFORMATION OFFICER: Information Technology Activities (-\$15.030) million

The OCIO and modes have worked together to identify and consolidate commodity IT activities, into the DOT OST WCF. As those contracts and labor-intensive services transition into the COE, the base services for IT activities will reflect an increase, as the OA Shared Services components are reduced.

Changes in the FY 2025 Request: Non-DOT Activities

Non-DOT Activities (\$6.644) million: Changes to the Non-DOT Activities below make up the net change.

A decrease of \$5.859 million in Transit Benefits and Parking is the result of changes in the enrolled customer base and projected utilization of Fare Media. The WCF business lines with NON-DOT Activities have a net decrease in the amount of \$0.785 million due to minor changes in customer demand across multiple business lines.

Anticipated FY 2024 Accomplishments:

OFFICE OF ADMINISTRATION: OASA is committed to developing and supporting the mission of the Department through fair, equitable, and collaborative approaches, which allows the WCF to continue to provide superior administrative services. The OASA will continue to focus on supporting the existing pilot activities and business process standardization and will review strategies on how to best measure and evaluate the impact of DOT's consolidation efforts using business intelligence capabilities such as data analytics, performance metrics, and dashboards.

Specific program activities will include:

- Upgrade the Video Surveillance System (VSS) at the FAA FOB-10B Wilbur Wright Building (10B). There is a critical need to provide updated camera coverage at 10B to replace the existing outdated system. In light of recent concerns about threat levels targeting Federal officials and facilities, approval of the VSS cameras will enhance security coverage at 10B. For any incidents that occur in or around 10B, VSS coverage will assist law enforcement agencies in determining criminal intent, filing reports, and collecting photos and videos of criminal actions to help protect DOT employees and contractors.
- Establishment of a new Guard Contract with increased costs for Phase-In Fees, Base Services, Temporary Additional Services, and Department of Labor wage increases. Guard Contract services will include the William T. Coleman, Jr. and Norman Y. Mineta Federal Building, the FAA FOB-10A Orville Wright Building, and the FAA FOB-10B Wilbur Wright Building.
- Enrollment of all DOT employees and contractors in Trusted Workforce 2.0 (TW 2.0). This will satisfy the new requirements for the TW 2.0 Program that were authorized starting in FY2021 by the Executive Correspondence Transforming Federal Personnel Vetting and Other Measures to Expedite Reform and Transition to Trusted Workforce 2.0. These requirements were established by the Department of Defense, the Office of Personnel Management (OPM), and the Office of the Director of National Intelligence (ODNI) Trusted Workforce 2.0 (TW 2.0) program. This Federally mandated full transformation of the Personnel Security Program encompasses new investigative standards, adjudicative standards, and submission timeline requirements.

- Support of the consolidated GSA Occupancy Agreement to govern rental payments to GSA for rentable space for the William T. Coleman, Jr. and Norman Y. Mineta Federal Building.
- Provide operations and maintenance (O&M) including above standards services. The WCF will collect funds from DOT modes and offices to fund building O&M costs that include the facilities service contract, utilities, water & sewage, and FTEs to provide facilities oversight, many of these costs previously funded through rental payments to GSA and are now funded by DOT in accordance with the delegation of O&NM responsibilities.

CHIEF INFORMATION OFFICER: In FY 2024, OCIO will continue to modernize the Department’s information technology (IT) infrastructure and improve cybersecurity posture. The OCIO is committed to securely delivering the highest quality IT services to customers, including telecommunications, messaging, directory services, a fully consolidated DOT headquarters network, service desk, and related services. Operating Administrations (OA) will continue to contract with the OCIO for these services and reimburse the WCF for the cost of the services.

Continuing to consolidate commodity IT services in FY 2024 will:

- Improve the cybersecurity posture of agency enterprise infrastructure and services by leveraging enterprise delivery of relevant tools, technology, and activities
- Continue to reduce the number of IT contract actions by centralizing services and contract management
- Provide a standardized environment for service delivery that reduces the Department’s exposure to unacceptable cybersecurity and privacy risks
- Improve user experience through increased service reliability, a renewed focus on customer service and the use of human-centered design
- Leverage economies of scale to reduce unit costs and/or expand support coverage
- Implement a workforce management plan that builds upon existing recruitment strategies, fills gaps in expertise, and supports retention and succession planning
- Establish governance standards policies and advisory services across DOT’s shared cloud platforms to enable IT modernization and digital transformation across the department.
- Provide a more diversified wireless carrier portfolio to optimize cost and service options through the upgrade of the digital antenna system

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

The WCF will continue to provide efficient administrative services in the acquisitions, human resources, information technologies, facilities, print management, and physical security arenas. DOT utilizes a shared services vision for the Department that delivers mission-enabling IT services that improve the cybersecurity posture of the Department, create greater efficiency for IT operations, and present a strategic advantage to the mission accomplishment of the Department.

Explanation of Funding Changes for the Working Capital Fund (DOT Activities and Shared Services Activities) (000s)		
FY 2024 Request		\$522,165
FY 2025 Program Changes		(\$26,520)
Description	Explanation	(+/-)
<i>Assistant Secretary for Administration</i>		
Acquisition & Procurement Operations	IT ACE service level agreement, support contracts and COLA estimates - \$1.032 increase. Acquisition COE was removed and decreased by \$3.000	(\$1,968)
Building Security	Wage increases associated with the armed Protective Security Officer contract	\$2,575
Security Operations	Continuous Investigations contract has decreased by \$1.705 million. Fully staffed vacant positions, contract escalation, and COLA estimates increases of \$0.689	(\$1,016)
E-Gov Initiatives	Refined IAA estimates	(\$1,901)
HR Systems	System Security Enhancements	\$2,861
Human Resource Services	HR COE was removed to decrease \$3.044. DASS refined IAA estimates to decrease by \$6.438. COLA adjustments and fully staffed vacancies, and support contract increases of \$1.034	(\$8,510)
Information and Records	Transitioned Multi-Functional Printers services to CIO office	(\$2,320)
Transit Benefits & Parking	Refined estimates of program usage	(\$5,471)
Other	Changes in customer demand and refined user estimates	(\$969)
<i>Assistant Secretary for Administration Sub Total:</i>		<i>(\$16,719)</i>
<i>Chief Information Officer</i>		
Business Management & IT Administration	Staffing vacant positions, estimated COLA adjustment, and updated contract estimates	\$548
Campus Area Network (CAN)	Security contract renewal realigned out of Network Engineering into Cyber Security as a Service. The VDI replacement solution is not included in FY2025. Revised billing methodology for modal specific planned fixed assets	(\$790)
Cybersecurity as a Service	Palo Alto Cortex & Elastic Logging Solution removed from modal cost recovery and paid by the Cyber Appropriation	(\$1,401)
Desktop Services	MFP business line moving into the CIO office caused an increase of \$2.356. Updating the negotiated seat count, revised estimates for annual device refresh, and a reduction in anticipated BIL/IJA personnel increases caused a decrease of \$14.561	(\$12,204)
Enterprise Dashboard	Contract recomplete	\$12
Enterprise Licenses	Changes in customer demand and increased license costs	\$916
Server & Messaging Services	Reduced contract estimates and modal specific equipment purchases	(\$12,978)
Records Management as a Service	Staffing vacant positions	\$89
Voice, Cable & Wireless	Reduction in IT Bandwidth	\$977
Shared Services	Refinements of Commodity IT not previously identified	\$15,030
<i>Chief Information Office Sub Total:</i>		<i>(\$9,801)</i>
Total FY 2025 Request		\$495,645

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

		FY 2025 Request				
		Admin	Admin SS	OCIO	OCIO SSC	Total
Operating Administration						
OST		\$ 29,924	\$ -	\$ 35,742	\$ -	\$ 65,667
FAA		51,953	0	17,370	0	\$ 69,323
FHWA		25,192	0	48,246	1,107	\$ 74,545
FRA		10,726	0	18,009	2,011	\$ 30,747
NHTSA		15,076	0	27,766	1,024	\$ 43,867
FTA		11,350	0	12,782	0	\$ 24,132
GLS		777	0	1,335	0	\$ 2,112
VOLPE		1,205	0	4,952	9,007	\$ 15,165
MARAD		11,076	0	13,554	241	\$ 24,872
OIG		6,572	0	3,280	0	\$ 9,852
FMCSA		13,195	0	43,098	0	\$ 56,292
OST-R		6,408	0	6,023	0	\$ 12,431
PHMSA		9,117	0	13,970	0	\$ 23,087
DOT Unspecified		1,610	0	11,129	21,884	\$ 34,622
	SUBTOTAL	\$ 194,181	\$ -	\$ 257,258	\$ 35,275	\$ 486,714
Other Expenses						
Capital Assets		\$ 0	\$ 0	\$ 8,650	\$ 0	\$ 8,650
Depreciation		(108)	0	(6,211)	0	(6,319)
Net NON-DOT Intrafund Costs		6,580	0	0	0	6,580
Net WCF Intra Fund Costs		11,643	0	(11,623)	0	20
	TOTAL	\$ 212,296	\$ 0	\$ 248,074	\$ 35,275	\$ 495,645

Legend:
SSC: Shared Services Commodity

Crosswalk of DOT Operating Costs/Expenses
The WCF is a fee-for-service operation that receives no direct appropriations. WCF is a self-sustaining reimbursable fund. During the budget formulation stage, the WCF provides to its customers operating cost estimates they will need to contribute to the WCF. These estimates are based on historical data and projected on-demand service levels. The preceding chart is a

summary of the DOT operating cost estimates to our customers based on full cost recovery. These operating costs represent the costs provided to each OA during the fiscal year.

To crosswalk the DOT customer operating costs to DOT obligations, it is necessary to account for items that at the time of budget formulation were not directly (a) attributable to a specific customer or (b) collected as operating costs.

- DOT Unspecified represents costs where the scope of the work for individual customers is not yet determined and it is not possible to determine a specific billing methodology or customer base, such as for IT consolidation.
- Capital Asset obligations will be expensed over the expected life of the asset and collected in the future as asset replacement reserve.
- Depreciation expenses are treated as a replacement reserve to enable capital assets to be refreshed on a regular cycle. These assets are typically significant technology investments, such as networking and telecommunications equipment that have a useful life of two or more years.
- Net Non-DOT Intra Fund Costs provide support services to NON-DOT programs that are not reflected in the DOT cost numbers.
- Net WCF Intra Fund Costs are the indirect expenses shared between WCF programs.

The DOT unspecified amounts in FY 2025 relate to an increase in COLA estimates, and Shared Services consolidations that will vary greatly across the WCF customer base. Additionally, the FY 2025 unspecified includes on-demand services such as facility services and personnel services which are subject to fluctuation in customer demand.

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

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	5,350	5,648	5,772
Travel	2,020	2,020	2,020
Other Costs	12,630	12,332	12,208
Programs	-	-	-
TOTAL	20,000	20,000	20,000

STAFFING

Direct FTPs	35	35	35
Direct FTEs	41	39	39

Detailed Justification for the Transportation Safety Institute

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

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

Since 1971, TSI has trained more than 1,000,000 transportation professionals on a reimbursable basis. Many clients represent repeat business, and TSI training is in demand domestically and internationally. Education and training are key factors in improved transportation safety, and TSI continues to enhance its safety training services to accommodate changing needs and growing demands.

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

- **Aviation Safety** was designated by Congress in 1963 as the National Aircraft Accident Investigation School. TSI provides aviation safety and aircraft accident investigation training within its Aviation Safety Professional Certificate Training Program under two distinct tracks: Basic and Advanced Aviation Safety Investigator and Basic and Advanced Aviation Safety Officer. TSI provides critical aviation safety training to federal, state, and municipal agencies, international governments, and private industry. The Division specializes in basic and advanced training courses in Aircraft and Rotorcraft Accident Investigation, and Safety Management Systems (SMS). The Aviation Safety Division provides training and technical assistance to the Interagency Committee on Aviation Policy (ICAP), Customs and Border Protection (CBP), and the Army and Air Force National Guard. TSI has successfully deployed Unmanned Aerial Systems (UAS) in support of the Federal Aviation Administration (FAA) and the National Transportation Safety Board’s (NTSB) accident investigations to enhance aircraft accident investigation training.
- **Transit Safety and Security** provides legislatively required and voluntary safety training to the transit industry including public, private, and government professionals. The Division specializes in the development and delivery of safety and security training in the areas of SMS, system safety engineering principles, hazard management, collision/accident investigation, crime prevention, security, substance abuse compliance and program management, and emergency management. The Division provides the training for the Federal Transit Administration (FTA) Transit Safety and Security Professional (TSSP) Program.
- **Multi-Modal Safety** provides a variety of transportation safety-related courses specializing in hazardous materials, pipeline safety, and motor carrier safety compliance for federal, state, and private industry audiences. This division develops and delivers safety courses in the areas of explosives, infectious substances, packaging, cylinders, radioactive materials, pipeline transport of both liquids and gases, and commercial motor vehicle inspections. Through continued partnership with the FAA Office of Security and Hazardous Materials Safety, this division has significantly increased the number of

students trained. In addition, the number of courses conducted for the Department of Defense’s (DOD) Foreign Military Sales (FMS) has increased by over 100% over the past two years due to new DOD requirements that all FMS recipients take training provided by the TSI Multi-Modal division.

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

FY 2024 Anticipated Accomplishments:

- Create a Virtual Live Training Center and Recording Studio to deliver synchronous training and develop asynchronous training
- Expand our training products and services to the Aviation Industry, Rail Industry, Motor Carrier Industry, the Department of Defense, and other governmental agencies.
- Promote safer global transportation systems by serving domestic and international audiences through implementation of the National Roadway Safety Plan and the Bipartisan Infrastructure Law.
- Create and deliver Basic and Advanced Rail Investigation courses to railroad inspectors and the railroad industry collaboration with FRA.

Funding Changes:

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

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

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

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ALLOCATION ACCOUNTS

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

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	12,551	10,612	12,993
Travel	130	130	130
Other Costs	8,488	8,852	6,721
Programs	5,081	6,906	6,906
TOTAL	26,250	26,500	26,750

STAFFING

Direct FTPs	65	65	65
Reimbursable FTPs	20	20	20
Reimbursable FTEs	12	20	20
Direct FTEs	46	55	55

Detailed Justification for the Bureau of Transportation Statistics

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

The Bureau of Transportation Statistics (BTS) was established to collect, analyze, and disseminate official transportation-related information to inform policy issues requiring a cross-modal, system-wide perspective. The BTS Director is designated under the Foundations for Evidence-Based Policymaking Act of 2018 as the Statistical Official of the Department and as the senior advisor to the Secretary on data and statistics by 49 USC 6302(b). BTS is an OMB-recognized statistical agency under 44 USC 3561 and was established in 49 USC Chapter 63 to serve the transportation community, including all levels of government and the private sector, by providing independent policy-neutral information that includes, but is not limited to, analyzing precursor safety data and trends; assessing infrastructure usage, resilience and condition; enabling infrastructure and operational investment planning; and supporting accountability. BTS employs innovative data collection processes, providing rigorous economic and statistical analysis, facilitating evidence-based decision-making, and disseminating statistical information and the Department of Transportation's (DOT) research findings to its diverse customers through the Bureau's National Transportation Library. BTS also maintains reimbursable programs for the collection and publication of commercial airline information and for confidential precursor safety and proprietary supply chain data.

The United States relies on objective, credible statistics to support and inform the decisions of governments, businesses, households, and other organizations. BTS programs provide the Nation with objective, credible transportation statistics, data, and tools to assist entities such as DOT, state DOTs, metropolitan and rural planning organizations, transportation authorities, local and tribal governments, and transportation carriers and shippers with strategically targeting operational and capital investments and allowing them to effectively implement policies in support of the Nation's transportation infrastructure and operations. BTS data, including indicators of economic activity, are used to track changes in transportation related to supply chain disruptions. This data is also used to target investments in revitalizing and rebuilding airports, freight transportation facilities, and other critical transportation infrastructure. Through the application of statistics and analytical tools, BTS continues to provide transportation and other sector decision-makers with trusted resources and valuable insight into how our transportation system is performing.

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

FY 2024 Anticipated Accomplishments:

- Continue to produce key statistics on commercial aviation, multimodal freight transportation, transportation economics, precursor safety, supply chain, and more than 40 monthly and weekly indicators of transportation activity.
- Convene and lead the Interagency Working Group on Supply Chain Indicators. Weekly supply chain indicators are updated to develop resilient, diverse, and secure supply chains to ensure our economic prosperity and national security.
- Finalize the model estimates of transportation cost burden at the census tract level. This effort includes updating the Equitable Transportation Community (ETC) Explorer Tool with additional data layers and additional functionality.
- Complete a feasibility study of data collection options to measure transportation insecurity.
- Publish an updated National Transit Map and data catalog and complete preparation for expanded transit data collection from all fixed route transit agencies and demand response agencies.
- Stand up the Federal Geographic Data Committee (FGDC) Transportation Subcommittee Work Group on Bike/Ped/ADA Infrastructure and release the Bike/Ped/ADA Infrastructure data sharing and collaboration portal.
- Complete data processing for the 2022 Commodity Flow Survey to provide post-pandemic benchmarks for the Freight Analysis Framework to support DOT’s National Freight Policy and National Freight Strategic Plan, along with a suite of other analyses, both planned and in response to policymaker needs.
- Publish essential data from the Vehicle Inventory and Use Survey, restoring the survey after a 20-year hiatus.
- Conduct the Electric Vehicle Inventory and Use Survey.
- Continue the Freight Logistics Optimization Works (FLOW) forum.
- Establish a Freight and Supply Chain Benchmark Statistics Series to support the Executive Order on American’s Supply Chains (EO 14017; February 24, 2021).
- Expand the BTS freight data program to meet data requirements of DOT multimodal freight policy and programs.
- Develop and begin implementing a workplan for providing data and analysis tools to support state, local, and Tribal decision-making.
- Implement Phase 1 of the Transportation Vulnerability and Resilience Data Program.

Funding:

BTS core program funding is authorized in the Bipartisan Infrastructure Law (P.L. 117-58, November 15, 2021; Secs. 11101(c)(1)(F) and 25004, “Bureau of Transportation Statistics”). The authorized funding supports 85 positions and other administrative expenses.

The funding is used to support two requirements: to perform statistical official responsibilities for DOT under the Foundations for Evidence-Based Policymaking Act (P.L. 115-435, January 14, 2019) and to implement fully the data collection requirements of the Ocean Shipping Reform Act (P.L.117-146, June 16, 2022; Section 16, “Dwell Time Statistics”).

DOT is required by the Evidence Act under 5 USC 314 to designate a Statistical Official. The DOT Statistical Official directs and coordinates statistical policy for the Department, oversees the development of DOT data quality standards and confidentiality standards to safeguard sensitive information, and advises DOT on the validity of statistical techniques and conclusions. This role is performed by the Director of BTS consistent with authorities at 49 USC 6302. OMB budget guidance requires all CFO Act agencies including DOT to provide adequate resources for the Statistical Official to implement the Evidence Act.

To fulfill the Statistical Official role, the BTS Director:

- Provides advice on statistical policies and issues, methods for building evidence and learning agendas, performance measurement, and statistical programs to DOT executive staff through briefings, working group meetings, and one-on-one discussions
- Answers questions from DOT executive staff on the fitness for use of statistics prepared or referenced by DOT
- Responds to public inquiries and government investigations concerning statistical programs and products of DOT
- Represents DOT in activities of statistical organizations
- Coordinates development of statistical products to maximize effectiveness and avoid duplication
- Advocates DOT interests in meetings with federal statistical agencies and managers of statistical programs in other federal agencies
- Reviews statistical components of all DOT Information Collection Requests under the Paperwork Reduction Act before submission to OMB
- Conducts research on new methods of data collection and analysis
- Participates in working groups, informal and formal data councils, and product planning groups in DOT to develop and consider data standards
- Represents DOT on the Economic Classification Policy Committee, the Federal Geographic Data Committee, and other bodies that set statistical standards
- Develops courses, webinars, and other training activities
- Reviews annually the sources and reliability of the statistics proposed by the heads of the operating administrations of DOT to measure outputs and outcomes as required by the Government Performance and Results Act of 1993

The annual estimated cost beginning in FY 2025 is \$2.75 million

In response to the nation's supply chain challenges, Congress passed the Ocean Shipping Reform Act of 2022 (OSRA). Among its many provisions, OSRA requires BTS to produce statistics on the total street dwell time from all causes of marine containers and chassis and the average out-of-service percentage of chassis. OSRA states production of these statistics is subject to the availability of appropriations. The mandate required BTS to produce the first monthly report no later than February 10, 2023 (240 days from the request). BTS met the ambitious schedule by diverting resources from its Port Performance Freight Statistics Program to conduct a pilot test that provided national statistics. Stakeholders responded to the results with arguments that port-specific statistics were needed to be useful. The pilot demonstrated that useful statistics would require substantial data collection to achieve the necessary geographic detail. The annual estimated cost beginning in FY 2025 is \$5.3 million.

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

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

Key benefits include, but are not limited to:

- As the Statistical Official under the Evidence Act, BTS leads efforts throughout DOT to ensure timely, high quality statistics that provide effective evidence to support decisionmaking, as the Statistical Official under the Evidence Act.
- BTS provides continuous monitoring of significant changes in the transportation system and its use following the disruptions caused by COVID-19.
- BTS’ Commodity Flow Survey data and TransBorder freight data collections provide foundational data to the Freight Analysis Framework that estimates system-wide freight flow by detailed commodity classification, origin, destination, and mode. Without these estimates, the National Freight Policy (49 USC 70101) and the National Freight Strategic Plan (49 USC 70102) are not evidence-based. BTS’ transportation network data contributes significantly to the development of the National Multimodal Freight Network (49 USC 70103), which is critical to targeted infrastructure and operational investments to support the future efficient movement of goods. The Freight Analysis Framework provides key statistics that underly State Freight Plans required for funding of projects under the National Highway Freight Program (23 USC 167).
- Transportation’s key role in the economy is highlighted by BTS statistics such as the Transportation Services Index and Transportation Satellite Accounts. Through these time series indicators, policymakers, investors, and planners can understand transportation-based economic trends and the depth of reliance of major economic sectors on transportation that supports the national and regional economies.
- BTS is initiating data collection for new and emerging modes and means of delivering personal and freight transportation that may supplement or replace components of the traditional transportation system.
- The commercial airline information program provides essential information to the Federal Aviation Administration to guide infrastructure investments and to the Office of the Assistant Secretary for Aviation and International Affairs for oversight of the aviation industry and of consumer protection related to airline on-time performance.
- The Confidential Close Calls Program improves workplace safety by implementing safety management systems and protocols, the results of which are measured through the reduction of serious close call events and by the number of insights on potential safety problems that can be generalized from the program’s participants to the broader transportation community.
- The National Transportation Library, established in 49 USC 6304 as part of BTS, leads the implementation of DOT’s Public Access Plan, which makes DOT-funded research and supporting data available to and usable by the public, industry, and the scientific community, which catalyzes innovation.

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

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	779	675	1,607
Travel	100	100	100
Other Costs	329	432	(0)
Programs	79,293	79,793	79,793
TOTAL	80,500	81,000	81,500

STAFFING

Direct FTPs	5	5	5
Direct FTEs	3	5	5

Detailed Justification for the University Transportation Centers Program

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

The University Transportation Centers (UTC) Program’s mission is to advance transportation expertise and technology in the many disciplines that comprise transportation through education, research, and technology transfer at university-based consortia. The UTC Program provides a critical transportation knowledge base outside of the Department of Transportation (DOT) and addresses critical workforce needs for the next generation of transportation professionals across all modes. UTCs are selected based on a rigorous competition that includes research, education, and technology transfer activities to address research priorities identified in the legislation.

The UTC program provides unique benefits to DOT, state departments of transportation, transit agencies, and other transportation providers including a source of independent transportation researchers at leading universities and a steady stream of highly educated professionals in key transportation disciplines such as civil, environmental, mechanical and electrical engineering, urban planning, construction management, computer science, business, psychology, logistics, and others. To achieve DOT’s vision of a truly multimodal integrated system, DOT encourages UTCs to cut across these disciplines and span all modes of transportation, enabling transformative improvements to the Nation’s entire surface transportation system, inclusive of rail, maritime, highway, pipelines, and transit.

The UTC program executes nationwide competitions to solicit proposals for transportation research, education, and workforce development from institutions of higher education. The authorization of such activities results from legislative authority. The need for innovation in the industry has resulted in the periodic provision of additional funding from appropriation bills. These ‘out-of-cycle’ funding competitions are also executed and managed by the Program. Through the competitively selected UTCs, the Office of Research, Development and Technology supports and strengthens the Nation’s transportation intellectual and academic capital that is of vital importance to innovation and to the transformation of the Nation’s surface transportation systems.

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

FY 2024 Anticipated Accomplishments:

- The implementation and oversight of UTC grantee consortia for the three types of UTCs (National, Regional, and Tier 1 centers) selected under the Bipartisan Infrastructure Law UTC competition.
- The development, completion, and submission of the Annual UTC Report to Congress. This report highlights examples of ongoing or recently completed UTC research projects

by each Center, outlines the technology transfer planning and reporting requirements to guide and strengthen the UTC's technology transfer activities, summarizes UTC program-wide performance indicators measuring productivity at individual Centers, and identifies research repositories used to disseminate results of UTC research.

- The provision and administration of continued funding for FY 2024 to qualified UTCs to conduct research and education programs. This effort ensures the timely obligation of funds to the various UTC entities.
- Publication and delivery of technical presentations at national and regional technical conferences.
- Conducting technical seminars, webinars, and workshops for transportation professionals.
- Development of new/improved guidelines on planning, operations, design, or maintenance issues.
- Training of highly qualified university graduates specializing in the transportation sector.
- Development of new technologies for application to transportation systems.
- Delivery of national outreach activities to disseminate research findings to transportation professionals across the nation.

Funding Changes:

UTC program funding is authorized in Bipartisan Infrastructure Law (BIL) (Public Law 117-58; Sec. 11101(c)(1)(E)). This funding includes an administrative set-aside of not more than 1.5% percent designated by 49 USC 5505(d)(3) to support oversight activities. In addition, the BIL (Public Law 117-58; Division J, Title VIII) **includes a supplemental advanced appropriation of \$19 million to be appropriated each year through fiscal year 2026**, in addition to amounts made available under Sec. 11101.

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

Funding the UTC program will result in a safer, more equitable, and more technologically advanced surface transportation system. The research conducted by these centers will ultimately save lives and reduce injuries. The monetary savings to the public comes through the increased safety of the system, but it also comes through reduced congestion, more resilient infrastructure, and cleaner communities with increased equitable access to multiple modes of transportation.

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

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EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
JOINT OFFICE OF ENERGY AND TRANSPORTATION (JOET)
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	180	180	185
Travel	-	20	20
Other Costs	95	100	106
Programs	-	-	-
TOTAL	275	300	311

STAFFING

Direct FTPs	1	1	1
Direct FTEs	0	1	1

Detailed Justification for Joint Office of Energy and Transportation

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

The Joint Office of Energy and Transportation (JOET) was created through the Bipartisan Infrastructure Law (BIL) to facilitate collaboration between the U.S. Department of Energy (DOE) and the U.S. Department of Transportation (DOT). The JOET will be a critical component in the implementation of the BIL, providing support and expertise to a multitude of programs that seek to deploy a network of electric vehicle chargers, zero-emission fueling infrastructure, and zero-emission transit and school buses.

This Program will include support to newly funded programs, including a National Electric Vehicle Infrastructure Formula Program (NEVI) which provides funding to states to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. It will also include support for the Community Fueling Infrastructure (CFI) Discretionary Grant Program, which awards competitive grants to projects serving a range of applicants to fill gaps in the national charging and alternative-fueling network and build out charging in communities. A priority of the CFI Program is bringing EV charging into urban and rural communities, downtown areas, and local neighborhoods, particularly in underserved and disadvantaged communities, as well as to designated alternative fuel corridors. Both the NEVI and CFI Programs will create good-paying jobs across the country as more workers are needed to install and maintain EV charging stations. All these programs are critical to putting the country on a path to a nationwide network of 500,000 EV chargers by 2030.

BIL required DOT and DOE to establish this Joint Office to study, plan, coordinate, and implement issues of joint concern, particularly related to zero emission charging and refueling infrastructure, and supporting renewable energy generation, storage, and electrical grid infrastructure. Its mission is to accelerate an electrified transportation system that is affordable, convenient, equitable, reliable, and safe. Because of the importance of having expert knowledge on both transportation and energy, the JOET will include some expert resources that are in DOT, in addition to DOE staff. The staffing plan for JOET currently has four positions designated to be housed within DOT. This will ensure that transportation expertise and considerations are incorporated into the technical assistance and stakeholder outreach conducted by the JOET. The funding to support four positions, associated travel, and administrative expenses would be paid from BIL.

A key role of the JOET is providing technical assistance to states and communities creating and executing state plans under the NEVI and the CFI for tribal nations electrifying their transportation systems; and school districts applying for or receiving funding through the U.S. Environmental Protection Agency's Clean School Bus Program and to transit agencies applying for or receiving funding through the Federal Transit Administration's Low or No Emission Vehicle Program. This technical assistance will include assistance related to the deployment, operation, and maintenance of electric vehicle supply equipment (EVSE) and hydrogen fueling infrastructure, vehicle-to-grid integration, and related programs and policies.

It is anticipated that the DOT JOET position will initially focus primarily on technical assistance for technology deployment, stakeholder communication, and critical components to ensure the successful implementation of an EV network. Through their technical assistance, they will be providing guidance to stakeholders and project applicants in preparing proposals, as well as implementing projects. Their assistance will provide a more streamlined and successful process for implementing these funding programs and establishing viable charging networks for electric vehicles.

FY 2024 Anticipated Accomplishments:

OST will support the JOET in its joint mission with DOE to accelerate an electrified transportation system that is affordable, convenient, equitable, reliable, and safe. DOT will provide technical assistance:

- To support the funding of grant agreements for the NEVI and CFI Programs.
- To conduct stakeholder outreach on grant opportunities and formula programs.
- To assist in implementing a streamlined application submission process to ease burdens and reduce the costs for applicants.
- To states, MPOs, transit agencies, school districts, and tribal nations in applying for and implementing grants and formula programs.

Funding Changes:

JOET program funding is authorized in the Bipartisan Infrastructure Legislation (Public Law 117-58; Sec. 11101(c)(1)(F)). The total authorized funding for the JOET is \$300 million between DOE and DOT. The DOT position and other administrative expenses are takedowns from the \$300 million.

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

Providing technical assistance is a key role of the JOET, which will be supported by the new position. The JOET will provide technical assistance for states and communities creating and executing state plans under the National Electric Vehicle Infrastructure Formula Program and the Charging and Fueling Infrastructure Discretionary Grant Program. It will also provide technical assistance to tribal nations electrifying their transportation systems. In addition, it will provide technical assistance to school districts applying for or receiving funding through the U.S. Environmental Protection Agency's Clean School Bus Program and to transit agencies applying for or receiving funding through the Federal Transit Administration's Low or No Emission Vehicle Program. This technical assistance will include assistance related to the deployment, operation, and maintenance of electric vehicle supply equipment (EVSE) and hydrogen fueling infrastructure, vehicle-to-grid integration, and related programs and policies.

Transportation is currently the largest contributor to greenhouse gas emissions in the United States. Without a focused effort to reduce emissions from transportation, achieving the reductions needed to avoid the worst impacts of climate change will not be possible.

Implementation of national and community networks of EV charging stations is critical in supporting and encouraging the use of electric vehicles, which are vital to achieving the President's goal of net zero emissions by 2050-52. Absent these networks, the public will not have the assurance of seamless travel in an electric vehicle without concerns regarding the availability of reliable charging stations. The JOET will play a critical role in ensuring the

Section 3 – FY 2025 Budget Requests by Account

successful implementation of these networks, and the DOT position assigned to work with the JOET will facilitate crucial dialogue and exchange of knowledge between DOT and DOE. The implementation of these programs is necessary to put the country on a path to a nationwide network of 500,000 EV chargers by 2030 and net zero by 2050-52.

BIL
SUPPLEMENTAL
ADVANCE
APPROPRIATIONS

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

<u>FUNDING LEVELS</u>	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
Personnel Compensation and Benefits	8,348	8,587	8,833
Travel	-	-	-
Other Costs	2,802	3,077	2,491
Programs	113,651	113,136	113,476
TOTAL	124,800	124,800	124,800

STAFFING

Direct FTPs	54	69	69
Direct FTEs	63	59	59

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

Program and Performance Statement

The Operational Support account receives transfers from certain Department of Transportation financial assistance programs for the coordination of the implementation of the Bipartisan Infrastructure Law and for the award, administration, or oversight of financial assistance programs.

Detailed Justification for Operational Support

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

The Bipartisan Infrastructure Law (BIL) provides \$3.5 billion in advanced appropriations for discretionary grant programs each fiscal year over five years. The BIL provides funding for the following discretionary grant programs:

- National Infrastructure Project Assistance (Mega)
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Strengthening Mobility and Revolutionizing Transportation (SMART)
- National Culvert Removal, Replacement, and Restoration (NCRRR)
- Safe Streets and Roads for All (SS4A)

The BIL (Public Law 117-58; Sec. 801 of Division J) and as amended by the Consolidated Appropriations Act, 2022 (Public Law 117-103), allows for up to 2% of programs administered by the Office of the Secretary to be transferred to the Operational Support account for necessary expenses of BIL:

1. Coordination of the implementation of the BIL
2. Award, administration, or oversight of any financial assistance programs funded under Division A, B, C, G or J of the BIL.

In addition, one-half of one percent of the account is transferred to the Office of the Inspector General.

This funding also supports the grant project delivery within the Office of the Under Secretary (S-3). The Project Delivery Coordination team coordinates the work of the Office of the Secretary (OST) and operating administrations (OAs) in supporting the delivery of grant projects funded by the more than seventy formula and grant programs at DOT that fund pre-construction and/or construction of modal and multimodal infrastructure projects. The number and scale of new and expanded formula and grant programs established by BIL has substantially increased the number of grant-funded project sponsors with limited experience in managing federally funded infrastructure projects and stretched DOT's historical project delivery partnership with the state, tribal, local, and territorial governments who deliver BIL-funded projects. The Project Delivery Coordination team provides much-needed resources and coordination across the OST and the OAs to put systems in place and develop and share best practices that ensure that projects are delivered in full compliance with all statutory and regulatory requirements on time, on task, and on budget. The Project Delivery Coordination team, supported by the Project Delivery Center of Excellence at the U.S. DOT Volpe Center, supports staff within the OST, the OAs and project sponsors to successfully deliver the projects that improve the safety, equity, sustainability and resilience of the transportation system. The Project Delivery program is funded from drawdown funds from the grant programs that OST manages. Staff serve as liaisons- assigned to identify and troubleshoot issues on a limited number of complex priority projects across Office of the Under Secretary of Transportation for Policy (S-3) programs.

**Operation Support – 2% Administrative Takedown
(\$000)**

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
NII Mega Projects (National)	20,000	20,000	20,000	20,000	20,000	100,000
NII RAISE Projects (Local)	30,000	30,000	30,000	30,000	30,000	150,000
SMART	2,000	2,000	2,000	2,000	2,000	10,000
NCRRR	4,000	4,000	4,000	4,000	4,000	20,000
SS4A	20,000	20,000	20,000	20,000	20,000	100,000
INFRA ¹ - HTF	20,000	20,000	20,000	18,000	18,000	96,000
INFRA ¹ -GF	12,800	12,800	12,800	12,800	12,800	64,000
Total	108,800	108,800	108,800	106,800	106,800	540,000

¹ OST also administers the Nationally Significant Multimodal Freight and Highway Projects program, but the programmatic funding is with the Federal Highway Administration.

This Account supports OST program offices and Department of Transportation (DOT) operating administrations by providing the necessary resources to ensure these discretionary grant programs can make grant awards timely, are administered effectively, and have the proper oversight to ensure projects are following program requirements.

The Consolidated Appropriations Act, 2023 (Public Law 117-328; Sec 109A) also allowed for up to 2% of the Local and Regional Project Assistance program (Section 6702 of title 49) to be transferred to the Operational Support Account. This funding can be used for the award, administration, and oversight of any financial assistance program in DOT.

FY 2024 Anticipated Accomplishments:

- Provide administrative funding to support the next round of Notices of Funding Opportunity for the Mega, RAISE, SS4A, NCRRR, SMART, and INFRA discretionary grant programs.
- Provide administrative and technical assistance support to DOT, Operating Administrations, and potential applicants.
- Assist in the coordination of the implementation of BIL activities.

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

This funding is used for high-level coordination of implementation of BIL and allows for the award, administration, or oversight of all DOT financial assistance programs within BIL. The

funds can also be used to implement a specific financial assistance (grant, cooperative agreement, or credit) program, as long as that program was funded under Division A, B, C, or G or title I of division J.

Examples of fund usage include:

- Creating a dashboard and/or website that displays the impact of the BIL dollars received (across many programs) and which OAs received those dollars to implement.
- Providing necessary resources to ensure projects can be delivered in an effective and timely manner.
- Covering contract support to help review grant agreements across DOT.
- Human resources costs associated with hiring if the costs are attributable to new hires required to implement BIL.
- Grant project delivery, especially for rural areas, small communities, tribes and grantees who have not yet received funding from DOT.

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

FUNDING LEVELS	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	2,500,000	2,500,000	2,500,000
TOTAL	2,500,000	2,500,000	2,500,000

STAFFING

Direct FTPs	0	0	0
Direct FTEs	0	0	0

Note: Public Law 117-58 Sec 801 of Division J allows for up to 2% of the enacted amount or advanced appropriations amount to be transferred to the Operational Support account (069-X-1732) for administrative expenses such as personnel costs, travel, contracts, etc.

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EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION GRANTS PROGRAM
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	200,000	200,000	200,000
TOTAL	200,000	200,000	200,000

STAFFING

Direct FTPs	0	0	0
Direct FTEs	0	0	0

Note: Public Law 117-58 Sec 801 of Division J allows for up to 2% of the enacted amount or advanced appropriations amount to be transferred to the Operational Support account (069-X-1732) for administrative expenses such as personnel costs, travel, contracts, etc.

Program and Performance Statement

The National Culvert Removal, Replacement, and Restoration Grant Program (Culverts Grant Program) provides grants to States, local governments, and tribes to address anadromous fish passage (e.g., aquatic organism passage), primarily through the replacement, removal, repair, or improvement of culverts or weirs. The competitive grant program also prioritizes projects that would have a meaningful impact on imperiled and climate-resilient anadromous fish stocks.

Detailed Justification for National Culvert Removal, Replacement, and Restoration Grant Program

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

The National Culvert Removal, Replacement, and Restoration Grant Program (Culvert AOP Grant Program) provides grants to states, local governments, and tribal organizations to address anadromous fish passage (e.g., aquatic organism passage (AOP)), as well as certain freshwater impacts to marine fish and shellfish species. This competitive Program also prioritizes projects that will have a meaningful impact on imperiled and climate-resilient anadromous fish stocks.

Waterway crossings, including bridges and culverts, represent a key element in the overall transportation system. Drainage structures such as culverts that facilitate the flow of water near transportation infrastructure can become impediments to healthy aquatic ecosystems because they may result in barriers that can restrict or even prevent the movement (or passage) of fish and other aquatic organisms' consideration for road and stream crossings. Beyond often resulting in constriction of the natural stream channel, common physical characteristics that may act as barriers include high water velocity, shallow water depth, turbulence within the culvert, and accumulation of debris. Sediment deposition and erosion at the culvert may also create a barrier to passage.¹ The size, slope, and shape of a culvert can also determine the structure's effectiveness, especially during extreme weather events such as major floods.²

FY 2024 Anticipated Accomplishments:

By the end of FY 2024, pursuant to Section 21203 of the Bipartisan Infrastructure (BIL), the Department of Transportation (DOT) will have reviewed applications and made awards in the amount of approximately \$200 million to local, state, and tribal governments to execute specific projects for replacement, removal, and repair of culverts or weirs that would improve or restore passage for anadromous fish, as well as infrastructure investments to facilitate anadromous fish passage around or over the weir and weir improvements.

DOT will have also entered into contracts with subject matter experts and hired staff to help administer and effectively manage the program, engaging in needed research, conducting peer exchanges, developing training, and formulating case studies and pilots to identify best practices and enhancement of potential co-benefits, including climate resilience. Finally, DOT will have issued a Notice of Funding Opportunity for funding in the amount of approximately \$200 million for this program for FY 2024.

Funding Changes:

The National Culvert Removal, Replacement, and Restoration Grants program is included in the Bipartisan Infrastructure Law (Public Law 117-58, Division J, Title VIII, Section 21203) and includes a supplemental advance appropriation of **\$200 million** to be appropriated each year through fiscal year 2026.

¹ <https://www.fhwa.dot.gov/publications/research/infrastructure/structures/bridge/14064/14064.pdf>

² <https://www.fhwa.dot.gov/publications/publicroads/05sep/07.cfm>

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

As increasing human population leads to an expansion of our infrastructure, the role of roads in natural habitat loss, decline, and fragmentation is the subject of increased concern. Specifically, the long-term ecological effects of roads can include habitat loss and fragmentation that changes the species composition of natural communities by contributing to population isolation, decline, and extirpation (local extinction).

River and stream corridors provide vital habitats for a wide range of animal species, many of which depend on the ability to move freely throughout their ecosystem in order to complete their life cycles. The importance of human transportation has led to roads that extend through much of the country, inevitably crossing over streams and rivers. Historically, the design of structures to convey water under a road did not consider aquatic or terrestrial animal movement, causing the fragmentation of many riverine systems. Recognition of the need to restore habitat connectivity has added ecological considerations to the design and retrofit of road-stream crossings.

The \$200 million in FY 2025 funding provided by BIL-advance appropriations will continue to provide resources to state, local, and tribal communities to make priority investments in culverts and weirs to conserve anadromous fish and other aquatic organisms. The objective is to help to restore access to migration and spawning habitats for anadromous fish and other aquatic and terrestrial species while improving functionality. For the first time, the bill creates a new culvert removal and habitat restoration grant program that prioritizes anadromous species such as salmon and will reconstitute access to spawning habitats. This enables serious investments in some of the current challenges to the recovery of endangered and threatened salmonids and other anadromous and resident species. Additionally, the funding enables transportation systems and entities to support treaty and other obligations with tribal governments.

Through consultation with the Undersecretary of Commerce for Oceans and Atmosphere, and the Director of the U.S. Fish and Wildlife Service and coordination with the Office of Management and Budget, the Program prioritizes projects that will have a meaningful impact on declining stocks. It also helps develop the needed expertise to identify best practices and strategies to reduce the harm of roadways on aquatic organisms and enhances co-benefits, including water management and climate resilience. In alignment/conjunction with similar Aquatic Organism Passage aspects of the BIL, this Program empowers local communities to take significant action to improve the interaction of roads with aquatic organisms and recover declining fish stocks.

