

U.S. Department of
Transportation

**BUDGET
ESTIMATES
FISCAL YEAR 2026**

**OFFICE OF
THE SECRETARY
OF TRANSPORTATION**

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

**DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY**

FY 2026 CONGRESSIONAL JUSTIFICATION

ACRONYM REFERENCE SHEET

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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
RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT	RURAL
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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 2026 Congressional Budget Justification

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

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SECTION 1: OVERVIEW

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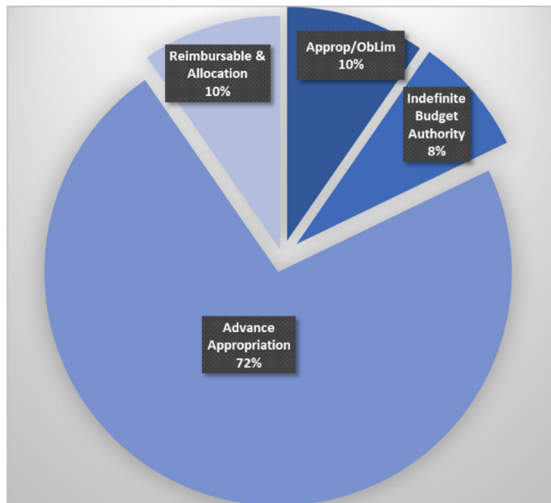
OFFICE OF THE SECRETARY

OVERVIEW

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

The individual offices of the Secretary work together to ensure the Secretary's goals for the Department are

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



implemented in an effective and efficient manner. OST is responsible for the selection, award, and oversight of billions of dollars of multimodal infrastructure funding. In 2021, the passage of the Infrastructure Investment and Jobs Act (IIJA) provided additional dollars to the local, regional, and national infrastructure project assistance programs. IIJA 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 2026 Budget includes **\$507.0 million** in Annual Appropriations and **\$442.8 million** in Permanent Appropriations, as well as **\$508.1 million** in

reimbursable and allocations for OST, in addition to **\$3.8 billion** in Advance Appropriations provided by the IIJA, for total budgetary resources of **\$5.3 billion**.

Key Components of the Request:

The FY 2026 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 showcases a continued focus on **prioritizing investments in activities and initiatives that promote resilience**, working towards a transportation system that is both resilient and long lasting.

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.

The FY 2026 Budget places particular emphasis on **ensuring satisfactory funding for mission support**. This includes addressing operational efficiencies deemed essential for program delivery, as well as for data and technology capabilities to advance our mission.

DOT supports the President’s Executive Order, “Implementing the President’s ‘Department of Government Efficiency’ Workforce Optimization Initiative,” by consolidating common program support services across the Operating Administrations (OAs) into OST. These functions include Procurement, Human Resources (HR), Information Technology (IT), Civil Rights, Public Affairs, and Governmental Affairs.