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EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
STRENGTHENING MOBILITY & REVOLUTIONIZING TRANSPORTATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	100,000	100,000	100,000
TOTAL	100,000	100,000	100,000

STAFFING

Direct FTPs	0	0	0
Direct FTEs	0	0	0

Note: Public Law 117-58 Sec 801 of Division J allows for up to 2% of the enacted amount or advanced appropriations amount to be transferred to the Operational Support account (069-X-1732) for administrative expenses such as personnel costs, travel, contracts, etc.

Program and Performance Statement

The Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program will harness technology, analytics, and innovation to improve transportation safety and efficiency. The SMART Program aims to achieve safety, climate, workforce, and equity goals by supporting demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities.

Detail Justification for the Strengthening Mobility and Revolutionizing Transportation Grant Program

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

The Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program seeks to harness technology, analytics, and innovation to improve transportation efficiency through location-based projects. The SMART grant program supports four of the *DOT Strategic Plan FY 2022-2026* goals: transformation, safety, climate and sustainability, and equity by supporting demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities.

- **Transformation** and transportation efficiency priorities include reduced congestion and increased reliability of facilities and systems.
- **Safety** priorities include safety for pedestrians and cyclists, investment in vehicle-to-everything technology, and improved emergency response.
- **Climate and sustainability** priorities include improved energy efficiency, reduced emissions, and increased resiliency of transportation systems.
- **Equity** priorities include transportation investment for improved reliability and access to jobs, education, and services, and expanded access and reduced cost for underserved and disadvantaged populations.

The Program supports state, local, and tribal governments through competitive grants enabling the planning, coordination, and deployment of technology approaches that address these urgent priorities. Those technologies, as defined in the Bipartisan Infrastructure Law (BIL) Sec. 25005 include coordinated automation, connected vehicles, intelligent sensor-based infrastructure, systems integration, commerce delivery and logistics, leveraging the use of innovative aviation technology, smart grid, and smart technology traffic signals. For grants in FY 2022 and FY 2023 the program is structured in two stages in which applicants initially seek Stage 1 Planning and Prototyping Grants (up to \$2 million and up to 18 months period of performance). Projects selected for the Stage 1 Planning and Prototyping Grants are then eligible to apply for Stage 2 Implementation Grants (up to \$15 million and up to 36 months period of performance).

In addressing complex issues, the program supports teams consisting of one or more eligible entities (state, local, or tribal government) alongside partners from the private sector (academia, think tanks and nonprofit organizations, and community organizations). The Program is structured to support a broad and diverse set of projects and to facilitate the sharing of best practices. The Program will address key priorities for communities while also demonstrating technologies in complex environments and building local capacity and expertise. This will, lead to technology transfer, commercialization, and enhanced economic growth, positioning the United States to lead in the global industry of Smart Cities¹ technology.

¹ Smart cities and communities use advanced information and communications technologies to find new ways to solve problems like potholes and pollution, traffic and parking, public health and safety, and equity and public engagement. These bold new solutions have the potential to change the face of transportation by closing the gap between rich and poor, capturing the needs of young and old, and bridging the digital divide through smart design so that the future of transportation meets the needs of all. Smart cities create an intelligent, integrated information network by applying sensors and wireless communications technologies to infrastructure, vehicles, wearables, and any number of physical devices. They use this network to receive, analyze, and share data to make better decisions and provide more responsive, efficient, data-driven services. (<https://its.dot.gov/smartcities/SmartCities.pdf>).



FY 2024 Anticipated Accomplishments:

- Award selections to the second cohort of Stage 1 SMART Grants in the first quarter of FY 2024 and establish grant agreements with 30-50 awardees.
- Continue convening and developing programming for SMART grantees, which may include communities of practice, webinars, and in-person events.
- Develop the third program Notice of Funding Opportunity that may support both Stage 1 Planning and Prototyping Grants and Stage 2 Implementation Grants.
- Continue external engagement with state, local, and Tribal elected leadership and transportation systems leadership to encourage participation in the SMART Grant program.
- Continue engagement with key industries that would likely participate in SMART Grant proposals, including automotive, broadband, construction, data systems, mapping, sensing, and traffic signalization industries.
- Continue engagement with academic partners that would likely participate in SMART Grant proposals, including University Transportation Centers and stakeholders of the Transportation Research Board.
- Continue engagement with all other key partners on SMART Grant proposals, including non-profit organizations and think tanks specializing in transportation and smart cities technology issues, along with advocacy and community organizations representing beneficiaries and end users of such technologies.
- Continue engagement with federal agencies with interests in transportation and connectivity technologies, including the Department of Energy, the Department of Commerce, and the National Science Foundation.
- Continue participation in national conferences to promote the SMART Grant Program.

- Offer technical assistance to proposing teams whose proposals are not selected for funding.

Funding Changes:

The SMART Grants Program is authorized in the Bipartisan Infrastructure Law (BIL) (P.L. 117-58; Sec. 25005). In addition, the BIL (P.L. 117-58; Division J, Title VIII) **includes a supplemental advanced appropriation of \$100 million to be appropriated each year through fiscal year 2026.**

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

The SMART Grant Program, and the community-oriented technology deployments it funds, will result in a safe, efficient, climate-friendly, and equitable transportation system. The SMART Grant Program creates a framework through program design, partnerships, and technical assistance which ensures that technology approaches are addressing urgent priorities in communities, and at the same time, engages grantees in peer learning and problem-solving partnerships.

EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
SAFE STREETS AND ROADS FOR ALL
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

FUNDING LEVELS	FY 2023 Enacted	FY 2024 CR Annualized + FY 2024 ATB's	FY 2025 Request
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	1,000,000	1,000,000	1,000,000
TOTAL	1,000,000	1,000,000	1,000,000

STAFFING

Direct FTPs	0	0	0
Direct FTEs	0	0	0

Note: Public Law 117-58 Sec 801 of Division J allows for up to 2% of the enacted amount or advanced appropriations amount to be transferred to the Operational Support account (069-X-1732) for administrative expenses such as personnel costs, travel, contracts, etc.

Program and Performance Statement

The Safe Streets and Roads for All Grant Program provides grants, on a competitive basis, to regional, local, and tribal governments to prevent roadway fatalities and serious injuries for all road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators. This Program supports the development of comprehensive safety action plans for Vision Zero or Toward Zero Deaths. Recipients also can receive funding to conduct planning, design, and development activities for specific projects and strategies, or to carry out projects and strategies identified in a comprehensive safety action plan.

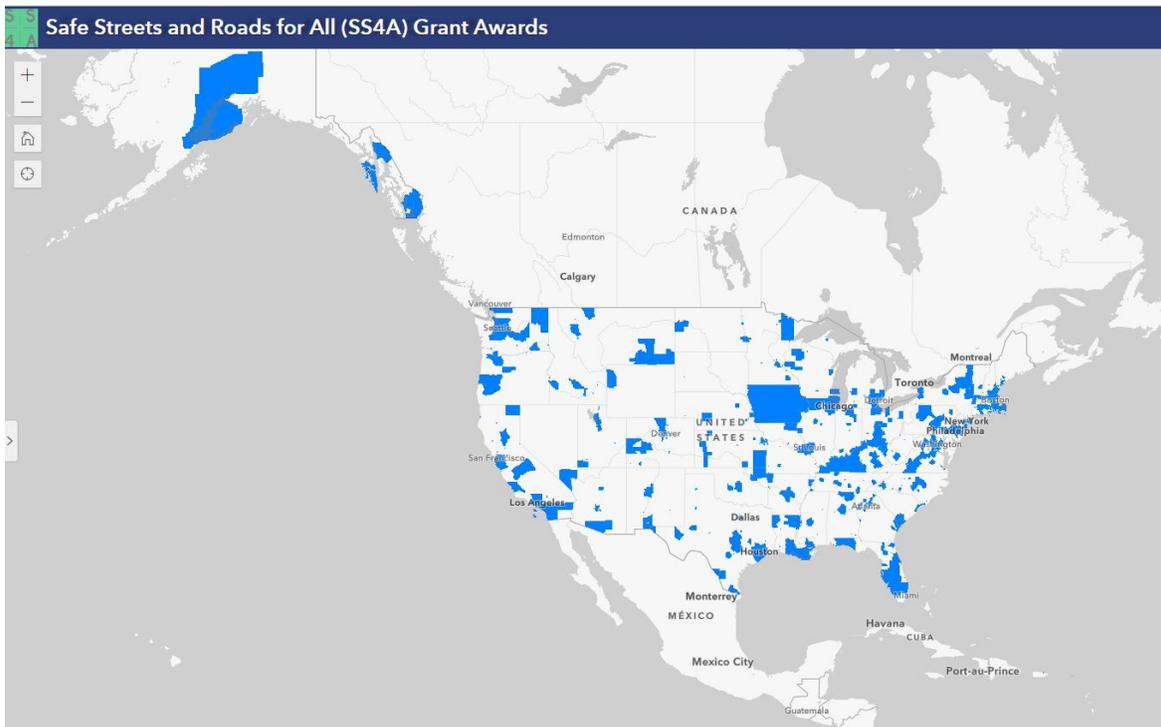
Detailed Justification for the Safe Streets and Roads for All Grant Program

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

The Safe Streets and Roads for All (SS4A) Competitive Grant Program creates a dedicated source of funding to support investments to prevent transportation-related fatalities and serious injuries on the nation’s roadways. SS4A provides awards to local governments and tribes to develop a comprehensive safety action plan, commonly referred to as Vision Zero or Toward Zero Deaths. The Program also allows recipients to conduct planning, design, and development activities for projects and strategies – or to carry out projects and strategies – identified in a comprehensive safety action plan.

The \$1 billion in advanced appropriations for the SS4A in FY 2025 funds the creation of comprehensive safety action plans that could aim to (1) measure the goal and timeline for eliminating fatalities and serious injuries, (2) identify the locations and severity of crashes, or (3) develop data-driven approaches to identifying projects or strategies. This Program also funds projects and strategies identified in action plans to improve safety through implementation efforts.

The Department of Transportation (DOT) strives to significantly reduce or eliminate transportation-related fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators. The SS4A Program enables DOT to ensure equitable investment in the safety needs of underserved communities aligned with the Administration’s priorities.



FY 2024 Anticipated Accomplishments:

- DOT will release the next round of Notice of Funding Opportunity for the \$1 billion Safe Streets Program.
- DOT will make between two and three rounds of SS4A grant awards to local, regional, and tribal governments to develop roadway safety action plans and to execute specific projects and strategies.
- Over five hundred award recipients will have established grant agreements, of which at least one hundred will have fully and satisfactorily completed the deliverables in their grant agreements.
- DOT will provide significant technical assistance to help potential applicants, including those less familiar with DOT grant programs, learn about SS4A and submit competitive applications. Further, DOT will provide technical assistance to new grant recipients to assist with the establishment of a grant agreement and compliance with federal grant requirements through a FHWA-managed contract called the SS4A Clearinghouse.

Funding Changes:

The Safe Streets and Roads for All Grants Program is authorized in the Bipartisan Infrastructure Law (BIL) (Public Law 117-58; Sec. 24112). The BIL (Public Law 117-58, Division J, Title VIII) also **includes an advance appropriation of \$1 billion to be appropriated each year through fiscal year 2026**, in addition to the amounts made available under Section 24112.

In FY 2022, the Program was undersubscribed for applications that requested funding for activities included in the 40 percent set-aside to develop a comprehensive safety action plan. Only \$223 million of the \$400 million set-aside was awarded in FY 2022, and \$177 million carried over into the FY 2023 notice of funding opportunity. In FY 2023, the SS4A program was again undersubscribed for applications requesting funds for activities included in the 40 percent set-aside. DOT does not anticipate ever being fully subscribed for the 40 percent set-aside to develop a comprehensive safety action plan. Therefore, DOT requests the set-aside percentage be lowered from 40 percent to 20 percent, with further flexibility given to the Secretary to fund implementation activities if funding requests to develop a comprehensive safety action plan are undersubscribed in a given fiscal year.

A 40 percent set-aside to develop a comprehensive safety action plan and limited match flexibility in the SS4A legislation in the BIL reduces the Program’s ability to effectively achieve the Program purpose in funding the implementation of action plans and reduces the likelihood of tribal applications. To address issues related to the set-aside and match, the Office of the Secretary’s Administrative Provision 112 proposes the following legislative changes:

Section 112: For amounts provided for this fiscal year and prior fiscal years, section 24112(c)(2)(B) of Public Law 117-58 shall be applied by substituting “20 percent” for “40 percent”.

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

Right now, the nation faces a crisis on the roadways. DOT data indicate 30,435 people died in motor vehicle traffic crashes in the first 9 months of CY 2023, 42,795 lives lost for all of CY2022 and 42,939 for CY2021. To address this crisis, in January 2022, the Secretary released the Department’s National Roadway Safety Strategy (NRSS). A committed action in the NRSS is to leverage this program for safety funding, which to date has awarded funding to more than 500 communities in 49 States and Puerto Rico.

The \$1 billion in funding will allow communities with control over many important aspects of roadway safety – the design and maintenance of roads, promoting safe driver behaviors, etc. – to take meaningful steps to prevent these deaths from occurring. The direct funding for regional and local governments, specifically for roadway safety purposes, makes the program unique. Without funding, DOT’s ability to empower local communities to take significant action to improve safety would be diminished.

SECTION 4:
RESEARCH,
DEVELOPMENT,
AND
TECHNOLOGY

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EXHIBIT IV-1
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY OF TRANSPORTATION
FY 2025 RESEARCH, DEVELOPMENT & TECHNOLOGY BUDGET REQUEST BY GOAL
BUDGET AUTHORITY
(in thousands of dollars)

Budget Account	FY 2023 Enacted	FY 2024 Annualized CR + FY 2024 ATB's	FY 2025 Request	Basic Research	Applied Research	Experimental Development/Advanced Research	Tech Transfer
A. Transportation Planning, Research & Development (TPR&D)	36,543	25,627	24,780		24,780		-
Administrative	36,543	25,627	24,780		24,780		-
B. Research and Technology (R&T)	48,996	53,772	61,930		56,930	17,000	1,000
Research Priorities	5,718	5,718	6,673		6,673		-
Highly Automated Systems Safety Center of Excellence	5,000	5,000	5,000		4,000	1,000	-
Climate Change Center	-	-	5,000		3,000	1,000	1,000
PNT, GNSS, GPS	20,000	20,000	3,000		16,000		
Advanced Research Projects Agency – Infrastructure (ARPA-I)	3,224	3,224	15,000		-	15,000	-
Transportation Vulnerability and Resilience Data Program	3,000	3,000	-		-		-
Interdisciplinary Law and Policy	600	600	-		-		-
Implementation of the Ocean Shipping Reform Act	-	-	5,300		5,300		-
Implementation of Statistical Official Requirements			2,750		2,750		
Climate Change Vulnerability Study	-	-	4,000		4,000		
Competitive University Transportation Center (UTC) Consortia (FHWA)	[80,500]	[81,000]	[81,500]		[81,500]		-
Administrative Costs							
Research & Technology Programs	11,454	16,230	15,207		15,207		-
C. Strengthening Mobility & Revolutionizing Transportation (SMART)	[100,000]	[100,000]	[100,000]			[100,000]	
Innovation	48,996	53,772	61,930				
Accountability	47,997	41,857	39,987				

**EXHIBIT IV-2
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY OF TRANSPORTATION
FY 2025 RD&T PROGRAM FUNDING BY DOT STRATEGIC GOAL
BUDGET AUTHORITY
(in thousands of dollars)**

ACCOUNT/PROGRAM	DOT STRATEGIC GOALS						
	FY 2025 REQUEST	SAFETY	ECONOMIC STRENGTH	EQUITY	CLIMATE & SUSTAINABILITY	TRANSFORMATION	ORGANIZATIONAL EXCELLENCE
A. Transportation Planning, Research & Development (TPR&D)	24,780	6,850	6,350	2,115	2,615	6,850	-
B. Research and Technology (R&T)	61,930	23,086	3,400	2,000	8,000	13,261	12,183
Research & Technology Salaries and Expenses	15,207	2,760	-	-	-	4,164	8,283
Research & Technology Priorities	6,673	1,645	-	-	-	5,028	-
Highly Automated Systems Safety Center of Excellence (HASS COE)	5,000	1,280	-	-	-	1,920	1,800
Climate Change Center	5,000	-	-	-	5,000	-	-
PNT, GNSS, GPS	3,000	2,350	400	-	-	150	100
Advanced Research Projects Agency – Infrastructure (ARPA-I)	15,000	3,000	3,000	2,000	3,000	2,000	2,000
Implementation of the Ocean Shipping Reform Act	5,300	5,300	-	-	-	-	-
Implementation of Statistical Official Requirements	2,750	2,750	-	-	-	-	-
Climate Change Vulnerability Study	4,000	4,000	-	-	-	-	-
TOTAL	86,710	29,936	9,750	4,115	10,615	20,111	12,183

FY 2025 RESEARCH, DEVELOPMENT & TECHNOLOGY SUMMARY

Research, Development & Technology (RD&T) activities within the Office of the Secretary (OST) in FY 2025 will be conducted by two offices with overarching RD&T activities within the Office of the Under Secretary of Transportation for Policy: Transportation Planning, Research and Development (TPR&D) and the Office of the Assistant Secretary for Research and Technology (OST-R). Below is a compilation of the TPR&D and OST-R detailed justifications, with additional information highlighting the specific work in these areas.

Transportation Planning, Research and Development

The TPR&D Account, managed by the Office of the Under Secretary of Transportation for Policy, supports the Secretary’s responsibilities for implementing the Department of Transportation’s (DOT) multimodal programs, formulating national and international transportation policies, championing climate priorities, and supporting Administration initiatives in which transportation plays a critical role.

The TPR&D Programs coordinate national, international, and multimodal transportation issues; analyze safety data and the value of transportation safety improvements; and study how to increase the economic efficiency, competitiveness, and impact of transportation. In addition, TPR&D supports regulatory modernization associated with environmental review and permitting, enables the safe testing and deployment of automated vehicles (AV) in the Nation’s transportation systems, and works to advance innovation, including non-traditional and emerging transportation (NETT) technologies (49 USC 313).

TPR&D research, analysis, and project development serve a variety of functions, including providing data and assessment tools necessary to determine how key programs and transportation communities are performing and supporting departmental priorities to advance the economic competitiveness of U.S. companies, particularly post COVID-19 pandemic.

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

Interagency Infrastructure Permitting Improvement Center (IIPIC) and On-line Permitting Dashboard

IIPIC collects and reports data for projects published on the Permitting Dashboard in accordance with 49 USC 102(h) and reporting standards issued by OST that establish metrics for permitting and environmental review of infrastructure projects tracked on the Permitting Dashboard. Additionally, IIPIC is continuing to develop policy and technology improvements to enhance synchronized/coordinated environmental review and permitting among agencies, promote shared National Environmental Policy Act documents to satisfy all environmental reviews and permits, and provide easily accessible project information to inform and engage the public. The latter includes identifying additional best practices associated with early and equitable stakeholder engagement as well as facilitating advanced planning for mitigation of

project impacts, including reduction of greenhouse gas emissions and use of landscape or watershed-level approaches to achieve improved environmental and community outcomes. The Program requires continued funding to support future activities to implement reforms to improve interagency coordination and to track priority projects, IIPIC also develops and promotes tools and best practices to ensure that the burdens or negative impacts of transportation infrastructure are not disproportionately borne by disadvantaged communities. Funding for IIPIC and the Permitting Dashboard enables the continuation of work to ensure a more equitable and transparent infrastructure permitting and review process.

National Roadway Safety

Roadway deaths account for more than 90 percent of all transportation-related fatalities and have been above 35,000 since 2015. Traffic fatalities are the biggest safety issue facing this Administration, and the status quo is unlikely to yield significant progress. The funds would support safety policy development and coordination that cross Operating Administration (OA) program areas and authorities, allow for a robust engagement with external stakeholders, enhance OST's ability to successfully implement legislation and regulations focused on safety, and allow OST to perform safety analyses that further policy development in cross-cutting roadway safety issues of interest to the Administration and Congress. The outcome would be a strengthened, coordinated effort that will improve DOT's ability to have a concerted, well-supported effort that will change the status quo for advancing national roadway safety, in support of the National Roadway Safety Strategy.

Pedestrian, Bicyclist, and Micromobility

More and more Americans are using multiple forms of transportation such as walking, biking, and other small, low-speed devices such as scooters to address their travel needs. Pedestrian, bicyclist, and micromobility policy activities and program areas are distributed throughout DOT, yet there is no dedicated funding source that holistically advances national policy development and coordination for these alternative modes of transportation. This request would provide funds to advance pedestrian, bicyclist, and micromobility policy as well as program activities and applied research that cut across the authorities and programs of the OAs. The funding would enhance OST's ability to leverage walking, biking, and micromobility policy activities to support departmental objectives related to safety, planning, equity, climate change, and technological innovation.

Technology and Innovation

Due to advancements in artificial intelligence, computing capabilities, sensing systems, connectivity, and other core fundamental technologies, DOT has been increasingly approached by innovators. However, it is not feasible for the Department to accurately assess these innovators' technology readiness level (TRL), quantitatively assess their safety claims, or assess their technology interoperability within the transportation system. The Virtual Open Innovation Collaborative Environment for Safety (VOICES) platform, seeded by DOT, has the potential to enable the future of transportation by allowing high-definition virtual testing of concept vehicles and guidance systems that provides confidence in how these systems will work in the real world. Its

greatest capability, however, is to combine multiple modes of transportation and industry participants in the same virtual environment while protecting the intellectual property of each participant so that the federal, state, and local observers can learn how systems will interoperate in given environments and conditions that must be addressed by policy and regulation.

Racial Equity and Justice40

Equitable access to transportation is a civil right. Transportation touches every part of American life and makes the American Dream possible: getting people and goods to where they need to be; directly and indirectly creating good-paying jobs; providing access to jobs, education and healthcare; and helping improve quality of life. DOT stresses a holistic approach and framework to addressing equity and systemic barriers to receiving benefits and opportunities. DOT is implementing the Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (EO 13985), as well as areas of the Justice40 initiative (i.e., climate justice and economic justice) to deliver meaningful and measurable benefits to disadvantaged and underserved communities.

International Affairs

DOT is integral in advancing domestic and international climate ambitions as set out in:

- The U.S. renewed membership in the United Nations Framework Convention for Climate Change (known as the Paris Agreement)
- The Administration's international climate agenda set forth at the Leaders' Summit on Climate
- EO 14008: Tackling the Climate Crisis at Home and Abroad and EO 14027: Establishment of the Climate Change Support Office

DOT is mandated to incorporate climate into DOT's international strategy. The Office of International Transportation and Trade will develop multimodal international climate policies, strategies, programs, technical assistance, and interagency partnerships to reduce transport emissions and foster the decarbonization of the global transportation sector. DOT aims to regain its global leadership role in bilateral and multilateral fora, including ICAO, IMO, OECD/International Transportation Forum (ITF), G7, G20, and the UN World Forum for the Harmonization of Vehicle Regulations (WP.29).

DOT's international climate strategy includes the development of a compendium. The Program funding will support the collection of information and data analysis of:

- Country-level transportation emission inventories, using data at the modal level
- Country-level, modally disaggregated transportation Nationally Determined Contributions (NDCs)
- Multilateral, regional and national standards supported by the U.S. that promote ambition and integrity in mitigating transportation sector emissions
- DOT and U.S. Government (USG) mitigation capabilities and expertise in the transportation sector, cross-tabulated with opportunities for American jobs

The Safe Skies for Africa (SSFA) Program supports the Biden-Harris Prosper Africa Build

Together Campaign by showcasing American leadership in aviation management and technologies. SSFA creates an important air safety, security, climate and environment policy dialogue between the U.S. and African countries through USG technical assistance, capacity building, and export of U.S. goods and services to counter other nations' influence. SSFA program funding will target African states and regional economic communities of interest to the USG and private sector, and work with them to foster and sustain internationally compliant aviation operations (meeting ICAO standards). The Program will advance departmental safety, climate, and economic strategic objectives, and the overall USG priority of increasing market access for the aviation sector. State Department, NSC, OMB and other departments and agencies are fully supportive of DOT's SSFA Program and engagement in Africa.

Aviation Data Research, Integration, and Analytics to Support Competition and Regional Connectivity

The Office of Aviation Analysis engages in research, integration, analysis, and presentation of aviation industry data to support existing programs and economic policy matters, including antitrust immunity cases, joint venture reviews, and state of the airline industry updates for senior officials. The focus of the Office's efforts will be in three areas: ongoing MITRE FFRDC contract work for econometrics, SABRE aviation data tools and aviation data modernization technical implementation funding, and working with OST-R's Bureau of Transportation Statistics/Office of Airline Information. This funding supports ongoing work that is the backbone architecture of DOT's analytical function for competitive, labor, environmental, and aviation industry commercial issues.

Office of the Assistant Secretary for Research and Technology

RD&T Coordination Program

The RD&T Coordination Program focuses on coordinating DOT’s research portfolio to eliminate potentially duplicative research activities, optimizing the effective use of Department-wide research resources, and ensuring that DOT’s research activities are coordinated with the wider transportation research community. The Program advocates for a multimodal transportation system of systems through internal and external scanning of research, technologies, and advancements, and carries out activities and limited studies to elevate the state of the practice in moving people and goods. Specific duties include strategic research planning; review of department-wide research budgets and OAs funding plans; aligning departmental research with policy objectives; implementing best practices in innovation development and deployment across the OAs; and working with the OAs to ensure transparency and public access to DOT’s research portfolio and its products.

The [U.S. DOT Research, Development and Technology Strategic Plan for FY 2022-FY 2026](#) (Plan) was released publicly in December 2022. It defines research priorities and guides RD&T activities encompassed in those fiscal years. The Plan describes the research activities needed to accomplish our strategic goals to meet statutory requirements and sets a national research vision for the future of the Nation’s transportation system. It aligns research with the DOT Strategic Goals and furthers the multi-agency priorities set forth in OMB/Office of Science and Technology Policy (OSTP) memorandum M-23-20, “Multi-Agency Research and Development Priorities for the FY 2025 Budget”. The Plan’s research priorities and grand challenges (see following table) align with the 2025 multi-agency R&DT priority guidance. The entire research portfolio of DOT will “strengthen, advance, and use America’s unparalleled research to achieve our Nation’s great aspirations”.

DOT STRATEGIC GOALS	DOT RESEARCH PRIORITIES [FY 2022-26]	DOT GRAND CHALLENGES	OMB/OSTP RESEARCH PRIORITIES FOR THE FY 2025 PRESIDENT’S BUDGET
Safety	<ol style="list-style-type: none"> Human Factors Data-Driven System Safety Cybersecurity 	Zero Fatalities: Advance a future without transportation-related serious injuries and fatalities.	<ul style="list-style-type: none"> ✓ Global security and stability ✓ Achieve better health outcomes ✓ Strengthen Federal R&D
Economic Strength and Global Competitiveness	<ol style="list-style-type: none"> Resilient Supply Chains Advanced Asset Management System Performance Create Pathways to Good Quality Jobs 	Resilient Supply Chains: Create a multi-modal freight system that can withstand and rapidly recover from severe disruptions.	<ul style="list-style-type: none"> ✓ Global security and stability ✓ Climate crisis and infrastructure resilience ✓ Reduce barriers and inequities ✓ Future economic competitiveness ✓ Strengthen Federal R&D
Equity	<ol style="list-style-type: none"> Equity and Accessibility Assessment Mobility Innovation Wealth Creation 	Equitable Mobility for All: Create an equitable transportation system that provides safe, affordable, accessible, and convenient mobility options for all	<ul style="list-style-type: none"> ✓ Climate crisis and infrastructure resilience ✓ Achieve better health outcomes ✓ Reduce barriers and inequities ✓ Strengthen Federal R&D

		users.	
Climate and Sustainability	<ol style="list-style-type: none"> 1. Decarbonization 2. Sustainable & Resilient Infrastructure 	Net-Zero Emissions: Create a transportation system that supports an economy with net-zero GHG emissions.	<ul style="list-style-type: none"> ✓ Climate crisis and infrastructure resilience ✓ Achieve better health outcomes ✓ Future economic competitiveness ✓ Strengthen Federal R&D
Transformation	<ol style="list-style-type: none"> 1. Integrated System-of-Systems 2. Data-Driven Insight 3. New and Novel Technologies 	The Future Transportation System-of-Systems: Develop connected intelligent infrastructure that provides people-centered mobility.	<ul style="list-style-type: none"> ✓ Trustworthy Artificial Intelligence ✓ Global security and stability ✓ Climate crisis and infrastructure resilience ✓ Achieve better health outcomes ✓ Reduce barriers and inequities ✓ Future economic competitiveness ✓ Strengthen Federal R&D

Research partners include DOT OAs and Secretarial Offices, other federal departments and agencies, and state, local, tribal and territorial entities. Other partners include the Transportation Research Board (TRB), TRB Cooperative Research Programs, the American Association of State Highway and Transportation Officials, academic institutions, and transit authorities. OST-R also partners with the private sector including the owners and operators of transportation infrastructure, and international entities such as the European Commission and the International Transport Forum.

In FY 2025, the RD&T Coordination Program intends to expand its coordination, communication, and collaboration activities to ensure increased coordination and facilitation. The Program will review responsibilities assigned to OST-R under the Bipartisan Infrastructure Law (BIL) and include more intensive engagement with national and international transportation research stakeholders, to accelerate transportation innovation. These engagements will ensure that the research activities funded by DOT are in full alignment with national and international research efforts such that DOT’s own diverse research investments add value, incorporate best practices, and do not duplicate non-DOT research activities in significant aspects. This expansion in scope will require increased funding.

Examples of the programmatic activities include:

Research Review and Approval Process:

A research review and approval process (RRAP) was implemented by OST-R in 2018 to ensure that research activities are aligned with DOT Strategic Goals and Secretarial priorities and comply with statutory mandates. The process is composed of three primary elements to ensure full coverage of each modal administration’s research portfolio: (a) Annual Modal Research Plans – Statutory Review, (b) Project Plan Reviews, and (c) Annual Research Reviews.

The RRAP uses a performance management data system (PMDS) as the core data source and analysis platform. The PMDS is a project-level database of DOT’s \$1,668 million (FY 2024 Request) research portfolio, providing the analytical tools and visualizations necessary for internal review, coordination, and progress information for the research conducted and proposed across the

OAs. The PMDS also serves as a data source for meeting DOT’s statutory Consolidated Research Database mandates and Public Access compliance mandates, through alignment with the DOT Research Hub. Because the OAs’ work aligns with the RD&T Strategic Plan, the research review process includes an accountability component to enable alignment with the 2025 multi-agency priority guidance.

The PMDS and Research Hub work together to ensure RD&T portfolio transparency, make progress towards research coordination, meet the statutory mandate for a Consolidated Research Database, and support the requirements of federal-wide Public Access mandates. The Research Hub database consists of a web-based, publicly available centralized repository of RD&T project records obtained from each OA. These two system databases support research coordination by providing project-level access to DOT’s extensive RD&T portfolio, leveraging opportunities for cross-agency and external collaboration.

Topical Research Working Groups:

To enhance DOT-wide research coordination and collaboration, in 2018, OST-R identified twelve multimodal topic areas that span DOT’s research portfolio, including “Mobility Innovation”, “Environmental Stewardship”, “Emerging/Enabling Technologies”, and “State of Good Repair”. Topical Research Working Groups (TRWGs) were established in each topical research area, comprised of representatives from the OAs and OST offices conducting research activities within each area. Each working group is assigned to an OA or OST office with a chair designated from that agency to lead the working group. Active groups generally meet monthly and are successful in raising awareness and exchanging information on research activities underway across DOT, raising awareness of the wider transportation research field outside DOT, assisting in the elimination of duplicative research efforts across DOT, and identifying cross-modal research needs and collaboration opportunities. The TRWG missions and activities are under review in FY 2024, looking for opportunities to consolidate, adapt to emerging priorities, and bolster engagement. In FY 2025, changes to the working groups will improve engagement, collaboration, and coordination.

Cross-Modal Research Priorities (CMRP) Program

OST-R works with federal and non-federal stakeholders to advance the development and deployment of cross-modal Secretarial research priorities. This Program focuses on providing a means to address research priorities that span multiple modes and/or require intensive coordination with other federal and non-federal partners. This Program ensures the cost-effective leveraging of complementary research efforts underway outside DOT and ensures the elimination of duplicative research efforts. Example priority areas include infrastructure resilience and disaster recovery, racial equity and climate change; and assessments of gaps and the state of the system and maturity of technologies to integrate the multimodal systems into one seamless system.

The research results from these studies have advanced DOT’s commitment to addressing transportation problems in a holistic manner through cross-modal, collaborative work. Each study area addressed an issue of critical importance that required a multimodal approach. The outputs were used to address DOT Secretarial priorities as well as meet the research needs of federal and non-federal research partners.

FY 2025 the CMRP Program will continue to work on high-priority cross-modal topic areas that address Secretarial priority areas. The Program will continue to focus on high priority cross-modal research areas that include mitigating artificial intelligence (AI) and cybersecurity threats, developing the concept of an integrated multimodal system-of-systems (IMSS) reference architecture to advance the Transformation strategic goal and associated research priorities described in the DOT RD&T Strategic Plan.

The Program has expanded its portfolio in recent years to include cross-modal projects assigned to DOT in areas such as infrastructure resilience and shared mobility research for disadvantaged groups. This significant portfolio expansion requires additional funding to execute, which is requested in FY 2025.

Climate Change Center and Climate Change Research & Technology Program

DOT has reinstated and expanded the work of the DOT Climate Change Center (the Center) in direct support of the research, data and analysis, and evidence-building efforts required to inform decisions to meet DOT goals in response to the Climate Crisis and direct support of the goals of EO 14008, “Tackling the Climate Crisis at Home and Abroad”. The Center has established a cross-modal coordination capacity to address policy and research objectives related to climate change.

The Center:

- Develops Department-wide policies and strategies to reduce greenhouse gas emissions and to make our transportation systems more resilient
- Takes action to measure and reduce transportation-related greenhouse gas emissions and to mitigate the effects of climate change from transportation, especially for the most vulnerable and historically disadvantaged populations
- Establishes a cross-modal information infrastructure for climate and equity information, climate research literature, data and analytical tools
- Creates a clearinghouse of solutions to reduce transportation-related greenhouse gas emissions and to mitigate the effects of climate change on infrastructure

The Center consists of representatives of all DOT OAs and other relevant DOT offices. It is co-led by the Office of the Assistant Secretary for Transportation Policy and the Office of the Assistant Secretary for Research and Technology. Its activities are overseen by a Climate Council comprised of senior DOT leadership.

The Center and the Research and Technology Program directly address the following multi-agency research and development priorities for the FY 2025 Budget and will strengthen, advance, and use America’s unparalleled research:

- Renewing our relationship with nature
- Securing environmental justice
- Reimagining our infrastructure
- Achieving better health outcomes
- Reducing barriers and inequities.

Scientific Integrity Program

The Biden-Harris Administration *Memorandum on Restoring Trust in Government Through Scientific Integrity and Evidence-Based Policymaking* directed the Office of Science and Technology Policy (OSTP) to evaluate current policies and practices and recommend improvements to ensure scientific integrity in government. As part of this requirement, the National Science and Technology Council (NSTC) assessed current policies and practices government-wide and reported their findings in the Protecting the Integrity of Government Science report. This report established principles that will foster a culture and practice of scientific integrity in the federal government.

OSTP is now implementing the second phase outlined in the Presidential Memorandum: to establish a framework for regular assessment and iterative improvement of agency scientific integrity policies and practices. The Memorandum also directs federal agencies, including DOT, to take a series of actions to support scientific integrity in government. These actions include:

- Appointing a Chief Science Officer and Chief Scientific Integrity Officer
- Updating existing policy to reflect new OSTP requirements
- Developing and deploying a scientific integrity training program
- Developing procedures for implementing policy, including an administrative process for reporting and investigating scientific integrity allegations and implementing corrective actions
- Developing an approach to resolving disputes about scientific methods and conclusions
- Maintaining website and social media material, including publication of metrics on the number of investigations and appeals for all prior years

Technology Transfer (T2) Program

BIL requires DOT to ensure that research investments result in changes to regulations or practice (49 USC §6504). Several White House efforts are underway that are aimed at improving domestic manufacturing and ensuring that federal research innovations are patented and manufactured in the U.S. The effort also encourages DOT to establish and expand its technology transfer activities. OST-R's Office of RD&T intends to formally establish a coordinated department-level and coordinated T2 Program with a technology transfer fund focused on maximizing the impact of all DOT's research products by facilitating identification of demonstrably beneficial technologies and innovations, adoption and/or commercialization and use of innovations and technologies, leading to "real world" benefits. The T2 Program will also be responsible for developing and maintaining systems to track the performance and outcomes of RD&T activities and progress. As such, the T2 Program will be responsible for meeting multiple statutory requirements, including the following: Incorporation of Department of Transportation Research, the Consolidated Research Database, and Public Access to Federally Funded Research.

In FY 2025, DOT plans to expand its activities to ensure that:

- DOT programs will strengthen, advance, and use America's unparalleled research
- The significant increases in research investment that began in FY 2022 are fully leveraged through the demonstration and deployment of the resulting products and technologies
- DOT meets the substantial requirements on T2 activity and reporting specified in the BIL, particularly on Incorporation of Department of Transportation Research.

This expansion will involve strengthening and extending the use of a new system and critical intelligence tools—the Consolidated Research Database that is the foundation for all T2 tracking, reporting, and planning, as well as T2 Coordination activities—and the Research Hub, DOT’s public access portal for research information. These increased responsibilities will require increased funding and additional positions to provide a dedicated T2 Program Manager, and other experts.

Advanced Research Projects Agency - Infrastructure (ARPA-I)

The Advanced Research Projects Agency - Infrastructure (ARPA-I) was authorized by BIL (Section 25012) in FY 2021 and received initial appropriations in FY 2023. ARPA-I’s mission is to catalyze the development of innovative technologies, systems, and capabilities that transform the Nation’s physical and digital infrastructure to ensure American leadership and to strengthen the Nation’s economic competitiveness. ARPA-I aims to build the future of transportation by developing infrastructure that is safe, secure, efficient, and resilient while achieving net-zero emissions and increasing equity and access to mobility for all.

ARPA-I will ensure that the U.S. is a global leader in developing and deploying advanced transportation infrastructure technologies and solutions that can significantly enhance transportation safety and climate resilience while increasing system efficiency and security, lowering the long-term costs of infrastructure, reducing greenhouse gas emissions, and increasing equity and access to mobility. ARPA-I will fund new research and development (R&D) programs in areas in which industry entities are unlikely to carry out projects due to technical and financial uncertainty and areas that reach across DOT OAs, enabling system solutions that no one mode could otherwise achieve.

ARPA-I will support the development of AI technologies that enhance our transportation system and support the digital infrastructure that underpins all modes of mobility. ARPA-I will also support the development of enhanced safety technologies to help resolve the critical public health issue of roadway fatalities and serious injuries. ARPA-I will support the White House Net-Zero Game Changers Initiative through the development of transportation technologies that will achieve net-zero greenhouse gas emissions across the transportation system by 2050 while strengthening the resilience of transportation infrastructure.

ARPA-I will provide technical leadership to the Nation and tackle persistent infrastructure problems through the funding of innovative solutions guided by highly skilled science and engineering program directors. In partnership with industry, state and local governments, and academia, ARPA-I will also coordinate and collaborate with the DOT OAs and other federal agencies to ensure that there is no duplication of effort.

Positioning, Navigation, and Timing & Spectrum Management

OST-R coordinates federal civil agency positioning, navigation, and timing (PNT) requirements, evaluation of technologies, and architecture development to enhance PNT resiliency; to ensure protection of the Global Positioning System (GPS) and other PNT and spectrum-based safety-of-life transportation capabilities from harmful interference; and to assess availability of radiofrequency spectrum to meet future transportation needs. These objectives support the Secretary’s priorities for Safety as well as prepare the Nation for the future by engaging with new

technologies to ensure safety and resiliency without hampering innovative emerging technologies.

Focus areas for the PNT & Spectrum Management Program in FY 2025 include identification and evaluation of transformative radiofrequency spectrum technologies to ensure safety for AVs as well as innovations to improve spectrum sharing and efficiency in coordination with the National Science Foundation Spectrum Innovation Initiative. Research will address mitigating cybersecurity risks through resilient architectures, building in security by design, and strengthening security and resilience for critical infrastructure. Efforts will focus on PNT capability gaps such as interference to GPS and the need for PNT resiliency, including cyber resiliency automated GPS interference detection, *Strengthening National Resilience Through Responsible Use of Positioning, Navigation, and Timing Services* (EO 13905) implementation, GPS signal and data authentication, and implementation of the Complementary PNT demonstration recommendations and action plan.

Highly Automated Systems Safety Center of Excellence

OST-R staffs and manages the Highly Automated Systems Safety (HASS) Center of Excellence (COE). HASS COE was established in order to have a Departmental workforce capable of reviewing, assessing, and validating the safety of automated technologies across all modes of transportation.

HASS COE will:

- Serve as a central location within the DOT for expertise in automation and enabling technologies, including but not limited to human factors, computer science, data science, artificial intelligence, machine learning, sensors, cybersecurity, communication systems, test and evaluation, and other technologies involving automated systems
- Collaborate with and provide support on highly automated systems to all DOT OAs, State DOTs, and regional transportation authorities across all modes of transportation
- Maintain a workforce composed of DOT experts, including direct hires and term employees or detailees from the OAs and other federal agencies
- Execute the Automated Technology Validation and Evaluation Program (ATVEP) to develop, sustain, and enable an in-house capability to assess and validate the safety of current and emerging automated transportation technologies through the application of state-of-the-art tools including data analytics; digital twinning; live, virtual and constructive simulation; natural language processing; and other forms of AI
- Execute the Educate, Develop, and Understand (EDU) Automation Program providing highly technical training and communications support for the organic, continuous development of regulators, inspectors, investigators, and rule-making activities across all DOT OAs
- Execute the Highly Automated Systems (HAS) Fellowship Program to recruit a new cohort of subject matter experts each year in response to changing OA requests for expertise as technologies continue to emerge and industry trends change shape

Employees of HASS COE, in conjunction with the relevant OAs, will review, assess, and validate the safety of highly automated systems to ensure their safety. HASS COE will be a convener in the DOT for Highly Automated Transportation System (HATS) safety research, development and deployment (i.e. automation used in ground, air and sea vehicles; automation used in transportation

infrastructure systems; automation used in creation and storing data and other applications; etc.) across all OAs. HASS COE will serve as a central point of contact for all technical assistance and other documents related to highly automated systems safety for review in collaboration across the OAs. HASS COE will support the Office of the Under Secretary in coordination across all highly automated systems-related awards such as Automated Driving Systems (ADS) Demonstration Grants, SMART, ATTAIN, etc. As part of the Validation mandate, HASS COE will facilitate the development of the Virtual Integrated Test and Analysis Laboratory (VITAL) to be government-hosted by OST, and facilitate a multi-domain effort across DOT, federal government, and stakeholders in combined use of each agency's test, virtualization, and simulation assets to support safe testing, assessment and validation of highly automated systems.

This will include identifying and mitigating vulnerabilities and securing against cyber threats to connected and intelligent automated systems. The HASS COE will be prepared to provide expertise in support of advanced cybersecurity/cyber range research, development, and implementation activities. Additionally, HASS COE will act as a responsive resource for objective expertise and knowledge in transportation automation for DOT, all government agencies, and Congress.

**SECTION 5:
INFORMATION
TECHNOLOGY
BUDGET
NARRATIVE**

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**INFORMATION TECHNOLOGY
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY (OST)
BUDGET RESOURCES**

(\$000)

Budget Account	FY 2023 Enacted	FY 2024 President's Budget	FY 2025 Request
Cyber			
<i>Commodity IT SS WCF</i>	\$3,350	\$4,343	\$9,120
<i>Modal IT</i>	\$44,750	\$44,657	\$73,480
<i>Cyber Total</i>	\$48,100	\$49,000	\$82,600
Salaries and Expenses (S&E)			
<i>Commodity IT SS WCF</i>	\$14,829	\$19,761	\$24,818
<i>DOT Agency WCF Contribution Passthrough</i>	\$23,049	\$23,144	\$22,931
<i>Non-CIO IT WCF</i>	\$9,981	\$412	\$2,958
<i>Modal IT</i>	\$29,865	\$29,865	\$31,319
<i>S&E Total</i>	\$77,724	\$73,182	\$82,027
Office of Research and Technology (OST-R)			
<i>Commodity IT SS WCF</i>	\$4,207	\$6,648	\$6,023
<i>Modal IT</i>	\$873	\$1,500	\$10,430
<i>OST-R Total</i>	\$5,080	\$8,148	\$16,453
Volpe			
<i>Commodity IT SS WCF</i>	\$14,295	\$14,083	\$13,960
<i>Modal IT</i>	\$7,086	\$7,125	\$1,906
<i>Volpe Total</i>	\$21,381	\$21,208	\$15,865
Total	\$152,285	\$151,538	\$195,945

The Office of The Secretary (OST) is requesting **\$195.945 million** in FY 2025 for information technologies (IT) that support the full spectrum of OST, Cyber, Office of Research and Technology (OST-R), and Volpe programs as well as the Department's initiative to transform and consolidate the management of certain IT solutions centrally by the Office of the Chief Information Officer (OCIO).

Commodity IT Shared Services (SS) through the Working Capital Fund (WCF)

OCIO will continue to provide all modes with Commodity IT Shared Services in FY 2025 to achieve economies of scale and increase consistency of cybersecurity protections across the Department. Commodity IT Shared Services include IT functions and activities dedicated to basic support services, including network operations, end-user computing, telecommunications services, and server operations.

- OST requests **\$9.120 million** from the Cyber account, **\$24.818 million** from the Salaries and Expenses (S&E) account, **\$6.023 million** from the OST-R account, and **\$13.960 million** from the Volpe account for Commodity IT Shared Services. OST’s share was based on actual commodity IT consumption in prior years as well as planned future consumption. OCIO, in collaboration with OST, assumed a one-to-one cost estimate to transition all commodity IT to OCIO. OST will only be charged for services rendered.
- **Non-CIO IT Working Capital Fund** – OST requests a total of **\$2.958 million** from the S&E budget account. Non-CIO IT WCF services and systems include, but are not limited to, the Workers Compensation Information System, the Personnel Security Enterprise System (PSES), and the Human Resources (HR) & Payroll Services. The Office of the Assistant Secretary for Administration (OST-M) contributes the majority of the total Non-CIO IT WCF for OST.
- **DOT Agency WCF Contribution Passthrough** – OST requests **\$22.931 million** for DOT’s contribution to the inter-agency agreement systems, such as Budget Formulation and Execution, e-Rulemaking, and e-Travel Fee for Service shared by multiple Federal Agencies.

Modal IT

The following major mission-critical IT systems will be maintained by OST in FY 2025. This list is only a subset of all IT systems that support OST and are reported in CIMS.

- **DOT IT Security and Compliance Program** – OST requests **\$73,480 million** in the Cyber Appropriation account DME and O&M. DOT-wide IT Security and Compliance Support. The CIO is committed to providing department-wide protection of information and IT infrastructure assets against the risk of loss, misuse, disclosure, or damage due to security vulnerabilities. This funding supports cyber security initiatives, including accelerating the implementation of DOT’s Zero Trust Strategy/Cybersecurity Framework; making necessary upgrades to network and IT infrastructure; enhancing identity management and authentication capabilities; securing and protecting data; testing and assessment of IT against business, security, and other requirements; implementing federal cyber security initiatives; and implementing enhanced security controls on agency computers and mobile devices.
- **Delphi** – OST requests **\$2.203 million** in the Salaries and Expenses (S&E) account for development, modernization, and enhancement (DME) and operation and maintenance (O&M). Delphi is the Department’s financial management and data repository system that provides its users with the ability to search, browse, maintain, share, classify, register, and standardize financially administered items through a web-based application. It includes a real-time invoicing tool that improves efficiency and data transparency by reducing the time between invoice submission and payment. Delphi also provides grant recipients with accurate invoice status reporting capabilities.
- **Consolidated Automated System for Time and Labor Entry (CASTLE)** – OST requests **\$0.195 million** in the Salaries and Expenses (S&E) account for DME and O&M. CASTLE records DOT’s employee Time and Attendance (T&A).

- **Enterprise Service Center (ESC) Procurement Information System for Management (PRISM)** – OST requests **\$1.412 million** in the Salaries and Expenses (S&E) account for DME and O&M. ESC PRISM supports multiple purchasing sites, electronic routing and approval, requisitioning, electronic notifications, contract management, and post award processing and closeout.
- **Other IT maintenance and support contributions staying within OST** – OST requests **\$24.818 million** in the Salary and Expense (S&E) for DME and O&M of these systems to provide IT program and project management, strategic planning, and other technology in alignment with OST OCIO’s mission. They include but are not limited to direct CIO support and administration, Amazon Web Services support, Section 508 compliance, Aviation Decisions Data Systems, Grants Notification system, and Airline Performance and Economic Information System.

FY 2025 Budget**Department of Transportation (DOT) Information Technology Budget Summary**

(Budget Authority in Thousands)

Operating Administration (OA)	FY 2023 Enacted	FY 2024 President's Budget	FY 2025 Request
Federal Aviation Administration (FAA)	\$3,247,870	\$3,550,203	\$3,350,030
Federal Highway Administration (FHWA)	\$118,475	\$121,414	\$121,414
Federal Motor Carrier Safety Administration (FMCSA)	\$64,200	\$100,200	\$107,800
Federal Railroad Administration (FRA)	\$33,883	\$40,754	\$28,518
Federal Transit Administration (FTA)	\$46,503	\$43,240	\$49,402
Great Lakes St. Lawrence Seaway Development Corporation (GLS)	\$2,528	\$3,680	\$3,388
Maritime Administration (MARAD)	\$53,462	\$41,905	\$44,851
National Highway Traffic Safety Administration (NHTSA)	\$101,497	\$97,913	\$91,134
Office of Inspector General (OIG)	\$12,379	\$15,523	\$16,882
Office of the Secretary (OST)	\$153,670	\$160,409	\$161,692
Pipeline and Hazardous Materials Safety Administration (PHMSA)	\$45,637	\$37,062	\$37,948
<i>DOT Total</i>	\$3,880,104	\$4,212,303	\$4,013,059

	FY 2023 Enacted	FY 2024 President's Budget	FY 2025 Request
Commodity IT SS WCF Subtotal	\$225,007	\$255,554	\$256,108
Programmatic IT Subtotal	\$3,655,097	\$3,956,749	\$3,756,951
<i>DOT Total</i>	\$3,880,104	\$4,212,303	\$4,013,059

Note: Totals may not add due to rounding.

The Department of Transportation (DOT) is requesting \$4.013 billion in FY 2025 for information technology (IT) that supports its diverse customers while addressing DOT's expanding and evolving mission and business needs. All DOT systems, support, and services as well as all Operating Administrations (OA) systems, support, and services contribute to the core values of the shared service transformation. They are constantly being evaluated and enhanced. Additional detail on OA programmatic spending can be found in individual Section 5s.

SECTION 6:
TEN-YEAR
HISTORY
TABLE

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**Ten-Year History of Budget Authority, Appropriations and User Fees
(\$ in thousands)
Office of the Secretary**

	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u> <u>Annualized</u>	<u>FY 2025</u>
	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Enacted</u>	<u>Enacted</u>	<u>CR + FY</u> <u>2024 ATB's</u>	<u>Request</u>
SALARIES AND EXPENSES	108,750	114,000	112,813	113,910	115,490	126,174	141,500	171,014	188,938	209,916
FINANCIAL MANAGEMENT CAPITAL	5,000	4,000	6,000	2,000	2,000	2,000	5,000	5,000	5,000	5,000
OFFICE OF CIVIL RIGHTS	9,678	9,751	9,500	9,470	9,470	9,600	11,564	14,800	18,228	22,403
SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH	3,084	4,646	4,646	3,488	4,646	4,714	4,977	5,132	5,330	7,226 ^{1/}
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	8,500	12,000	14,000	7,879	10,879	9,350	29,863	36,543	25,627	24,780
NATIONAL INFRASTRUCTURE INVESTMENTS	500,000	500,000	1,500,000	900,000	1,000,000	1,000,000	775,000	800,000	800,000	[800,000]
MINORITY BUSINESS RESOURCE CENTER	933	941	500	500	0	0	0	0	0	0
CYBER SECURITY INITIATIVES	8,000	15,000	15,000	15,000	15,000	22,000	39,400	48,100	49,000	74,600
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	0	3,000	3,000	5,000	5,000	5,000	3,800	8,850	9,558	10,692
RESEARCH AND TECHNOLOGY	13,000	13,000	23,465	8,471	21,000	22,800	51,363	48,996	53,772	61,930
ESSENTIAL AIR SERVICE	[105,653]	[121,801]	[133,742]	[145,437]	[114,869]	[82,887]	[90,887]	[134,132]	[154,431]	[164,249] ^{2/}
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	175,000	150,000	155,000	175,000	162,000	141,724	350,000	354,827	348,554	423,000
THRIVING COMMUNITIES	0	0	0	0	0	0	25,000	25,000	25,309	25,000
ELECTRIC VEHICLE FLEET	0	0	0	0	0	0	0	-	-	5,310
JOHN A. VOLPE TRANSPORTATION CENTER EXCHANGE BUILDING	0	0	0	0	0	0	0	4,500	4500	0

1/ Funding for the Office of Small and Disadvantaged Utilization (formerly in Salaries and Expenses) has been merged with the Minority Business Outreach appropriation and the appropriation has been renamed Small and Disadvantaged Business
 2/ Overflight fees collected by FAA.

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SECTION 7:
OIG AND GAO
REPORT

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GAO-IG Act Report: Department of Transportation
OIG and GAO Open Recommendations as of September 30, 2023

Status	GAO/OIG	OA	Report Date	Report Number	Rec#	Report Title	Recommendation Text	TAD as of 9/30/23	Not Implemented Category	Justification for Not Implementing	
1	Open	GAO	NHTSA	10/3/2008	GAO-09-56	1	Highway Safety: Foresight Issues Challenge DOT's Efforts to Assess and Respond to New Technology-Based Trends	In order to improve the information available to the Congress for reauthorization, analyze and report on trends currently anticipated to affect highway safety through 2020 and beyond in a systematic fashion—including information on high-clockspeed trends, discussion of evidence about these and other individual trends, their implications and potential interactions, and DOT responses.	12/30/2023	N/A	N/A
2	Open	OIG	OST	11/14/2011	F12012007	1b	FISMA 2011: Persistent Weaknesses in DOT's Controls Challenge the Protection and Security of Its Information System	Enhance existing policy to address security awareness training for non-computer users, address security costs as part of capital planning, correct the definition of "government system", and address the identification, monitoring, tracking and validation of users and equipment that remotely access DOT networks and applications.	10/2/2023	N/A	N/A
3	Open	GAO	FAA	9/13/2012	GAO-12-902	3	Slot-Controlled Airports: FAA's Rules Could Be Improved to Enhance Competition and Use of Available Capacity	To help maximize the use of available capacity at slot-controlled airports, enhance competition through greater airline access to slots, and enhance transparency of slot information, apply slot rules to individual slots, as opposed to pools of slots within a slot period.	N/A	Rulemaking	DOT is evaluating options for a long-term rulemaking solution.
4	Open	GAO	OST	9/13/2012	GAO-12-902	6	Slot-Controlled Airports: FAA's Rules Could Be Improved to Enhance Competition and Use of Available Capacity	With respect to possible future regulatory action, consider requiring airlines to schedule a certain percentage, or all, of their slot allocations, similar to practices maintained elsewhere in the world.	N/A	Rulemaking	DOT is evaluating options for a long-term rulemaking solution.
5	Open	GAO	FAA	10/4/2012	GAO-13-36	2	General Aviation Safety: Additional FAA Efforts Could Help Identify and Mitigate Safety Risks	To enhance FAA's efforts to improve general aviation safety, improve measures of general aviation activity by requiring the collection of the number of hours that general aviation aircraft fly over a period of time (flight hours). FAA should explore ways to do this that minimize the impact on the general aviation community, such as by collecting the data at regular events (e.g., during registration renewals or at annual maintenance inspections) that are already required.	12/31/2023	N/A	N/A
6	Open	GAO	FAA	10/4/2012	GAO-13-36	3	General Aviation Safety: Additional FAA Efforts Could Help Identify and Mitigate Safety Risks	To enhance FAA's efforts to improve general aviation safety, and to ensure that ongoing safety issues are addressed, set specific general aviation safety improvement goals—such as targets for fatal accident reductions—for individual industry segments using a data-driven, risk management approach.	12/31/2023	N/A	N/A
7	Open	GAO	FAA	10/4/2012	GAO-13-36	4	General Aviation Safety: Additional FAA Efforts Could Help Identify and Mitigate Safety Risks	To enhance FAA's efforts to improve general aviation safety, and to determine whether the programs and activities underlying the 5-year strategy are successful and if additional actions are needed, develop performance measures for each significant program and activity underlying the 5-year strategy.	12/31/2023	N/A	N/A
8	Open	GAO	FHWA	12/13/2012	GAO-13-77	1	Highway Trust Fund: Pilot Program Could Help Determine the Viability of Mileage Fees for Certain Vehicles	To ensure that up-to-date data are available on the road damages imposed by all vehicle types compared with the revenues each contributes to the National Highway Trust Fund, revise and publish the agency's Highway Cost Allocation Study and update it periodically as warranted.	11/30/2025	N/A	N/A
9	Open	OIG	FAA	6/20/2013	AV2013099	2	FAA Lacks a Reliable Model for Determining the Number of Flight Standards Safety Inspectors It Needs	Conduct and document a variance analysis of each model's results and assess staffing at field offices where the on-board staffing level varies widely from the current model projection to verify if immediate staffing action is needed in the interest of safety.	3/31/2024	N/A	N/A
10	Open	OIG	OST	11/22/2013	F12014006	4	FISMA 2013 DOT Has Made Progress But Its Systems Remain Vulnerable to Significant Security Threats	Obtain and review plans from FMCSA, MARAD, OST, and RITA to authorize systems with expired accreditations. Perform security reviews of unauthorized systems to determine if the enterprise is exposed to unacceptable risk.	9/30/2021	N/A	N/A
11	Open	OIG	OST	11/22/2013	F12014006	7	FISMA 2013 DOT Has Made Progress But Its Systems Remain Vulnerable to Significant Security Threats	Obtain a schedule and action plan for OAs to develop procedures for comprehensive cloud computing agreements to include security controls roles and responsibilities. Report to OA management any delays in completing the procedures.	9/30/2023	N/A	N/A
12	Open	OIG	OST	11/22/2013	F12014006	8	FISMA 2013 DOT Has Made Progress But Its Systems Remain Vulnerable to Significant Security Threats	Obtain and review existing cloud computing agreements to assess compliance with agency policy, including security requirements. Report exceptions to OA management.	9/30/2023	N/A	N/A
13	Open	GAO	FMCSA	2/3/2014	GAO-14-114	1	Federal Motor Carrier Safety: Modifying the Compliance, Safety, Accountability Program Would Improve the Ability to Identify High Risk Carriers	To improve the CSA program, revise the SMS methodology to better account for limitations in drawing comparisons of safety performance information across carriers; in doing so, the Secretary of Transportation should direct the FMCSA Administrator to conduct a formal analysis that specifically identifies: (1) limitations in the data used to calculate SMS scores including variability in the carrier population and the quality and quantity of data available for carrier safety performance assessments, and (2) limitations in the resulting SMS scores including their precision, confidence, and reliability for the purposes for which they are used.	N/A	Impasse	The Department non-concurred. In February 2023, FMCSA published proposed changes to improve Safety Measurement System (SMS). As part of this Federal Register Notice, the Agency's noted that its Item Response Theory (IRT) modeling work revealed many limitations and practical challenges with using an IRT model. As a result, FMCSA concluded that IRT modeling does not perform well for the Agency's use in identifying motor carriers for safety interventions, and therefore, does not improve overall safety. FMCSA is in the process of reviewing comments submitted in response to the Federal Register Notice and has not made a final decision on which proposed changes would be implemented.
14	Open	GAO	OST	5/22/2014	GAO-14-413	1	Federal Software Licenses: Better Management Needed to Achieve Significant Savings Government-Wide	To ensure the effective management of software licenses, develop an agency-wide comprehensive policy for the management of software licenses that addresses the weaknesses we identified.	3/1/2023	N/A	N/A
15	Open	OIG	FAA	6/5/2014	F12014052	4	Weaknesses Exist in FAA's Security Controls for the Traffic Flow Management System (FLOU)	Prioritize and remediate all TFMS scheduled POAMs.	12/31/2023	N/A	N/A
16	Open	OIG	FAA	7/9/2014	AV2014062	4	FAA Lacks the Metrics and Data Needed to Accurately Measure the Outcomes of Its Controller Productivity Initiatives	Require controllers to maintain their own time-on-position records by signing in and out in Cru-X/ART.	10/31/2024	N/A	N/A
17	Open	OIG	OST	10/28/2014	AV2015001	7	Oversight Weaknesses Limit DOT's Ability to Ensure Passenger Protections During Long, On Board Flight Delays	Define comfortable cabin temperature and include the requirement in DOT regulations. In the interim, issue guidance to the industry that defines comfortable cabin temperature.	12/31/2023	N/A	N/A
18	Open	GAO	OST	5/21/2015	GAO-15-431	1	Telecommunications: Agencies Need Better Controls to Achieve Significant Savings on Mobile Devices and Services	To help the department effectively manage spending on mobile devices and services, ensure procedures to monitor and control spending are established department-wide. Specifically, ensure that (1) procedures include assessing devices for zero, under, and over usage; (2) personnel with authority and responsibility for performing the procedures are identified; and (3) the specific steps to be taken to perform the process are documented.	12/31/2023	N/A	N/A
19	Open	OIG	OST	6/16/2015	F12015047	4	DOT Lacks an Effective Process for Its Transition to Cloud Computing	Establish FedRAMP compliance guidelines and oversight for the Department, and ensure that each Operating Administration put plans in place to meet FedRAMP requirements.	11/1/2023	N/A	N/A
20	Open	OIG	FAA	9/29/2015	AV2015112	2	FAA's Contingency Plans and Security Protocols Were Insufficient at Chicago Air Traffic Control Facilities	Identify and implement changes needed to improve annual contingency training exercises to simulate more realistic scenarios.	1/31/2024	N/A	N/A
21	Open	OIG	FAA	10/15/2015	AV2016001	3	FAA Lacks an Effective Staffing Model and Risk-Based Oversight Process for Organization Designation Authorization	Develop and implement system-based evaluation criteria and risk-based tools to aid ODA team members in targeting their oversight.	12/31/2024	N/A	N/A
22	Open	OIG	OST	11/5/2015	F12016001	2	FISMA 2015: DOT has Major Success in PIV Implementation, But Problems Persist in Other Cybersecurity Areas	Work with the OAs to develop a formal transition plan to the proposed ISCM target architecture that includes but is not limited to: (1) continuously assessing security controls; (2) reviewing system configuration settings; and (3) assessing timely remediation of security weaknesses. During the transition period, establish processes and practices for effectively collecting, validating, and reporting ISCM data.	4/1/2022	N/A	N/A
23	Open	OIG	OST	11/5/2015	F12016001	8	FISMA 2015: DOT has Major Success in PIV Implementation, But Problems Persist in Other Cybersecurity Areas	Work with FAA to improve its assessment process to meet DOT Cybersecurity Compendium and Security Authorization & Continuous Monitoring Performance Guide. DOT CIO in conjunction with the FAA CIO review the FAA quality assurance process to ensure all security documents are reviewed and updated to reflect the system controls, vulnerabilities, and that the current risks are clearly presented to the authorizing officials.	3/1/2022	N/A	N/A
24	Open	OIG	OST	11/5/2015	F12016001	9	FISMA 2015: DOT has Major Success in PIV Implementation, But Problems Persist in Other Cybersecurity Areas	Work with the OAs to ensure they update open POA&Ms with the required data fields.	9/30/2023	N/A	N/A
25	Open	OIG	MARAD	12/10/2015	ST2016011	8	Weaknesses in MARAD's Management Controls for Risk Mitigation, Workforce Development, and Program Implementation Hinder the Agency's Ability to Meet Its Mission	Update existing MAOs in accordance with established timelines.	1/31/2021	N/A	N/A

GAO-IG Act Report: Department of Transportation
OIG and GAO Open Recommendations as of September 30, 2023

	Status	GAO/OIG	OA	Report Date	Report Number	Rec#	Report Title	Recommendation Text	TAD as of 9/30/23	Not Implemented Category	Justification for Not Implementing
26	Open	GAO	OST	12/16/2015	GAO-16-127	1	Air Travel and Communicable Diseases: Comprehensive Federal Plan Needed for U.S. Aviation System's Preparedness	To help improve the U.S. aviation sector's preparedness for future communicable disease threats from abroad, work with relevant stakeholders, such as the Department of Health and Human Services, to develop a national aviation-preparedness plan for communicable disease outbreaks. Such a plan could establish a mechanism for coordination between the aviation and public health sectors and provides clear and transparent planning assumptions for a variety of types and levels of communicable disease threats.	12/31/2023	N/A	N/A
27	Open	OIG	FAA	2/4/2016	F12016019	6	Security Controls over FAA's Large TRACON Facilities (SSI)	Conduct annual contingency plan exercises for large TRACONs using a formally agreed upon alternate processing site to familiarize TRACON personnel with the alternate facility's available resources and equipment, and evaluate the site's capabilities to support contingency operations using explicit test objectives and success criteria.	1/31/2024	N/A	N/A
28	Open	OIG	OST	3/22/2016	F12016056	3	The Volpe Center's Information Technology Infrastructure is at Risk for Compromise (FOUO)	Install a network-based intrusion detection and prevention solution to complement the current host-based systems, enabling more comprehensive and accurate detection and prevention of malicious activity on the network, including traffic coming from trusted connections.	12/31/2022	N/A	N/A
29	Open	OIG	FAA	5/31/2016	AV2016067	8	FAA Lacks Sufficient Oversight of the Aircraft Rescue and Fire Fighting Program	Develop a process to ensure the Office of Airports reports its Aircraft Rescue and Fire Fighting enforcement actions to FAA's Enforcement Information System database according to FAA Order 2150.3B.	12/31/2023	N/A	N/A
30	Open	GAO	FHWA	6/8/2016	GAO-16-575	3	Highway Safety: More Robust DOT Oversight of Guardrails and Other Roadside Hardware Could Further Enhance Safety	To promote the transition to improve crash test standards, to strengthen FHWA's oversight of the roadside safety hardware's crash-testing process, and to make more information available to states and industry on how roadside safety hardware performs in actual conditions, provide additional guidance to crash test labs and accreditation bodies to ensure that labs have a clear separation between device development and testing in cases where lab employees test devices that were developed within their parent organization.	6/30/2026	N/A	N/A
31	Open	GAO	FHWA	6/8/2016	GAO-16-575	4	Highway Safety: More Robust DOT Oversight of Guardrails and Other Roadside Hardware Could Further Enhance Safety	To promote the transition to improved crash-test standards, to strengthen FHWA's oversight of the roadside safety hardware's crash-testing process, and to make more information available to states and industry on how roadside safety hardware performs in actual conditions, develop a process for third-party verification of results from crash-test labs.	11/30/2025	N/A	N/A
32	Open	GAO	FHWA	6/8/2016	GAO-16-575	5	Highway Safety: More Robust DOT Oversight of Guardrails and Other Roadside Hardware Could Further Enhance Safety	To promote the transition to improved crash test standards, to strengthen FHWA's oversight of the roadside safety hardware's crash-testing process, and to make ore information available to states and industry on how roadside safety hardware performs in actual conditions, support additional research and disseminate results on roadside safety hardware's in-service performance, either as part of future phases of FHWA's current pilot study on guardrail end terminals' performance or as part of FHWA's broader research portfolio.	12/31/2023	N/A	N/A
33	Open	GAO	FAA	7/28/2016	GAO-16-679	1	Aviation Safety: FAA's Risk-Based Oversight for Repair Stations Could Benefit from Additional Airline Data and Performance Metrics	Develop and implement a process in Flight Standards for incorporating into SAS the volume of critical maintenance that each U.S. airline contracts to repair stations.	12/31/2023	N/A	N/A
34	Open	GAO	OST	8/26/2016	GAO-16-686	1	FEDERAL CHIEF INFORMATION SECURITY OFFICERS: Opportunities Exist to Improve Roles and Address Challenges to Authority	To ensure that the role of the CISO is defined in department policy in accordance with FISMA 2014, define the CISO's role in department policy for ensuring that subordinate security plans are documented for the department's information systems.	11/1/2022	N/A	N/A
35	Open	GAO	OST	8/26/2016	GAO-16-686	2	FEDERAL CHIEF INFORMATION SECURITY OFFICERS: Opportunities Exist to Improve Roles and Address Challenges to Authority	To ensure that the role of the CISO is defined in department policy in accordance with FISMA 2014, define the CISO's role in department policy for ensuring that security controls are tested periodically.	11/1/2022	N/A	N/A
36	Open	OIG	OST	10/13/2016	F12017001	1	DOT Cybersecurity Incident Handling and Reporting is Ineffective and Incomplete (FOUO)	Enforce DOT's current policy for incident monitoring to ensure the Cyber Security Management Center's access to FAA's NAS systems and departmental cloud systems, or update the policy to reflect the unique reporting structures between DOT and FAA.	11/1/2023	N/A	N/A
37	Open	OIG	OST	10/13/2016	F12017001	2	DOT Cybersecurity Incident Handling and Reporting is Ineffective and Incomplete (FOUO)	Establish policy and controls for the use of maintenance data terminals to reduce the incidence of malware on these terminals.	12/1/2022	N/A	N/A
38	Open	OIG	OST	10/13/2016	F12017001	3	DOT Cybersecurity Incident Handling and Reporting is Ineffective and Incomplete (FOUO)	Implement a ranking method for incidents.	12/30/2022	N/A	N/A
39	Open	OIG	OST	10/13/2016	F12017001	4	DOT Cybersecurity Incident Handling and Reporting is Ineffective and Incomplete (FOUO)	Require OAs to provide their network maps to the Cyber Security Management Center.	11/1/2023	N/A	N/A
40	Open	OIG	OST	11/16/2016	F12017008	1	FISMA 2016: DOT Continues to make progress, but the Department's information security posture is still not effective	Take action to work with all OAs to complete expired authorizations and reinforce or strengthen policy requiring systems be reauthorized prior to their expiration dates.	10/15/2021	N/A	N/A
41	Open	OIG	OST	11/16/2016	F12017008	2	FISMA 2016: DOT Continues to make progress, but the Department's information security posture is still not effective	Take action to work with all OAs to perform a thorough CSAM quality review to ensure system documentation matches what is entered into CSAM. At a minimum, the review should verify that: (1) system authorization dates in CSAM match what is approved by the authorizing official; (2) POAMs are created and reported once a security weakness is found; and (3) authorizing officials are provided accurate documentation on all risks accepted.	6/30/2023	N/A	N/A
42	Open	OIG	OST	11/16/2016	F12017008	3	FISMA 2016: DOT Continues to make progress, but the Department's information security posture is still not effective	Take action to work with FAA, FHWA, FMCSA, FTA, MARAD, NHTSA, and OST to develop risk acceptance memos for the expired systems identified in this report.	5/2/2021	N/A	N/A
43	Open	OIG	OST	11/16/2016	F12017008	4	FISMA 2016: DOT Continues to make progress, but the Department's information security posture is still not effective	Work with OST COE, FTA, and FAA, the common control providers, to report and update risk acceptance for shared controls that are not implemented in DOT's Repository (e.g., CSAM) per FISMA, OMB, and DOT requirements.	9/30/2023	N/A	N/A
44	Open	OIG	OST	11/16/2016	F12017008	5	FISMA 2016: DOT Continues to make progress, but the Department's information security posture is still not effective	Take action to work with FAA and require them to review CSAM POA&M entries, and identify and correct cases where multiple weaknesses were entered as one.	6/30/2023	N/A	N/A
45	Open	OIG	OST	11/16/2016	F12017008	6	FISMA 2016: DOT Continues to make progress, but the Department's information security posture is still not effective	Perform a review of CSAM POA&Ms and assess if the entries are compliant with DOT policy. For deficient data, require OAs to provide a corrective action plan.	12/31/2023	N/A	N/A
46	Open	OIG	OST	11/16/2016	F12017008	7	FISMA 2016: DOT Continues to make progress, but the Department's information security posture is still not effective	Take action to identify and document OST COE compensating controls when used to address security weaknesses in CSAM and system authorizations.	12/31/2023	N/A	N/A
47	Open	OIG	OST	11/16/2016	F12017008	8	FISMA 2016: DOT Continues to make progress, but the Department's information security posture is still not effective	Take action to report/update OST COE security weaknesses found during vulnerability assessments in DOT's Repository (e.g., CSAM) per FISMA, OMB, and DOT requirements.	12/31/2023	N/A	N/A
48	Open	GAO	OST	11/30/2016	GAO-17-8	1	IT Workforce: Key Practices Help Ensure Strong Integrated Program Teams; Selected Departments Need to Assess Skill Gaps	To facilitate the analysis of gaps between the current skills and future needs, the development of strategies for filling the gaps, and succession planning, address the shortfalls in IT workforce planning noted in this report, including the following actions: (1) establish a time frame for when the department is to finalize its draft workforce planning process and maintain that process; (2) develop staffing requirements for all positions; (3) assess competency and staffing needs regularly for all positions; (4) assess gaps in staffing for all components of the workforce; (5) develop strategies and plans to address gaps in competencies and staffing; (6) implement activities that address gaps, including an IT acquisition cadre, cross-functional training of acquisition and program personnel, a career path for program managers, and use of special hiring authorities, if justified and cost-effective; (7) monitor the department's progress in addressing competency and staffing gaps; and (8) report to department leadership on progress in addressing competency and staffing gaps.	12/31/2023	N/A	N/A

GAO-IG Act Report: Department of Transportation
OIG and GAO Open Recommendations as of September 30, 2023

Status	GAO/OIG	OA	Report Date	Report Number	Rec#	Report Title	Recommendation Text	TAD as of 9/30/23	Not Implemented Category	Justification for Not Implementing	
49	Open	GAO	OST	12/14/2016	GAO-17-20	1	DOT Discretionary Grants: Problems with Hurricane Sandy Transit Grant Selection Process Highlight the Need for Additional Accountability	Given DOT's new discretionary grant programs and similar challenges we have found with previous DOT programs, issue a directive that governs department-wide and modal administration discretionary grant programs. Such a directive should include requirements to: (1) develop a plan for evaluating project proposals in advance of issuing a notice of funding availability that defines the stages of the process, including how the process will be overseen to ensure a consistent review of applications; (2) document key decisions, including the reason for any rating changes and the officials responsible for those changes, and how high-level concerns raised during the process were addressed; and (3) align stated program purpose and policy priorities with the evaluation and selection process.	12/31/2023	N/A	N/A
50	Open	OIG	FAA	1/11/2017	AV2017020	4	Although FAA Has Taken Steps To Improve Its Operational Contingency Plans, Significant Work Remains To Mitigate the Effects of Major System Disruptions	Establish a process and requirement to validate airspace divestment plans annually to ensure the plans can be executed and technical requirements are up-to-date based on current technology.	1/31/2024	N/A	N/A
51	Open	OIG	FAA	1/11/2017	AV2017020	5	Although FAA Has Taken Steps To Improve Its Operational Contingency Plans, Significant Work Remains To Mitigate the Effects of Major System Disruptions	Develop airspace divestment plans for oceanic airspace, and develop and implement the technical requirements needed to support all new plans.	5/31/2024	N/A	N/A
52	Open	OIG	FAA	1/11/2017	AV2017020	7	Although FAA Has Taken Steps To Improve Its Operational Contingency Plans, Significant Work Remains To Mitigate the Effects of Major System Disruptions	Establish a process for developing baseline contingency metrics, analyzing contingency trends and root causes, and annually disseminating the results to Air Traffic Organization personnel.	1/31/2024	N/A	N/A
53	Open	GAO	FAA	3/23/2017	GAO-17-366	1	Commercial Space Launch Insurance: Weakness in FAA's Insurance Calculation May Expose the Federal Government to Excess Risk	To help ensure that the government is not exposed to more liability risk than intended, prioritize the development of a plan to address the identified weakness in the cost-of-casualty amount, including setting time frames for action, and update the amount based on current information.	6/30/2024	N/A	N/A
54	Open	OIG	FHWA	3/28/2017	SA2017038	1	Report on Single Audit of the Government of the U.S. Virgin Islands, Charlotte Amalie, VI	Ensure that the Government complies with the Equipment and Real Property Management Requirements.	12/1/2023	N/A	N/A
55	Open	OIG	FHWA	4/27/2017	SA2017044	1	Report on the Single Audit of the Hopi Tribe, Kykotsmovi, AZ	Ensure the Tribe complies with Procurement, Suspension and Debarment Requirements.	12/1/2023	N/A	N/A
56	Open	OIG	FHWA	4/27/2017	SA2017044	2	Report on the Single Audit of the Hopi Tribe, Kykotsmovi, AZ	Recover \$25,646 from the Tribe, if applicable.	12/1/2023	N/A	N/A
57	Open	OIG	FAA	5/31/2017	FI2017051	4	FAA's Security Controls Are Insufficient for Its En Route Automation Modernization Program (SS)	Implement the required baseline for ERAM's Oracle components, including updating unsupported software, removing unnecessary ports and services in order to limit vulnerabilities, and mitigating the adverse effects of most types of intrusion attempts.	12/31/2025	N/A	N/A
58	Open	OIG	FTA	6/6/2017	SA2017052	2	Report on the Single Audit of the City of Tracy, Tracy, CA	Recovers \$147,515 from the City, if applicable.	12/31/2023	N/A	N/A
59	Open	GAO	OST	7/27/2017	GAO-17-637	3	AIR AMBULANCE: Data Collection and Transparency Needed to Enhance DOT Oversight	To increase transparency and obtain information to better inform decisions on whether to investigate potentially unfair or deceptive practices in the air ambulance industry, assess available federal and industry data and determine what further information could assist in the evaluation of future complaints or concerns regarding unfair or deceptive practices.	9/30/2023	N/A	N/A
60	Open	GAO	OST	7/27/2017	GAO-17-637	4	Air Ambulance: Data Collection and Transparency Needed to Enhance DOT Oversight	To increase transparency and obtain information to better inform decision on whether to investigate potentially unfair or deceptive practices in the air ambulance industry, consider consumer disclosure requirements for air ambulance providers, which could include information such as established prices charged, business model and entity that establishes prices, and extent of contracting with insurance.	9/30/2023	N/A	N/A
61	Open	OIG	FHWA	8/9/2017	SA2017073	2	Report on Single Audit of the State of Tennessee, Nashville, TN	Recovers \$466,262 from the State, if applicable.	12/1/2023	N/A	N/A
62	Open	OIG	FTA	9/11/2017	SA2017076	4	Report on Single Audit of the State of Nebraska, Lincoln, NE	Recovers \$438,118 from the State, if applicable.	12/31/2023	N/A	N/A
63	Open	OIG	FTA	9/11/2017	SA2017081	2	Report on Single Audit of the Massachusetts Bay Transportation Authority, Boston, MA	Ensures that the Authority complies with equipment and real property management requirements.	12/31/2023	N/A	N/A
64	Open	OIG	FTA	9/11/2017	SA2017082	1	Report on Single Audit of the Puerto Rico Metropolitan Bus Authority, San Juan, PR	Ensures that the Authority complies with equipment and real property management requirements.	12/31/2023	N/A	N/A
65	Open	OIG	FAA	9/11/2017	SA2017090	1	Report on Single Audit of the Arapahoe County Public Airport Authority, Englewood, CO	Ensures that the Authority complies with special tests and provisions-revenue diversion requirements.	6/30/2022	N/A	N/A
66	Open	OIG	FHWA	9/11/2017	SA2017091	1	Report on Single Audit of the Government of the U.S. Virgin Islands, Charlotte Amalie, VI	Ensures that the Government complies with equipment and real property management requirements.	12/1/2023	N/A	N/A
67	Open	OIG	FHWA	9/11/2017	SA2017095	1	Report on Single Audit of the Turtle Mountain Band Of Chippewa Indians, Belcourt, ND	Ensures that the Tribe complies with activities allowed or unallowed and allowable costs/cost principles requirements.	12/1/2023	N/A	N/A
68	Open	OIG	FHWA	9/11/2017	SA2017095	2	Report on Single Audit of the Turtle Mountain Band Of Chippewa Indians, Belcourt, ND	Determine an amount of questioned costs and recover from the Tribe, if applicable.	12/1/2023	N/A	N/A
69	Open	OIG	FAA	9/20/2017	ZA2017098	8	DOT and FAA Lack Adequate Controls Over Their Use and Management of Other Transaction Agreements	Develop and implement policies and procedures to standardize and enforce provisions of Tower Operating Agreement OTAs as a condition of providing air traffic control services, including: a. A procedure to provide for periodic inspections of the tower environment to detect problems that have an impact on FAA contract controllers and respond to them; b. Requiring all airport sponsors to sign Tower Operating Agreements.	12/31/2024	N/A	N/A
70	Open	OIG	OST	9/20/2017	ZA2017098	14	DOT and FAA Lack Adequate Controls Over Their Use and Management of Other Transaction Agreements	Update the Financial Assistance Guidance Manual and other policies to reflect current authorities and oversight needs for OTAs, and clarify which provisions of the manual and other policies apply to these agreements.	4/1/2024	N/A	N/A
71	Open	GAO	OST	9/21/2017	GAO-17-464	1	Telecommunications: Agencies Need to Apply Transition Planning Practices to Reduce Potential Delays and Added Costs	Verify the completeness of DOT's inventory of current telecommunications assets and services and establishes a process for ongoing maintenance of the inventory.	3/1/2023	N/A	N/A
72	Open	GAO	OST	9/21/2017	GAO-17-464	2	Telecommunications: Agencies Need to Apply Transition Planning Practices to Reduce Potential Delays and Added Costs	Identify the agency's future telecommunications needs, areas for optimization, and costs and benefits of new technology; and complete efforts to align DOT's approach with its long-term plans and enterprise architecture.	3/1/2023	N/A	N/A
73	Open	GAO	OST	9/21/2017	GAO-17-464	4	Telecommunications: Agencies Need to Apply Transition Planning Practices to Reduce Potential Delays and Added Costs	Identify the resources needed for the full transition, justify requests for transition resources, identify staff resources needed for the full transition, and fully analyze training needs for staff assisting with the transition.	3/1/2023	N/A	N/A
74	Open	GAO	OST	9/21/2017	GAO-17-464	5	Telecommunications: Agencies Need to Apply Transition Planning Practices to Reduce Potential Delays and Added Costs	Fully demonstrate that DOT's transition goals and measures align with its mission; completely identify transition risks related to information security, critical systems, and continuity of operations; and fully identify mission-critical priorities in the transition timeline.	3/1/2023	N/A	N/A
75	Open	OIG	OST	9/26/2017	ZA2017106	6	OSDBU Lacks Effective Processes for Establishing, Overseeing, and Managing Its Small Business Resource Centers	Recover the \$69,312.00 in improper payments for unallowable labor charges	12/31/2024	N/A	N/A
76	Open	GAO	FAA	10/26/2017	GAO-18-72	2	Federal Facility Security: Selected Agencies Should Improve Methods for Assessing and Monitoring Risk	To improve agencies' physical security programs' alignment with the ISC <i>Risk Management Process for Federal Facilities and Standards for Internal Control in the Federal Government</i> for information and monitoring, update FAA's policy to require the use of a methodology that fully aligns with the ISC's Risk Management Process for Federal Facilities for assessing all undesirable events, considering all three factors of risk, and documenting all deviations from the standard countermeasures.	12/31/2023	N/A	N/A
77	Open	GAO	FAA	10/26/2017	GAO-18-72	3	Federal Facility Security: Selected Agencies Should Improve Methods for Assessing and Monitoring Risk	To improve agencies' physical security programs' alignment with the ISC <i>Risk Management Process for Federal Facilities and Standards for Internal Control in the Federal Government</i> for information and monitoring, update FAA's policy to include ongoing monitoring of physical security information.	12/31/2023	N/A	N/A