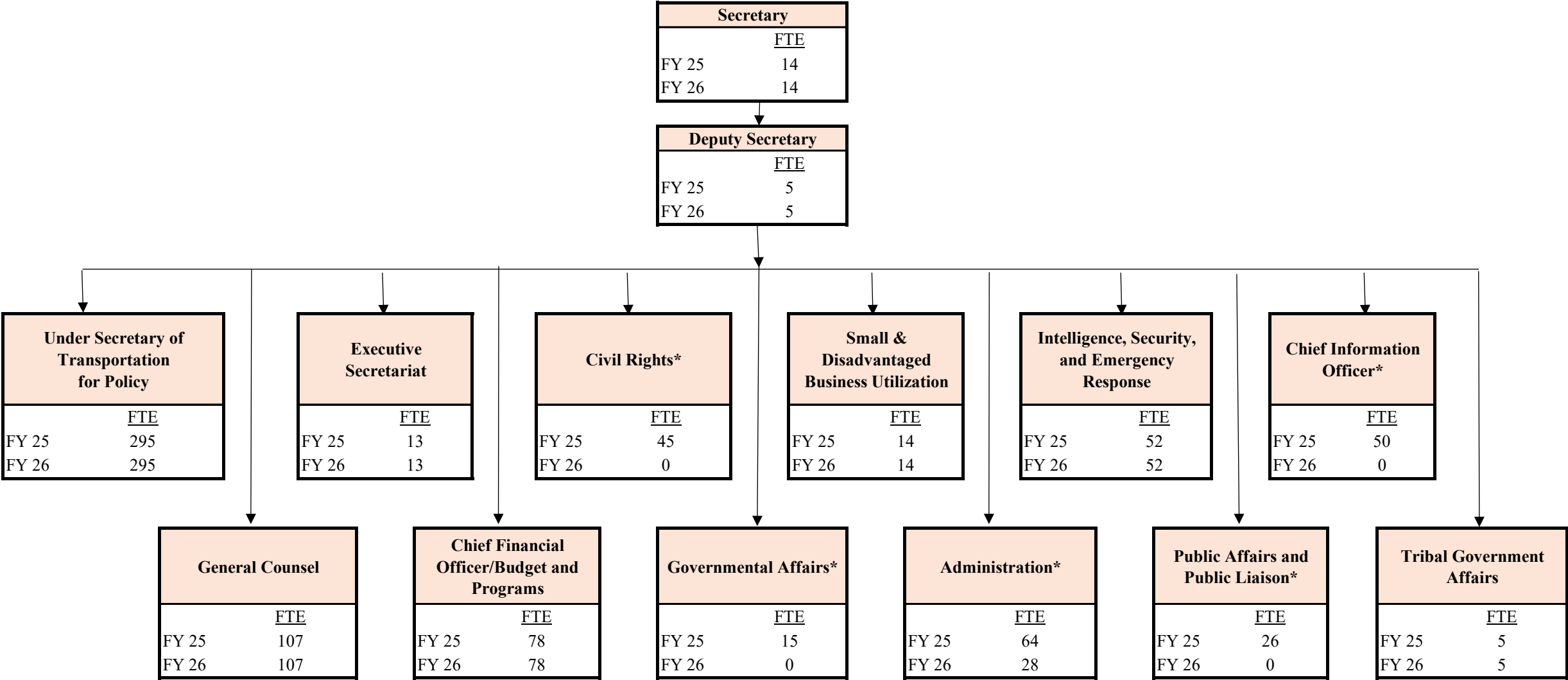
Along with the consolidation of common services, OST requests consolidating the funding of the Departmental Office of Civil Rights (DOCR) and the Office of Small Disadvantaged Business Utilization and Outreach (SDBUO) into the Salaries and Expenses (S&E) account. Prior to this change, each office operated under separate Treasury account symbols. This consolidation streamlines administrative processes, enhances operational efficiency, and optimizes the allocation of FY 2026 resources. Functions and funding for SDBUO will be redirected to the S&E while resources of the DOCR are requested in S&E and these functions will take place in the Working Capital Fund (WCF).

Requested Increases in Other OST Accounts Include:

A total of **\$29 million** in programmatic increases in other OST accounts include the following:

- **Transportation, Planning, Research and Development** – an increase of **\$3 million** will fund IIPIC to promote efficient and effective environmental review through innovative technology interventions and process improvements proven to yield time and cost savings on transportation projects; streamline environmental review through direct assistance to project sponsors and DOT Operating Administrations working through the environmental review and permitting process; and facilitate enhancements of internal and external tracking and accountability of permitting schedules and milestones.
- **Cyber Security Initiatives** – an increase of **\$26 million** is necessary to accelerate cybersecurity capabilities, adhere to Federal requirements, and address evolving cyber threats.

Exhibit I
U.S. Department of Transportation
Office of the Secretary
Direct Full-Time Equivalents (FTE)
FYs 2025 and 2026



* The FY 2026 President's Budget proposes to consolidate the FTE for these organizations into the Working Capital Fund (WCF).