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78	Open	GAO	OST	11/2/2017	GAO-18-38	1	Discretionary Transportation Grants: DOT Should Take Actions to Improve the Selection of Freight and Highway Projects	Develop an evaluation plan for the Infrastructure for Rebuilding America (INFRA) program in advance of issuing the notice of funding opportunity and ensure the program's evaluation plan clearly defines how all review teams should apply criteria, assess applications, and assign ratings to ensure that all applications are consistently reviewed.	12/31/2023	N/A	N/A
79	Open	GAO	OST	11/2/2017	GAO-18-38	3	Discretionary Transportation Grants: DOT Should Take Actions to Improve the Selection of Freight and Highway Projects	Require INFRA program teams document their decision-making rationale throughout all levels of review in the application selection process.	12/31/2023	N/A	N/A
80	Open	GAO	OST	11/30/2017	GAO-18-132	1	Automated Vehicles: Comprehensive Plan Could Help DOT Address Challenges	Develop and implement a comprehensive plan to better manage departmental initiatives related to automated vehicles. This plan should include leading principles such as goals, priorities, steps to achieve results, milestones, and performance measures to track progress.	12/31/2023	N/A	N/A
81	Open	OIG	FHWA	1/10/2018	ST2018014	1	FHWA Lacks Detailed Guidance on Infrastructure Resilience for Emergency Relief Projects and a Process To Track Related Improvements	Revise the Emergency Relief Manual to include a definition of resilience improvement and identify procedures States should use to incorporate resilience into ERP-funded projects.	9/30/2023	N/A	N/A
82	Open	OIG	FHWA	1/10/2018	ST2018014	3	FHWA Lacks Detailed Guidance on Infrastructure Resilience for Emergency Relief Projects and a Process To Track Related Improvements	Develop and implement a process to track the consideration of resilience improvements for emergency relief projects and their associated costs.	9/30/2023	N/A	N/A
83	Open	GAO	FAA	1/16/2018	GAO-18-57	1	Commercial Space Launch Insurance: FAA Needs to Fully Address Mandated Requirements	Fulfill the CSLCA mandate to include ensuring a balance of risk between the federal government and launch companies as part of FAA's MPL methodology evaluation by reexamining the current probability thresholds.	12/31/2023	N/A	N/A
84	Open	GAO	FAA	1/16/2018	GAO-18-57	2	Commercial Space Launch Insurance: FAA Needs to Fully Address Mandated Requirements	Fulfill the CSLCA mandate to analyze the cost impact of implementing its revised MPL methodology by evaluating the impact on the direct costs of launch companies and the federal government.	9/30/2023	N/A	N/A
85	Open	GAO	FAA	1/16/2018	GAO-18-57	3	Commercial Space Launch Insurance: FAA Needs to Fully Address Mandated Requirements	Fulfill the CSLCA mandate to evaluate its MPL methodology in consultation with the commercial space sector and insurance providers by consulting with those entities on the cost impact of its revised MPL methodology, including an updated cost-of-casualty amount, on the launch industry and the federal government.	12/31/2023	N/A	N/A
86	Open	GAO	FAA	1/16/2018	GAO-18-57	4	Commercial Space Launch Insurance: FAA Needs to Fully Address Mandated Requirements	Establish an estimated completion date for developing and implementing a plan to establish guidance on the most appropriate MPL methodologies and tools to use for each launch.	9/30/2023	N/A	N/A
87	Open	OIG	FAA	1/17/2018	QC2018016	5	Quality Control Review for the Assessment of DOT's Protection of Privacy Information	KPMG recommends that FAA System Owner of System #8 ensure that the encryption protections for data at rest are implemented in accordance with the DOT Privacy Risk Management Policy.	1/7/2022	N/A	N/A
88	Open	OIG	FAA	1/17/2018	QC2018016	7	Quality Control Review for the Assessment of DOT's Protection of Privacy Information	KPMG recommends that FAA System Owner of System #9 Ensure the Privacy Plan including all requirements established by the DOT Chief Privacy Officer in the PTA adjudication statement is implemented.	1/7/2022	N/A	N/A
89	Open	OIG	OST	1/24/2018	F12018017	3	FISMA 2017: DOT's Information Security Posture Is Still Not Effective	For the COE and FAA, update procedures and practices for monitoring and authorizing common security controls to (a) require supporting documentation for controls continual assessments, (b) complete reauthorization assessments for the controls, (c) finalize guidance for customers' use of controls, and (d) establish communication protocols between authorizing officials and common control providers regarding control status and risks.	9/1/2021	N/A	N/A
90	Open	OIG	OST	1/24/2018	F12018017	5	FISMA 2017: DOT's Information Security Posture Is Still Not Effective	Implement controls to continuously monitor and work with components to ensure network administrators are informed and action is taken to disable system accounts when users no longer require access or have been inactive beyond established thresholds.	3/1/2022	N/A	N/A
91	Open	OIG	OST	1/24/2018	F12018017	8	FISMA 2017: DOT's Information Security Posture Is Still Not Effective	Implement processes verifying that personnel performing certain security related roles receive specialized training needed to meet OCIO guidance.	9/30/2021	N/A	N/A
92	Open	GAO	FHWA	1/30/2018	GAO-18-222	1	Highway and Transit Projects: Evaluation Guidance Needed for States with National Environmental Policy Act Authority	Offer and provide guidance or technical assistance to NEPA assignment states on developing evaluation methodologies, including baseline time frames and timeliness measures.	1/31/2024	N/A	N/A
93	Open	OIG	FAA	1/31/2018	AV2018020	4	FAA Completed STARS at Large TRACONS, but Challenges in Delivering NextGen Capabilities Remain	Resolve the electrical configuration issue of the STARS rack assemblies at each of the 11 TRACONS by either: (a) obtaining approval for the configuration from a nationally recognized testing laboratory or (b) assessing and documenting risks posed by the STARS rack assemblies installed at each of the 11 facilities and FAA's acceptance of that risk on air traffic operations.	9/30/2026	N/A	N/A
94	Open	GAO	NHTSA	1/31/2018	GAO-18-252	2	Next Generation 911: National 911 Program Could Strengthen Efforts to Assist States	Regarding the National 911 Program, determine roles and responsibilities of federal agencies participating in the National NG911 Roadmap initiative in order to carry out the national-level tasks over which each agency has jurisdiction.	1/31/2024	N/A	N/A
95	Open	OIG	FMCSA	1/31/2018	ST2018019	1	Estimates Show Commercial Driver Detention Increases Crash Risks and Costs, but Current Data Limit Further Analysis	Collaborate with industry stakeholders to develop and implement a plan to collect and analyze reliable, accurate, and representative data on the frequency and severity of driver detention times.	11/28/2025	N/A	N/A
96	Open	GAO	OST	2/15/2018	GAO-18-211	1	Critical Infrastructure Protection: Additional Actions Are Essential for Assessing Cybersecurity Framework Adoption	In cooperation with the Secretary of Homeland Security, take steps to consult with respective sector partner(s), such as the SCC, DHS and NIST, as appropriate, to develop methods for determining the level and type of framework adoption by entities across their respective sector	12/31/2023	N/A	N/A
97	Open	OIG	FTA	3/19/2018	SA2018035	3	Report on Single Audit of the Washington Metropolitan Area Transit Authority, Washington, DC	Recover \$76,572 from the Authority, if applicable.	12/31/2023	N/A	N/A
98	Open	OIG	FAA	4/30/2018	SA2018051	1	Report on Single Audit of the Valley County, Glasgow, MT	Ensures that the County complies with the equipment and real property requirements.	12/31/2023	N/A	N/A
99	Open	GAO	FTA	5/31/2018	GAO-18-462	1	Capital Investment Grants Program: FTA Should Address Several Statutory Provisions	Initiate a rulemaking regarding the evaluation and rating process for Core Capacity Improvement projects, consistent with statutory provisions.	12/31/2024	N/A	N/A
100	Open	OIG	FAA	6/27/2018	AV2018057	5	Underlying Data Quality Issues Hinder the Staffing and Placement of FAA's Maintenance Technicians	Determine if the newly standardized LDR data are reliable for direct maintenance workloads in the Technical Operations Staffing Model, and if so, develop and implement an action plan with milestones to replace the workload assessments with LDR data.	10/31/2023	N/A	N/A
101	Open	GAO	OST	7/11/2018	GAO-18-381	2	Paperwork Reduction Act: Agencies Could Better Leverage Review Processes and Public Outreach to Improve Burden Estimates	Leverage existing consultation with stakeholders and the public to explicitly seek input on the estimated burden on the imposed by information collections.	3/1/2021	N/A	N/A
102	Open	GAO	OST	8/2/2018	GAO-18-93	1	Federal Chief Information Officers: Critical Actions Needed to Address Shortcomings and Challenges in Implementing Responsibilities	Ensure that the Department's IT management policies address the role of the CIO for key responsibilities in the five areas we identified.	11/1/2023	N/A	N/A
103	Open	OIG	FTA	8/22/2018	SA2018073	2	Report on Single Audit of the State of Nebraska, Lincoln, NE	Recover \$99,226 from the State, if applicable.	12/31/2023	N/A	N/A
104	Open	OIG	FTA	9/10/2018	SA2018078	2	Report on Single Audit of the Capital Area Transportation Authority, Lansing, MI	Recover \$30,641 from the Authority, if applicable.	12/31/2023	N/A	N/A
105	Open	OIG	FHWA	9/10/2018	SA2018079	6	Report on Single Audit of the State of Montana, Helena, MT	Ensures that the State complies with the special tests and provisions requirements.	12/1/2023	N/A	N/A
106	Open	OIG	FTA	9/10/2018	SA2018080	2	Report on a Single Audit of the City and County of Honolulu, HI	Recovers \$24,080,771 from the City and County, if applicable.	12/31/2023	N/A	N/A
107	Open	OIG	FTA	9/10/2018	SA2018082	1	Report on a Single Audit of the Massachusetts Bay Transportation Authority, Boston, MA	Ensures that the Authority complies with the equipment and real property management requirements.	12/31/2023	N/A	N/A
108	Open	OIG	OST	9/10/2018	SA2018082	2	Report on a Single Audit of the Massachusetts Bay Transportation Authority, Boston, MA	Ensures that the Authority complies with the equipment and real property management requirements.	11/1/2023	N/A	N/A
109	Open	OIG	OST	9/10/2018	SA2018084	1	Report on a Single Audit of the City of Atlanta, Atlanta, GA	Ensures that the City complies with reporting requirements.	11/1/2023	N/A	N/A
110	Open	OIG	OST	9/10/2018	SA2018084	2	Report on a Single Audit of the City of Atlanta, Atlanta, GA	Ensures that the City complies with subrecipient monitoring requirements.	11/1/2023	N/A	N/A
111	Open	OIG	FHWA	9/10/2018	SA2018085	1	Report on a Single Audit of the Crow Tribe of Indians, Crow Agency, MT	Ensures that the Tribe complies with the cash management requirements.	12/1/2023	N/A	N/A
112	Open	OIG	FHWA	9/10/2018	SA2018085	2	Report on a Single Audit of the Crow Tribe of Indians, Crow Agency, MT	Recovers \$3,077,574 from the Tribe, if applicable.	12/1/2023	N/A	N/A

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113	Open	OIG	FHWA	9/10/2018	SA2018085	3	Report on a Single Audit of the Crow Tribe of Indians, Crow Agency, MT	Ensures that the Tribe complies with the activities allowed/allowable costs and cost principles requirements.	12/1/2023	N/A	N/A
114	Open	OIG	FHWA	9/10/2018	SA2018085	4	Report on a Single Audit of the Crow Tribe of Indians, Crow Agency, MT	Recovers \$22,691 from the Tribe, if applicable.	12/1/2023	N/A	N/A
115	Open	OIG	FHWA	9/10/2018	SA2018085	5	Report on a Single Audit of the Crow Tribe of Indians, Crow Agency, MT	Ensures that the Tribe complies with the equipment and real property requirements.	12/1/2023	N/A	N/A
116	Open	OIG	FHWA	9/10/2018	SA2018085	6	Report on a Single Audit of the Crow Tribe of Indians, Crow Agency, MT	Ensures that the Tribe complies with the period of performance requirements.	12/1/2023	N/A	N/A
117	Open	OIG	FHWA	9/10/2018	SA2018085	7	Report on a Single Audit of the Crow Tribe of Indians, Crow Agency, MT	Ensures that the Tribe complies with the special tests and provisions requirements.	12/1/2023	N/A	N/A
118	Open	OIG	OST	9/11/2018	SA2018087	2	Report on a Single Audit of Rutgers University, Piscataway, NJ	Recovers \$8,954 from the University, if applicable.	11/1/2023	N/A	N/A
119	Open	OIG	FTA	9/11/2018	SA2018087	4	Report on a Single Audit of Rutgers University, Piscataway, NJ	Recovers \$9,377 from the University, if applicable.	12/31/2023	N/A	N/A
120	Open	OIG	FHWA	9/11/2018	SA2018094	1	Report on a Single Audit of the Commonwealth of the Northern Mariana Islands, Saipan, MP	Ensures that the Commonwealth complies with the equipment and real property management requirements.	12/1/2023	N/A	N/A
121	Open	OIG	FAA	9/12/2018	SA2018096	2	Report on a Single Audit of the Territory of American Samoa, Pago Pago, AS	Ensures that the Territory complies with the special tests and provisions requirements.	7/31/2022	N/A	N/A
122	Open	OIG	FRA	9/12/2018	SA2018098	1	Report on a Single Audit of the National Railroad Passenger Corporation & Subsidiaries (AMTRAK), Washington, DC	Ensures that AMTRAK complies with the equipment and real property management requirements.	1/6/2024	N/A	N/A
123	Open	OIG	FAA	11/27/2018	AV2019013	1	FAA Remains Several Years Away From A Standardized Controller Scheduling Tool	Develop an implementation plan for deploying a scheduling system for controllers that includes schedule milestones, system requirements, risk assessment and mitigation, and funding requirements.	12/31/2023	N/A	N/A
124	Open	OIG	FAA	11/27/2018	AV2019013	2	FAA Remains Several Years Away From A Standardized Controller Scheduling Tool	Assess and quantify the expected benefits of a customized controller scheduling tool.	12/31/2023	N/A	N/A
125	Open	OIG	OST	12/4/2018	F12019014	1	DOT has not met federal targets for implementing components of its information security continuous monitoring program	To improve the DOT's information security continuous monitoring program, DOT Chief Information Officer needs to update the department's federal information security modernization act standard operating procedures to include steps for verifying the accuracy and completeness of the Federal Aviation Administration's (FAA) CrossAgency Priority (CAP) goal metrics.	11/1/2023	N/A	N/A
126	Open	OIG	FAA	12/4/2018	F12019014	2	DOT has not met federal targets for implementing components of its information security continuous monitoring program	To improve the accuracy and completeness of the data FAA uses to report on its CAP goal metrics, the Federal Aviation Administrator needs to implement procedures that: define the requirements for selecting the operating systems to be monitored; criteria for determining which tools should be used to collect data for the CAP goal metrics; and verify the accuracy and completeness of the CAP goal metrics.	12/31/2023	N/A	N/A
127	Open	OIG	FHWA	2/13/2019	SA2019017	1	Report on a Single Audit of the Kiowa Tribe of Oklahoma, Carnegie, OK	Ensures that the Tribe complies with the procurement and suspension and debarment requirements.	12/1/2023	N/A	N/A
128	Open	OIG	FHWA	2/13/2019	SA2019017	2	Report on a Single Audit of the Kiowa Tribe of Oklahoma, Carnegie, OK	Recover \$1,531,442 from the Tribe, if applicable.	12/1/2023	N/A	N/A
129	Open	OIG	FHWA	3/6/2019	ST2019019	2	FHWA Needs to Clarify Roles and Processes for Approving and Monitoring Public-Private Partnerships	Revise and issue guidance to communicate to FHWA staff and stakeholders the processes FHWA will use to take Federal stewardship considerations into account in approving P3 projects. This guidance should address FHWA's role, if any, in the assessment of traffic and revenue assumptions.	12/31/2023	N/A	N/A
130	Open	OIG	FHWA	3/6/2019	ST2019019	5	FHWA Needs to Clarify Roles and Processes for Approving and Monitoring Public-Private Partnerships	Develop and issue guidance to internal and external stakeholders communicating the processes FHWA will use to oversee P3 projects, including during the Operations and Maintenance phase for P3 projects that remain funded by Federal loans.	12/31/2023	N/A	N/A
131	Open	GAO	OST	3/11/2019	GAO-19-279	4	Surface Transportation: Action Needed to Guide Implementation of Build America Bureau and Improve Application Process	Ensure that the Build America Bureau develop and adopt a public statement that outlines DOT's and the Bureau's policy goals and appetite for risk for the TIFIA and RRIF financing programs.	N/A	Impasse	The Department partially concurred. The loan programs in the Bureau cover a diverse portfolio of public, private, highway, transit, rail, intermodal, airport and seaport projects that range widely in size, complexity, location and financial structure. Given that diversity, a single statement designed to cover the whole portfolio would, by necessity, make the program inaccessible to some project sponsors. The Bureau has a due diligence process designed to appropriately vet the creditworthiness and potential risk of projects seeking credit assistance.
132	Open	OIG	OST	3/20/2019	F12019023	1	FISMA 2018: DOT's Information Security Program and Practices	Develop policy and procedures to verify and validate the accuracy and completeness of the Department's key FISMA information repository and tool, currently the Cyber Security Assessment and Management tool (CSAM).	12/1/2021	N/A	N/A
133	Open	OIG	OST	3/20/2019	F12019023	2	FISMA 2018: DOT's Information Security Program and Practices	Direct OIG to follow policy and conduct annual cybersecurity performance analysis reviews of OAs' cybersecurity programs, and submit reports to OAs with recommendations to address cybersecurity weaknesses.	10/1/2021	N/A	N/A
134	Open	OIG	OST	3/20/2019	F12019023	3	FISMA 2018: DOT's Information Security Program and Practices	Develop a process and policy where applicable to ensure the Department develops and maintain a comprehensive and accurate inventory of cloud systems, contractor systems, and websites that the public can access.	10/1/2021	N/A	N/A
135	Open	OIG	OST	3/20/2019	F12019023	4	FISMA 2018: DOT's Information Security Program and Practices	Direct OST to prioritize and resolve COE security weaknesses identified by assessor, and develop POA&Ms that realistically reflect resources and timeframes for completions of these actions.	12/1/2021	N/A	N/A
136	Open	OIG	OST	3/20/2019	F12019023	5	FISMA 2018: DOT's Information Security Program and Practices	Direct OST to establish MOUs that delineate the responsibilities for COE common controls with each of the following OAs: FHWA, FMCSA, FRA, FTA, OST, PHMSA, MARAD, SLSDC, and NHTSA.	4/1/2022	N/A	N/A
137	Open	OIG	OST	3/20/2019	F12019023	6	FISMA 2018: DOT's Information Security Program and Practices	Direct OAs (FAA, FHWA, FMCSA, FRA, FTA, OST, PHMSA, MARAD, and NHTSA) with weaknesses in data protection and privacy to update the status and develop POA&Ms to address the weaknesses.	3/1/2022	N/A	N/A
138	Open	OIG	OST	3/20/2019	F12019023	7	FISMA 2018: DOT's Information Security Program and Practices	Update specialized training guidance in DOT Cybersecurity Action Memos policy and DOT Cybersecurity Compendium policy to clearly define requirements.	5/31/2022	N/A	N/A
139	Open	OIG	OST	3/20/2019	F12019023	8	FISMA 2018: DOT's Information Security Program and Practices	Enhance security awareness training policy to define processes to tailor this training to DOT's unique environment and use feedback to enhance its program.	3/1/2022	N/A	N/A
140	Open	OIG	OST	3/20/2019	F12019023	9	FISMA 2018: DOT's Information Security Program and Practices	Develop and define a taxonomy that describes the content of the hardware and software inventory and the process to assemble, verify and maintain adequate support for the inventory data as well as the related information reported to OMB and other external parties.	9/1/2021	N/A	N/A
141	Open	OIG	OST	3/20/2019	F12019023	10	FISMA 2018: DOT's Information Security Program and Practices	Develop a process to define its performance measures—that consider DOT's business environment—to assess the effectiveness of DOT's information security program, including its ISCM program.	5/2/2022	N/A	N/A
142	Open	OIG	OST	3/20/2019	F12019023	11	FISMA 2018: DOT's Information Security Program and Practices	Using NIST guidance, test and authorize CDM applications (such as BigFix) that have been placed into operation on DOT's networks without proper security control assessments.	3/1/2022	N/A	N/A
143	Open	OIG	OST	3/20/2019	F12019023	12	FISMA 2018: DOT's Information Security Program and Practices	Provide enterprise wide specialized training on contingency planning and testing on a periodic basis to appropriate security officials and stakeholders. Training should reinforce crucial role contingency planning and testing plays in an effective information security program.	12/31/2021	N/A	N/A
144	Open	GAO	FHWA	3/20/2019	GAO-19-22	2	Tribal Consultation: Additional Federal Actions Needed for Infrastructure Projects	Document in the agency's tribal consultation policy how agency officials are to communicate with tribes about how tribal input from consultation was considered in agency decisions on infrastructure projects.	6/30/2025	N/A	N/A
145	Open	OIG	FTA	3/25/2019	SA2019028	1	Report on a Single Audit of the Massachusetts Bay Transportation Authority, Boston, MA	Ensures that the Authority complies with the equipment and real property management requirements.	12/31/2023	N/A	N/A
146	Open	GAO	OST	3/26/2019	GAO-19-172	1	Small Community Air Service Development	Clarify in the SCASDP evaluation plan how reviewers should assess a grant application's alignment with the priority and secondary selection criteria and assign the application rating categories.	1/31/2024	N/A	N/A

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147	Open	GAO	OST	4/4/2019	GAO-19-265	5	Scientific Integrity Policies: Additional Actions Could Strengthen Integrity of Federal Research	Develop mechanisms to regularly monitor and evaluate implementation of the department's scientific integrity policy, including mechanisms to remediate identified deficiencies and make improvements where necessary.	11/1/2023	N/A	N/A
148	Open	GAO	OST	4/4/2019	GAO-19-58	3	Cloud Computing: Agencies Have Increased Usage and Realized Benefits, but Cost and Savings Data Need to Be Better Tracked	Establish a consistent and repeatable mechanism to track savings and cost avoidances from the migration and deployment of cloud services.	10/31/2023	N/A	N/A
149	Open	OIG	OST	4/9/2019	ZA2019049	1	Several Factors Limit DOT's Ability To Efficiently Utilize Its Office Space	Develop, document, and implement a supplemental guide to DOT's Office Space Design Standard Policy (Policy) to provide the Department and its Operating Administrations (OA) guidance for applying the Agency's utilization standard to existing office space—including those spaces that DOT continues to occupy under new agreements—and clarify those terms related to the application of the standard, as identified in this report—i.e., "new acquisitions," "office space renovations," "immediately retrofit," and "regularly review."	1/5/2024	N/A	N/A
150	Open	OIG	OST	4/9/2019	ZA2019049	2	Several Factors Limit DOT's Ability To Efficiently Utilize Its Office Space	Develop, document, and implement an internal control process to apply when an OA is planning to acquire or continue to occupy an office space that exceeds the Agency's utilization standard. At a minimum, the process should require the OA to justify with documented evidence that it has implemented a different standard based on mission requirements or that applying the Department's standard will not be cost-effective or a best value option. Implementing this recommendation could potentially put \$2.1 million in funds to better use by preventing DOT from paying for unneeded space that exceeds the Agency's utilization standard.	1/5/2024	N/A	N/A
151	Open	OIG	OST	4/9/2019	ZA2019049	3	Several Factors Limit DOT's Ability To Efficiently Utilize Its Office Space	Develop, document, and implement a supplemental guide to DOT's Policy to provide OAs guidance on how to determine peak occupancy and accurately calculate the utilization rates for DOT office spaces in compliance with the methodology prescribed in the Policy.	1/5/2024	N/A	N/A
152	Open	OIG	OST	4/9/2019	ZA2019049	4	Several Factors Limit DOT's Ability To Efficiently Utilize Its Office Space	Develop and implement a process for tracking DOT office spaces and their utilization rates. At a minimum, this process should include the ability to track staff counts and a requirement for the OAs to regularly maintain and report up-to-date data.	1/5/2024	N/A	N/A
153	Open	OIG	OST	4/9/2019	ZA2019049	5	Several Factors Limit DOT's Ability To Efficiently Utilize Its Office Space	Develop, document, and implement departmentwide guidance on how all OAs are to conduct regular reviews of their office spaces to identify and execute cost-efficiency opportunities.	1/5/2024	N/A	N/A
154	Open	OIG	OST	5/1/2019	ZA2019051	14	Stronger Guidance and Internal Controls Would Enhance DOT's Management of Highway and Vehicle Safety R&D Agreements	Revise DOT financial assistance policies to specify what officials are authorized to approve justifications for awarding financial assistance without full and open competition.	12/1/2023	N/A	N/A
155	Open	OIG	OST	5/1/2019	ZA2019051	15	Stronger Guidance and Internal Controls Would Enhance DOT's Management of Highway and Vehicle Safety R&D Agreements	Develop and issue guidance to OAs for clearly identifying awards as R&D.	12/1/2023	N/A	N/A
156	Open	GAO	FAA	5/23/2019	GAO-19-437	1	Commercial Space Transportation: Improvements to FAA's Workforce Planning Needed to Prepare for the Industry's Anticipated Growth	Develop workload metrics that encompass the whole office and that would allow AST to determine an appropriate workforce size and composition.	12/31/2024	N/A	N/A
157	Open	GAO	FAA	5/23/2019	GAO-19-437	4	Commercial Space Transportation: Improvements Needed to FAA's Workforce Planning to Prepare for the Industry's Anticipated Growth	Develop and document a plan for periodically assessing whether staff possess the necessary skills and competencies to achieve programmatic goals, such as annually administering a skills assessment survey.	12/31/2024	N/A	N/A
158	Open	OIG	FHWA	5/29/2019	ST2019053	1	Inadequate Data and Guidance Hinder FHWA Force Account Oversight	Develop and implement a process for periodically assessing force account risk. Based on the risk assessment, develop and implement procedures for overseeing compliance with Federal force account regulations.	7/1/2023	N/A	N/A
159	Open	OIG	FHWA	5/29/2019	ST2019053	2	Inadequate Data and Guidance Hinder FHWA Force Account Oversight	Revise force account guidance for the States to clarify when cost-effectiveness determinations are required.	10/1/2023	N/A	N/A
160	Open	OIG	FHWA	5/29/2019	ST2019053	4	Inadequate Data and Guidance Hinder FHWA Force Account Oversight	Develop and implement a process for determining when force account can be used for work performed outside the Federal highway right-of-way without complying with Federal requirements.	10/1/2023	N/A	N/A
161	Open	GAO	FAA	6/11/2019	GAO-19-471	4	Information Technology: Agencies need to Develop Modernization Plans for Critical Legacy Systems	(Sensitive)	12/31/2024	N/A	N/A
162	Open	OIG	FAA	6/25/2019	AV2019055	1	FAA Needs To Adopt a Risk-Based, Data-Driven Scheduling Process To Improve the Effectiveness of Its Drug Abatement Inspection Program	Develop and implement a data-driven, risk-based inspection scheduling program in accordance with FAA's Safety Risk Management Policy. The program should include: a. Procedures for re-inspecting companies with identified non-compliances to ensure corrective actions have been implemented and are effective, and b. Procedures for selecting substitute companies in the event of inspection cancellations.	1/31/2024	N/A	N/A
163	Open	GAO	OST	6/26/2019	GAO-19-541	1	Discretionary Transportation Grants: Actions Needed to Improve Consistency and Transparency in DOT's Application Evaluations	Ensure that DOT, in its notice of funding opportunity and evaluation plan for each remaining INFRA-funding cycle, clarify the circumstances under which DOT may select applicants to receive requests for additional information.	12/31/2023	N/A	N/A
164	Open	GAO	OST	6/26/2019	GAO-19-541	2	Discretionary Transportation Grants: Actions Needed to Improve Consistency and Transparency in DOT's Application Evaluations	Develop procedures for each remaining INFRA-funding cycle to ensure that when additional information is requested from an applicant, the specific rationale behind the request is documented (for example, to promote geographic diversity among projects), as well as to ensure that DOT documents the rationale if similar projects were not afforded an opportunity to provide additional information.	12/31/2023	N/A	N/A
165	Open	GAO	OST	6/26/2019	GAO-19-541	3	Discretionary Transportation Grants: Actions Needed to Improve Consistency and Transparency in DOT's Application Evaluations	Ensure that DOT provides information to applicants in its notice of funding opportunity for each remaining INFRA-funding cycle regarding: (1) how scores on merit criteria are used, if at all, to determine whether projects advance to the Secretary for selection, and (2) how, if at all, DOT plans to use merit scores to determine which projects should receive an award.	12/31/2023	N/A	N/A
166	Open	GAO	FTA	7/22/2019	GAO-19-562	1	Rail Transit: Federal Transit Administration Could Improve Information on Estimating Project Costs	Ensure that FTA's cost estimating information for project sponsors is consistent with all 12 steps found in GAO's <i>Cost Estimating and Assessment Guide</i> and needed for developing reliable cost estimates.	12/31/2023	N/A	N/A
167	Open	OIG	MARAD	7/24/2019	F12019057	5	The Maritime Administration's Information Technology Infrastructure Is at Risk for Compromise (FOUO)	Encrypt PII data on personal and network drives in accordance with DOT Chief Information Officer Departmental Privacy Risk Management Policy.	6/30/2023	N/A	N/A
168	Open	OIG	MARAD	7/24/2019	F12019057	7	The Maritime Administration's Information Technology Infrastructure Is at Risk for Compromise (FOUO)	Develop a plan and address identified high and medium vulnerabilities on any remaining legacy websites and verify that new websites are being assessed for vulnerabilities.	6/30/2023	N/A	N/A
169	Open	OIG	OST	7/24/2019	F12019057	19	The Maritime Administration's Information Technology Infrastructure Is at Risk for Compromise (FOUO)	Implement a software solution that would assist in the detection of installed keyloggers and the prevention of keylogger installation and operation.	4/1/2022	N/A	N/A
170	Open	GAO	OST	7/25/2019	GAO-19-384	1	Cybersecurity: Agencies Need to Fully Establish Risk Management Programs and Address Challenges	Fully develop a cybersecurity risk management strategy that includes the key elements identified in this report.	12/31/2023	N/A	N/A
171	Open	GAO	OST	7/25/2019	GAO-19-384	2	Cybersecurity: Agencies Need to Fully Establish Risk Management Programs and Address Challenges	Update the Department's policies to require an organization-wide risk assessment.	12/31/2023	N/A	N/A
172	Open	OIG	FHWA	9/10/2019	SA2019066	1	Report on a Single Audit of the State of Indiana, Indianapolis, IN	Ensures that the State complies with the special tests and provisions requirements.	12/1/2023	N/A	N/A
173	Open	OIG	FHWA	9/10/2019	SA2019068	1	Report on a Single Audit of the Crooked Creek Traditional Council, Crooked Creek, AK	Ensures that the Council complies with the activities allowed or unallowed requirements.	12/1/2023	N/A	N/A
174	Open	OIG	FHWA	9/10/2019	SA2019068	2	Report on a Single Audit of the Crooked Creek Traditional Council, Crooked Creek, AK	Recovers \$194,821 from the Council, if applicable.	12/1/2023	N/A	N/A
175	Open	OIG	FHWA	9/10/2019	SA2019071	1	Report on a Single Audit of the Association of Village Council Presidents, Bethel, AK	Ensures that the Council complies with the procurement and suspension and debarment requirements.	12/1/2023	N/A	N/A
176	Open	GAO	OST	9/16/2019	GAO-19-543	1	Environmental Justice: Federal Efforts Need Better Planning, Coordination, and Methods to Assess Progress	Issue a progress report on the department's environmental justice efforts each year.	11/1/2026	N/A	N/A

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177	Open	OIG	OST	9/17/2019	SA2019077	2	Report on a Single Audit of the City of Birmingham, Birmingham, AL	Recovers \$381,190 from the City, if applicable.	11/1/2023	N/A	N/A
178	Open	OIG	FTA	9/17/2019	SA2019078	1	Report on a Single Audit of the Puerto Rico Metropolitan Bus Authority, San Juan, PR	Ensures that the Authority complies with the equipment and real property management requirements.	12/31/2023	N/A	N/A
179	Open	OIG	FTA	9/18/2019	SA2019080	1	Report on a Single Audit of the State of Nebraska, Lincoln, Nebraska	Ensures the State complies with the allowable costs/cost principles and subrecipient monitoring requirements.	12/31/2023	N/A	N/A
180	Open	OIG	FTA	9/18/2019	SA2019080	2	Report on a Single Audit of the State of Nebraska, Lincoln, Nebraska	Recovers \$232,750 (2018-067) from the State, if applicable.	12/31/2023	N/A	N/A
181	Open	OIG	FTA	9/18/2019	SA2019080	3	Report on a Single Audit of the State of Nebraska, Lincoln, Nebraska	Recovers \$71,167 (2018-068) from the State, if applicable.	12/31/2023	N/A	N/A
182	Open	OIG	FMCSA	9/25/2019	ST2019084	1	FMCSA's Plan Addresses Recommendations on Prioritizing Safety Interventions but Lacks Implementation Details	For the fifth NAS recommendation, provide (a) cost estimates that account for staffing, enforcement, and data collection; and (b) benchmarks for completion.	11/29/2024	N/A	N/A
183	Open	OIG	FMCSA	9/25/2019	ST2019084	2	FMCSA's Plan Addresses Recommendations on Prioritizing Safety Interventions but Lacks Implementation Details	For the fourth and sixth NAS recommendations, provide (a) cost estimates that account for staffing, enforcement, and data collection; (b) benchmarks for completion; and (c) potential programmatic reforms, revisions to regulations, or proposals for legislation.	11/29/2024	N/A	N/A
184	Open	OIG	OST	9/30/2019	ZA2019087	5	DOT Needs To Strengthen Its Oversight of IAAs with Volpe	Comply with DOT Order 1200.9's financial completion and IAA closeout process requirements for the IAAs identified in table 3 of this report, and determine whether to close them and deobligate the appropriate portions of the \$5,966,933 we identified. Implementing this recommendation across the 854 IAAs in our audit universe could potentially put up to \$33.3 million in funds to better use.	4/30/2024	N/A	N/A
185	Open	OIG	OST	9/30/2019	ZA2019087	7	DOT Needs To Strengthen Its Oversight of IAAs with Volpe	Develop and implement procedures for reviewing current and future OA-issued IAA guidance to confirm alignment with DOT policy.	1/31/2024	N/A	N/A
186	Open	OIG	OST	9/30/2019	ZA2019087	8	DOT Needs To Strengthen Its Oversight of IAAs with Volpe	Develop and implement procedures to verify OA compliance with departmental requirements for financially managing IAAs with Volpe, including conducting and documenting monthly and quarterly reconciliations, and year-end reviews.	1/31/2024	N/A	N/A
187	Open	OIG	OST	9/30/2019	ZA2019087	9	DOT Needs To Strengthen Its Oversight of IAAs with Volpe	Develop and implement a mechanism for the OAs to document and share their performance evaluation data regarding Volpe IAAs.	1/31/2024	N/A	N/A
188	Open	OIG	OST	10/16/2019	SA2020001	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending August 31, 2019	Determine the allowability of the questioned transactions and recover \$1,005,222.00, if applicable.	12/31/2023	N/A	N/A
189	Open	OIG	OST	10/23/2019	QC2020002	1	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Perform a review of all Plans of Action and Milestone (POA&M) items closed during the audit period to include supporting documentation and re-approve their closure.	3/1/2022	N/A	N/A
190	Open	OIG	OST	10/23/2019	QC2020002	2	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Revise current security weakness management policies and procedures (documenting within a revision history table) to require documented evidence such as calendar appointments, meeting minutes, etc. in support of POA&M closure decisions to be uploaded into CSAM.	10/1/2021	N/A	N/A
191	Open	OIG	OST	10/23/2019	QC2020002	3	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with the OA CIOs to review current assessment and authorization processes and implement a validation process to ensure updated security plans, ATOs and risk assessments are reviewed and updated to reflect all system (including privacy) controls, vulnerabilities, and that current risks are clearly presented to the authorizing officials.	9/1/2021	N/A	N/A
192	Open	OIG	OST	10/23/2019	QC2020002	4	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with the OA CIOs to develop mechanisms to ensure updated system security plans and assessments of security controls (that were previously assessed as not satisfied or partially satisfied) reflect current operational environments, including an accurate status of the implementation of system security controls, and all applicable security controls are properly evaluated.	12/15/2031	N/A	N/A
193	Open	OIG	OST	10/23/2019	QC2020002	5	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Document OA subnets and OA responsibilities for devices and systems operating on the Common Operating Environment.	3/1/2022	N/A	N/A
194	Open	OIG	OST	10/23/2019	QC2020002	6	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Document and implement network segmentation to reduce the attack surface or susceptibility of vulnerable and sensitive OA assets in the Common Operating Environment.	12/31/2021	N/A	N/A
195	Open	OIG	OST	10/23/2019	QC2020002	7	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with OAs to remediate outstanding identity and access management weaknesses through implementation and closure of POA&Ms and control assessments to determine whether these risks were addressed.	7/1/2022	N/A	N/A
196	Open	OIG	OST	10/23/2019	QC2020002	11	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Resolve any inconsistencies with respect to Departmental policies and procedures, which prescribe conflicting directions on whether DOT components are required to provide, develop and update incident response plans, documenting evidence of review and revisions within a history log.	12/1/2021	N/A	N/A
197	Open	OIG	OST	10/23/2019	QC2020002	12	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Implement a process to ensure incident response plans are developed for all OAs and updated on at least an annual basis.	3/1/2022	N/A	N/A
198	Open	OIG	OST	10/29/2019	QC2020004	1	Quality Control Review of the Independent Auditor's Review of DOT's DATA Act Implementation	Implement and document a formal quarterly review process to ensure that any non-fatal warnings at the Operating Administration level are investigated, and actions to address the warnings are clearly documented.	12/30/2023	N/A	N/A
199	Open	OIG	FTA	10/30/2019	ST2020005	3	FTA's Limited Oversight of Grantees' Compliance With Insurance Requirements Puts Federal Funds and Hurricane Sandy Insurance Proceeds at Risk	Develop and implement procedures within FTA's Triennial and State Management Reviews to assess the necessary data to affirm that each grantee undergoing a comprehensive review carries flood insurance that complies with the FDPA. FTA's suggested corrective actions for any grantee deficiency in this area should include, at a minimum, requiring the grantee to submit to FTA documentation showing proof of flood insurance in the aggregate amount of the maximum available NFIP insurance or the amount of the Federal investment (whichever is less) for all structures required to have it.	12/31/2023	N/A	N/A
200	Open	OIG	OST	11/4/2019	ZA2020006	4	Gaps in Internal Controls Impede the Department's Management of Working Capital Fund Laptops	Develop and implement supplemental guidance that defines responsibilities for the Office of Facilities, Information, and Asset Management (OFIAM) and ITSS with respect to receipt, inspection, and acceptance, and inventory management processes and procedures for WCF-purchased laptops.	2/28/2024	N/A	N/A
201	Open	OIG	OST	11/4/2019	ZA2020006	5	Gaps in Internal Controls Impede the Department's Management of Working Capital Fund Laptops	Update DOT Order 4410.4 to include: a. Defining roles and responsibilities of DOT offices and personnel with respect to management of WCF laptop computers. b. Requiring hand receipts or a similar form whenever an accountable property asset (e.g., laptop) is assigned or unassigned to/from a user. c. Requiring record retention of records from hand receipts or a similar control with the appropriate property official. d. Establishing a timeframe for submitting Reports of Survey to OFIAM.	2/28/2024	N/A	N/A
202	Open	OIG	OST	11/4/2019	ZA2020006	6	Gaps in Internal Controls Impede the Department's Management of Working Capital Fund Laptops	Establish a Board of Survey to review instances of lost or damaged WCF equipment as required by DOT Order 4410.4.	2/28/2024	N/A	N/A
203	Open	OIG	OST	11/4/2019	ZA2020006	7	Gaps in Internal Controls Impede the Department's Management of Working Capital Fund Laptops	Develop and implement a process for verifying the timely and accurate entry of laptop computer data into OFIAM's official personal property system of record, to include establishing data entry timeframes, key fields (e.g., procurement and delivery dates), and quality control checks.	2/28/2024	N/A	N/A
204	Open	OIG	OST	11/4/2019	ZA2020006	8	Gaps in Internal Controls Impede the Department's Management of Working Capital Fund Laptops	Develop and implement procedures for conducting the annual property inventory to include obtaining missing hand receipts or similar control and timely resolution of discrepancies for WCF laptops. Implementation of this recommendation could result in \$2.9 million in funds put to better use.	2/28/2024	N/A	N/A