SECTION 2: BUDGET SUMMARY TABLES

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EXHIBIT II-1
FY 2026 BUDGET AUTHORITY
OFFICE OF THE SECRETARY OF TRANSPORTATION
(\$000)

ACCOUNTS	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 REQUEST
BUDGET AUTHORITY			
SALARIES AND EXPENSES	191,295	191,295	200,000
FINANCIAL MANAGEMENT CAPITAL	5,000	5,000	5,000
OFFICE OF CIVIL RIGHTS	18,228	18,228	-
SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH	5,330	5,330	-
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	24,369	20,926	25,000
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	18,933	15,490	16,000
INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER	5,436	5,436	9,000
NATIONAL INFRASTRUCTURE INVESTMENTS	345,000	345,000	-
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	345,000	345,000	-
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	9,558	9,558	10,000
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	9,558	9,558	10,000
RRIF RESCISSION	[-8,948]	-	-
TIFIA/RRIF NEGATIVE SUBSIDY	[-64,000]	[-57,381]	[-35,411]
CYBER SECURITY INITIATIVES	49,000	49,000	75,000
RESEARCH AND TECHNOLOGY	49,040	49,040	50,000
RESEARCH AND TECHNOLOGY	39,040	39,040	40,000
ADVANCED RESEARCH PROJECTS AGENCY - INFRASTRUCTURE	10,000	10,000	10,000
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	348,554	450,000	142,000
RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT	25,000	25,000	-
SUBTOTAL, APPROPRIATION/OBLIGATION LIMITATION	1,070,374	1,168,377	507,000
INDEFINITE BUDGET AUTHORITY			
ESSENTIAL AIR SERVICE	158,778	166,613	174,363 1/
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
SUBTOTAL, INDEFINITE BUDGET AUTHORITY	438,778	446,613	444,363
REIMBURSABLE			
SALARIES AND EXPENSES	14,117	14,117	14,117
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND	360,000	360,000	360,000 2/
WORKING CAPITAL FUND	522,165	522,165	- 3/
TRANSPORTATION SAFETY INSTITUTE	25,000	25,000	25,000 2/
SUBTOTAL, REIMBURSABLE	921,282	921,282	399,117

ACCOUNTS ALLOCATION	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 REQUEST	
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	81,000	81,500	82,000	4/
BUREAU OF TRANSPORTATION STATISTICS	26,500	26,750	27,000	4/
SUBTOTAL, ALLOCATION	107,500	108,250	109,000	
IIJA SUPPLEMENTAL ADVANCE APPROPRIATIONS				
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)	[124,800]	[113,700]	[106,800]	
NATIONAL INFRASTRUCTURE INVESTMENTS	2,500,000	2,500,000	2,500,000	
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	1,500,000	1,500,000	1,500,000	
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	1,000,000	1,000,000	1,000,000	
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	4/
SUBTOTAL, IIJA SUPPLEMENTAL ADVANCE APPROPRIATION	3,819,000	3,819,000	3,819,000	
GRAND TOTAL	6,356,934	6,463,522	5,278,480	

1/ Estimated Fee Collections

2/ Estimated Customer Agreements

3/ No limitation is proposed.

4/ Allocation from the Federal Highway Administration

EXHIBIT II-2
FY 2026 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
OFFICE OF THE SECRETARY OF TRANSPORTATION
(\$000)