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205	Open	OIG	FAA	11/14/2019	QC2020009	5	Quality Control Review of the Independent Auditor's Report on the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2019 and 2018	KPMG recommends that Management design and implement procedures to consistently perform and document the following, as required by existing internal policies: Operating system administrative account access reviews.	12/31/2023	N/A	N/A
206	Open	OIG	FAA	11/18/2019	QC2020011	2	Quality Control Review of the Independent Auditor's Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2019 and 2018	KPMG recommends that FAA management design and implement procedures to consistently perform and document database layer audit log reviews as required by existing internal policies.	12/31/2022	N/A	N/A
207	Open	OIG	FAA	11/18/2019	QC2020011	3	Quality Control Review of the Independent Auditor's Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2019 and 2018	KPMG recommends that FAA management design and implement procedures to consistently perform and document operation system layer log reviews as required by existing internal policies.	12/31/2022	N/A	N/A
208	Open	OIG	FAA	11/18/2019	QC2020011	5	Quality Control Review of the Independent Auditor's Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2019 and 2018	KPMG recommends that FAA management design and implement procedures to consistently perform and document operating system administrative account access reviews as required by existing internal policies.	12/31/2022	N/A	N/A
209	Open	GAO	OST	11/21/2019	GAO-20-81	1	Federal Research: Additional Actions Needed to Improve Public Access to Research Results	Fully develop and implement a mechanism to ensure researcher compliance with the public access plan and associated requirements.	12/1/2023	N/A	N/A
210	Open	GAO	FAA	12/17/2019	GAO-20-136	1	FAA Should Improve Drone-Related Cost Information and Consider Options to Recover Costs	The Administrator of the Federal Aviation Administration should develop and implement a process to ensure that information on UAS-related costs is complete and reliable as capabilities and related regulations evolve.	12/31/2023	N/A	N/A
211	Open	GAO	FAA	12/17/2019	GAO-20-136	2	FAA Should Improve Drone-Related Cost Information and Consider Options to Recover Costs	The Administrator of the Federal Aviation Administration, as part of UAS integration-planning efforts, should use available guidance on effective fee design to incorporate steps that will inform future fee-design considerations. For example, FAA may choose to incorporate these additional steps into its annual UAS implementation plan so that—as existing activities are adapted for UAS users or new regulations, services, or systems are introduced—costs and fee design options are considered.	12/31/2023	N/A	N/A
212	Open	OIG	FAA	12/19/2019	AV2020013	8	FAA Needs To Improve Its Oversight To Address Maintenance Issues Impacting Safety at Allegiant Air	Perform a comprehensive review of FAA's root cause analysis training to ensure it meets Agency expectations. Modify training, as appropriate, based on the review and require inspectors to complete the course(s) or offer inspectors access to industry-based training programs.	12/31/2023	N/A	N/A
213	Open	OIG	OST	1/29/2020	SA2020016	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 4-Month Period Ending December 31, 2019	Determine the allowability of the questioned transactions and recover \$1,135,453, if applicable.	12/31/2023	N/A	N/A
214	Open	GAO	FAA	2/6/2020	GAO-20-206	1	Aviation Maintenance: Additional Coordination and Data Could Advance FAA Efforts to Promote a Robust, Diverse Workforce	Direct the Aviation Workforce Steering Committee, as part of its ongoing efforts, to take steps to use existing FAA data and coordinate with other federal agencies to identify and gather the information it needs to measure progress and target resources toward its goal of promoting a robust, qualified, and diverse aviation maintenance workforce. For example, FAA could task a committee working group with developing and implementing ways to improve data sharing among federal agencies to inform decision-making on how to strengthen career pathways and better understand the supply and demand of certificated workers.	12/31/2023	N/A	N/A
215	Open	OIG	FAA	2/11/2020	AV2020019	10	FAA Has Not Effectively Overseen Southwest Airlines' Systems for Managing Safety Risks	Develop and implement guidance on how to evaluate air carrier safety risk assessments to ensure the carrier has performed a comprehensive analysis, identified root causes, and established appropriate corrective actions.	12/31/2023	N/A	N/A
216	Open	OIG	FAA	2/11/2020	AV2020019	11	FAA Has Not Effectively Overseen Southwest Airlines' Systems for Managing Safety Risks	Develop and implement inspector guidance on how to evaluate air carrier safety culture and how it should be factored into oversight decisions.	12/31/2023	N/A	N/A
217	Open	GAO	OST	2/25/2020	GAO-20-299	9	Critical Infrastructure Protection: Additional Actions Needed to Identify Framework Adoption and Resulting Improvements	In coordination with the Secretary of Homeland Security, take steps to consult with respective sector partner(s) such as the SCC and NIST, as appropriate, to collect and report sector-wide improvements from use of the framework across its critical infrastructure sector using existing initiatives.	3/1/2023	N/A	N/A
218	Open	GAO	FAA	3/25/2020	GAO-20-164	4	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	Collect and record information on individual registrants, initially including name, address, date of birth, and driver's license or pilot's license, or both, with subsequent PII elements informed by the risk assessment, once completed.	6/30/2026	N/A	N/A
219	Open	GAO	FAA	3/25/2020	GAO-20-164	5	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	Collect and record information on legal entities not traded publicly on each individual and entity that owns more than 25 percent of the aircraft; for individuals: name, date of birth, physical address, and driver's license or pilot's license, or both; and for entities: name, physical address, state of residence, and taxpayer identification number.	6/30/2026	N/A	N/A
220	Open	GAO	FAA	3/25/2020	GAO-20-164	6	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	Verify aircraft registration applicants' and dealers' eligibility and information.	6/30/2026	N/A	N/A
221	Open	GAO	FAA	3/25/2020	GAO-20-164	7	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	Increase aircraft registration and dealer fees to ensure the fees are sufficient to cover the costs of FAA efforts to collect and verify applicant information while keeping pace with inflation.	6/30/2028	N/A	N/A
222	Open	GAO	FAA	3/25/2020	GAO-20-164	8	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	Ensure, as part of aircraft registry IT modernization, that information currently collected in ancillary files or in PDF format on (1) owners and related individuals and entities with potentially significant responsibilities for aircraft ownership (e.g., beneficial owners, trustees, beneficiaries, stockholders, directors, and managers) and (2) declarations of international operations is recorded in an electronic format that facilitates data analytics by FAA and its stakeholders.	12/31/2024	N/A	N/A
223	Open	GAO	FAA	3/25/2020	GAO-20-164	9	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	Link information on owners and related individuals and entities with significant responsibilities for aircraft ownership through a common identifier.	6/30/2024	N/A	N/A
224	Open	GAO	FAA	3/25/2020	GAO-20-164	10	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	As part of IT modernization, develop an approach to check OFAC sanctions data on owners and related individuals and entities with potentially significant responsibilities for aircraft ownership for coordination with OFAC and to flag sanctioned individuals and entities across aircraft registration and dealer systems.	12/31/2024	N/A	N/A

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225	Open	GAO	FAA	3/25/2020	GAO-20-164	11	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	Use data collected as part of IT modernization as well as current data sources to identify and analyze patterns of activity indicative of fraud or abuse, based on information from declarations of international operations, postal addresses, sanctions listings, and other sources, and information on dealers, noncitizen corporations, and individuals and entities with significant responsibilities for aircraft ownership.	12/31/2024	N/A	N/A
226	Open	GAO	FAA	3/25/2020	GAO-20-164	12	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	Develop and implement risk-based mitigation actions to address potential fraud and abuse identified through data analyses.	12/31/2024	N/A	N/A
227	Open	GAO	FAA	3/25/2020	GAO-20-164	13	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	Develop mechanisms, including regulations if necessary, for dealer suspension and revocation.	6/30/2026	N/A	N/A
228	Open	GAO	FAA	3/25/2020	GAO-20-164	14	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA, in coordination with relevant law-enforcement agencies, should enhance coordination within the Aircraft Registry Task Force through collaborative mechanisms such as written agreements and use of liaison positions.	12/31/2023	N/A	N/A
229	Open	GAO	FAA	3/25/2020	GAO-20-164	15	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA, in coordination with relevant law-enforcement agencies, should develop a mechanism to provide declarations of international operations for law-enforcement purposes.	6/30/2024	N/A	N/A
230	Open	OIG	FAA	4/15/2020	IT2020027	1	FAA Lacks Sufficient Security Controls and Contingency Planning for Its DroneZone System	Perform a comprehensive assessment of DroneZone and LAANC's security controls that at a minimum provides the correct implementation status for system specific, common, and hybrid controls, and issue a new Authorization to Operate decision for DroneZone and its interconnected system LAANC.	12/29/2023	N/A	N/A
231	Open	OIG	FAA	4/15/2020	IT2020027	2	FAA Lacks Sufficient Security Controls and Contingency Planning for Its DroneZone System	Update the security assessment documents for DroneZone and LAANC to reflect the results of all security controls (e.g., common, hybrid, and system-specific) for selection, implementation, and assessing, per DOT requirements.	12/29/2023	N/A	N/A
232	Open	OIG	FAA	4/15/2020	IT2020027	5	FAA Lacks Sufficient Security Controls and Contingency Planning for Its DroneZone System	Develop Standard Operating Procedures for the use of common and hybrid controls to include at a minimum: a. System owners must review the cloud provider Control Implementation Summary report to verify and document what controls are the customer's versus the cloud provider's. b. System owners must review monthly cloud provider POA&Ms and develop a risk mitigation strategy or compensating controls to address any identified vulnerabilities that may impact its system cybersecurity posture. c. System owners must coordinate with FAA common/hybrid control providers to verify the controls' actual implementation status and document them accurately in the appropriate security document.	12/29/2023	N/A	N/A
233	Open	OIG	FAA	4/15/2020	IT2020027	9	FAA Lacks Sufficient Security Controls and Contingency Planning for Its DroneZone System	Develop and implement a process for testing DroneZone information systems for contingency planning, to include business impact analysis continuity of operations plans, business continuity plans, disaster recovery plans, and Information System Contingency Planning (ISCP).	12/29/2023	N/A	N/A
234	Open	OIG	FAA	4/15/2020	IT2020027	10	FAA Lacks Sufficient Security Controls and Contingency Planning for Its DroneZone System	Develop a process to annually document FAA security officials communicating all contingency planning development, planning, and recovery activities to all stakeholders and executive management prior to authorizing officials making risk-based decisions.	12/29/2023	N/A	N/A
235	Open	GAO	NHTSA	4/23/2020	GAO-20-419	2	Pedestrian Safety: NHTSA Needs to Decide Whether to Include Pedestrian Safety Tests in Its New Car Assessment Program.	Make and communicate a decision about whether to include pedestrian safety tests in the New Car Assessment Program (NCAP).	4/30/2024	N/A	N/A
236	Open	GAO	NHTSA	4/23/2020	GAO-20-419	3	Pedestrian Safety: NHTSA Needs to Decide Whether to Include Pedestrian Safety Tests in Its New Car Assessment Program.	Document the process for making changes to NCAP.	4/30/2024	N/A	N/A
237	Open	OIG	OST	5/4/2020	SA2020032	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending March 31 2020	Determine the allowability of the questioned transactions and recover \$2,227,535, if applicable.	12/31/2023	N/A	N/A
238	Open	OIG	OST	5/27/2020	EC2020036	2	Changes in Airline Service Differ Significantly for Smaller Communities, but Limited Data on Ancillary Fees Hinders Further Analysis	Develop a process to regularly collect, maintain, and use information from airlines' website disclosures of all fees charged for optional or ancillary services as a screening mechanism for significant changes in these fees. For each mainline carrier and posted fee, this information should include—but not necessarily be limited to—identification of the type of each service and its price (or price range).	12/20/2023	N/A	N/A
239	Open	OIG	FAA	7/15/2020	IT2020039	10	FAA Is Not Remediating STARS Security Weaknesses in a Timely Manner and Contingency Planning Is Insufficient (SSI)	Update the contingency plans for the Northern California, Atlanta, and Chicago TRACONS to include a formal and complete alternate processing site agreement and a signature page to confirm the plans have been reviewed and approved by an authorized official.	1/31/2024	N/A	N/A
240	Open	OIG	FAA	7/15/2020	IT2020039	11	FAA Is Not Remediating STARS Security Weaknesses in a Timely Manner and Contingency Planning Is Insufficient (SSI)	Update the NCT contingency plan to describe the process for returning the affected airspace to a 90-percent capacity within 96 hours of an incident.	1/31/2024	N/A	N/A
241	Open	GAO	FTA	7/16/2020	GAO-20-512	1	Capital Investment Grants Program: FTA Should Improve the Effectiveness and Transparency of Its Reviews	Take steps to provide information to Congress and sponsors to better clarify how FTA applies the methods and factors it considers when performing its review of sponsors' projects. Clarification could include how FTA uses documents, such as project roadmaps, to help sponsors advance through the development process; estimated time frames for reviewing submissions and responding to sponsors' requests; and how FTA considers geographic diversity of projects in its decision-making.	N/A	Impasse	The Department non-concurred. FTA already provides ample information to both Congress and Capital Investment Grant (CIG) project sponsors on how it applies the methods and factors used to perform CIG project reviews. FTA intends to continue its current practices described previously to GAO to share information with Congress and project sponsors.
242	Open	GAO	FTA	7/16/2020	GAO-20-512	3	Capital Investment Grants Program: FTA Should Improve the Effectiveness and Transparency of Its Reviews	Take steps to ensure its staff communicates information, such as the reason why a project is not advancing, to sponsors in a timely manner and in writing upon the sponsor's request.	N/A	Impasse	The Department non-concurred. FTA regularly communicates with all CIG project sponsors, including holding regular and recurring conference calls and meetings, via email communications, and formal written letters explaining any advancement approvals or denials. FTA intends to continue its team approach to overseeing CIG projects, whereby FTA staff with expertise in various disciplines (planners, engineers, lawyers, etc.) participate in the regular communications with project sponsors to provide guidance and clarity on FTA requirements and procedures.
243	Open	OIG	OST	8/5/2020	SA2020041	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3 Month Period Ending June 30, 2020	Determine the allowability of the questioned transactions and recover \$3,440,165, if applicable.	12/31/2023	N/A	N/A
244	Open	GAO	PHMSA	8/6/2020	GAO-20-619	5	Natural Gas Exports: Updated Guidance and Regulations Could Improve Facility Permitting Processes	The Administrator of PHMSA should conduct a standards-specific review of regulations that incorporate standards and, if necessary, update the regulations or document its decision for not updating them.	3/30/2024	N/A	N/A
245	Open	GAO	OST	8/10/2020	GAO-20-622	1	Transportation Research: Additional Actions Could Improve DOT's Internal Collaboration and Reliability of Information on Research Activities	Take steps, such as updating guidance or other written communication, to ensure that the topical-research working groups (1) define and monitor progress toward achieving long-term outcomes, and (2) regularly update and monitor their charters and other written agreements to reflect these outcomes, in line with leading practices.	11/1/2023	N/A	N/A
246	Open	GAO	FAA	8/18/2020	GAO-20-598	8	Cybersecurity: DHS and Selected Agencies Need to Address Shortcomings in Implementation of Network Monitoring Program	Document agency-specific variations from federal core configuration benchmarks for each operating system on its network.	12/31/2023	N/A	N/A

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Status	GAO/OIG	OA	Report Date	Report Number	Rec#	Report Title	Recommendation Text	TAD as of 9/30/23	Not Implemented Category	Justification for Not Implementing	
247	Open	GAO	FAA	8/18/2020	GAO-20-598	9	Cybersecurity: DHS and Selected Agencies Need to Address Shortcomings in Implementation of Network Monitoring Program	Configure its CDM tools to compare configuration settings against federal core benchmarks and agency-specific variations applicable to its environment.	12/29/2023	N/A	N/A
248	Open	GAO	FAA	8/18/2020	GAO-20-642	3	Aviation Safety: Actions Needed to Evaluate Changes to FAA's Enforcement Policy on Safety Standards	Conduct an evaluation of the Compliance Program to assess the effectiveness of the program in meeting its goals.	6/30/2024	N/A	N/A
249	Open	OIG	FAA	9/2/2020	AV2020044	2	FAA Issued New Medical Requirements for Small Aircraft Pilots but Lacks Procedures and Data To Oversee the Program	Develop and implement a process to collect pilot flight hours, or an alternative process that allows a meaningful assessment of the safety impact of pilots operating under BasicMed compared with pilots operating with a medical certificate.	12/31/2023	N/A	N/A
250	Open	GAO	FAA	10/9/2020	GAO-21-86	2	Aviation Cybersecurity: FAA Should Fully Implement Key Practices to Strengthen Its Oversight of Avionics Risks	Direct the Associate Administrator for Aviation Safety, based on the assessment of avionics cybersecurity risks, to identify staffing and training needs for agency inspectors specific to avionics cybersecurity, and develop and implement appropriate training to address identified needs.	6/30/2024	N/A	N/A
251	Open	GAO	FAA	10/9/2020	GAO-21-86	3	Aviation Cybersecurity: FAA Should Fully Implement Key Practices to Strengthen Its Oversight of Avionics Risks	Direct the Associate Administrator for Aviation Safety, based on the assessment of avionics cybersecurity risks, to develop and implement guidance for avionics cybersecurity testing of new airplane designs that includes independent testing.	6/30/2024	N/A	N/A
252	Open	GAO	FAA	10/9/2020	GAO-21-86	4	Aviation Cybersecurity: FAA Should Fully Implement Key Practices to Strengthen Its Oversight of Avionics Risks	Direct the Associate Administrator for Aviation Safety, based on the assessment of avionics cybersecurity risks, to review and consider revising its policies and procedures for monitoring the effectiveness of avionics cybersecurity controls in the deployed fleet to include developing procedures for safely conducting independent testing.	N/A	Impasse	The Department non-concurred. FAA reviewed its existing policy and guidance and believes it has sufficient controls in place to monitor the deployed fleet, and they have a process in place to address and correct cybersecurity safety issues. In addition, any type of independent testing conducted on in-service fleets could result in potential corruption of airplane systems, jeopardizing safety rather than detecting cybersecurity safety issues.
253	Open	GAO	FAA	10/9/2020	GAO-21-86	5	Aviation Cybersecurity: FAA Should Fully Implement Key Practices to Strengthen Its Oversight of Avionics Risks	Direct the Associate Administrator for Aviation Safety to develop a mechanism to ensure that avionics cybersecurity issues are appropriately tracked and resolved when coordinating among internal stakeholders.	12/31/2024	N/A	N/A
254	Open	GAO	FAA	10/9/2020	GAO-21-86	6	Aviation Cybersecurity: FAA Should Fully Implement Key Practices to Strengthen Its Oversight of Avionics Risks	Direct the Associate Administrator for Aviation Safety, based on the assessment of avionics cybersecurity risks, to review and consider the extent to which oversight resources should be committed to avionics cybersecurity.	6/30/2024	N/A	N/A
255	Open	GAO	OST	10/13/2020	GAO-21-109	2	Aviation Consumer Protection: Increased Transparency Could Help Build Confidence in DOT's Enforcement Approach	Take steps to provide transparency and clarity into the results of OACP's enforcement of consume including investigations that do not result in a consent order. Such information could be aggregated data about cases, investigations, or warning letters.	10/1/2023	N/A	N/A
256	Open	OIG	OST	10/23/2020	QC2021003	1	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Require OST to either start utilizing the CSAM tool for its security control assessments or develop its own risk assessment policies and procedures as required by DOT's Cybersecurity Compendium.	10/1/2022	N/A	N/A
257	Open	OIG	OST	10/23/2020	QC2021003	2	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with OAs to update privacy risk management procedures to ensure the completion, tracking, review, and approval of privacy plans and compliance documentation prior to system authorization or reauthorization. Components should engage the Departmental Chief Privacy Officer as appropriate.	10/1/2021	N/A	N/A
258	Open	OIG	OST	10/23/2020	QC2021003	3	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with the Departmental Chief Privacy Officer to establish processes and procedures to notify Component Privacy Officers of systems scheduled for reauthorization so that required privacy risk management plans may be completed as required by policy.	10/1/2022	N/A	N/A
259	Open	OIG	OST	10/23/2020	QC2021003	4	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with the Departmental Chief Privacy Officer to establish processes and procedures to determine Component compliance with Departmental policy requiring Privacy Risk Management plans be established prior to system authorization or reauthorization.	10/1/2022	N/A	N/A
260	Open	OIG	OST	10/23/2020	QC2021003	5	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Coordinate with appropriate offices within the Office of Secretary to develop and implement a strategy and solution(s) to ensure that supervisors, contracting officers, and contracting officer representatives enforce personnel onboarding and off boarding procedures, completion of the DOT Rules of Behavior and other IT requirements prior to being granted access to DOT networks, systems, and information, or have existing access revoked upon separation, in accordance with DOT policy.	10/1/2022	N/A	N/A
261	Open	OIG	OST	10/23/2020	QC2021003	6	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Strengthen its oversight of the configuration management processes performed by OAs to ensure configuration management plans are developed, kept up-to-date, and document requirements for each system.	10/1/2022	N/A	N/A
262	Open	OIG	OST	10/23/2020	QC2021003	7	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with the FAA CIO to complete the revision of FAA Order 1800.66, Configuration Management Policy.	10/1/2022	N/A	N/A
263	Open	OIG	OST	10/23/2020	QC2021003	8	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with OAs to implement oversight to address configuration change weaknesses and to ensure configuration changes to the information systems are properly documented and tracked through implementation, and undergo a post-implementation review to verify procedures are followed.	10/1/2022	N/A	N/A
264	Open	OIG	OST	10/23/2020	QC2021003	9	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Ensure that baseline configuration deviations are monitored and deviations are approved to ensure that baseline compliance reports demonstrate a consistent and accurate application of baseline standards.	10/1/2022	N/A	N/A
265	Open	OIG	OST	10/23/2020	QC2021003	10	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Consolidate to the enterprise Tenable Nessus system to ensure accessibility of baseline compliance and/or vulnerability assessment capabilities.	10/1/2022	N/A	N/A
266	Open	OIG	OST	10/23/2020	QC2021003	11	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Ensure that missing security patches are either applied in accordance with DOT policy or that vulnerable software is otherwise remediated on the affected endpoints. In addition, ensure that missing security patches attributable to specific mission/business requirements are identified, control weaknesses are appropriately documented in POA&Ms, and that the authorizing official is aware of and has accepted risk for the associated weaknesses.	10/1/2022	N/A	N/A
267	Open	OIG	OST	10/23/2020	QC2021003	12	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Document and implement a process to identify software end of life dates and require the development of implementation plans to eliminate unsupported software.	10/1/2022	N/A	N/A
268	Open	OIG	OST	10/23/2020	QC2021003	13	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with FAA to secure a reliable funding stream for background reinvestigations.	10/1/2022	N/A	N/A
269	Open	OIG	OST	10/23/2020	QC2021003	14	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Devise strategies, consistent with Federal policies and guidance, to overcome the logistical challenges of fingerprinting during a pandemic or other events and circumstances which prevent the timely completion of background reinvestigations.	10/1/2022	N/A	N/A
270	Open	OIG	OST	10/23/2020	QC2021003	15	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with the FAA CIO to review all systems listed in Appendix B of the FAA Air Traffic Operations (ATO) Information Security Continuous Monitoring (ISCM) Plan for NAS and Mission Support (MS) Systems to ensure the FAA ISCM plan is complete and accurate, making updates as needed.	10/22/2022	N/A	N/A
271	Open	OIG	OST	10/23/2020	QC2021003	16	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with the OST IT Director to ensure an alternate processing site (including necessary agreements) is more clearly described within the contingency plan to permit the transfer and resumption of information system operations for essential missions/business functions consistent with recovery time objectives when the primary processing capabilities are unavailable, for those systems in accordance with the requirements of the Cybersecurity Compendium and NIST guidance.	10/1/2022	N/A	N/A

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	Status	GAO/OIG	OA	Report Date	Report Number	Rec#	Report Title	Recommendation Text	TAD as of 9/30/23	Not Implemented Category	Justification for Not Implementing
272	Open	OIG	OST	10/23/2020	QC2021003	17	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with the PHMSA CIO to ensure an alternate storage site (including necessary agreements) is described within contingency plans to permit the transfer and resumption of information system operations for essential missions/business functions consistent with recovery time objectives when the primary processing capabilities are unavailable, for those systems in accordance with the requirements of the Cybersecurity Compendium and NIST guidance.	10/1/2022	N/A	N/A
273	Open	GAO	FAA	11/9/2020	GAO-21-94	1	Aviation Safety: FAA's Office of Aviation Safety Should Take Additional Actions to Ensure Its Workforce Has Needed Skills	Assess organization-wide gaps in identified critical competencies for the Office of Aviation Safety's inspector and engineer workforces on a recurring basis.	12/31/2023	N/A	N/A
274	Open	GAO	FAA	11/9/2020	GAO-21-94	2	Aviation Safety: FAA's Office of Aviation Safety Should Take Additional Actions to Ensure Its Workforce Has Needed Skills	Assess training curricula for the Office of Aviation Safety's inspector and engineer workforces on a recurring basis to ensure that training courses as a whole align with critical competencies needed to address agency mission and goals.	6/30/2024	N/A	N/A
275	Open	OIG	FAA	11/13/2020	QC2021007	2	Quality Control Review of the Independent Auditor's Report on the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2020 and 2019	KPMG recommended that FAA management design and implement procedures to consistently and timely perform and document user account access reviews as required by standards for effective internal control systems and/or internal policies.	12/31/2023	N/A	N/A
276	Open	GAO	FAA	11/16/2020	GAO-21-85	1	Aviation Certification: FAA Needs to Strengthen Its Design Review Process for Small Airplanes	Assess the resources needed to efficiently implement Amendment 64.	12/31/2024	N/A	N/A
277	Open	GAO	FAA	11/16/2020	GAO-21-85	4	Aviation Certification: FAA Needs to Strengthen Its Design Review Process for Small Airplanes	Provide information to staff to address their uncertainty regarding (1) the circumstances in which an issue paper is required, and (2) how to ensure staff's concerns are documented and resolved in situations in which staff are not to use an issue paper.	5/31/2024	N/A	N/A
278	Open	GAO	FAA	11/16/2020	GAO-21-85	6	Aviation Certification: FAA Needs to Strengthen Its Design Review Process for Small Airplanes	Implement a method to track Amendment 64 projects by certification basis.	12/31/2024	N/A	N/A
279	Open	GAO	FAA	11/16/2020	GAO-21-85	7	Aviation Certification: FAA Needs to Strengthen Its Design Review Process for Small Airplanes	Take steps to develop performance measures to evaluate the effects of Part 23 performance-based regulations on safety, regulatory cost burden, innovation, and technology adoption for small airplanes.	12/31/2024	N/A	N/A
280	Open	OIG	OST	12/2/2020	SA2021009	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending September 30, 2020	Determine the allowability of the questioned transactions and recover \$25,838, if applicable.	11/1/2023	N/A	N/A
281	Open	OIG	FAA	12/8/2020	AV2021010	1	Weaknesses in FAA's Supplemental Passenger Restraint System Authorization Process Hinder Improvements to Open-Door Helicopter Operations	Issue a Notice of Proposed Rulemaking and a final rule, if found to be in the public interest, that address operations using supplemental passenger restraint systems.	12/31/2023	N/A	N/A
282	Open	OIG	FAA	12/8/2020	AV2021010	3	Weaknesses in FAA's Supplemental Passenger Restraint System Authorization Process Hinder Improvements to Open-Door Helicopter Operations	Define minimum certification standards that meet aviation-specific load factors for supplemental passenger restraint systems. On June 3, 2021, OST/FAA and OIG agreed to modify the recommendation to: Review and evaluate supplemental passenger restraint systems to ensure they meet industry standards.	6/30/2024	N/A	N/A
283	Open	OIG	FAA	12/8/2020	AV2021010	4	Weaknesses in FAA's Supplemental Passenger Restraint System Authorization Process Hinder Improvements to Open-Door Helicopter Operations	Revise the supplemental passenger restraint system authorization procedures so applications are routed through local oversight offices to notify inspectors which operators are requesting and subsequently authorized for supplemental restraint use.	7/31/2024	N/A	N/A
284	Open	OIG	FAA	12/8/2020	AV2021010	5	Weaknesses in FAA's Supplemental Passenger Restraint System Authorization Process Hinder Improvements to Open-Door Helicopter Operations	Develop and incorporate supplemental passenger restraint inspection criteria—such as frequency of inspections, review of harness authorization documentation, and maintenance of harnesses into inspector guidance for both Part 135 and Part 91 surveillance.	7/31/2024	N/A	N/A
285	Open	OIG	OST	12/16/2020	FS2021011	4	DOT Needs to Strengthen Travel Card Program Internal Controls to Minimize Misuse	Develop and implement a control that will allow the Department to identify questionable travel card transactions outside of the delinquency report review that is performed by the operating administrations.	10/31/2023	N/A	N/A
286	Open	OIG	OST	12/16/2020	FS2021011	8	DOT Needs to Strengthen Travel Card Program Internal Controls to Minimize Misuse	Design and implement a control to test that cardholders are using the travel card to pay only for official travel expenses as required. The control should include follow-up with cardholders when charges unrelated to official travel are detected.	10/31/2023	N/A	N/A
287	Open	OIG	OST	12/16/2020	FS2021011	10	DOT Needs to Strengthen Travel Card Program Internal Controls to Minimize Misuse	Develop and implement controls to require that refresher training is administered timely in electronic learning management system, and require that cardholders complete refresher training in a timely manner.	10/13/2023	N/A	N/A
288	Open	GAO	OST	12/18/2020	GAO-21-197	1	Automated Technologies: DOT Should Take Steps to Ensure Its Workforce Has Skills Needed to Oversee Safety	Complete efforts to identify all cybersecurity occupations across the agency, and incorporate those related to overseeing the cybersecurity of automated technologies into its workforce planning efforts, such as the Workforce Transformation Chart.	3/31/2024	N/A	N/A
289	Open	GAO	OST	12/18/2020	GAO-21-197	2	Automated Technologies: DOT Should Take Steps to Ensure Its Workforce Has Skills Needed to Oversee Safety	Assess skill gaps in key occupations that are involved in overseeing the safety of automated technologies.	7/31/2024	N/A	N/A
290	Open	GAO	OST	12/18/2020	GAO-21-197	3	Automated Technologies: DOT Should Take Steps to Ensure Its Workforce Has Skills Needed to Oversee Safety	Regularly measure the progress of strategies implemented to close skill gaps—such as on an annual basis—and ensure modal administrations offer training to close those gaps.	3/31/2024	N/A	N/A
291	Open	GAO	OST	12/18/2020	GAO-21-197	4	Automated Technologies: DOT Should Take Steps to Ensure Its Workforce Has Skills Needed to Oversee Safety	Collect and analyze information on the effectiveness of recruiting strategies, such as special payment authorities, in attracting staff to occupations that oversee the safety of automated technologies, and share effective strategies with modal administrations.	7/31/2024	N/A	N/A
292	Open	GAO	FAA	12/22/2020	GAO-21-154	1	Commercial Space Transportation: FAA Should Examine a Range of Options to Support U.S. Launch Infrastructure	Provide Congress the results of an examination of a range of options including funding and financing tools, as well as alternatives to making funding available to support space transportation infrastructure. This examination should include a discussion of trade-offs and whether and how, if at all, each approach would contribute to national policy goals.	12/31/2024	N/A	N/A
293	Open	GAO	FAA	1/7/2021	GAO-21-200	1	Aircraft Noise: Better Information Sharing Could Improve Responses to Washington, D.C. Area Helicopter Noise Concerns	The Administrator of the FAA should direct the Office of Environment and Energy to develop a mechanism to exchange helicopter noise information with operators in the D.C. area.	9/30/2024	N/A	N/A
294	Open	OIG	FMCSA	1/13/2021	ST2021013	2	FMCSA Has Not Fully Met Oversight Requirements as It Rebuilds the National Registry of Certified Medical Examiners	Develop a plan to allocate resources to the Medical Programs Division to fully implement requirements for medical examiner eligibility audits and random selection performance monitoring.	12/29/2023	N/A	N/A
295	Open	OIG	FMCSA	1/13/2021	ST2021013	3	FMCSA Has Not Fully Met Oversight Requirements as It Rebuilds the National Registry of Certified Medical Examiners	Update Agency processes for conducting periodic medical examiner eligibility audits and random selection performance monitoring as needed to incorporate upgraded National Registry tools.	12/29/2023	N/A	N/A
296	Open	OIG	FMCSA	1/13/2021	ST2021013	4	FMCSA Has Not Fully Met Oversight Requirements as It Rebuilds the National Registry of Certified Medical Examiners	Reinstate the conduct of eligibility audits and random selection performance monitoring of medical examiners.	12/29/2023	N/A	N/A
297	Open	OIG	OST	1/27/2021	QC2021008	2	Quality Control Review of the Independent Auditor's Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2020 and 2019	KPMG recommends that DOT management design and implement procedures to consistently and timely perform and document user account access reviews as required by standards for effective internal control systems and/or internal policy.	12/31/2023	N/A	N/A
298	Open	OIG	OST	1/27/2021	QC2021008	3	Quality Control Review of the Independent Auditor's Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2020 and 2019	KPMG recommends that management design and implement component-specific system security plan requirements in instances where plans for those areas not addressed in the Departmental system security plan.	12/31/2023	N/A	N/A
299	Open	OIG	FAA	1/27/2021	QC2021014	9	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2020 and 2019	Design and implement a process to ensure that the inventory application, database, and operating system changes are tested, documented, and approved prior to migration into production and update the change management ticketing system to capture required approvals and evidence of testing for application, database, or operating system changes, in accordance with FAA ISPP.	12/31/2023	N/A	N/A

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	Status	GAO/OIG	OA	Report Date	Report Number	Rec#	Report Title	Recommendation Text	TAD as of 9/30/23	Not Implemented Category	Justification for Not Implementing
300	Open	OIG	FAA	1/27/2021	QC2021014	10	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2020 and 2019	Configure the account lockout threshold for the Windows server accounts within the FAA.gov domain to comply with FAA policy and system requirements.	12/31/2022	N/A	N/A
301	Open	OIG	FAA	1/27/2021	QC2021014	13	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2020 and 2019	Ensure that existing procedures over the review of journal entries are performed, at an appropriate level of precision, to determine that all posted manual entries are complete, accurate, and adequately supported by documentation.	12/31/2022	N/A	N/A
302	Open	GAO	FAA	1/28/2021	GAO-21-165	1	Unmanned Aircraft Systems: FAA Could Strengthen Its Implementation of a Drone Traffic Management System by Improving Communication and Measuring Performance	The Administrator of the Federal Aviation Administration should provide stakeholders with additional information on the timing and substance of future UTM testing and implementation efforts, using FAA's UTM website or other appropriate means.	12/31/2023	N/A	N/A
303	Open	GAO	FAA	1/28/2021	GAO-21-165	2	Unmanned Aircraft Systems: FAA Could Strengthen Its Implementation of a Drone Traffic Management System by Improving Communication and Measuring Performance	The Administrator of the Federal Aviation Administration should develop performance goals and measures for its UTM implementation plan.	12/31/2023	N/A	N/A
304	Open	OIG	FAA	2/10/2021	AV2021017	1	Gaps in FAA's Oversight of the AIP State Block Grant Program Contribute to Adherence Issues and Increase Risks	Revise FAA policy to include equitable review of projects funded by discretionary and entitlement funds, and perform regular formal assessments of Block Grant States' (BGS) adherence to Federal requirements for project selection.	12/31/2024	N/A	N/A
305	Open	OIG	FAA	2/10/2021	AV2021017	2	Gaps in FAA's Oversight of the AIP State Block Grant Program Contribute to Adherence Issues and Increase Risks	Revise FAA's policy on documenting project-approval decisions to ensure that BGS adhere to project prioritization.	12/31/2024	N/A	N/A
306	Open	OIG	FAA	2/10/2021	AV2021017	3	Gaps in FAA's Oversight of the AIP State Block Grant Program Contribute to Adherence Issues and Increase Risks	Revise and implement FAA's process for resolving instances of insufficient documentation as support for reimbursement to BGS.	12/31/2024	N/A	N/A
307	Open	OIG	FAA	2/10/2021	AV2021017	4	Gaps in FAA's Oversight of the AIP State Block Grant Program Contribute to Adherence Issues and Increase Risks	Request supporting documentation for the transactions related to the \$5.7 million in unsupported project costs we identified in Wisconsin, and collect all unsupported costs or identify FAA's rationale for accepting them.	12/29/2023	N/A	N/A
308	Open	OIG	FAA	2/10/2021	AV2021017	5	Gaps in FAA's Oversight of the AIP State Block Grant Program Contribute to Adherence Issues and Increase Risks	Assess the claims related to the \$12,835 in unsupported Cash Management Improvement Act reimbursements we identified in Michigan, and review similar transactions within the SBGP for unsupported costs. Develop an action plan to collect all unsupported costs or identify FAA's rationale for accepting them.	12/29/2023	N/A	N/A
309	Open	OIG	FAA	2/10/2021	AV2021017	6	Gaps in FAA's Oversight of the AIP State Block Grant Program Contribute to Adherence Issues and Increase Risks	Develop and implement a procedure for monitoring BGS adherence to requirements for Airport Improvement Program (AIP) expenditures at regular and frequent intervals.	12/31/2024	N/A	N/A
310	Open	OIG	FAA	2/10/2021	AV2021017	7	Gaps in FAA's Oversight of the AIP State Block Grant Program Contribute to Adherence Issues and Increase Risks	Revise guidance for all AIP stakeholders to reinforce the required sequence in which different types of AIP funds are to be expended.	12/31/2024	N/A	N/A
311	Open	OIG	FAA	2/10/2021	AV2021017	8	Gaps in FAA's Oversight of the AIP State Block Grant Program Contribute to Adherence Issues and Increase Risks	Require Airport District Offices (ADO) and Regional Offices to comply with grant closeout requirements for BGS. Implementation of this recommendation could put \$115.7 million in funds to better use.	12/31/2024	N/A	N/A
312	Open	OIG	FAA	2/10/2021	AV2021017	9	Gaps in FAA's Oversight of the AIP State Block Grant Program Contribute to Adherence Issues and Increase Risks	Develop and implement a procedure to verify the accuracy of BGS data submissions. Implementation of this recommendation could put \$5.7 million in funds to better use by improving FAA's grant management oversight.	12/31/2024	N/A	N/A
313	Open	OIG	FAA	2/10/2021	AV2021017	10	Gaps in FAA's Oversight of the AIP State Block Grant Program Contribute to Adherence Issues and Increase Risks	Formalize and implement minimum training requirements for BGS officials, and give BGS access to all FAA-conducted, AIP-related online and in-person training.	12/31/2024	N/A	N/A
314	Open	OIG	FAA	2/10/2021	AV2021017	11	Gaps in FAA's Oversight of the AIP State Block Grant Program Contribute to Adherence Issues and Increase Risks	Finalize the draft Memorandum of Agreement outlined in the SBGP Advisory Circular and implement it for all 10 current BGS and any future program entrants.	12/31/2024	N/A	N/A
315	Open	OIG	FAA	2/10/2021	AV2021017	12	Gaps in FAA's Oversight of the AIP State Block Grant Program Contribute to Adherence Issues and Increase Risks	Finalize and implement an SBGP-wide audit plan in accordance with FAA's SBGP Advisory Circular, and include a requirement to document resolution of findings.	12/31/2024	N/A	N/A
316	Open	OIG	FAA	2/10/2021	AV2021017	13	Gaps in FAA's Oversight of the AIP State Block Grant Program Contribute to Adherence Issues and Increase Risks	Ensure compliance or implementation of FAA's procedure to share resolutions of Single Audit Report recommendations with the ADOs and Regional Offices that oversee the BGS.	12/31/2024	N/A	N/A
317	Open	OIG	OST	2/10/2021	SA2021018	2	SA2021018 Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2020	Determine the allowability of the questioned transactions and recover \$5,130,999, if applicable.	12/31/2023	N/A	N/A
318	Open	OIG	FAA	2/23/2021	AV2021020	1	Weaknesses in FAA's Certification and Delegation Processes Hindered Its Oversight of the 737 MAX 8	Update the Changed Product Rule to address the integration of technological advances and exceptions.	12/31/2025	N/A	N/A
319	Open	OIG	FAA	2/23/2021	AV2021020	2	Weaknesses in FAA's Certification and Delegation Processes Hindered Its Oversight of the 737 MAX 8	Evaluate criteria for determining whether a system meets the definition of a "novel or unusual design feature," add specificity, and implement identified improvements.	12/31/2025	N/A	N/A
320	Open	OIG	FAA	2/23/2021	AV2021020	3	Weaknesses in FAA's Certification and Delegation Processes Hindered Its Oversight of the 737 MAX 8	Require applicants to submit failure probability analysis and key assumptions in certification deliverables.	5/31/2025	N/A	N/A
321	Open	OIG	FAA	2/23/2021	AV2021020	4	Weaknesses in FAA's Certification and Delegation Processes Hindered Its Oversight of the 737 MAX 8	Assess and update Advisory Circular 25.1309 guidance related to engineering assumptions regarding pilot actions, pilot reaction times, and failure mode testing.	12/31/2025	N/A	N/A
322	Open	OIG	FAA	2/23/2021	AV2021020	5	Weaknesses in FAA's Certification and Delegation Processes Hindered Its Oversight of the 737 MAX 8	Establish and implement processes for manufacturers to officially notify FAA certification engineers of any changes made to System Safety Assessments, including after FAA flight testing has begun.	12/31/2025	N/A	N/A
323	Open	OIG	FAA	2/23/2021	AV2021020	6	Weaknesses in FAA's Certification and Delegation Processes Hindered Its Oversight of the 737 MAX 8	Establish and implement communication and coordination procedures between Boeing and FAA, and within FAA among flight test, certification, and Flight Standards.	12/31/2023	N/A	N/A
324	Open	OIG	FAA	2/23/2021	AV2021020	7	Weaknesses in FAA's Certification and Delegation Processes Hindered Its Oversight of the 737 MAX 8	Establish and implement policies and procedures for the Aircraft Evaluation Group related to its role in the certification process that require, at a minimum: formal documentation of approvals; documentation of operational flight test parameters, procedures, and outcomes; expanded written guidance on the FSB process; and improved consistency of procedures between AEG offices.	12/31/2023	N/A	N/A
325	Open	OIG	FAA	2/23/2021	AV2021020	8	Weaknesses in FAA's Certification and Delegation Processes Hindered Its Oversight of the 737 MAX 8	Incorporate lessons learned from the Boeing 737 MAX accidents into the ODA oversight process guidance implementing a risk-based approach.	12/31/2024	N/A	N/A
326	Open	OIG	FAA	2/23/2021	AV2021020	9	Weaknesses in FAA's Certification and Delegation Processes Hindered Its Oversight of the 737 MAX 8	Clarify priorities, roles, and responsibilities for FAA engineers regarding oversight and certification work, including the timing of when oversight should be performed.	12/31/2024	N/A	N/A
327	Open	OIG	FAA	2/23/2021	AV2021020	11	Weaknesses in FAA's Certification and Delegation Processes Hindered Its Oversight of the 737 MAX 8	Conduct an assessment to determine how frequently unit members serve as both the company engineer involved in a design as the applicant and also find compliance on FAA's behalf on that same design. Based on the results of this assessment, revise ODA guidance to strengthen controls in this area.	12/31/2023	N/A	N/A
328	Open	OIG	FAA	2/23/2021	AV2021020	12	Weaknesses in FAA's Certification and Delegation Processes Hindered Its Oversight of the 737 MAX 8	Revise ODA program requirements to ensure ODAs have internal controls in place and are organized in a way that prevents interference with ODA unit members.	5/31/2025	N/A	N/A
329	Open	OIG	FAA	2/23/2021	AV2021020	14	Weaknesses in FAA's Certification and Delegation Processes Hindered Its Oversight of the 737 MAX 8	Complete the ongoing rulemaking project that proposes requiring manufacturers to implement Safety Management Systems, including setting and publishing expected timeframes.	3/20/2024	N/A	N/A
330	Open	GAO	MARAD	2/26/2021	GAO-21-125	3	Defense Transportation: DOD Can Better Leverage Existing Contested Mobility Studies and Improve Training	In coordination with the Secretary of the Navy and the Commander of U.S. Transportation Command, update surge-sealift crew training, as appropriate and feasible, to reflect the results of the training evaluation conducted by DOD.	12/31/2023	N/A	N/A
331	Open	OIG	FAA	3/10/2021	AV2021022	3	FAA Has Made Progress in Implementing ASIAs, but Work Remains To Better Predict, Prioritize, and Community Safety Risks	Determine if the ASIAs non-confidential information is beneficial to Flight Standards inspectors, and if so, implement guidance to field-level personnel so that inspectors have an understanding of how, when, and why they should use the system.	12/31/2023	N/A	N/A
332	Open	GAO	FAA	3/17/2021	GAO-21-254	4	Freedom of Information Act: Actions Needed to Improve Agency Compliance with Proactive Disclosure Requirements	Track the number of proactive disclosures for all required categories and report this information in DOT's Annual FOIA Report.	12/31/2023	N/A	N/A
333	Open	GAO	OST	3/17/2021	GAO-21-296	1	Transportation Safety: DOT Has Taken Steps to Verify and Publicize Drug and Alcohol Testing Data but Should Do More	To (1) evaluate the different processes used by each modal administration to verify drug and alcohol testing data—including comparing data to records during inspections, checking data for errors manually or with software, and contacting employers that do not submit a report or submit an incomplete report—and (2) determine what, if any, additional steps should be taken to improve the reliability of the information.	8/1/2023	N/A	N/A

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	Status	GAO/OIG	OA	Report Date	Report Number	Rec#	Report Title	Recommendation Text	T&D as of 9/30/23	Not Implemented Category	Justification for Not Implementing
334	Open	GAO	OST	3/17/2021	GAO-21-296	4	Transportation Safety: DOT Has Taken Steps to Verify and Publicize Drug and Alcohol Testing Data But Should Do More	Reach out to potential users in the public to determine if there is a broader audience for the public data, consistent with key actions for open government data, and if a broader audience is identified, engage with users to evaluate the benefits and costs of adopting additional key actions for open government data and any other possible improvements to the website.	Pending GAO Closure - DOT submitted a request for closure in April 2023	N/A	N/A
335	Open	GAO	FAA	5/13/2021	GAO-21-310	1	FAA Workforce: Better Assessing Employees' Skill Gaps Could Help FAA Prepare for Changes in Technology	Ensure that planned skill gap assessments, conducted in coordination with FAA offices, are based on quantitative information about gaps in all critical skills for employees across all mission-critical occupations.	9/30/2024	N/A	N/A
336	Open	OIG	OST	5/19/2021	AV2021024	2	DOT Appropriately Relied on Unsubsidized Carriers in Accordance With Its Policy but Conducted Limited Oversight of the Essential Air Service Communities They Serve	Conduct periodic reviews of the level of basic essential air service in accordance with Federal regulations.	6/1/2024	N/A	N/A
337	Open	GAO	NHTSA	5/20/2021	GAO-21-405	1	Pedestrians and Cyclists: Better Information to States and Enhanced Performance Management Could Help DOT Improve Safety	Take steps to collect information on the range of countermeasures implemented by states and analyze that information to help advance what is known about countermeasures' effectiveness and then share results with states.	12/31/2023	N/A	N/A
338	Open	GAO	NHTSA	5/20/2021	GAO-21-405	2	Pedestrians and Cyclists: Better Information to States and Enhanced Performance Management Could Help DOT Improve Safety	Fully use performance management practices to guide its pedestrian and cyclist safety activities, such as (1) by developing performance measures for NHTSA and the program offices responsible for implementing pedestrian and cyclist safety activities to demonstrate how these activities contribute to safety goals, and (2) by using performance information to make any necessary changes to advance pedestrian and cyclist safety efforts.	12/31/2023	N/A	N/A
339	Open	OIG	OST	5/26/2021	SA2021025	2	SA2021025 Summary Report on Significant Single Audit Findings for the 3-Month Period Ending March 31, 2021	Determine the allowability of the questioned transactions and recover \$8,008,786, if applicable.	11/1/2023	N/A	N/A
340	Open	GAO	FHWA	6/20/2021	GAO-21-405	3	Pedestrians and Cyclists: Better Information to States and Enhanced Performance Management Could Help DOT Improve Safety	Fully use performance management practices to guide its pedestrian and cyclist safety activities, such as (1) by developing performance measures for FHWA and the program offices responsible for implementing pedestrian and cyclist safety activities to demonstrate how these activities contribute to safety goals, and (2) by using performance information to make any necessary changes to advance pedestrian and cyclist safety efforts.	12/31/2023	N/A	N/A
341	Open	GAO	PHMSA	6/22/2021	GAO-21-493	1	Pipeline Safety: Performance Measures Needed to Assess Recent Changes to Hazardous Liquid Pipeline Safety Regulations	Develop and use performance measures to assess whether the amendments made by its 2019 Rule to its hazardous liquid pipeline safety regulations are achieving their desired outcomes and contributing to PHMSA's safety goals for hazardous liquid pipelines. These measures should include targets for the expected levels of performance to be achieved and specific timeframes in which to achieve these results.	Pending GAO Closure - DOT submitted a request for closure in August 2023	N/A	N/A
342	Open	OIG	FRA	6/30/2021	ST2021027	1	Fully Implementing a Grants Management Framework Will Enhance FRA's Amtrak Funding Oversight	Establish and implement measurable goals and metrics for assessing the effectiveness of the oversight program.	1/8/2024	N/A	N/A
343	Open	OIG	FRA	6/30/2021	ST2021027	4	Fully Implementing a Grants Management Framework Will Enhance FRA's Amtrak Funding Oversight	Implement the plan to complete information system improvements and centralize Amtrak oversight data in accordance with established milestones.	2/29/2024	N/A	N/A
344	Open	OIG	MARAD	7/7/2021	ST2021028	1	MARAD Has Made Progress in Addressing NAPA Recommendations Related to Mission Focus, Program Alignment, and Ability To Meet Objectives	Develop a plan with milestones for completing the remaining eight applicable recommendations.	12/31/2023	N/A	N/A
345	Open	OIG	MARAD	7/7/2021	ST2021028	2	MARAD Has Made Progress in Addressing NAPA Recommendations Related to Mission Focus, Program Alignment, and Ability To Meet Objectives	Track implementation of the plan with milestones.	12/31/2023	N/A	N/A
346	Open	OIG	FAA	7/12/2021	FI2021029	1	FAA's Ability To Manage Its National Airspace System Inventory Is Limited by Several Gaps in Its Processes That Remain After Adoption of the Agency's Current Inventory Management System	Revise FAA's process for identifying excess, obsolete, or unserviceable inventory to include consideration for the quantity of repairable parts on hand, and the expected future demand for those parts.	9/30/2024	N/A	N/A
347	Open	OIG	FAA	7/12/2021	FI2021029	5	FAA's Ability To Manage Its National Airspace System Inventory Is Limited by Several Gaps in Its Processes That Remain After Adoption of the Agency's Current Inventory Management System	Research, identify, and account for the due-ins identified in the Advance Due-in Report and request that parts be returned. If unreturned, bill NAS customers accordingly. Implementation of this recommendation could put over \$38 million in funds to better use.	12/31/2024	N/A	N/A
348	Open	OIG	FMCSA	7/14/2021	ST2021030	1	FMCSA Oversight of Commercial Drivers Disqualifications	Improve current requirements for States to record, track, and maintain paper-based convictions sent and received via mail by incorporating its standardized method for States to aggregate paper-based convictions to facilitate FMCSA's evaluation of State performance.	12/31/2023	N/A	N/A
349	Open	OIG	FMCSA	7/14/2021	ST2021030	2	FMCSA Oversight of Commercial Drivers Disqualifications	Finalize and implement standardized operating procedures for conducting annual program reviews and for supervisory quality control reviews of completed annual program reviews.	10/31/2023	N/A	N/A
350	Open	OIG	FMCSA	7/14/2021	ST2021030	3	FMCSA Oversight of Commercial Drivers Disqualifications	Modify the annual program review checklist to require reviewers to address key factors and determine whether: a. sampled out-of-State convictions were posted to driver records within the required 10 days; b. results from a review of in-State convictions and paper notifications of out-of-State convictions were documented; c. sample testing was conducted of the greater of 2 percent of electronic transactions in a month or a total of five transactions, in accordance with FMCSA's 2016 policy memorandum; d. States are sending convictions either electronically or via mail but not using both methods; e. States begin disqualification periods on or after the date the out-of-State conviction is received; and f. States that are offering administrative appeals for out-of-State disqualifications and permitting them to be overturned are identified.	10/31/2023	N/A	N/A
351	Open	OIG	FMCSA	7/14/2021	ST2021030	4	FMCSA Oversight of Commercial Drivers Disqualifications	Finalize and implement a standard operating procedure for determining when a State is not making a good faith effort to timely mitigate compliance issues and when to impose sanctions on noncompliant States.	10/31/2023	N/A	N/A
352	Open	OIG	FMCSA	7/14/2021	ST2021030	5	FMCSA Oversight of Commercial Drivers Disqualifications	Complete the Agency's review of the State Compliance Records Enterprise system and implement identified improvements for managing States' compliance issues.	12/31/2023	N/A	N/A
353	Open	OIG	FMCSA	7/14/2021	ST2021030	6	FMCSA Oversight of Commercial Drivers Disqualifications	Develop and implement a process to segregate non-CDL holder convictions from all Commercial Driver's License Information System reports and workbooks utilized to evaluate State's compliance with CDL regulations.	12/31/2023	N/A	N/A
354	Open	OIG	FMCSA	7/14/2021	ST2021030	7	FMCSA Oversight of Commercial Drivers Disqualifications	Develop and implement a plan for coordinating with the American Association of Motor Vehicle Administrators to mitigate risks when States transition to new software systems.	12/31/2023	N/A	N/A
355	Open	OIG	FTA	7/21/2021	ST2021032	1	FTA Made Progress in Providing Hurricane Sandy Funds but Weaknesses in Tracking and Reporting Reduce Transparency Into Their Use	Establish and implement written policies and procedures to accurately communicate allocated amounts over time through FTA's documents, such as notices, memoranda, and letters; the grant management system; and external reports.	11/30/2023	N/A	N/A
356	Open	OIG	FAA	8/2/2021	IT2021033	1	FAA Is Taking Steps To Properly Categorize High-Impact Information Systems, but Security Risks Remain Until High Security Controls Are Implemented (SSI)	Complete FAA's security categorization policies and procedures by updating FAA's Air Traffic Organization (ATO) Risk Management Framework Categorization Board Process, and/or develop new policies and procedures and require that they are consistent with Federal standards by providing details documenting FAA's process for: a. Mapping the impact definitions from Federal Information Processing Standards Publication 199 to existing FAA guidance, and b. Establishing standard objective impact thresholds based on FAA's mission.	3/31/2023	N/A	N/A
357	Open	OIG	FAA	8/2/2021	IT2021033	2	FAA Is Taking Steps To Properly Categorize High-Impact Information Systems, but Security Risks Remain Until High Security Controls Are Implemented (SSI)	Update FAA's NAS Requirement Document 2013 (NAS RD-2013) to include all current ATO systems operating in the National Airspace System (NAS). a. Conduct an analysis of the 43 safety-critical or efficiency-critical systems that were included in NAS RD-2013 to determine if they should be re-categorized as high-impact systems. b. If they should be re-categorized, conduct a required gap analysis for high-impact systems including control selection, implementation, assessment and system authorization.	1/1/2024	N/A	N/A

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	Status	GAO/OIG	OA	Report Date	Report Number	Rec#	Report Title	Recommendation Text	TAD as of 9/30/23	Not Implemented Category	Justification for Not Implementing
358	Open	OIG	FAA	8/2/2021	IT2021033	4	FAA Is Taking Steps To Properly Categorize High-Impact Information Systems, but Security Risks Remain Until High Security Controls Are Implemented (SSI)	Complete gap analyses and associated tasks for the systems re-categorized as high-impact in accordance with the NIST Risk Management Framework, and document the results in System Characterization Documents, System Security Plans, and Security Assessment Reports (SAR), and record authorizing officials' signatures in Executive Summaries. a. For the SAR security documentation, include a justification for any high security control and/or security enhancement that is not included in the assessment. b. Upon completion of the gap analysis, specify the timeline for completing FAA's remediation implementation strategy for the Plans of Action and Milestones.	3/31/2023	N/A	N/A
359	Open	OIG	FAA	8/2/2021	IT2021033	5	FAA Is Taking Steps To Properly Categorize High-Impact Information Systems, but Security Risks Remain Until High Security Controls Are Implemented (SSI)	Establish and implement a timeline with milestones for when FAA plans to fully implement its enterprise security initiatives designed to protect NAS assets.	8/31/2023	N/A	N/A
360	Open	OIG	FAA	8/2/2021	IT2021033	6	FAA Is Taking Steps To Properly Categorize High-Impact Information Systems, but Security Risks Remain Until High Security Controls Are Implemented (SSI)	Establish and implement a timeline with milestones for when FAA plans to complete the selection, tailoring and implementation of all required high security controls in the NAS for the 45 re-categorized high-impact systems.	1/1/2024	N/A	N/A
361	Open	OIG	FAA	8/11/2021	AV2021034	1	FAA Can Increase Its Inspector Staffing Model's Effectiveness by Implementing System Improvements and Maximizing Its Capabilities	Institute a process that compares the inspector staffing model estimates to actual staffing levels. The process should identify the reasons for the differences between the two figures, establish performance measures that help assess the accuracy of the model's results, and actions taken to improve future forecasting.	3/31/2024	N/A	N/A
362	Open	OIG	FAA	8/11/2021	AV2021034	3	FAA Can Increase Its Inspector Staffing Model's Effectiveness by Implementing System Improvements and Maximizing Its Capabilities	Develop and implement a plan with milestones for completing the air carrier and general aviation staffing models, including information on how the Agency plans on using them in conjunction with the current staffing model, the process by which the business rules are updated, and the results of the most recent review of the business rules.	3/31/2024	N/A	N/A
363	Open	OIG	FAA	8/11/2021	AV2021034	4	FAA Can Increase Its Inspector Staffing Model's Effectiveness by Implementing System Improvements and Maximizing Its Capabilities	Produce inspector staffing estimates and actual staffing levels at the functional and field office levels. Include these figures in the Agency's annual safety workforce plan.	12/31/2023	N/A	N/A
364	Open	OIG	FAA	8/11/2021	AV2021034	5	FAA Can Increase Its Inspector Staffing Model's Effectiveness by Implementing System Improvements and Maximizing Its Capabilities	Reinstitute the process in which Flight Standards office managers review their staffing estimates.	12/31/2023	N/A	N/A
365	Open	OIG	FAA	8/11/2021	AV2021034	6	FAA Can Increase Its Inspector Staffing Model's Effectiveness by Implementing System Improvements and Maximizing Its Capabilities	Track progress on implementing the Office Workload List, including milestones to show when the Agency anticipates using information from the system to assist with inspector staffing decisions.	12/31/2023	N/A	N/A
366	Open	OIG	FAA	8/11/2021	AV2021034	7	FAA Can Increase Its Inspector Staffing Model's Effectiveness by Implementing System Improvements and Maximizing Its Capabilities	Update information regarding implementation of the Designee Management System, including milestones to show when FAA anticipates fully integrating individual designees into the system and how it intends to use the system's data to determine whether to adjust its inspector workforce staffing levels and responsibilities.	3/31/2024	N/A	N/A
367	Open	OIG	FAA	8/18/2021	AV2021035	1	FAA's Approach for Establishing and Modifying Air Traffic Controller Staffing Levels Needs Improvement To Properly Identify Staffing Needs at Contract Towers	Analyze and document the justification for the FAA Contract Tower (FCT) Program's minimum staffing requirements.	12/29/2023	N/A	N/A
368	Open	OIG	FAA	8/18/2021	AV2021035	2	FAA's Approach for Establishing and Modifying Air Traffic Controller Staffing Levels Needs Improvement To Properly Identify Staffing Needs at Contract Towers	Develop and implement an internal process to periodically review, and maintain supporting records for FCT controller staffing minimums.	12/29/2023	N/A	N/A
369	Open	OIG	FAA	8/18/2021	AV2021035	3	FAA's Approach for Establishing and Modifying Air Traffic Controller Staffing Levels Needs Improvement To Properly Identify Staffing Needs at Contract Towers	Develop and implement an internal process—including roles and responsibilities, timeframes, and criteria—to ensure contract requirements are met, and overpayments made to contractors are recovered.	12/29/2023	N/A	N/A
370	Open	OIG	FAA	8/18/2021	AV2021035	4	FAA's Approach for Establishing and Modifying Air Traffic Controller Staffing Levels Needs Improvement To Properly Identify Staffing Needs at Contract Towers	Recover overpayments to contractors, estimated minimum of \$2.64 million and minimum of \$2.5 million.	7/31/2024	N/A	N/A
371	Open	OIG	OST	8/31/2021	SA2021036	2	SA2021036 Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending June 30, 2021	Determine the allowability of the questioned transactions and recover \$32,153,264, if applicable.	12/1/2023	N/A	N/A
372	Open	OIG	FAA	9/27/2021	ZA2021037	4	FAA Faces Challenges in Tracking Its Acquisition Workforce and Ensuring Compliance With Training, Certification, and Warrant Requirements	Implement performance and certification metrics for CORs and P/PMs.	12/31/2023	N/A	N/A
373	Open	GAO	FAA	9/28/2021	GAO-21-103933	1	Aircraft Noise: FAA Could Improve Outreach Through Enhanced Noise Metrics, Communication, and Support to Communities	The Administrator of the Federal Aviation Administration should identify appropriate supplemental noise metrics, such as the "number above" metric, and circumstances for their use to aid in FAA's internal assessments of noise impacts related to proposed PBN flight path changes.	12/31/2023	N/A	N/A
374	Open	GAO	FAA	9/28/2021	GAO-21-103933	2	FAA Could Improve Outreach Through Enhanced Noise Metrics, Communication, and Support to Communities	The Administrator of the Federal Aviation Administration should update guidance to incorporate additional communication tools that more clearly convey expected impacts, such as other noise metrics and visualization tools related to proposed PBN implementation.	12/31/2023	N/A	N/A
375	Open	GAO	FAA	9/28/2021	GAO-21-103933	3	FAA Could Improve Outreach Through Enhanced Noise Metrics, Communication, and Support to Communities	The Administrator of the Federal Aviation Administration should, related to post-implementation outreach, provide clearer information to airports and communities on what communities can expect from FAA, including the technical assistance FAA can provide.	12/31/2023	N/A	N/A
376	Open	GAO	FHWA	9/28/2021	GAO-21-104249	1	Highway Bridges: Federal Highway Administration Could Better Assist States with Information on Corrosion Practices	The Administrator of FHWA should ensure that FHWA's ongoing bridge preservation efforts include activities, such as peer exchanges and case studies that focus on addressing the challenges states face with determining the circumstances under which specific corrosion practices and materials are most effective.	10/1/2023	N/A	N/A
377	Open	GAO	OST	9/30/2021	GAO-21-583	3	COVID-19: Selected Agencies Overcame Technology Challenges to Support Telework but Need to Fully Assess Security Controls	Assess all relevant IT security controls and enhancements for the system that provides remote access for telework.	9/1/2023	N/A	N/A
378	Open	GAO	OST	9/30/2021	GAO-21-583	7	COVID-19: Selected Agencies Overcame Technology Challenges to Support Telework but Need to Fully Assess Security Controls	Ensure the agency consistently monitors progress toward the completion of remedial actions by including estimated completion dates in its plan of action and milestones for the system that provides remote access for telework.	12/1/2022	N/A	N/A
379	Open	OIG	OST	10/6/2021	QC2022002	1	QC2022002 Quality Control Review of the Independent Auditor's Report on DOT's Compliance with the Digital Accountability and Transparency Act	Implement and document a formal quarterly review process to ensure that any nonfatal warnings related to cross-validations of Files C, D1, and D2 at the OA level are investigated, and actions to address the warnings are clearly documented.	12/31/2023	N/A	N/A
380	Open	OIG	OST	10/6/2021	QC2022002	2	QC2022002 Quality Control Review of the Independent Auditor's Report on DOT's Compliance with the Digital Accountability and Transparency Act	Develop a complete inventory of DATA Act data element sources and definitions that exist within their systems and establish controls to ensure that the inventory is updated in response to relevant changes to DOT systems or DAIMS guidance.	12/31/2023	N/A	N/A
381	Open	OIG	OST	10/6/2021	QC2022002	3	QC2022002 Quality Control Review of the Independent Auditor's Report on DOT's Compliance with the Digital Accountability and Transparency Act	Implement a control to ensure that transaction level information is reported in File C in accordance with the data standards.	1/5/2024	N/A	N/A
382	Open	GAO	OST	10/14/2021	GAO-22-104677	20	Small Business Research Programs: Agencies Should Further Improve Award Timeliness	Evaluate the effectiveness of steps taken to improve SBIR award timeliness and take any necessary additional steps in order to consistently meet SBA award timeliness guidelines.	9/1/2023	N/A	N/A
383	Open	OIG	FAA	10/20/2021	AV2022004	1	FAA Lacks Effective Oversight Controls To Determine Whether American Airlines Appropriately Identifies, Assesses, and Mitigates Aircraft Maintenance Risks	Develop and implement root cause analysis training for inspectors more in line with training in the aviation industry.	3/30/2024	N/A	N/A
384	Open	OIG	FAA	10/20/2021	AV2022004	3	FAA Lacks Effective Oversight Controls To Determine Whether American Airlines Appropriately Identifies, Assesses, and Mitigates Aircraft Maintenance Risks	Develop and implement a management control to ensure inspectors require air carriers to provide written root cause analyses and that these analyses do not specifically identify human factors issues as root causes.	3/30/2024	N/A	N/A

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	Status	GAO/OIG	OA	Report Date	Report Number	Rec#	Report Title	Recommendation Text	TAD as of 9/30/23	Not Implemented Category	Justification for Not Implementing
385	Open	OIG	FAA	10/20/2021	AV2022004	5	FAA Lacks Effective Oversight Controls To Determine Whether American Airlines Appropriately Identifies, Assesses, and Mitigates Aircraft Maintenance Risks	Develop and implement a team inspection approach in order to periodically assess the air carrier's Safety Management System.	12/31/2023	N/A	N/A
386	Open	OIG	FAA	10/20/2021	AV2022004	6	FAA Lacks Effective Oversight Controls To Determine Whether American Airlines Appropriately Identifies, Assesses, and Mitigates Aircraft Maintenance Risks	Develop and implement Safety Management System training for inspectors that is specifically designed to aid inspectors in evaluating air carrier risk assessments.	3/30/2024	N/A	N/A
387	Open	OIG	FAA	10/20/2021	AV2022004	7	FAA Lacks Effective Oversight Controls To Determine Whether American Airlines Appropriately Identifies, Assesses, and Mitigates Aircraft Maintenance Risks	Revise the Safety Management Systems data collection tool to allow inspectors to perform more detailed reviews and accurately document the results of these reviews.	12/31/2023	N/A	N/A
388	Open	OIG	FMCSA	10/20/2021	IT2022003	4	FMCSA's IT Infrastructure Is at Risk of Compromise (FOUO)	Develop and implement stronger malicious code protection and detection controls.	10/9/2023	N/A	N/A
389	Open	OIG	FMCSA	10/20/2021	IT2022003	5	FMCSA's IT Infrastructure Is at Risk of Compromise (FOUO)	Disable FMCSA IP address translations or implement least privilege controls for access to FMCSA resources by DOT personnel who have a need to know.	10/9/2023	N/A	N/A
390	Open	OIG	FMCSA	10/20/2021	IT2022003	11	FMCSA's IT Infrastructure Is at Risk of Compromise (FOUO)	Implement monitoring controls and alerts to identify when database admin accounts log in from non-authorized IP addresses.	9/8/2023	N/A	N/A
391	Open	OIG	FMCSA	10/20/2021	IT2022003	13	FMCSA's IT Infrastructure Is at Risk of Compromise (FOUO)	Develop and implement a plan to remediate all identified critical, high, and medium vulnerabilities on FMCSA devices older than October 8, 2019.	10/16/2023	N/A	N/A
392	Open	OIG	FTA	10/20/2021	IT2022005	5	IT2022005 (SSI) FTA Does Not Effectively Assess Security Controls or Remediate Cybersecurity Weaknesses To Ensure the Proper Safeguards Are in Place to Protect Its Financial Management Systems	Require the use of PIV cards for login to FTA financial management systems by internal users based on OMB Memo 19-17 requirement.	12/31/2023	N/A	N/A
393	Open	OIG	FTA	10/20/2021	IT2022005	13	IT2022005 (SSI) FTA Does Not Effectively Assess Security Controls or Remediate Cybersecurity Weaknesses To Ensure the Proper Safeguards Are in Place to Protect Its Financial Management Systems	Collaborate with the department to identify, document, pilot, and implement a trusted internet connection Use Case for FTA systems in the cloud, to monitor and secure those systems in accordance with the Office of Management and Budget and Department of Homeland Security policy and guidance.	11/30/2023	N/A	N/A
394	Open	OIG	OST	10/25/2021	QC2022006	1	QC2022006 Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Develop and communicate an organization wide Supply Chain Risk Management strategy and implementation plan to guide and govern supply chain risks.	11/30/2022	N/A	N/A
395	Open	OIG	OST	10/25/2021	QC2022006	2	QC2022006 Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Undertake a strategic analysis of the Inspector General FISMA Metrics and the weaknesses identified in the audit, to develop a multi-year strategy and approach to include objective milestones, and resource commitments by the Department and the CIO that address the corrective actions necessary to show steady, measurable improvements towards an effective information security program.	12/31/2022	N/A	N/A
396	Open	OIG	OST	10/25/2021	QC2022006	3	QC2022006 Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with the Federal Aviation Administration's CIO and Federal Motor Carrier Safety Administration's Information Security System Manager (ISSM), to investigate and remediate cross-site scripting vulnerabilities identified in public facing web applications.	8/31/2022	N/A	N/A
397	Open	OIG	OST	10/25/2021	QC2022006	4	QC2022006 Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work and coordinate with system owners to identify and remediate weak and default authentication mechanisms within their systems and the Common Operating Environment.	3/31/2023	N/A	N/A
398	Open	OIG	OST	10/25/2021	QC2022006	5	QC2022006 Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Develop and implement a process to facilitate centralized monitoring, oversight (by ISSMs and their alternates) and escalation efforts to ensure the timely completion of required security awareness training and role based training for all DOT personnel leveraging an automated integrated solution(s) and dashboards.	9/30/2022	N/A	N/A
399	Open	OIG	OST	11/10/2021	SA2022010	2	SA2022010 Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending September 30 2021	Determine the allowability of the questioned transactions and recover \$ 9,236,974, if applicable.	11/1/2023	N/A	N/A
400	Open	OIG	FAA	11/12/2021	QC2022013	2	QC2022013 Quality Control Review of the Independent Auditor's Report on the FAA's Audited Consolidated Financial Statements for Fiscal Years 2021 and 2020 (SSI)	KPMG recommends FAA design and implement procedures to consistently and timely perform and document user account access reviews as required by standards for effective internal control systems and/or internal policy.	12/31/2023	N/A	N/A
401	Open	OIG	OST	11/15/2021	QC2022015	2	QC2022015 Quality Control Review of the Independent Auditor's Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2021 and 2020	KPMG recommends that DOT management design and implement procedures to consistently and timely perform and document user account access reviews as required by standards for effective internal control systems and/or internal policy.	12/30/2023	N/A	N/A
402	Open	OIG	OST	11/15/2021	QC2022015	3	QC2022015 Quality Control Review of the Independent Auditor's Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2021 and 2020	KPMG recommends that DOT management design and implement component-specific system security plan requirements in instances where plans for those areas not addressed in the Departmental system security plan.	12/30/2023	N/A	N/A
403	Open	OIG	OST	11/15/2021	QC2022015	4	QC2022015 Quality Control Review of the Independent Auditor's Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2021 and 2020	KPMG recommends that DOT management design and implement procedures related to the retention of appropriate supporting evidence of internal controls, including but not limited to, access administration, access recertification, audit log review, and patch management.	12/30/2023	N/A	N/A
404	Open	GAO	OST	12/2/2021	GAO-22-104536	1	Transit-Oriented Development: DOT Should Better Document Its Rationale for Financing Decisions and Evaluate Its Pilot Program	Ensure that the Bureau documents and follows its procedures for making decisions in its reviews of potential transit-oriented development projects for the TIFIA and RRRIF programs. Such procedures should require the Bureau to document a clear rationale to explain why a project meets or does not meet eligibility requirements.	12/15/2023	N/A	N/A
405	Open	GAO	FTA	12/2/2021	GAO-22-104536	2	Transit-Oriented Development: DOT Should Better Document Its Rationale for Financing Decisions and Evaluate Its Pilot Program	Develop a plan to evaluate the implementation and performance of the pilot program for transit-oriented development planning that includes: (1) measurable program objectives, (2) a methodology to collect and analyze information to assess whether the program is meeting those objectives, (3) criteria to inform future program decisions, and (4) a means to gather feedback from grantees.	1/31/2024	N/A	N/A
406	Open	GAO	FHWA	1/10/2022	GAO-22-104299	1	Highway Trust Fund: Federal Highway Administration Should Develop and Apply Criteria to Assess How Pilot Projects Could Inform Expanded Use of Mileage Fee Systems	Develop and apply criteria to assess the scalability of the Surface Transportation System Funding Alternatives (STSF) pilot projects.	1/31/2024	N/A	N/A
407	Open	OIG	FAA	1/31/2022	QC2022018	2	QC2022018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2021 and 2020	KPMG recommends that FAA design and implement formal detective controls to log and monitor developer activities in the time and attendance system production environment. All programmatic changes to the time and attendance system production environment should be reviewed and reconciled from the logs to the approved change tickets.	12/31/2023	N/A	N/A
408	Open	OIG	FAA	1/31/2022	QC2022018	6	QC2022018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2021 and 2020	KPMG recommends that FAA ensure that policies and procedures for revoking access to the shared services center for separated users include: Timely notifying shared services center managers of FAA employees that have separated from the agency to ensure that access is removed; and Enforcing the timeline for removal of separated employees from shared services center, by reviewing active user listings on a periodic basis to ensure that no separated employees still have access.	12/31/2023	N/A	N/A
409	Open	OIG	OST	2/9/2022	SA2022021	2	SA2022021 Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2021	Determine the allowability of the questioned transactions and recover \$ 5,409,880, if applicable.	11/1/2023	N/A	N/A
410	Open	OIG	FHWA	2/15/2022	FS2022022	1	Outdated Policies Hinder FHWA's Ability To Oversee Unobligated ER Funds	Direct the Office of Infrastructure to follow the FHWA Emergency Relief (ER) Manual regarding deallocations of unobligated funds.	9/30/2023	N/A	N/A
411	Open	OIG	FHWA	2/15/2022	FS2022022	3	Outdated Policies Hinder FHWA's Ability To Oversee Unobligated ER Funds	Update the ER Manual's quick release procedures to clarify the documentation needed for funding approval and the responsibilities to maintain sufficient evidence of required approvals for quick release requests submitted in accordance with emergency relief policy and program requirements.	9/30/2023	N/A	N/A

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412	Open	OIG	FHWA	2/15/2022	FS2022022	5	Outdated Policies Hinder FHWA's Ability To Oversee Unobligated ER Funds	Update the ER Manual to incorporate the requirements in FHWA Order 5182.1, including the routine review of unobligated balances so that funds can be deobligated when no longer needed.	12/31/2023	N/A	N/A
413	Open	OIG	FHWA	2/15/2022	FS2022022	6	Outdated Policies Hinder FHWA's Ability To Oversee Unobligated ER Funds	Recover the \$176,029.71 in unallowable emergency relief payments identified in this report.	12/31/2023	N/A	N/A
414	Open	OIG	FAA	3/14/2022	AV2022023	1	AV2022023 FAA Needs Additional Accountability and Transparency in Reporting Performance Measures and Targets for Major System Investments and Environmental Reviews	Develop and implement a written policy to document the process for adding and removing programs and reporting the names of all the programs tracked in the major system investments performance measure.	10/31/2023	N/A	N/A
415	Open	OIG	OST	3/23/2022	FS2022024	2	DOT Does Not Ensure Compliance With All Single Audit Provisions of OMB's Uniform Guidance	Require the SAAO to designate a key management single audit liaison to serve as the Federal awarding agency's management point of contact for the single audit process both within and outside the Federal Government and provide the official's name and title to OMB.	12/1/2023	N/A	N/A
416	Open	OIG	OST	3/23/2022	FS2022024	3	DOT Does Not Ensure Compliance With All Single Audit Provisions of OMB's Uniform Guidance	Require the SAAO to develop and implement a policy to ensure Operating Administrations (OA) meet Uniform Guidance's requirements for Federal awarding agencies.	3/31/2024	N/A	N/A
417	Open	OIG	OST	3/23/2022	FS2022024	4	DOT Does Not Ensure Compliance With All Single Audit Provisions of OMB's Uniform Guidance	Require the SAAO to develop and implement processes to ensure that OAs confirm its recipients' single audits and reporting packages are completed and timely submitted to the Federal Audit Clearinghouse (FAC).	3/31/2024	N/A	N/A
418	Open	OIG	OST	3/23/2022	FS2022024	5	DOT Does Not Ensure Compliance With All Single Audit Provisions of OMB's Uniform Guidance	Require the SAAO to develop and implement processes that ensure OAs download single audit reports from FAC's Image Management System and OAs identify and track single audit findings directly related to their programs.	3/31/2024	N/A	N/A
419	Open	OIG	OST	3/23/2022	FS2022024	6	DOT Does Not Ensure Compliance With All Single Audit Provisions of OMB's Uniform Guidance	Require the SAAO to develop and implement processes that ensure OAs issue timely management decisions on all single audit findings affecting their programs.	3/31/2024	N/A	N/A
420	Open	OIG	OST	3/23/2022	FS2022024	7	DOT Does Not Ensure Compliance With All Single Audit Provisions of OMB's Uniform Guidance	Require the SAAO to develop and implement processes that ensure OAs follow up on single audit findings and verify that OAs recipients took appropriate and timely corrective actions.	3/31/2024	N/A	N/A
421	Open	OIG	FAA	3/30/2022	AV2022026	1	AV2022026 While FAA Is Coordinating With Other Agencies on Counter-UAS, Delays in Testing Detection and Mitigation Systems Could Impact Aviation Safety	Conduct a UAS detection and C-UAS program assessment that includes a determination of future resource needs and organizational structure based on how to best align those resources.	11/30/2023	N/A	N/A
422	Open	OIG	FAA	3/30/2022	AV2022026	2	AV2022026 While FAA Is Coordinating With Other Agencies on Counter-UAS, Delays in Testing Detection and Mitigation Systems Could Impact Aviation Safety	Evaluate the UAS detection and C-UAS coordination request process to identify and correct inefficiencies to improve timeliness in anticipation of future program growth.	11/30/2023	N/A	N/A
423	Open	OIG	FAA	3/30/2022	AV2022026	3	AV2022026 While FAA Is Coordinating With Other Agencies on Counter-UAS, Delays in Testing Detection and Mitigation Systems Could Impact Aviation Safety	Finalize internal UAS detection and C-UAS request processing and document retention guidance.	6/30/2024	N/A	N/A
424	Open	GAO	OST	4/6/2022	GAO-22-104532	1	Discretionary Transportation Grants: DOT Should Clarify Application Requirements and Oversight Activities	Ensure that INFRA officials systematically analyze available quantitative data and qualitative information from applicants and use the results of that analysis to determine how to clarify the large project requirements in the NOFO.	12/31/2023	N/A	N/A
425	Open	GAO	OST	4/6/2022	GAO-22-104532	2	Discretionary Transportation Grants: DOT Should Clarify Application Requirements and Oversight Activities	Ensure that INFRA officials provide direction on how oversight activities are to be conducted during the application review process and that such activities are designed to routinely detect and correct evaluation errors and verify that evaluation documentation is complete.	12/31/2023	N/A	N/A
426	Open	GAO	NHTSA	4/26/2022	GAO-22-104635	1	Implementing Leading Practices Could Improve Management of Mandated Rulemakings and Reports	Update NHTSA's rulemaking procedures to require the use of leading project schedule management practices for the activities needed to draft a proposed rule	12/30/2023	N/A	N/A
427	Open	GAO	NHTSA	4/26/2022	GAO-22-104635	2	Implementing Leading Practices Could Improve Management of Mandated Rulemakings and Reports	Update NHTSA's procedures for developing reports to Congress to require the use of leading project schedule management practices for the activities needed to draft a report	12/30/2023	N/A	N/A
428	Open	GAO	NHTSA	4/26/2022	GAO-22-104635	3	Implementing Leading Practices Could Improve Management of Mandated Rulemakings and Reports	Provide additional information on incomplete rulemakings to Congress, including the substantive activities that NHTSA completed between rulemaking milestones. NHTSA could consider providing this information as part of the biannual reports required by the Infrastructure Investment and Jobs Act.	12/31/2023	N/A	N/A
429	Open	OIG	FAA	4/27/2022	AV2022027	1	AV2022027 FAA Made Progress Through Its UAS Integration Pilot Program, but FAA and Industry Challenges Remain To Achieve Full UAS Integration	Establish goals, milestones, and performance measures of success for the BEYOND program to guide and track Agency and participants' progress toward achieving beyond visual line of sight operations.	12/29/2023	N/A	N/A
430	Open	OIG	FAA	4/27/2022	AV2022027	2	AV2022027 FAA Made Progress Through Its UAS Integration Pilot Program, but FAA and Industry Challenges Remain To Achieve Full UAS Integration	Communicate to BEYOND stakeholders how program operational, societal and economic benefit data will be used, analyzed, and shared to inform new policies, safety reviews, and rulemaking, including the rule for UAS operations beyond visual line of sight.	12/29/2023	N/A	N/A
431	Open	OIG	FAA	4/27/2022	AV2022027	3	AV2022027 FAA Made Progress Through Its UAS Integration Pilot Program, but FAA and Industry Challenges Remain To Achieve Full UAS Integration	Implement a process to periodically assess the data collected during BEYOND—annually at a minimum—to determine if it is providing needed information and make adjustments as necessary.	12/29/2023	N/A	N/A
432	Open	OIG	FAA	4/27/2022	AV2022027	5	AV2022027 FAA Made Progress Through Its UAS Integration Pilot Program, but FAA and Industry Challenges Remain To Achieve Full UAS Integration	Identify intra-agency points of connection and lines of authority responsible for approving and integrating new UAS technologies, evaluate options to improve working across lines of business, and implement the best option based on the Agency's evaluation.	6/30/2024	N/A	N/A
433	Open	OIG	FAA	4/27/2022	AV2022027	6	AV2022027 FAA Made Progress Through Its UAS Integration Pilot Program, but FAA and Industry Challenges Remain To Achieve Full UAS Integration	Evaluate the causes of IPP program manager turnover as well as the communication and transfer of knowledge, policies, and procedures to new program managers in the transition process, and implement actions to address those issues in BEYOND.	2/29/2024	N/A	N/A
434	Open	OIG	FRA	4/27/2022	ST2022028	6	ST2022028 FRA Uses Automated Track Inspections To Aid Oversight but Could Improve Related Program Utilization Goals and Track Inspection Reporting	Document and implement the track safety inspection planning processes, including guidance to district track specialists and inspectors on data sources that can be used to inform planning (e.g., risk assessment models, planning tools, and ATP data).	4/1/2024	N/A	N/A
435	Open	OIG	OST	5/18/2022	SA2022029	2	SA2022029 Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending March 31, 2022	Determine the allowability of the questioned transactions and recover \$5,534,794, if applicable.	4/1/2024	N/A	N/A
436	Open	GAO	OST	5/19/2022	GAO-22-104602	1	Tribal Funding: Actions Needed to Improve Information on Federal Funds That Benefit Native Americans	Ensure that the Deputy Assistant Secretary for Intergovernmental Affairs develops a formal process to ensure meaningful and timely input from tribal officials when formulating budget requests and program reauthorization proposals for programs serving tribes and their members.	11/1/2023	N/A	N/A
437	Open	OIG	OST	6/27/2022	FS2022030	1	FS2022030 DOT's Fiscal Year 2021 Payment Integrity Information Act Compliance Review	Design and implement controls to confirm that its annual PIIA reporting to the Payment Accuracy website is accurate.	3/31/2024	N/A	N/A
438	Open	OIG	OST	6/27/2022	FS2022030	2	FS2022030 DOT's Fiscal Year 2021 Payment Integrity Information Act Compliance Review	Develop and implement a process to verify that population identification procedures used to create the universe for the statistical sampling of improper payments include adequate information, with detailed instructions to reproduce the same results.	12/1/2023	N/A	N/A
439	Open	OIG	OST	6/27/2022	FS2022030	3	FS2022030 DOT's Fiscal Year 2021 Payment Integrity Information Act Compliance Review	Implement a quality assurance process to verify that population identification procedures are followed.	10/31/2023	N/A	N/A
440	Open	GAO	FAA	6/28/2022	GAO-22-104626	3	Federal Personal Property: Better Internal Guidance and More Action from GSA Are Needed to Help Agencies Maximize Use of Excess	The Administrator of the Federal Aviation Administration should ensure that internal guidance on considering excess personal property incorporates, at a minimum, relevant roles and responsibilities, when it is practicable to check for and obtain excess property, and how to evaluate the suitability of excess property for meeting agency needs.	12/31/2023	N/A	N/A
441	Open	OIG	FHWA	7/20/2022	ST2022031	1	Opportunities Exist for FHWA To Strengthen Its Oversight of Contract Change Orders Under the Federal-aid Highway Program	Enhance the Fiscal Management Information System or develop an agency-wide data management process to provide FHWA personnel with access to change order information for performing their oversight, which includes identifying and monitoring change orders.	12/31/2023	N/A	N/A
442	Open	OIG	FHWA	7/20/2022	ST2022031	2	Opportunities Exist for FHWA To Strengthen Its Oversight of Contract Change Orders Under the Federal-aid Highway Program	Evaluate and revise as necessary the Agency processes, including Compliance Assessment Program reviews, to include an oversight methodology that can generate accurate, statistically valid, and representative compliance results for change orders.	12/31/2023	N/A	N/A