ACCOUNTS	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 REQUEST
APPROPRIATION/OBLIGATION LIMITATION			
SALARIES AND EXPENSES	191,295	191,295	200,000
FINANCIAL MANAGEMENT CAPITAL	5,000	5,000	5,000
OFFICE OF CIVIL RIGHTS	18,228	18,228	-
SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH	5,330	5,330	-
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	24,369	20,926	25,000
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	18,933	15,490	16,000
INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER	5,436	5,436	9,000
NATIONAL INFRASTRUCTURE INVESTMENTS	345,000	345,000	-
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	345,000	345,000	-
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	9,558	9,558	10,000
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	9,558	9,558	10,000
RRIF RESCISSION	[-8,948]	-	-
TIFIA/RRIF NEGATIVE SUBSIDY	[-64,000]	[-57,381]	[-35,411]
CYBER SECURITY INITIATIVES	49,000	49,000	75,000
RESEARCH AND TECHNOLOGY	49,040	49,040	50,000
RESEARCH AND TECHNOLOGY	39,040	39,040	40,000
ADVANCED RESEARCH PROJECTS AGENCY - INFRASTRUCTURE	10,000	10,000	10,000
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	348,554	450,000	142,000
RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT	25,000	25,000	-
SUBTOTAL, APPROPRIATION/OBLIGATION LIMITATION	1,070,374	1,168,377	507,000
INDEFINITE BUDGET AUTHORITY			
ESSENTIAL AIR SERVICE	157,470	166,091	173,891 1/
PRIOR YEAR SEQUESTRATION RETURNED	8,210	9,518	10,039
OVERFLIGHT FEE COLLECTION	158,778	166,613	174,363
CURRENT YEAR SEQUESTRATION	(9,518)	(10,039)	(10,511)
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM	10,000	10,000	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	217,000	220,000	250,000
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT PROGRAM	217,000	220,000	250,000
ASSET CONCESSIONS (TITLE X)	18,860	18,860	18,860 1/
NATIONAL INFRASTRUCTURE INVESTMENTS	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	-	-	-
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	-	-	-
SUBTOTAL, INDEFINITE BUDGET AUTHORITY	403,330	414,951	442,751
REIMBURSABLE			
SALARIES AND EXPENSES	14,117	14,117	14,117
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND	360,000	360,000	360,000 2/
WORKING CAPITAL FUND	522,165	522,165	- 3/
TRANSPORTATION SAFETY INSTITUTE	25,000	25,000	25,000 2/
SUBTOTAL, REIMBURSABLE	921,282	921,282	399,117

ACCOUNTS ALLOCATION	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 REQUEST	
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	70,308	71,720	82,000	4/
BUREAU OF TRANSPORTATION STATISTICS	26,500	26,750	27,000	4/
SUBTOTAL, ALLOCATION	96,808	98,470	109,000	
IIJA SUPPLEMENTAL ADVANCE APPROPRIATIONS				
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)	[124,800]	[113,700]	[106,800]	
NATIONAL INFRASTRUCTURE INVESTMENTS	2,500,000	2,500,000	2,500,000	
NATIONAL INFRASTRUCTURE INVESTMENTS (LOCAL AND REGIONAL PROJECT ASSISTANCE)	1,500,000	1,500,000	1,500,000	
NATIONAL INFRASTRUCTURE INVESTMENTS (NATIONAL PROJECT ASSISTANCE)	1,000,000	1,000,000	1,000,000	
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	4/
SUBTOTAL, IIJA SUPPLEMENTAL ADVANCE APPROPRIATION	3,819,000	3,819,000	3,819,000	
GRAND TOTAL	6,310,795	6,422,080	5,276,867	

1/ This account is subject to the 5.7% Sequestration.

2/ Estimated Customer Agreements

3/ Limitation for FY 2024 is from Public Law 118-42, and Limitation for FY 2025 is from Public Law 119-4. No limitation is proposed in FY 2026.