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443	Open	OIG	FHWA	7/20/2022	ST2022031	3	Opportunities Exist for FHWA To Strengthen Its Oversight of Contract Change Orders Under the Federal-aid Highway Program	Develop and implement guidance for use by FHWA and States that a. includes a consistent definition of "change order," b. delineates the differences between a major change and a significant change; and c. further clarifies what may constitute a major change.	12/31/2023	N/A	N/A
444	Open	OIG	FHWA	7/20/2022	ST2022031	4	Opportunities Exist for FHWA To Strengthen Its Oversight of Contract Change Orders Under the Federal-aid Highway Program	Update FHWA's Contract Administration Core Curriculum Manual, dated October 2014, to clearly reflect that FHWA may assign its change order approval responsibilities to State DOTs through Stewardship and Oversight Agreements.	12/31/2023	N/A	N/A
445	Open	OIG	FHWA	7/20/2022	ST2022031	5	Opportunities Exist for FHWA To Strengthen Its Oversight of Contract Change Orders Under the Federal-aid Highway Program	Develop and implement internal guidance for the Agency's Program Review Library to clearly define the terms "formal report" and "substantive report."	12/31/2023	N/A	N/A
446	Open	OIG	FHWA	7/20/2022	ST2022031	6	Opportunities Exist for FHWA To Strengthen Its Oversight of Contract Change Orders Under the Federal-aid Highway Program	Establish clear roles and responsibilities to verify that FHWA Division Offices monitor and track their reports and associated findings and recommendations related to change orders.	12/31/2023	N/A	N/A
447	Open	OIG	FAA	7/27/2022	AV2022034	2	FAA Has Opportunities To Better Inform International Pilot Training for Boeing Aircraft Through Enhanced Transparency and Oversight	Develop and implement a process to evaluate existing Boeing airplane flight manuals to determine whether they contain required normal, non-normal, and emergency procedures that are necessary for the safe operation of the aircraft. Within this process, include methods to determine what corrective actions are needed if deficiencies are identified.	12/31/2024	N/A	N/A
448	Open	OIG	FAA	7/27/2022	AV2022034	3	FAA Has Opportunities To Better Inform International Pilot Training for Boeing Aircraft Through Enhanced Transparency and Oversight	Develop and implement a documented process to identify what information manufacturers must include in airplane flight manuals.	12/31/2024	N/A	N/A
449	Open	OIG	FAA	7/27/2022	AV2022034	4	FAA Has Opportunities To Better Inform International Pilot Training for Boeing Aircraft Through Enhanced Transparency and Oversight	Develop guidance for air carriers to support the development and implementation of automation management policies. Following publication of the guidance, validate that air carriers' policies, procedures, and training are consistent with the new guidance.	12/31/2024	N/A	N/A
450	Open	GAO	FHWA	7/28/2022	GAO-22-104578	1	National Highways: Analysis of Available Data Could Better Ensure Equitable Pavement Condition	Analyze pavement condition data, such as Highway Performance Monitoring System data, to examine the concentration of poor pavement in specific areas within states and differences in pavement condition by community or other characteristics, which could include race and ethnicity, poverty, or population density. Such an analysis could also incorporate more recent pavement condition data, control for additional factors that may affect pavement condition, or include statistical modeling of pavement conditions within a state.	12/31/2025	N/A	N/A
451	Open	GAO	FHWA	7/28/2022	GAO-22-104578	2	National Highways: Analysis of Available Data Could Better Ensure Equitable Pavement Condition	Based on the outcome of FHWA's analyses of pavement condition data, the Deputy Administrator of FHWA should identify potential strategies to help states detect and address issues that could contribute to concentrations in poor pavement and differences in pavement condition by community or other characteristics, which could include race and ethnicity, poverty, or population density.	12/31/2025	N/A	N/A
452	Open	OIG	OST	8/3/2022	SA2022035	2	SA2022035 Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3 Month Period Ending June 30, 2022	Determine the allowability of the questioned transactions and recover \$7,148,093, if applicable.	4/1/2024	N/A	N/A
453	Open	GAO	FAA	8/18/2022	GAO-22-104664	1	Aviation Safety: FAA Should Strengthen Efforts to Address the Illegal Practice of Intentionally Aiming Lasers at Aircraft	Determine what information from pilots and crewmembers would be most useful for investigating laser incidents, and how best to collect the information and to share it with law enforcement.	1/31/2024	N/A	N/A
454	Open	GAO	FAA	8/18/2022	GAO-22-104664	2	Aviation Safety: FAA Should Strengthen Efforts to Address the Illegal Practice of Intentionally Aiming Lasers at Aircraft	Improve its quarterly reports to Congress on laser incidents by routinely seeking information from other agencies on related federal investigation and enforcement actions and disclosing, in those reports, any limitations with the data.	3/31/2024	N/A	N/A
455	Open	GAO	FAA	8/18/2022	GAO-22-104664	3	Aviation Safety: FAA Should Strengthen Efforts to Address the Illegal Practice of Intentionally Aiming Lasers at Aircraft	Work with FBI and FDA to explore re-establishing an interagency working group on outreach to educate the public on the hazards of lasers and the illegality of aiming lasers at aircraft.	3/31/2024	N/A	N/A
456	Open	OIG	OST	9/20/2022	ST2022037	2	ST2022037 DOT Can Improve Processes for Evaluating the Impact of Time Zone Changes and Promoting Uniform Time Observance	Develop and implement guidance for collecting and validating information on the impact of proposed time zone changes that constitutes the best and most relevant evidence.	12/31/2023	N/A	N/A
457	Open	OIG	OST	9/20/2022	ST2022037	3	ST2022037 DOT Can Improve Processes for Evaluating the Impact of Time Zone Changes and Promoting Uniform Time Observance	Conduct a study and provide a summary of findings to the public on whether non-uniform adoption and observance of time zones and DST is a problem nationwide.	12/31/2023	N/A	N/A
458	Open	OIG	OST	9/20/2022	ZA2022039	1	ZA2022039 Weaknesses in DOT's ITSS Award and Invoice Processes Increase the Risk of Inefficiencies During Acquisitions of Critical IT Products and Services	Provide written procedures and guidance documenting requirements and steps—based on the size and scope of the procurement need—that staff in the Office of the Chief Information Officer (OCIO) should follow when requesting a new or extension of an ITSS award. This documentation should include standard lead times for required steps and submitting complete procurement packages to the contracting staff to help prevent any lapses in contract vehicles.	3/30/2024	N/A	N/A
459	Open	OIG	OST	9/20/2022	ZA2022039	2	ZA2022039 Weaknesses in DOT's ITSS Award and Invoice Processes Increase the Risk of Inefficiencies During Acquisitions of Critical IT Products and Services	Implement a process to verify OCIO staff comply with the written procedures and guidance provided in recommendation one.	3/30/2024	N/A	N/A
460	Open	OIG	OST	9/20/2022	ZA2022039	4	ZA2022039 Weaknesses in DOT's ITSS Award and Invoice Processes Increase the Risk of Inefficiencies During Acquisitions of Critical IT Products and Services	Provide support for or recover the \$956,781 the Department paid on its ITSS contract vehicles based on contractor hours and materials billed without appropriate support.	3/30/2024	N/A	N/A
461	Open	OIG	OST	9/20/2022	ZA2022039	5	ZA2022039 Weaknesses in DOT's ITSS Award and Invoice Processes Increase the Risk of Inefficiencies During Acquisitions of Critical IT Products and Services	Provide support for or recover the \$132,899 the Department paid based on contractor hours billed that did not align with the ITSS contract vehicle terms.	3/30/2024	N/A	N/A
462	Open	OIG	OST	9/20/2022	ZA2022039	7	ZA2022039 Weaknesses in DOT's ITSS Award and Invoice Processes Increase the Risk of Inefficiencies During Acquisitions of Critical IT Products and Services	Validate the remaining \$40,270 in excessive contractor charges billed and paid under the Non-Core Telecommunications Services ITSS contract vehicle, and recover the amount improperly paid.	3/30/2024	N/A	N/A
463	Open	OIG	OST	9/20/2022	ZA2022039	8	ZA2022039 Weaknesses in DOT's ITSS Award and Invoice Processes Increase the Risk of Inefficiencies During Acquisitions of Critical IT Products and Services	Implement a process for contracting regular, risk-based reviews of a sample of ITSS vehicle time and material type invoices to verify that contractor charges are accurate and reasonable. This procedure should apply to all ITSS invoices, including those funded directly by DOT Operating Administrations (OA).	3/30/2024	N/A	N/A
464	Open	OIG	OST	9/20/2022	ZA2022039	9	ZA2022039 Weaknesses in DOT's ITSS Award and Invoice Processes Increase the Risk of Inefficiencies During Acquisitions of Critical IT Products and Services	Establish and implement written guidance on steps and techniques for reviewing ITSS contract vehicle invoices. The suggested steps and techniques should be tailored to address specific risks associated with the vehicle, including the scope and contract type. This guidance should apply to reviews of all ITSS invoices, including those funded directly by the OAs.	3/30/2024	N/A	N/A
465	Open	GAO	OST	9/22/2022	GAO-22-105065	1	Privacy: Dedicated Leadership Can Improve Programs and Address Challenges	Fully define and document a process for ensuring that the senior agency official for privacy or other designated privacy official is involved in assessing and addressing the hiring, training, and professional development needs of the agency with respect to privacy.	10/31/2023	N/A	N/A
466	Open	GAO	OST	9/22/2022	GAO-22-105065	2	Privacy: Dedicated Leadership Can Improve Programs and Address Challenges	Incorporate privacy into an organization-wide risk management strategy that includes a determination of risk tolerance.	9/30/2023	N/A	N/A
467	Open	OIG	FAA	9/28/2022	AV2022041	1	AV2022041 FAA Has Made Progress on a UAS Traffic Management Framework, but Key Challenges Remain	Establish a process that requires FAA to review the UTM Pilot Program and Field Test results and determine whether the results can inform rulemaking, the final implementation plan, concept of operations documents, and the FAA BEYOND program.	12/29/2023	N/A	N/A
468	Open	OIG	FAA	9/28/2022	AV2022041	2	AV2022041 FAA Has Made Progress on a UAS Traffic Management Framework, but Key Challenges Remain	Implement enhanced processes for communicating UTM information to update industry stakeholders on FAA's plans for UTM implementation as well as ongoing efforts.	12/29/2023	N/A	N/A
469	Open	OIG	FAA	9/28/2022	AV2022041	4	AV2022041 FAA Has Made Progress on a UAS Traffic Management Framework, but Key Challenges Remain	Document FAA's plan for continued collaboration with NASA and other Federal Agencies regarding ongoing and future UTM activities.	12/29/2023	N/A	N/A
470	Open	OIG	OST	9/28/2022	IT2022040	1	IT2022040 DOT Has Made Progress Meeting the Requirements of the Geospatial Data Act of 2018	Complete and implement the DOT Geospatial Standards Implementation Plan in accordance with section 756(b) of the Geospatial Data Act of 2018.	9/30/2023	N/A	N/A

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	Status	GAO/OIG	OA	Report Date	Report Number	Rec#	Report Title	Recommendation Text	TAD as of 9/30/23	Not Implemented Category	Justification for Not Implementing
471	Open	OIG	OST	9/28/2022	QC2022042	1	QC2022042 Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Ensure that adequate resources are made available and are prioritized to validate the accuracy and completeness of asset inventory counts prior to submission to the Department of Homeland Security (DHS) as part of CIO FISMA Metrics.	9/30/2023	N/A	N/A
472	Open	OIG	OST	9/28/2022	QC2022042	2	QC2022042 Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Coordinate with the components to develop or revise their plans to fully transition the remaining information systems to enable and enforce PIV, except those that are subject to exclusions that are documented and approved.	9/30/2023	N/A	N/A
473	Open	OIG	OST	9/28/2022	QC2022042	3	QC2022042 Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Develop and implement procedures to perform periodic reviews of mobile devices to ensure non-compliant mobile devices are upgraded to the current operating system release.	9/30/2023	N/A	N/A
474	Open	OIG	OST	9/28/2022	QC2022042	4	QC2022042 Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Strengthen processes to ensure privileged account reviews are completed and privileged account activities are logged and periodically reviewed, in accordance with DOT policy.	9/30/2023	N/A	N/A
475	Open	OIG	OST	9/28/2022	QC2022042	5	QC2022042 Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	In coordination with the OA system owners, complete DOT's plans to implement existing solutions where possible and create a plan to address all exceptions where there is not a current solution for encryption of data at rest and in transit.	9/30/2023	N/A	N/A
476	Open	OIG	OST	9/28/2022	QC2022042	6	QC2022042 Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	In coordination with the OA system owners, complete the deployment of DOT's data loss prevention controls to include the utilization or activation of enhanced DLP features available within existing tools and to develop and implement policies and procedures which eliminate or restrict the ability of users to connect mass storage devices to DOT networks and systems.	9/30/2023	N/A	N/A
477	Open	OIG	OST	9/28/2022	QC2022042	7	QC2022042 Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Enhance current procedures to implement and require the retention of records to track when computer media are sanitized prior to disposal or reuse and implement procedures to validate the remediation of computer media that have failed media sanitization upon return to DOT.	9/30/2023	N/A	N/A
478	Open	OIG	OST	9/28/2022	QC2022042	8	QC2022042 Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	In coordination with the OA system owners, strengthen DOT's oversight of the contingency planning processes to ensure contingency planning documentation is developed, updated, and tested in a timely manner, in accordance with policy.	9/30/2024	N/A	N/A
479	Open	OIG	FTA	10/12/2022	ST2023001	1	ST2023001 FTA Can Enhance its Controls To Mitigate COVID-19 Relief Funding	Design or redesign control activities for the four risks that have not been fully addressed and that FTA still deems as applicable. These are: a. Risk of Fraud or Abuse, b. Recipients May Attempt to Use Funding for a Non-Operating Expense Even Though They Have Furloughed Staff, c. Private Sector Operators Are Now Eligible to Become Sub-recipients and d. Limited Capacity of Current Oversight Contracts.	12/31/2023	N/A	N/A
480	Open	OIG	FAA	11/14/2022	QC2023007	1	QC2023007 Quality Control Review of the Independent Auditor's Report on the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends FAA design and implement procedures to consistently and timely perform and document user account access reviews as required by standards for effective internal control systems and/or internal policy.	2/28/2023	N/A	N/A
481	Open	OIG	FAA	11/14/2022	QC2023007	2	QC2023007 Quality Control Review of the Independent Auditor's Report on the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends FAA design and implement procedures to consistently and timely notify account administrators of separations as required by internal policy.	2/28/2023	N/A	N/A
482	Open	GAO	OST	11/15/2022	GAO-23-104956	3	Disaster Recovery: Actions Needed to Improve the Federal Approach	In consultation with the Recovery Support Function Leadership Group, identify and take steps to better manage fragmentation between its disaster recovery programs and other federal programs, including consideration of the options identified in this report. If DOT determines that it needs authority for actions that it seeks to implement, it should request that authority from Congress.	12/30/2023	N/A	N/A
483	Open	GAO	PHMSA	11/15/2022	GAO-23-105537	1	Pipeline Safety: Fully Implementing Key Practices Could Help Improve Transparency of Enforcement Website	The Administrator of PHMSA should update PHMSA's Enforcement Transparency website to provide complete, machine-readable data that can be downloaded in bulk and in selected subsets.	Pending GAO Closure - DOT submitted a request for closure in July 2023	N/A	N/A
484	Open	GAO	PHMSA	11/15/2022	GAO-23-105537	2	Pipeline Safety: Fully Implementing Key Practices Could Help Improve Transparency of Enforcement Website	The Administrator of PHMSA should update PHMSA's enforcement data to be interoperable with other relevant datasets, such as PHMSA's accident-incident dataset (e.g., by adding a unique identifier variable.)	Pending GAO Closure - DOT submitted a request for closure in July 2023	N/A	N/A
485	Open	GAO	PHMSA	11/15/2022	GAO-23-105537	3	Pipeline Safety: Fully Implementing Key Practices Could Help Improve Transparency of Enforcement Website	The Administrator of PHMSA should update PHMSA's Enforcement Transparency website to provide a search function that allows users to find relevant information, which could include the ability to search by the regulation violated.	Pending GAO Closure - DOT submitted a request for closure in July 2023	N/A	N/A
486	Open	GAO	FRA	11/16/2022	GAO-23-105287	2	FRA Better Communication of Safety Information Could Improve the Close Call System	The Administrator of FRA should ensure that success stories from the C3RS program are effectively communicated and shared with the wider railroad industry.	5/31/2024	N/A	N/A
487	Open	GAO	OST	11/17/2022	GAO-23-105639	1	Discretionary Transportation Grants: DOT Should Better Communicate Federal Share Requirements to Applicants	Enhance DOT's internal procedures to ensure that DOT's RAISE NOFOs clearly communicate how DOT calculates the federal share for eligibility purposes, in alignment with OMB Guidance, and ensure that DOT's supplementary materials for applicants are consistent with the information in the RAISE NOFOs.	12/31/2023	N/A	N/A
488	Open	GAO	OST	11/17/2022	GAO-23-105639	2	Discretionary Transportation Grants: DOT Should Better Communicate Federal Share Requirements to Applicants	Enhance DOT's internal procedures to ensure that DOT discloses in its RAISE NOFOs whether an applicant's federal share will or will not be used as a criterion for selecting RAISE grants, and if so, how it will be considered. Such procedures could include a checklist to help ensure that NOFOs align with OMB Guidance for communicating federal share requirements.	12/31/2023	N/A	N/A
489	Open	GAO	OST	11/22/2022	GAO-23-105069	1	Connected Vehicles: Additional DOT Information Could Help Stakeholders Manage Spectrum Availability Challenges and New Rules	Share additional information about the Department's strategy to support the future deployment of connected vehicle technologies under the new spectrum rules. This information could include, for example, how the spectrum changes could influence DOT's grant funds that state and local transportation agencies have used to pursue connected vehicle projects.	12/31/2023	N/A	N/A
490	Open	GAO	OST	12/1/2022	GAO-23-105327	7	Critical Infrastructure: Actions Needed to Better Secure Internet-Connected Devices	Direct the Director, Office of Intelligence, Security and Emergency Response to jointly work with the Administrator of DHS's Transportation Security Administration and the Commandant of the U.S. Coast Guard, as co-SRMAs for the transportation systems sector, to use the National Plan to develop a sector-specific plan that includes metrics for measuring the effectiveness of their efforts to enhance the cybersecurity of their sector's IoT and OT environments.	12/31/2023	N/A	N/A
491	Open	GAO	OST	12/1/2022	GAO-23-105327	8	Critical Infrastructure: Actions Needed to Better Secure Internet-Connected Devices	Direct the Director, Office of Intelligence, Security and Emergency Response to jointly work with the Administrator of DHS's Transportation Security Administration and the Commandant of the U.S. Coast Guard, as co-SRMAs for the transportation systems sector, to include IoT and OT devices as part of the risk assessments of their sector's cyber environment.	6/30/2024	N/A	N/A
492	Open	GAO	OST	12/15/2022	GAO-23-105335	1	GPS Disruptions: DOT Could Improve Efforts to Identify Interference Incidents and Strengthen Resilience	Ensure the Assistant Secretary for Research and Technology documents DOT's process to identify GPS interference incidents affecting transportation safety across modes, including identifying the necessary controls and data sources to ensure that the process results in complete and accurate information.	9/30/2023	N/A	N/A
493	Open	GAO	OST	12/15/2022	GAO-23-105335	2	GPS Disruptions: DOT Could Improve Efforts to Identify Interference Incidents and Strengthen Resilience	Ensure the Assistant Secretary for Research and Technology develops a strategic approach to PNT resilience that fully aligns with key standards for a strategic approach to program management, including identifying objectives, outlining and prioritizing activities to achieve those objectives, and planning to address challenges.	12/31/2023	N/A	N/A
494	Open	OIG	OST	12/19/2022	FS2023010	1	FS2023010 The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Develop and implement procedures to comply with the TIFIA statute to issue loan application related notifications no later than 30 and 60 calendar days after receipt.	11/15/2023	N/A	N/A
495	Open	OIG	OST	12/19/2022	FS2023010	2	FS2023010 The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Develop and implement procedures for timely collection of servicing fees and advisor fees in accordance with TIFIA program requirements.	11/15/2023	N/A	N/A
496	Open	OIG	OST	12/19/2022	FS2023010	3	FS2023010 The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Develop an accurate reporting system to identify and monitor payments not received on the date they are due.	11/15/2023	N/A	N/A

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	Status	GAO/OIG	OA	Report Date	Report Number	Rec#	Report Title	Recommendation Text	TAD as of 9/30/23	Not Implemented Category	Justification for Not Implementing
497	Open	OIG	OST	12/19/2022	FS2023010	4	FS2023010 The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Reimburse the \$200,000 advisor fee overpayment referenced in this report.	1/31/2024	N/A	N/A
498	Open	OIG	OST	12/19/2022	FS2023010	5	FS2023010 The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Collect the \$40,500 in unpaid fiscal year 2019 servicing fees referenced in this report.	1/31/2024	N/A	N/A
499	Open	OIG	OST	12/19/2022	FS2023010	6	FS2023010 The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Develop and implement a uniform policy identifying what documentation borrowers must submit with requisition request and disseminate to Operating Administrations.	3/15/2024	N/A	N/A
500	Open	OIG	OST	12/19/2022	FS2023010	8	FS2023010 The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Develop and implement a process for revoking access to Bureau systems for separating Bureau employees.	11/15/2023	N/A	N/A
501	Open	GAO	OST	12/20/2022	GAO-23-105562	6	Information Management: Agencies Need to Streamline Electronic Services	Establish a reasonable time frame for when the Department of Transportation will be able to accept remote identity proofing with authentication, digitally accept access and consent forms from individuals who were properly identity proofed and authenticated, and post access and consent forms on the department's privacy program website.	3/31/2024	N/A	N/A
502	Open	OIG	FAA	1/11/2023	AV2023011	1	AV2023011 FAA Has Taken Steps To Validate Its Air Traffic Skills Assessment Test but Lacks a Plan To Evaluate Its Effectiveness	Establish a plan for evaluating the ATSA's effectiveness.	10/31/2023	N/A	N/A
503	Open	OIG	FHWA	1/17/2023	ST2023012	1	ST2023012 FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Revise the October 2015 guidance on structures subject to the national tunnel inspection standards to clarify which structures align with the definition of a tunnel and explain how potential non-tunnel structures conflict with the definition.	12/31/2023	N/A	N/A
504	Open	OIG	FHWA	1/17/2023	ST2023012	2	ST2023012 FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Issue guidance for FHWA Divisions on how to verify that State DOTs, Federal agencies, and tribal governments have reported all highway tunnels to the national tunnel inventory; and for informing those stakeholders of methods they could employ to identify all structures considered to be highway tunnels.	1/31/2024	N/A	N/A
505	Open	OIG	FHWA	1/17/2023	ST2023012	3	ST2023012 FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Implement comprehensive procedures on the processing and publishing of national tunnel inventory data, including controls to reduce data errors.	12/31/2023	N/A	N/A
506	Open	OIG	FHWA	1/17/2023	ST2023012	4	ST2023012 FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Issue a report to Congress on the national tunnel inventory and consult with the relevant Congressional committees about the intent of the statutory provision to provide subsequent annual reports.	10/1/2023	N/A	N/A
507	Open	OIG	FHWA	1/17/2023	ST2023012	5	ST2023012 FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Identify feasible improvements to the presentation of national tunnel inventory data on the Agency's website to facilitate the public's understanding and use of the data, and develop a plan to implement them.	5/31/2024	N/A	N/A
508	Open	OIG	FHWA	1/17/2023	ST2023012	6	ST2023012 FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Document the quality control and quality assurance processes, incorporate controls to ensure that all tunnel program compliance determinations adhere to the applicable compliance criteria, and communicate the processes to all relevant program and Division staff.	5/31/2024	N/A	N/A
509	Open	OIG	FHWA	1/17/2023	ST2023012	7	ST2023012 FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Assess the process for conducting compliance reviews of other Federal agencies and implement any recommended changes to ensure the reviews are effectively staffed and sufficiently independent.	12/31/2024	N/A	N/A
510	Open	OIG	FHWA	1/17/2023	ST2023012	8	ST2023012 FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Implement minimum training requirements for FHWA staff responsible for conducting tunnel safety program compliance reviews.	12/31/2023	N/A	N/A
511	Open	OIG	FHWA	1/17/2023	ST2023012	9	ST2023012 FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Update the tunnel safety program compliance review manual to incorporate existing review process flexibilities, such as when unusual or unique circumstances impact tunnel inspection intervals.	12/31/2023	N/A	N/A
512	Open	OIG	FHWA	1/17/2023	ST2023012	10	ST2023012 FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	As part of the next update to the tunnel safety program compliance review manual, solicit and consider external stakeholder input on the Agency's review procedures to include States, Federal agencies, and interested and knowledgeable private organizations and individuals.	12/31/2023	N/A	N/A
513	Open	OIG	FHWA	1/17/2023	ST2023012	11	ST2023012 FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Update the guidance for the national critical findings database to clarify its scope and incorporate comprehensive controls for ensuring the quality of the reported data. Solicit external stakeholder input in developing the updated guidance and communicate it to all stakeholders.	12/31/2024	N/A	N/A
514	Open	OIG	FHWA	1/17/2023	ST2023012	12	ST2023012 FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Communicate noteworthy practices on the critical findings process for tunnels and work with stakeholders to improve the guidance on which structural and safety deficiencies align with the definition of a critical finding.	5/31/2024	N/A	N/A
515	Open	OIG	FAA	1/25/2023	PT2023013	1	PT2023013 FAA's Office of Audit and Evaluation Adheres to Investigative Practice Standards but Lacks Comprehensive Standard Operating Procedures	Establish and implement comprehensive written investigative policies and procedures for whistleblower investigations conducted by AAE that address best practice investigation standards in the areas of Qualifications, Independence, Due Professional Care, Planning, Execution, Reporting, and Information Management	12/31/2023	N/A	N/A
516	Open	OIG	FAA	1/25/2023	PT2023013	2	PT2023013 FAA's Office of Audit and Evaluation Adheres to Investigative Practice Standards but Lacks Comprehensive Standard Operating Procedures	Establish and implement a methodology for sufficiency reviews that provides greater tracking and documentation controls.	9/30/2024	N/A	N/A
517	Open	OIG	FAA	1/25/2023	PT2023013	4	PT2023013 FAA's Office of Audit and Evaluation Adheres to Investigative Practice Standards but Lacks Comprehensive Standard Operating Procedures	Revise FAA Order 1100.167B to readjust duties that are inconsistent with the limitations established by the Aircraft Certification, Safety, and Accountability Act of 2020.	12/31/2023	N/A	N/A
518	Open	GAO	FAA	1/26/2023	GAO-23-105189	1	FAA Should Improve Its Approach to Integrating Drones into the National Airspace System	Develop a drone integration strategy that includes all seven elements of a comprehensive strategy.	6/30/2024	N/A	N/A
519	Open	GAO	FAA	1/26/2023	GAO-23-105189	2	DRONES: FAA Should Improve Its Approach to Integrating Drones into the National Airspace System	Evaluate its current documentation to identify options to more clearly communicate how applicants can satisfy drone operational request requirements, and communicate FAA's internal process for reviewing and approving operational requests.	12/30/2023	N/A	N/A
520	Open	GAO	FAA	1/26/2023	GAO-23-105189	3	DRONES: FAA Should Improve Its Approach to Integrating Drones into the National Airspace System	Develop and document a formal lessons-learned process for its drone integration activities that includes all six key practices for a lessons-learned process.	6/30/2024	N/A	N/A
521	Open	GAO	FAA	1/26/2023	GAO-23-105189	4	DRONES: FAA Should Improve Its Approach to Integrating Drones into the National Airspace System	Implement the formal lessons-learned process it develops for its ongoing drone integration activities, including Part 107 waiver reviews and the BEYOND program.	12/30/2023	N/A	N/A
522	Open	OIG	OST	2/1/2023	ZA2023014	1	DOT's Oversight Is Not Sufficient To Ensure the City of Seattle Meets Requirements for Managing Federal Transportation Funds	Develop and implement, for each discretionary grant program that relies on cost estimates to establish compliance with program requirements and eligibility, a risk-based process for validating cost estimates prior to the execution of grant award agreements, as well as document the Department's review of the cost estimates.	1/31/2024	N/A	N/A
523	Open	OIG	OST	2/1/2023	ZA2023014	2	DOT's Oversight Is Not Sufficient To Ensure the City of Seattle Meets Requirements for Managing Federal Transportation Funds	Direct FHWA and FTA to coordinate with grantees to ensure the City of Seattle develops and implements appropriate internal controls to track Federal funds in accordance with 2 CFR 200.302(b)(1) and (3).	11/1/2024	N/A	N/A

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	Status	GAO/OIG	OA	Report Date	Report Number	Rec#	Report Title	Recommendation Text	TAD as of 9/30/23	Not Implemented Category	Justification for Not Implementing
524	Open	OIG	FHWA	2/1/2023	ZA2023014	4	DOT's Oversight Is Not Sufficient To Ensure the City of Seattle Meets Requirements for Managing Federal Transportation Funds	Advise WSDOT as part of stewardship and oversight activities to include change orders in WSDOT's next project management review of SDOT.	12/31/2023	N/A	N/A
525	Open	OIG	FHWA	2/1/2023	ZA2023014	5	DOT's Oversight Is Not Sufficient To Ensure the City of Seattle Meets Requirements for Managing Federal Transportation Funds	Direct the FHWA WA Division to review WSDOT's established process of reviewing subrecipients' supporting documentation for internal staffing charges (e.g., billing records, invoices, timecards) to ensure compliance with 2 CFR 200.400.	11/30/2023	N/A	N/A
526	Open	OIG	FHWA	2/1/2023	ZA2023014	6	DOT's Oversight Is Not Sufficient To Ensure the City of Seattle Meets Requirements for Managing Federal Transportation Funds	Work with WSDOT to collect adequate supporting documentation for \$753,839 in internal staffing costs identified by OIG or recover from WSDOT any portion that is determined to be unallowable or unsupported.	11/30/2023	N/A	N/A
527	Open	OIG	FRA	2/1/2023	ZA2023014	8	DOT's Oversight Is Not Sufficient To Ensure the City of Seattle Meets Requirements for Managing Federal Transportation Funds	Develop and implement policy to evaluate whether to deobligate funds when there is a significant reduction in project costs prior to closeout.	3/22/2024	N/A	N/A
528	Open	OIG	FTA	2/1/2023	ZA2023014	9	DOT's Oversight Is Not Sufficient To Ensure the City of Seattle Meets Requirements for Managing Federal Transportation Funds	Include a sample of SDOT's change orders as part of FTA's triennial reviews. In doing so, FTA could better detect and prevent the risk for paying for unapproved change orders.	12/31/2023	N/A	N/A
529	Open	OIG	FTA	2/1/2023	ZA2023014	10	DOT's Oversight Is Not Sufficient To Ensure the City of Seattle Meets Requirements for Managing Federal Transportation Funds	Require FTA Region 10 to conduct a review of the City of Seattle's internal controls for supporting documentation of expenditures billed to Federal awards to ensure compliance with 2 CFR 200.403.	12/31/2023	N/A	N/A
530	Open	OIG	FTA	2/1/2023	ZA2023014	11	DOT's Oversight Is Not Sufficient To Ensure the City of Seattle Meets Requirements for Managing Federal Transportation Funds	Recover the \$9,946,977 in costs we identified for which SDOT provided incomplete information or provide a justification for accepting the costs.	12/31/2023	N/A	N/A
531	Open	OIG	FTA	2/1/2023	ZA2023014	14	DOT's Oversight Is Not Sufficient To Ensure the City of Seattle Meets Requirements for Managing Federal Transportation Funds	Implement procedures and related mechanisms to show when unobligated transferred funds are obligated and to what projects.	12/31/2023	N/A	N/A
532	Open	OIG	OST	2/8/2023	QC2023016	1	QC2023016 Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that DOT OCIO management revise the website containing the policy documentation to ensure all documents are consistent and contain the same listing of required controls for moderate-impact systems.	9/30/2023	N/A	N/A
533	Open	OIG	OST	2/8/2023	QC2023016	2	QC2023016 Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that DOT OCIO management should document any Department-wide tailoring decisions within the appropriate security documentation, as required by NIST.	9/30/2023	N/A	N/A
534	Open	OIG	OST	2/8/2023	QC2023016	3	QC2023016 Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that DOT OCIO management should define and document control tailoring requirements for the Department and its Operating Administrations.	9/30/2023	N/A	N/A
535	Open	OIG	OST	2/8/2023	QC2023016	4	QC2023016 Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that DOT OCIO management ensure that the process for provisioning privileged database system administrator accounts supporting the Federal Highway Administration's grant system is performed in accordance with DOT policies.	9/30/2023	N/A	N/A
536	Open	OIG	FAA	2/8/2023	QC2023016	5	QC2023016 Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that ESC management create monitoring procedures over the existing management review of the JV control logs monthly reconciliation to ensure the consistent operation of the control, as defined within policy.	9/30/2023	N/A	N/A
537	Open	OIG	OST	2/8/2023	QC2023016	6	QC2023016 Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that OST-CFO management revise its accounting process to accrue TIFIA interest each period or document its current process as a non-GAAP policy and perform an annual materiality assessment to determine the annual impact of the unaccrued interest policy.	9/30/2023	N/A	N/A
538	Open	OIG	OST	2/8/2023	QC2023016	7	QC2023016 Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that OST-CFO management should perform a review of OST-CFO's accounting policies and procedures as a control activity over the completeness of non-GAAP policies and procedures and update the non-GAAP listing and assessment accordingly.	9/30/2023	N/A	N/A
539	Open	OIG	OST	2/8/2023	QC2023016	8	QC2023016 Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that OST management implement policies and procedures to strengthen their process to timely assess applicable third-party service organization reports such as consistently identifying and documenting the relevant control objectives, related controls, and rationale for non relevant control objectives and controls.	9/30/2023	N/A	N/A
540	Open	OIG	OST	2/8/2023	QC2023016	9	QC2023016 Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that OST management implement policies and procedures to strengthen their process to timely assess applicable third-party service organization reports such as consistently identifying and documenting the relevant complementary end user controls designed and implemented by DOT.	9/30/2023	N/A	N/A
541	Open	OIG	OST	2/8/2023	QC2023016	10	QC2023016 Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that OST management implement policies and procedures to strengthen their process to timely assess applicable third-party service organization reports such as consistently identifying and documenting the criteria used by management to evaluate the results of the service organization controls report and related findings.	9/30/2023	N/A	N/A
542	Open	OIG	FTA	2/8/2023	QC2023016	11	QC2023016 Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FTA management design and implement controls to track the status of Treasury warrant requests to ensure that the warrants are recorded in the financial system timely when processed.	9/30/2023	N/A	N/A
543	Open	OIG	FTA	2/8/2023	QC2023016	12	QC2023016 Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FTA management perform a review for the completeness of the financial statements provided to OST, including reviews for transactions recorded subsequent to the OST reporting date.	9/30/2023	N/A	N/A
544	Open	OIG	FAA	2/8/2023	QC2023018	1	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management design and implement formal detective controls to log and monitor developer activities in the time and attendance production environment. All programmatic changes to the time and attendance production environment should be reviewed and reconciled from the logs to the approved change tickets.	12/31/2023	N/A	N/A
545	Open	OIG	FAA	2/8/2023	QC2023018	2	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management review and re-certify the FAA procurement system PTA in accordance with FAA policy.	12/31/2023	N/A	N/A
546	Open	OIG	FAA	2/8/2023	QC2023018	3	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management perform a risk assessment to consider the potential impact of discrepancies between vendor-submitted invoice web portal amounts and the vendor-submitted supporting documentation, and respond to the level of risk identified as appropriate.	12/31/2023	N/A	N/A
547	Open	OIG	FAA	2/8/2023	QC2023018	4	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management communicate the importance of its existing financial system goods and services acceptance processes, policies, and procedures with its CORs.	12/31/2023	N/A	N/A

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548	Open	OIG	FAA	2/8/2023	QC2023018	5	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management quantify the impact of the non-GAAP assumption and record it as a part of their estimate if deemed material.	12/31/2023	N/A	N/A
549	Open	OIG	FAA	2/8/2023	QC2023018	6	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management update policies and procedures for the environmental remediation estimate to ensure that all methodology assumptions are documented.	12/31/2023	N/A	N/A
550	Open	OIG	FAA	2/8/2023	QC2023018	7	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management clarify its General Property, Plant & Equipment accounting policies for real property improvements to further document management's criteria and considerations for capitalizing costs relating to building components typically expensed by FAA during the asset lifecycle.	12/31/2023	N/A	N/A
551	Open	OIG	FAA	2/8/2023	QC2023018	8	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management assess the nature of its FIA and Modernization costs incurred to document the specific criteria distinguishing the nature of these programs' costs from other programs' costs.	12/31/2023	N/A	N/A
552	Open	OIG	FAA	2/8/2023	QC2023018	9	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management continue to consider the appropriateness of its policies for real property, including improvement criteria, capitalization thresholds, and estimated useful lives, particularly for its fully depreciated real property.	12/31/2023	N/A	N/A
553	Open	OIG	FAA	2/8/2023	QC2023018	10	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management assess the risks associated with recording UCOs with Advance within its business process, and design and implement a control activity to ensure timely and accurate recording of UCOs with Advance for which an advance payment associated with the RA has been received.	12/31/2023	N/A	N/A
554	Open	OIG	FAA	2/8/2023	QC2023018	11	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management design and implement controls to perform a risk assessment for instances in which an AIP grant agreement remains open only for non-financial administrative or compliance requirements and respond to the risk of untimely deobligation of grant UDOs.	12/31/2023	N/A	N/A
555	Open	OIG	FAA	2/8/2023	QC2023018	12	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management design and implement controls to ensure that the population generated to support the disclosure of future minimum lease payments is complete and accurate.	12/31/2023	N/A	N/A
556	Open	OIG	FAA	2/8/2023	QC2023018	13	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management develop policies to define the scope of the lease disclosure.	12/31/2023	N/A	N/A
557	Open	OIG	FAA	2/8/2023	QC2023018	14	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management design and implement control activities to monitor the effective operation of its process controls related to provisioning new payroll shared service center access requests.	12/31/2023	N/A	N/A
558	Open	OIG	FAA	2/8/2023	QC2023018	15	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management develop policies and procedures for maintaining completed and authorized payroll shared service center access forms for new user access requests in a secure centralized location.	12/31/2023	N/A	N/A
559	Open	OIG	FAA	2/8/2023	QC2023018	16	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management design and implement control activities to monitor the effective operation of its process controls related to monitoring FAA employees' payroll shared service center access.	12/31/2023	N/A	N/A
560	Open	OIG	FAA	2/8/2023	QC2023018	17	QC2023018 Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management take measures to ensure that FAA has sufficient control operator personnel available to support the annual recertification of FAA employees with payroll shared service center access within the reporting timeline prescribed by DOT.	12/31/2023	N/A	N/A
561	Open	OIG	OST	2/15/2023	SA2023019	2	SA2023019 Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3 Month Period Ending September 30 2022	Determine the allowability of the questioned transactions and recover \$3,546,767, if applicable.	10/6/2023	N/A	N/A
562	Open	OIG	FAA	2/28/2023	FS2023020	1	FS2023020 FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Develop and implement procedures to verify that airport sponsors have provided evidence satisfactory to FAA that the airport sponsor has or will obtain good title to land, prior to requesting reimbursement for costs associated with noise compatibility land acquisition. Implementing this recommendation could put up to \$2,077,796 in funds to better use by requiring that only costs associated with completed noise land acquisitions are reimbursed.	12/30/2024	N/A	N/A
563	Open	OIG	FAA	2/28/2023	FS2023020	2	FS2023020 FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Develop and implement a process to require airport sponsors to certify that noise exposure maps are a reasonable representation of current and/or future conditions at the airport at the time of grant award.	12/31/2023	N/A	N/A
564	Open	OIG	FAA	2/28/2023	FS2023020	3	FS2023020 FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Update the Noise Land Management and Requirements for Disposal of Noise Land or Development Land Funded with AIP policy to establish a reasonable schedule for FAA Airport District Offices and Regional Offices to review Noise Land Inventory and Reuse Plans for accuracy and consistency with FAA policy.	12/30/2024	N/A	N/A
565	Open	OIG	FAA	2/28/2023	FS2023020	4	FS2023020 FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Update and implement procedures to require airport sponsors to maintain Noise Land Inventory and Reuse Plans in electronic format available for FAA review, upon request.	12/31/2024	N/A	N/A
566	Open	OIG	FAA	2/28/2023	FS2023020	5	FS2023020 FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Require all airport sponsors that have acquired noise land to identify noise land eligible for disposal via sale and verify that noise land sales revenues are used in accordance with Federal law. Based on our review of five airports, implementing this recommendation could put up to \$38,530,768 in funds to better use by generating revenue that could be reinvested in the program.	12/31/2023	N/A	N/A
567	Open	OIG	FAA	2/28/2023	FS2023020	6	FS2023020 FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Update guidance to clarify for airport sponsors when noise land should be considered no longer needed for eligible current or planned airport purposes and disposed of in accordance with FAA policy.	12/31/2023	N/A	N/A
568	Open	OIG	FAA	2/28/2023	FS2023020	7	FS2023020 FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Update guidance for Noise Land Inventory and Reuse Plans to require that the Noise Land Inventory include original acquisition dates, estimated or final completion dates for proposed or completed methods of disposal, and the date of FAA approval.	12/31/2023	N/A	N/A
569	Open	OIG	FAA	2/28/2023	FS2023020	8	FS2023020 FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Update guidance for Noise Land Inventory and Reuse Plans to require that the Noise Land Inventory include the Federal share of the sale price at the time of sale and how sales proceeds were used. Implementing this recommendation could put up to \$66,160 in funds to better use by properly accounting for noise land disposal proceeds in accordance with Federal law.	12/31/2023	N/A	N/A
570	Open	OIG	FAA	2/28/2023	FS2023020	9	FS2023020 FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Require the Rhode Island T.F. Green International Airport, Phoenix Sky Harbor International Airport, and Harry Reid International Airport to develop and submit for FAA's approval current Noise Land Inventory and Reuse Plans after implementation of recommendations 4, 7, and 8.	12/31/2023	N/A	N/A