4/ Allocation from the Federal Highway Administration

EXHIBIT II-4
FY 2026 OUTLAYS
OFFICE OF THE SECRETARY OF TRANSPORTATION
(\$000)

ACCOUNTS	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 REQUEST
APPROPRIATION/OBLIGATION LIMITATION			
SALARIES AND EXPENSES	169,000	228,000	205,000
FINANCIAL MANAGEMENT CAPITAL	5,000	5,000	5,000
OFFICE OF CIVIL RIGHTS	16,000	21,000	4,000
SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH	6,000	6,000	3,000
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	27,000	25,000	23,000
NATIONAL INFRASTRUCTURE INVESTMENTS	737	867,000	965,000
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	10,002	14,004	8,000
CYBER SECURITY INITIATIVES	50,000	64,000	53,000
RESEARCH AND TECHNOLOGY	44,000	54,000	51,000
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	373,000	397,000	218,000
THRIVING COMMUNITIES	7,000	9,000	10,000
AVIATION MANUFACTURING JOBS PROTECTION PROGRAM	1,000	1,000	-
TRANSPORTATION DEMONSTRATION PROGRAM	17,000	16,000	19,000
JOHN A. VOLPE TRANSPORTATION CENTER EXCHANGE BUILDING	2,000	2,000	-
RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT	-	-	2,000
SUBTOTAL, APPROPRIATION/OBLIGATION LIMITATION	727,739	1,709,004	1,566,000
INDEFINITE BUDGET AUTHORITY			
ESSENTIAL AIR SERVICE	194,000	162,000	170,000
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM	-	-	-
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	1,394,000	454,000	-
TIFIA UPWARD REESTIMATE	1,328,000	388,000	-
RRIF PROGRAM ACCOUNT	66,000	66,000	-
ASSET CONCESSIONS (TITLE X)	-	12,000	18,000
SUBTOTAL, INDEFINITE BUDGET AUTHORITY	1,588,000	628,000	188,000
REIMBURSABLE	-	-	-
SALARIES AND EXPENSES	-	-	-
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND	27,000	2,000	-
WORKING CAPITAL FUND	(26,000)	18,000	(52,000)
TRANSPORTATION SAFETY INSTITUTE	-	-	-
SUBTOTAL, REIMBURSABLE	1,000	20,000	(52,000)

ACCOUNTS	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 REQUEST
ALLOCATION			
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	-	-	-
BUREAU OF TRANSPORTATION STATISTICS	-	-	-
SUBTOTAL, ALLOCATION	-	-	-
IIJA SUPPLEMENTAL ADVANCE APPROPRIATIONS			
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)	52,000	74,000	89,000
NATIONAL INFRASTRUCTURE INVESTMENTS	45,000	195,000	516,000
NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION GRANTS PROGRAM	-	30,000	81,000
STRENGTHENING MOBILITY & REVOLUTIONIZING TRANSPORTATION	11,000	42,000	67,000
SAFE STREETS AND ROADS FOR ALL	33,000	202,000	377,000
SUBTOTAL, IIJA SUPPLEMENTAL ADVANCE APPROPRIATION	141,000	543,000	1,130,000
GRAND TOTAL	2,457,739	2,900,004	2,832,000

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 2024 Actuals	FY 2025 Enacted	Baseline Changes								FY 2026 Baseline Estimate	Program Increases or Decreases	FY 2026 Redirection of Resources	FY 2026 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2026 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	483	483	-	-	-	-	-	-	-	-	483	-	(115)	368
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	115,139	115,793	574	-	-	-	-	-	-	(446)	115,921	-	(26,192)	89,730
Travel	1,579	1,604	-	-	-	-	-	-	-	-	1,604	-	(417)	1,186
Transportation	3	3	-	-	-	-	-	-	-	0	3	-	-	3
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	5	5	-	-	-	-	-	-	-	0	5	-	(0)	4
Charges-Rental-Furniture	6	6	-	-	-	-	-	-	-	0	6	-	-	6
Printing	145	145	-	-	-	-	-	-	-	3	147	-	0	148
Working Capital Fund	41,659	41,659	-	-	-	-	-	-	-	-	41,659	-	43,270	84,929
Contractual Services	29,807	29,128	-	-	-	-	-	-	-	(5,781)	23,347	-	(8,558)	14,790
Supplies and Materials	242	242	-	-	-	-	-	-	-	23	265	-	(81)	184
Information Technology (IT)/Equipment	2,710	2,710	-	-	-	-	-	-	-	1,332	4,042	-	(21)	4,021
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	191,295	191,295	574	-	-	-	-	-	-	(4,869)	187,000	-	8,000	195,000
PROGRAM EXPENSES														
FLOW	-	-	-	-	-	-	-	-	-	-	-	5,000	-	5,000
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	5,000	-	5,000
TOTAL	191,295	191,295	574	-	-	-	-	-	-	(4,869)	187,000	5,000	8,000	200,000