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571	Open	GAO	NHTSA	3/8/2023	GAO-23-105595	1	Vehicle Safety: DOT Should Take Additional Actions to Improve the Information Obtained from Crash Test Dummies	The Administrator of NHTSA should develop and communicate a plan to address limitations in the information dummies provide related to the greater risks certain demographic groups face in vehicle crashes. Such a plan should detail how efforts will respond to risks, set milestones for activities, and establish mechanisms to communicate decisions and progress.	12/31/2023	N/A	N/A
572	Open	OIG	OST	3/15/2023	ZA2023022	1	2A2023022 DOT Faces Challenges in Meeting Federal CPARS Reporting Guidance	Develop and implement procedures to monitor Operating Administrations' (OA) compliance with the 30-day registration requirement in accordance with the Transportation Acquisition Manual (TAM).	12/30/2023	N/A	N/A
573	Open	OIG	OST	3/15/2023	ZA2023022	2	2A2023022 DOT Faces Challenges in Meeting Federal CPARS Reporting Guidance	Update the TAM to require that contractor performance assessments be completed within 120 calendar days in accordance with the Contractor Performance Assessment Reporting System (CPARS) guide.	12/30/2023	N/A	N/A
574	Open	OIG	OST	3/15/2023	ZA2023022	3	2A2023022 DOT Faces Challenges in Meeting Federal CPARS Reporting Guidance	Develop and implement procedures to ensure those OAs without internal CPARS guidance have them established in compliance with TAM 1242.1503(a)(1).	12/30/2023	N/A	N/A
575	Open	OIG	OST	3/15/2023	ZA2023022	4	2A2023022 DOT Faces Challenges in Meeting Federal CPARS Reporting Guidance	Update the TAM to require each OA to develop and implement guidance to address turnover in CPARS staff as well as ensure departing personnel complete interim assessments.	12/30/2023	N/A	N/A
576	Open	OIG	OST	3/15/2023	ZA2023022	5	2A2023022 DOT Faces Challenges in Meeting Federal CPARS Reporting Guidance	Update the TAM to require CPARS role- and function-based training for all users not currently cited, including Alternate Focal Points and Assessing Official Representatives.	12/30/2023	N/A	N/A
577	Open	OIG	OST	3/15/2023	ZA2023022	6	2A2023022 DOT Faces Challenges in Meeting Federal CPARS Reporting Guidance	Update the TAM to require each OA to develop and implement guidance to assist OA CPARS officials in managing assessment disagreements with contractors.	12/30/2023	N/A	N/A
578	Open	OIG	OST	3/15/2023	ZA2023022	7	2A2023022 DOT Faces Challenges in Meeting Federal CPARS Reporting Guidance	Adopt a process to conduct periodic assessments to identify shortfalls and projected needs in CPARS training.	12/30/2023	N/A	N/A
579	Open	OIG	FAA	3/15/2023	ZA2023022	8	2A2023022 DOT Faces Challenges in Meeting Federal CPARS Reporting Guidance	Develop and implement procedures to monitor compliance with the 30-day registration requirement.	12/30/2023	N/A	N/A
580	Open	OIG	FAA	3/15/2023	ZA2023022	9	2A2023022 DOT Faces Challenges in Meeting Federal CPARS Reporting Guidance	Update the Acquisition Management System to require CPARS training for all personnel who have CPARS responsibilities.	12/30/2023	N/A	N/A
581	Open	OIG	FAA	3/15/2023	ZA2023022	10	2A2023022 DOT Faces Challenges in Meeting Federal CPARS Reporting Guidance	Conduct an assessment of CPARS user training and develop and implement plans to meet identified needs, including training geared to assisting CPARS officials in developing skills for managing disagreements with contractors.	12/30/2023	N/A	N/A
582	Open	OIG	OST	3/22/2023	SA2023023	2	SA2023023 Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2022	Determine the allowability of the questioned transactions and recover \$5,538,037, if applicable.	10/23/2023	N/A	N/A
583	Open	GAO	FAA	3/23/2023	GAO-23-105300	1	Sustainable Aviation Fuel: Agencies Should Track Progress Toward Ambitious Federal Goals	Coordinate with DOE and USDA to develop and incorporate into the Grand Challenge Roadmap performance measures that enable the agencies to evaluate their actions and the effect of policy on SAF production and communicate the extent to which SAF is poised to contribute to larger aviation greenhouse gas emissions reduction goals.	12/30/2023	N/A	N/A
584	Open	OIG	FAA	4/12/2023	AV2023024	1	AV2023024 FAA's Office of Investigations and Professional Responsibility Needs To Enhance Internal Controls for Conducting Administrative Investigations	Require AXI to develop a process to collect and share best practices for investigators in compliance with AXI guidance.	2/29/2024	N/A	N/A
585	Open	OIG	FAA	4/12/2023	AV2023024	2	AV2023024 FAA's Office of Investigations and Professional Responsibility Needs To Enhance Internal Controls for Conducting Administrative Investigations	Revise Security and Hazardous Materials Safety Order 1600.20 guidance to avoid overlap or contradiction with similar procedures contained in FAA Order 1600.38.	12/31/2024	N/A	N/A
586	Open	OIG	FAA	4/12/2023	AV2023024	3	AV2023024 FAA's Office of Investigations and Professional Responsibility Needs To Enhance Internal Controls for Conducting Administrative Investigations	Revise AXI's guidance to clarify that investigators should pursue administrative investigations when OIG declines cases for criminal referral.	12/31/2024	N/A	N/A
587	Open	OIG	FAA	4/12/2023	AV2023024	4	AV2023024 FAA's Office of Investigations and Professional Responsibility Needs To Enhance Internal Controls for Conducting Administrative Investigations	Develop and publish roles and responsibilities for AXI deputy director position.	12/31/2024	N/A	N/A
588	Open	OIG	FAA	4/12/2023	AV2023024	5	AV2023024 FAA's Office of Investigations and Professional Responsibility Needs To Enhance Internal Controls for Conducting Administrative Investigations	Develop and implement procedures for investigators to electronically record interviews in accordance with FAA's Human Resources Policy Manual requirements.	12/31/2024	N/A	N/A
589	Open	OIG	FAA	4/12/2023	AV2023024	6	AV2023024 FAA's Office of Investigations and Professional Responsibility Needs To Enhance Internal Controls for Conducting Administrative Investigations	Develop and implement a management control to credit and account for Agency and non-Agency investigator training courses in AXI's electronic training system.	2/29/2024	N/A	N/A
590	Open	OIG	FAA	4/12/2023	AV2023024	7	AV2023024 FAA's Office of Investigations and Professional Responsibility Needs To Enhance Internal Controls for Conducting Administrative Investigations	Develop and implement an internal control to ensure that only the management official with requisite signature authority signs for investigative reports.	2/29/2024	N/A	N/A
591	Open	OIG	FAA	4/12/2023	AV2023024	8	AV2023024 FAA's Office of Investigations and Professional Responsibility Needs To Enhance Internal Controls for Conducting Administrative Investigations	Develop and implement procedures consistent with DOT Order 8000.8A to ensure investigators consistently send criminal cases to the Internal Investigations Division Manager and coordinate with OIG's Office of Investigations on the referral process.	2/29/2024	N/A	N/A
592	Open	OIG	FAA	4/12/2023	AV2023024	9	AV2023024 FAA's Office of Investigations and Professional Responsibility Needs To Enhance Internal Controls for Conducting Administrative Investigations	Develop and implement a management control to require the Internal Investigations Division Manager to track cases that have been rejected by the Internal Investigations Division (AXI-100).	2/29/2024	N/A	N/A
593	Open	OIG	FAA	4/12/2023	AV2023024	10	AV2023024 FAA's Office of Investigations and Professional Responsibility Needs To Enhance Internal Controls for Conducting Administrative Investigations	Develop procedures to ensure the Investigations Standards and Policy Division (AXI-200) maintains auditable documentation, in accordance with established Agency retention periods, to support findings identified in its annual reports of AXI-100 investigation procedures.	9/30/2024	N/A	N/A
594	Open	OIG	FAA	4/12/2023	AV2023024	11	AV2023024 FAA's Office of Investigations and Professional Responsibility Needs To Enhance Internal Controls for Conducting Administrative Investigations	Develop and implement a management control to ensure AXI-200 complies with its Program Reviewer Guide requirements to (a) prepare annual reports, (b) conduct the required number of annual reviews of AXI investigative operations, (c) use consistent investigative and reporting criteria, and (d) identify investigation case numbers when reporting its evaluation of AXI-100's investigative operations.	12/31/2024	N/A	N/A
595	Open	GAO	FHWA	4/25/2023	GAO-23-106072	1	Supply Chain: Updated Freight Handbook Could Enhance Stakeholder Decision-Making	Ensure that the FHWA Administrator develops and documents a plan with timelines to update the Freight and Land Use Handbook.	12/30/2023	N/A	N/A
596	Open	GAO	FHWA	4/25/2023	GAO-23-106072	2	Supply Chain: Updated Freight Handbook Could Enhance Stakeholder Decision-Making	Ensure that the FHWA Administrator develops a strategy to communicate FHWA's updated Freight and Land Use Handbook with freight stakeholders.	12/30/2023	N/A	N/A
597	Open	OIG	FAA	4/26/2023	AV2023025	1	AV2023025 FAA Has Completed 737 MAX Return to Service Efforts, but Opportunities Exist To Improve the Agency's Risk Assessments and Certification Processes	Document the process by which key safety decisions, such as a potential grounding of an aircraft fleet, are made when the Agency identifies that urgent action is necessary.	9/29/2023	N/A	N/A
598	Open	OIG	FAA	4/26/2023	AV2023025	2	AV2023025 FAA Has Completed 737 MAX Return to Service Efforts, but Opportunities Exist To Improve the Agency's Risk Assessments and Certification Processes	Revise the Transport Airplane Risk Assessment Methodology (TARAM) handbook to incorporate current safety data, including available international data when appropriate.	3/31/2025	N/A	N/A
599	Open	OIG	FAA	4/26/2023	AV2023025	3	AV2023025 FAA Has Completed 737 MAX Return to Service Efforts, but Opportunities Exist To Improve the Agency's Risk Assessments and Certification Processes	Review the TARAM handbook's quantitative safety guidelines to determine if they still meet the Agency's needs, and implement identified corrections as appropriate.	3/31/2025	N/A	N/A
600	Open	OIG	FAA	4/26/2023	AV2023025	4	AV2023025 FAA Has Completed 737 MAX Return to Service Efforts, but Opportunities Exist To Improve the Agency's Risk Assessments and Certification Processes	Formalize training requirements for engineers responsible for completing TARAM analysis, as well as managers responsible for reviewing the analysis.	3/31/2025	N/A	N/A
601	Open	OIG	FAA	4/26/2023	AV2023025	5	AV2023025 FAA Has Completed 737 MAX Return to Service Efforts, but Opportunities Exist To Improve the Agency's Risk Assessments and Certification Processes	Review the TARAM and Transport Airplane Safety Manual (TASM), address any identified key differences the two documents, and integrate TASM into TARAM when appropriate.	3/31/2025	N/A	N/A

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602	Open	OIG	FAA	4/26/2023	AV2023025	6	AV2023025 FAA Has Completed 737 MAX Return to Service Efforts, but Opportunities Exist To Improve the Agency's Risk Assessments and Certification Processes	Incorporate integrated System Safety Assessments into regulations or Agency guidance for future transport category airplane certification projects.	9/30/2024	N/A	N/A
603	Open	OIG	FAA	4/26/2023	AV2023025	7	AV2023025 FAA Has Completed 737 MAX Return to Service Efforts, but Opportunities Exist To Improve the Agency's Risk Assessments and Certification Processes	Identify lessons learned related to the application of the 737 MAX recertification and the Continued Operational Safety process that have not yet been addressed and include them into airplane certification and safety evaluation processes.	9/30/2024	N/A	N/A
604	Open	OIG	FAA	5/2/2023	AV2023027	1	AV2023027 Opportunities Exist for FAA To Strengthen Its Workforce Planning and Training Processes for Maintenance Technicians	Establish and implement a maintenance technician workforce plan that considers factors such as average training time, training requirements, and staffing turnover for a period longer than 1 year.	8/30/2024	N/A	N/A
605	Open	OIG	FAA	5/2/2023	AV2023027	2	AV2023027 Opportunities Exist for FAA To Strengthen Its Workforce Planning and Training Processes for Maintenance Technicians	Update and implement a formal process that better defines roles and responsibilities and establishes improved communication and collaboration among the stakeholders responsible for maintenance technician training, including Technical Operations, Technical Training, and the FAA Academy.	1/31/2024	N/A	N/A
606	Open	OIG	FAA	5/2/2023	AV2023027	3	AV2023027 Opportunities Exist for FAA To Strengthen Its Workforce Planning and Training Processes for Maintenance Technicians	Develop and implement a process that includes defined roles and responsibilities for the groups within Technical Training responsible for the management of training solution procurements.	12/31/2023	N/A	N/A
607	Open	OIG	FAA	5/2/2023	AV2023027	4	AV2023027 Opportunities Exist for FAA To Strengthen Its Workforce Planning and Training Processes for Maintenance Technicians	Update and implement a formal process to periodically evaluate training course feedback from maintenance technicians, generate regular reports for FAA Technical Training management's review, and share the lessons learned to improve future course content and delivery.	3/31/2024	N/A	N/A
608	Open	OIG	OST	5/3/2023	SA2023026	2	SA2023026 Summary Report on Significant Single Audit Findings impacting DOT Programs for the 3-Month Period Ending March 31, 2023	Determine the allowability of the questioned transactions and recover \$14,886,138, if applicable.	11/17/2023	N/A	N/A
609	Open	GAO	OST	5/15/2023	GAO-23-106031	1	Cybersecurity: DOT Defined Roles and Responsibilities, but Additional Oversight Needed	Direct the DOT CIO to leverage its IT program reviews to address recommendations that have not yet been implemented from prior year DOT OIG FISMA reports.	Under 180-day Letter Review Process	N/A	N/A
610	Open	GAO	OST	5/15/2023	GAO-23-106031	2	Cybersecurity: DOT Defined Roles and Responsibilities, but Additional Oversight Needed	Direct the DOT CIO to collaborate with human resources officials to develop and implement a policy requiring that OA senior IT managers' performance plans include cybersecurity-related performance expectations.	Under 180-day Letter Review Process	N/A	N/A
611	Open	GAO	OST	5/15/2023	GAO-23-106031	3	Cybersecurity: DOT Defined Roles and Responsibilities, but Additional Oversight Needed	Ensure that the DOT CIO participates in the performance reviews of OA CIO equivalents.	Under 180-day Letter Review Process	N/A	N/A
612	Open	GAO	OST	5/24/2023	GAO-23-105575	1	Highway Infrastructure: Better Alignment with Leading Practices Would Improve DOT's Reconnecting Communities Pilot Program	Establish performance measures for the Reconnecting Communities Pilot program. Such performance measures should indicate DOT's progress in meeting the pilot program's objectives.	Under 180-day Letter Review Process	N/A	N/A
613	Open	GAO	OST	5/24/2023	GAO-23-105575	2	Highway Infrastructure: Better Alignment with Leading Practices Would Improve DOT's Reconnecting Communities Pilot Program	Develop and implement a plan to collect and analyze data and evaluate results of the Reconnecting Communities Pilot program. Such a plan should detail the specific data to be collected, a methodology for assessing this data, and a plan for evaluating the pilot program's results with timelines for completion.	Under 180-day Letter Review Process	N/A	N/A
614	Open	GAO	OST	5/24/2023	GAO-23-105575	3	Highway Infrastructure: Better Alignment with Leading Practices Would Improve DOT's Reconnecting Communities Pilot Program	Identify a means to assess lessons learned from the Reconnecting Communities Pilot program to inform decisions on whether or how to scale or integrate the pilot with other DOT efforts.	Under 180-day Letter Review Process	N/A	N/A
615	Open	GAO	OST	5/24/2023	GAO-23-105967	1	Travel and Tourism: DOT Should Improve Strategic Planning and Data Collection	Direct the Chief Travel and Tourism Officer to develop and incorporate long- and short-term goals related to travel and tourism into the National Travel & Tourism Infrastructure Strategic Plan, and align these goals with the strategies and resources necessary to achieve them. As part of developing these goals, DOT should consult with applicable congressional committees, as appropriate.	12/31/2023	N/A	N/A
616	Open	GAO	OST	5/24/2023	GAO-23-105967	2	Travel and Tourism: DOT Should Improve Strategic Planning and Data Collection	Direct the Chief Travel and Tourism Officer to develop a plan to identify and obtain additional data on travel and tourism needed to inform the revision and implementation of the National Travel & Tourism Infrastructure Strategic Plan.	12/31/2023	N/A	N/A
617	Open	OIG	OST	5/24/2023	ZA2023030	1	ZA2023030 Fragmented Processes Weaken DOT's Accountability for Contractor Employee PIV Cards	Verify that each OA has a documented process in place to confirm that required PIV card-related security clauses are included in all applicable DOT contracts prior to award.	12/31/2023	N/A	N/A
618	Open	OIG	OST	5/24/2023	ZA2023030	2	ZA2023030 Fragmented Processes Weaken DOT's Accountability for Contractor Employee PIV Cards	Establish, document, and implement a process for the Department to track contractor employees' PIV cards and record the dates the cards are collected and deactivated.	4/30/2024	N/A	N/A
619	Open	OIG	OST	5/24/2023	ZA2023030	3	ZA2023030 Fragmented Processes Weaken DOT's Accountability for Contractor Employee PIV Cards	Designate in writing points of accountability for overseeing the entirety of contractor employee PIV card collection and deactivation processes.	5/31/2024	N/A	N/A
620	Open	OIG	OST	5/24/2023	ZA2023030	4	ZA2023030 Fragmented Processes Weaken DOT's Accountability for Contractor Employee PIV Cards	Update or supplement the DOT PIV Card Program Order to define "promptly" in all uses throughout the Order.	12/31/2024	N/A	N/A
621	Open	OIG	OST	5/24/2023	ZA2023030	5	ZA2023030 Fragmented Processes Weaken DOT's Accountability for Contractor Employee PIV Cards	Develop and implement required annual training for all staff involved in contractor employee PIV card processes and a procedure to verify the training has occurred. The training attendees should include all staff listed in the DOT PIV Card Program Order who could potentially be involved and anyone else an individual OA assigns to this task.	4/30/2024	N/A	N/A
622	Open	OIG	OST	5/24/2023	ZA2023030	6	ZA2023030 Fragmented Processes Weaken DOT's Accountability for Contractor Employee PIV Cards	Update or supplement the DOT PIV Card Program Order to address the deactivation process in all instances where PIV cards are no longer needed. This should include establishing the accountable officials as well as concrete metrics when deactivation should occur from when the card is no longer needed.	12/31/2024	N/A	N/A
623	Open	OIG	NHTSA	5/31/2023	ST2023031	1	ST2023031 NHTSA Has Not Fully Established and Applied Its Risk Based Process for Safety Defect Analysis	Assess timeliness goals by: a. Determining whether its current timeliness goals are realistic and attainable and, if necessary, revising those goals. b. Developing and implementing a plan for meeting timeliness goals.	2/29/2024	N/A	N/A
624	Open	OIG	NHTSA	5/31/2023	ST2023031	3	ST2023031 NHTSA Has Not Fully Established and Applied Its Risk Based Process for Safety Defect Analysis	Develop and implement a system of accountability to improve ODI's compliance with processes, including: a. Notifying petitioners regarding the decision to grant or deny petitions within 120 days; b. Documenting timely supervisory review of documents and related analyses during the pre-investigative and investigative processes and conducting timely reviews of manufacturer-provided data; c. Developing and following a written plan for all phases of investigations; and d. Documenting substantive pre-investigative and investigative-related communication with manufacturers.	7/31/2023	N/A	N/A
625	Open	OIG	NHTSA	5/31/2023	ST2023031	4	ST2023031 NHTSA Has Not Fully Established and Applied Its Risk Based Process for Safety Defect Analysis	Develop and implement improved procedures for ensuring investigation documentation is uploaded to the public website, including: a. Establishing timelines for ensuring all required documents are posted; b. Identifying documents missing from the public website and mitigate the backlog; c. Assigning responsibilities between the Correspondence Research Division and investigators; and d. Establishing timelines for contractors to redact information.	7/31/2023	N/A	N/A
626	Open	OIG	NHTSA	5/31/2023	ST2023031	5	ST2023031 NHTSA Has Not Fully Established and Applied Its Risk Based Process for Safety Defect Analysis	Revise Information Request (IR) procedures to ensure consistent application by each of the divisions, and develop a system of accountability to ensure compliance with the revised procedures when: a. Issuing and approving a manufacturer-requested IR letter response extension; and b. Requesting information from manufacturers.	7/31/2023	N/A	N/A
627	Open	OIG	NHTSA	5/31/2023	ST2023031	6	ST2023031 NHTSA Has Not Fully Established and Applied Its Risk Based Process for Safety Defect Analysis	Develop and implement procedures for the planned integrated information system including a user guide for how to document decisions, actions taken, and communication with stakeholders, as well as where to store specific pre-investigative and investigative documentation.	7/31/2023	N/A	N/A
628	Open	OIG	NHTSA	5/31/2023	ST2023031	7	ST2023031 NHTSA Has Not Fully Established and Applied Its Risk Based Process for Safety Defect Analysis	Complete expeditious integration of the information systems for pre-investigation and investigation processes, including data migration.	7/31/2023	N/A	N/A
629	Open	OIG	NHTSA	5/31/2023	ST2023031	8	ST2023031 NHTSA Has Not Fully Established and Applied Its Risk Based Process for Safety Defect Analysis	Develop and implement a consistent procedure to govern ODI's practice of negotiating a resolution of potential safety defects with manufacturers.	7/31/2023	N/A	N/A

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630	Open	OIG	NHTSA	5/31/2023	ST2023031	10	ST2023031 NHTSA Has Not Fully Established and Applied Its Risk Based Process for Safety Defect Analysis	Develop and implement guidance for determining which issues investigators should present at Hot Issues meetings based on ODI's risk-based analysis process.	7/31/2023	N/A	N/A
631	Open	OIG	NHTSA	5/31/2023	ST2023031	11	ST2023031 NHTSA Has Not Fully Established and Applied Its Risk Based Process for Safety Defect Analysis	Reconcile the risk matrix and issue escalation procedures and establish specific guidance on when an investigation should be opened.	7/31/2023	N/A	N/A
632	Open	OIG	NHTSA	5/31/2023	ST2023031	12	ST2023031 NHTSA Has Not Fully Established and Applied Its Risk Based Process for Safety Defect Analysis	Develop a definition of high-interest topics and the actions needed to address these issues.	7/31/2023	N/A	N/A
633	Open	OIG	PHMSA	5/31/2023	ST2023032	1	ST2023032 PHMSA Established an Effective Integrated Inspections Program but Needs to Strengthen Guidelines To Mitigate Risks	Update the Integrated Inspection User's Manual to reflect current processes and systems used and clarify requirements for system profiles.	4/1/2024	N/A	N/A
634	Open	OIG	PHMSA	5/31/2023	ST2023032	2	ST2023032 PHMSA Established an Effective Integrated Inspections Program but Needs to Strengthen Guidelines To Mitigate Risks	Develop and implement a plan for ensuring supervisors verify lead inspectors have completed all documentation requirements identified in the Integrated Inspection User's Manual.	4/1/2024	N/A	N/A
635	Open	OIG	PHMSA	5/31/2023	ST2023032	3	ST2023032 PHMSA Established an Effective Integrated Inspections Program but Needs to Strengthen Guidelines To Mitigate Risks	Update RRM Documentation with an explanation for how pipeline age and manufacturer, volume transported, pressure, seismicity, climate, geology, and demography should or should not be considered as part of the Risk Ranking Index Model.	4/1/2024	N/A	N/A
636	Open	OIG	OST	6/20/2023	ST2023034	1	ST2023034 DOT Should Enhance Its Fraud Risk Assessment Processes for IJIA-Funded Surface Transportation Programs	Require OAs to regularly assess fraud risks for each program; tailor their assessments based on factors such as size, resources, maturity, and experience in managing risks; and include relevant stakeholder input.	12/31/2024	N/A	N/A
637	Open	OIG	OST	6/20/2023	ST2023034	2	ST2023034 DOT Should Enhance Its Fraud Risk Assessment Processes for IJIA-Funded Surface Transportation Programs	Provide guidance to OAs on how to identify and assess fraud risks in their programs, including guidance on specific tools, methods, and sources for gathering information about fraud risks. This guidance should also address the leading practices for identifying and assessing the likelihood and impact of inherent fraud risks, determining fraud risk tolerance, examining the suitability of existing controls, prioritizing residual fraud risks, and documenting the program's fraud risk profile to inform managers' decisions on their responses to assessed risks.	12/31/2024	N/A	N/A
638	Open	OIG	FAA	6/21/2023	AV2023035	1	AV2023035 FAA Faces Controller Staffing Challenges as Air Traffic Operations Return to Pre-Pandemic Levels at Critical Facilities	Complete a comprehensive review of the model for distribution of certified professional controllers (CPCs) for air traffic control facilities and update interim CPC staffing levels as necessary.	10/31/2023	N/A	N/A
639	Open	OIG	FAA	6/21/2023	AV2023035	2	AV2023035 FAA Faces Controller Staffing Challenges as Air Traffic Operations Return to Pre-Pandemic Levels at Critical Facilities	Implement a new labor distribution system that includes features such as timekeeping, overtime and Controller-in-Charge tracking, and real-time leave balances.	12/31/2024	N/A	N/A
640	Open	OIG	FAA	6/21/2023	AV2023036	1	AV2023036 FAA Has Deployed a Prototype System for Monitoring Commercial Space Operations but Faces Integration Challenges	Update the commercial space operational shortfalls identified in the 2020 Concept of Operations, and report out on any changes to the shortfalls and plans for addressing them.	2/29/2024	N/A	N/A
641	Open	OIG	FAA	6/21/2023	AV2023036	2	AV2023036 FAA Has Deployed a Prototype System for Monitoring Commercial Space Operations but Faces Integration Challenges	Update and publish the status of Aviation Rulemaking Committee recommendations that have not been implemented, including establishing target action dates for recommendations that are aligned with implementation of the National Airspace System Space Integration Capabilities program.	10/31/2023	N/A	N/A
642	Open	OIG	FAA	6/21/2023	AV2023036	3	AV2023036 FAA Has Deployed a Prototype System for Monitoring Commercial Space Operations but Faces Integration Challenges	Determine the workload impact of commercial space operations at air traffic facilities, and take action as needed.	12/31/2024	N/A	N/A
643	Open	OIG	FAA	6/21/2023	AV2023036	4	AV2023036 FAA Has Deployed a Prototype System for Monitoring Commercial Space Operations but Faces Integration Challenges	Identify the specific direct tasks associated with commercial space operations, determine if they should be included in the en-route controller workload model, and if so, incorporate them in the next updated model.	12/31/2024	N/A	N/A
644	Open	OIG	FAA	6/21/2023	AV2023037	1	AV2023037 Regulatory Gaps and Lack of Consensus Hindered FAA's Progress in Certifying Advanced Air Mobility Aircraft, and Challenges Remain	Accelerate—to the extent possible—the current rulemaking project (SFAR) regarding powered-lift pilot eligibility requirements and operating rules for powered-lift aircraft, and develop and implement a plan with milestones for completion of the rulemaking which includes a process for regularly updating stakeholders on these milestones.	12/31/2023	N/A	N/A
645	Open	OIG	FAA	6/21/2023	AV2023037	2	AV2023037 Regulatory Gaps and Lack of Consensus Hindered FAA's Progress in Certifying Advanced Air Mobility Aircraft, and Challenges Remain	Accelerate—to the extent possible—the current rulemaking project (NPRM) that will integrate powered-lift into certain regulatory definitions, and develop and implement a plan with milestones for completion of the rulemaking which includes a process for regularly updating stakeholders on these milestones.	12/31/2023	N/A	N/A
646	Open	OIG	FAA	6/21/2023	AV2023037	3	AV2023037 Regulatory Gaps and Lack of Consensus Hindered FAA's Progress in Certifying Advanced Air Mobility Aircraft, and Challenges Remain	Identify the causes of the difficulties in communication and decision-making related to resolving disagreements on AAM, and develop and implement a process for better managing challenges during the deliberation process for consensus in future projects, as well as a decision-making process for when consensus cannot be reached.	12/31/2023	N/A	N/A
647	Open	OIG	FAA	6/21/2023	AV2023037	4	AV2023037 Regulatory Gaps and Lack of Consensus Hindered FAA's Progress in Certifying Advanced Air Mobility Aircraft, and Challenges Remain	Establish and implement policies and procedures explaining CECI's roles and responsibilities in the certification process.	12/31/2023	N/A	N/A
648	Open	OIG	FAA	7/12/2023	AV2023038	1	AV2023038 FAA Conducts Comprehensive Evaluations of Pilots With Mental Health Challenges, but Opportunities Exist to Further Mitigate Safety Risks	Collaborate with airlines, airline pilot unions, and the aerospace medical community to conduct an assessment to identify ways to address barriers that discourage pilots from disclosing and seeking treatment for mental health conditions, based on the latest data and evidence.	4/30/2024	N/A	N/A
649	Open	OIG	FAA	7/12/2023	AV2023038	2	AV2023038 FAA Conducts Comprehensive Evaluations of Pilots With Mental Health Challenges, but Opportunities Exist to Further Mitigate Safety Risks	Develop and implement policy and protocol revisions recommended in the assessment.	9/30/2024	N/A	N/A
650	Open	OIG	FMCSA	8/2/2023	ST2023040	1	ST2023040 FMCSA Generally Met Requirements for Cross-Border Carriers' Long-Haul Operations, but Compliance Reviews Were Not Timely	Revise FMCSA's policy to define and allow for justifications for delaying compliance reviews beyond 18 months, and if delayed, determine how long a carrier should be permitted to continue to operate under provisional authority without a compliance review and require documentation of a decision to delay a carrier's review.	3/1/2024	N/A	N/A
651	Open	OIG	FMCSA	8/2/2023	ST2023040	2	ST2023040 FMCSA Generally Met Requirements for Cross-Border Carriers' Long-Haul Operations, but Compliance Reviews Were Not Timely	Determine whether a revision to the Federal Motor Carrier Safety Regulations is necessary to implement the compliance review policy revisions.	3/1/2024	N/A	N/A
652	Open	OIG	OST	8/15/2023	SA2023041	2	SA2023041 Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending June 30, 2023	Determine the allowability of the questioned transactions and recover \$2,892,004, if applicable.	3/15/2024	N/A	N/A
653	Open	OIG	OST	8/30/2023	IT2023043	1	IT2023043 (SS) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Develop and implement policies and procedures governing DOT components and Operating Administrations' adoption and use of cloud services for their cloud-based system and at a minimum require system owners to: a. Submit an Authorization to Operate letter to the Federal Risk and Authorization Management Program (FedRAMP) Program Management Office before adopting and using cloud services to ensure (1) cloud services comply with FedRAMP security baselines, and (2) FedRAMP has an accurate inventory of DOT cloud services and cloud service providers. b. Conduct a quality and risk review of the Department's cloud service providers cloud service offering authorization package to ensure that it clearly and accurately reflects the cloud service offering's security posture so DOT's Authorizing Official can make an informed risk-based authorization decision, as required by FedRAMP. c. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of the respective cloud service providers' continuous monitoring activities to ensure their cloud systems' security posture remains sufficient for their own use and supports ongoing authorization as required by FedRAMP.	3/30/2024	N/A	N/A

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654	Open	OIG	OST	8/30/2023	IT2023043	2	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Incorporate the required standard cloud security clauses in the Department's enterprise cloud service contracts as well as other cloud services contracts for FAA, MARAD, and OST to ensure the cloud services are secure.	12/30/2023	N/A	N/A
655	Open	OIG	OST	8/30/2023	IT2023043	3	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Working with the appropriate DOT procurement officials for FAA, FMCSA, FHWA, MARAD, FRA, NHTSA, PHMSA, and OST, set up service level agreements as required, with each of their cloud service providers to define and set agency expectations and cloud service provider-specific responsibilities.	12/30/2023	N/A	N/A
656	Open	OIG	OST	8/30/2023	IT2023043	4	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from FMCSA's cloud-based system owners for the National Registry of Certified Medical Examiners—Software-as-a-Service to include in its Executive Summary Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization, as required by FedRAMP.	3/30/2024	N/A	N/A
657	Open	OIG	OST	8/30/2023	IT2023043	5	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from OST's cloud-based system owner for the Federal Human Resources Navigator—Software-as-a-Service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as required by FedRAMP. b. Use personal identity verification cards as the primary authentication mechanism to ensure secure system login. c. Develop a Privacy Impact Analysis to help identify and manage personally identifiable information and privacy risks. d. Identify a security official to review system audit log files. e. Develop and implement a process to remove extracted data containing sensitive information within 90 days of extraction in accordance with DOT requirements.	3/30/2024	N/A	N/A
658	Open	OIG	OST	8/30/2023	IT2023043	6	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from OST's cloud-based system owner for the Electronic Document Management System—Software-as-a-Service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization, as required by FedRAMP. b. Require multifactor authentication for non-DOT system users. c. Develop and implement a process to automatically disable inactive system accounts after 60 days of inactivity.	3/30/2024	N/A	N/A
659	Open	OIG	OST	8/30/2023	IT2023043	7	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from OST's cloud-based system owner for the Data Analysis Visualization Environment—Software-as-a-Service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization, as required by FedRAMP. b. Develop and implement a process to conduct monthly vulnerability scans as required by DOT.	12/30/2024	N/A	N/A
660	Open	OIG	OST	8/30/2023	IT2023043	8	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from MARAD's cloud-based system owner for US Merchant Marine Academy/Campus Labs—Software-as-a-Service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization, as required by FedRAMP. b. Complete an annual security authorization process and obtain a full authorization to operate for its Software-as-a-Service cloud information system to ensure all system risks have been properly identified and accepted in accordance with departmental cybersecurity policies. c. Update its privacy threshold assessment and, if applicable, Privacy Impact Analysis to protect privacy, personally identifiable information, and other sensitive information stored in the cloud.	3/30/2024	N/A	N/A
661	Open	OIG	OST	8/30/2023	IT2023043	9	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct FAA's cloud-based system owner for the Emergency Notification System—Software-as-a-Service to provide evidence of the organizational administrator's quarterly reviews of Emergency Notification System application and documentation verifying they disable inactive accounts.	3/30/2024	N/A	N/A
662	Open	OIG	OST	8/30/2023	IT2023043	10	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from FRA's cloud-based system owner for its Cloud Application Services—Software-as-a-Service—to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as required by FedRAMP. b. Update the Privacy Impact Analysis for the Railroad Compliance System to ensure the proper privacy controls are in place to identify and protect personally identifiable information and other sensitive information.	12/30/2023	N/A	N/A
663	Open	OIG	OST	8/30/2023	IT2023043	11	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from NHTSA's cloud-based system owner for the Web System—Platform-as-a-Service and Infrastructure-as-a-Service—to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as required by FedRAMP. b. Develop and implement a process to review audit logs and analyze vulnerability scan reports on its Platform-as-a-Service on a weekly basis to check for various risks, including software flaws per NHTSA's audit and accountability plan.	11/1/2023	N/A	N/A
664	Open	OIG	OST	8/30/2023	IT2023043	12	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from NHTSA's cloud-based system owner for the Advanced Retrieval Tire, Equipment, Motor Vehicle, Information System—Platform-as-a-Service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as required by FedRAMP. b. Update the Privacy Impact Analysis to ensure the proper privacy controls are in place to identify and protect personally identifiable information and other sensitive information.	3/30/2024	N/A	N/A
665	Open	OIG	OST	8/30/2023	IT2023043	13	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from PHMSA's cloud-based system owner for the Pipeline Risk Management Information System—Infrastructure-as-a-service—and PHMSA Data Mart—Infrastructure-as-a-service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as FedRAMP requires for Pipeline Risk Management Information System. b. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as FedRAMP requires for PHMSA Data Mart.	3/30/2024	N/A	N/A

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	Status	GAO/OIG	OA	Report Date	Report Number	Rec#	Report Title	Recommendation Text	TAD as of 9/30/23	Not Implemented Category	Justification for Not Implementing
666	Open	OIG	OST	8/30/2023	IT2023043	14	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from FMCSA's cloud-based system owner for the Cloud Environment—Infrastructure-as-a-service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use as required by FedRAMP. b. Complete its annual security authorization process and obtain a full Authorization to Operate for its cloud information system to ensure all systems risks have been properly identified and accepted in accordance with departmental cybersecurity policies. c. Develop and implement a process to enforce multifactor authentication for privileged and non-privileged network accounts. d. Update the Privacy Threshold Assessment and Privacy Impact Analysis to protect the privacy of its system users' personally identifiable information and other sensitive information.	3/30/2024	N/A	N/A
667	Open	OIG	OST	8/30/2023	IT2023043	15	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from FRA's cloud-based system owner for the Multiple Case Incident Analysis—Infrastructure-as-a-service to include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization, as required by FedRAMP.	3/30/2024	N/A	N/A
668	Open	OIG	OST	8/30/2023	IT2023043	16	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from OST's cloud-based system owner for the Infrastructure and Operations Common Operating Environment (COE)—Software-as-a-Service, Infrastructure-as-a-service, and Platform-as-a-Service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as required by FedRAMP. b. Develop security baseline configuration settings and a checklist and assess whether the COE cloud-based system is properly configured and the network secure. c. Develop and implement a process to conduct reviews of the system audit logs to enhance its ability to identify suspicious, inappropriate, unusual, or malevolent activity. d. Develop and implement a process that requires timely updates to security patches that address software flaws which mitigate the risks associated with mission-related operating system patches and data exfiltration. e. Develop a Privacy Impact Analysis to identify and protect personally identifiable information and other sensitive information hosted in the COE cloud.	3/30/2024	N/A	N/A
669	Open	OIG	OST	8/30/2023	IT2023043	17	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from FAA's cloud-based system owner for the FAA Cloud Services—Infrastructure-as-a-service and Platform-as-a-Service to: a. Incorporate flaw remediation into ongoing configuration management processes. b. Develop and implement a process to regularly manage malicious code protection to detect and eradicate malicious code at the entry point for its Infrastructure-as-a-service and Platform-as-a-Service. c. Develop and implement a change control process and use baseline configuration settings and document configuration settings to establish a basis for future builds, releases, and/or changes. d. Develop and implement a process to perform an automated review of network accounts or implement an alternative method for identifying users on the network in real-time. e. Develop and implement a process to require the most current cryptographic mechanisms to protect data during network transmission to provide complete boundary protection and reduce the risk of compromise. f. Develop and implement a process to encrypt data transmitted within the Infrastructure-as-a-service environment to reduce the risk of compromise and data exposure. g. Develop and implement a process to review vulnerability scans results and remediate vulnerabilities within specified timeframes as required by FAA's security handbook.	3/30/2024	N/A	N/A
670	Open	OIG	OST	8/30/2023	IT2023043	18	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct departmental security officials working with appropriate procurement officials to verify that service level agreements contain a requirement to report security incidents to DOT's Security Operations Center and require confirmation of completion.	12/30/2023	N/A	N/A
671	Open	OIG	OST	8/30/2023	IT2023043	19	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Develop and implement a process that enables FAA's Security Operations Center to receive the necessary log data for ensuring proper cybersecurity incident monitoring for all departmental cloud-based systems.	3/30/2024	N/A	N/A
672	Open	OIG	OST	8/30/2023	IT2023043	20	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Report DOT plans for fully adopting multifactor authentication and encryption for data at rest and in transit in accordance with Executive Order 14028.	3/30/2024	N/A	N/A
673	Open	OIG	OST	8/30/2023	IT2023043	21	IT2023043 (SSI) DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Update the Department's zero trust architecture strategy and implementation plan to address the identified gaps and include migration steps and timelines consistent with direction from the Office of Management and Budget and National Institute of Standards and Technology guidelines.	12/30/2024	N/A	N/A
674	Open	OIG	OST	9/19/2023	AV2023045	1	AV2023045 DOT Has Effectively Managed the Aviation Manufacturing Jobs Protection Program and Should Capture Lessons Learned From Its Oversight Efforts	Conduct an Aviation Manufacturing Jobs Protection program after-action review to identify lessons learned and incorporate improvements into future grant programs.	12/29/2023	N/A	N/A
675	Open	GAO	FMCSA	9/19/2023	GAO-23-105972	1	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	Make data on all categories of complaints available to the public, as appropriate, and in line with DOT's Data Management Policy.	Under 180-day Letter Review Process	N/A	N/A
676	Open	GAO	FMCSA	9/19/2023	GAO-23-105972	2	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	Ensure FMCSA updates its complaint review guidance to define each category of complaint (i.e., ADA, coercion, harassment, hazardous materials, household goods, safety, and other commercial complaints) and link allegations to these categories.	Under 180-day Letter Review Process	N/A	N/A
677	Open	GAO	FMCSA	9/19/2023	GAO-23-105972	3	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	Ensure FMCSA updates its complaint review guidance to define the characteristics a complaint must have, such as who submitted the complaint and the nature of the incident, to qualify as a motorist complaint.	Under 180-day Letter Review Process	N/A	N/A
678	Open	GAO	FMCSA	9/19/2023	GAO-23-105972	4	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	Ensure FMCSA updates its complaint review guidance to define the complaint status options and provide instructions on when to use the complaint status and activity type options.	Under 180-day Letter Review Process	N/A	N/A
679	Open	GAO	FMCSA	9/19/2023	GAO-23-105972	5	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	Ensure FMCSA updates its complaint review guidance to provide clear and comprehensive procedures on how to review all categories of complaints, such as step-by-step instructions or flow charts.	Under 180-day Letter Review Process	N/A	N/A
680	Open	GAO	FMCSA	9/19/2023	GAO-23-105972	6	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	Ensure FMCSA updates its complaint review guidance to require that key determinations are documented in complaint case files.	Under 180-day Letter Review Process	N/A	N/A
681	Open	GAO	FMCSA	9/19/2023	GAO-23-105972	7	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	Ensure FMCSA updates its complaint review guidance to require that FMCSA staff and managers enable auto-notifications for complaints for which they are responsible.	Under 180-day Letter Review Process	N/A	N/A
682	Open	GAO	FMCSA	9/19/2023	GAO-23-105972	8	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	Ensure FMCSA updates its complaint review guidance to require managers to review reports on the status of complaints as part of their oversight of complaint review.	Under 180-day Letter Review Process	N/A	N/A
683	Open	GAO	FMCSA	9/19/2023	GAO-23-105972	9	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	Ensure the National Consumer Complaint Database website is consistently mobile-friendly.	Under 180-day Letter Review Process	N/A	N/A

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	Status	GAO/OIG	OA	Report Date	Report Number	Rec#	Report Title	Recommendation Text	TAD as of 9/30/23	Not Implemented Category	Justification for Not Implementing
684	Open	GAO	FMCSA	9/19/2023	GAO-23-105972	10	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	Ensure the National Consumer Complaint Database website appropriately targets key audiences, including by defining acronyms and technical terms, and providing more detailed or relevant examples of complaints that may be filed by truck and bus drivers.	Under 180-day Letter Review Process	N/A	N/A
685	Open	GAO	FMCSA	9/19/2023	GAO-23-105972	11	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	Ensure the National Consumer Complaint Database website contains information that is appropriately accessible for users with limited English proficiency.	Under 180-day Letter Review Process	N/A	N/A
686	Open	GAO	FMCSA	9/19/2023	GAO-23-105972	12	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	Ensure the National Consumer Complaint Database website has performance standards, such as goals and measures, and that the website is assessed against the performance standards.	Under 180-day Letter Review Process	N/A	N/A
687	Open	GAO	FMCSA	9/19/2023	GAO-23-105972	13	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	Ensure the National Consumer Complaint Database website is tested with external users on a regular basis.	Under 180-day Letter Review Process	N/A	N/A
688	Open	GAO	FMCSA	9/19/2023	GAO-23-105972	14	Motor Carrier Operations - Improvements Needed to Federal System for Collecting and Addressing Complaints against Truck, Moving, and Bus Companies	Develop an outreach plan for its National Consumer Complaint Database website that aligns with leading practices for outreach.	Under 180-day Letter Review Process	N/A	N/A
689	Open	OIG	OST	9/27/2023	QC2023047	1	QC2023047 Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security System Program and Practices	Develop and implement DOT's zero trust architecture plan for network traffic that cannot be routed through traditional Trusted-Internet Connections (TIC) access points as required by OMB M-19-26, Update to the TIC Initiative.	8/31/2024	N/A	N/A
690	Open	OIG	OST	9/27/2023	QC2023047	2	QC2023047 Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security System Program and Practices	In coordination with Federal Aviation Administration (FAA), complete the pilot and testing of TIC 3.0 use cases and revise FAA policies to reflect requirements in OMB M-19-26, Update to TIC Initiative.	8/31/2024	N/A	N/A