Notes:
Civil Rights was requested in a separate account in FY25. FY26 Redirection and Request now include OCR within this account.
Small and Disadvantaged Business Utilization Outreach was requested in a separate account in FY25. FY26 Redirection and Request now include SDBUO within this account.

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 2024 Actuals	FY 2025 Enacted	Baseline Changes								FY 2026 Baseline Estimate	Program Increases or Decreases	FY 2026 Redirection of Resources	FY 2026 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2026 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES														
Financial Management Capital	5,000	5,000	-	-	-	-	-	-	-	-	5,000	-	-	5,000
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	5,000	5,000	-	-	-	-	-	-	-	-	5,000	-	-	5,000
TOTAL	5,000	5,000	-	-	-	-	-	-	-	-	5,000	-	-	5,000

Notes:

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

OFFICE OF CIVIL RIGHTS

(\$000)

	FY 2024 Actuals	FY 2025 Enacted	Baseline Changes								FY 2026 Baseline Estimate	Program Increases or Decreases	FY 2026 Redirection of Resources	FY 2026 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2026 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	45	45	-	-	-	-	-	-	-	-	45	-	(45)	-
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	13,175	13,175	66	-	-	-	-	-	-	-	13,241	(8,242)	(5,000)	-
Travel	50	50	-	-	-	-	-	-	-	-	50	(50)	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	32	32	-	-	-	-	-	-	-	1	33	(33)	-	-
Printing	12	12	-	-	-	-	-	-	-	0	12	(12)	-	-
Working Capital Fund	3,057	3,057	-	-	-	-	-	-	-	-	3,057	(3,057)	-	-
Contractual Services	1,846	1,846	-	-	-	-	-	-	-	37	1,883	(1,883)	-	-
Supplies and Materials	56	56	-	-	-	-	-	-	-	1	57	(57)	-	-
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	18,228	18,228	66	-	-	-	-	-	-	39	18,333	(13,333)	(5,000)	-
PROGRAM EXPENSES														
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	18,228	18,228	66	-	-	-	-	-	-	39	18,333	(13,333)	(5,000)	-

Notes:
Fiscal Years 2025 and 2026 FTEs reflect Fiscal Year 2024 actuals. The FY 2026 budget requests the Office of Civil Rights activities be included in the Salaries and Expenses (69-0102) account.

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

	FY 2024 Actuals	FY 2025 Enacted	Baseline Changes								FY 2026 Baseline Estimate	Program Increases or Decreases	FY 2026 Redirection of Resources	FY 2026 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2026 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTEs	12	12	-	-	-	-	-	-	-	-	12	-	(12)	-
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	2,088	2,088	10	-	-	-	-	-	-	-	2,099	-	(2,099)	-
Travel	20	20	-	-	-	-	-	-	-	-	20	-	(20)	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	1	1	-	-	-	-	-	-	-	0	1	-	(1)	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	4	4	-	-	-	-	-	-	-	0	4	-	(4)	-
Working Capital Fund	469	469	-	-	-	-	-	-	-	-	469	-	(469)	-
Contractual Services	451	451	-	-	-	-	-	-	-	(67)	384	-	(384)	-
Supplies and Materials	24	24	-	-	-	-	-	-	-	0	24	-	(24)	-
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	3,056	3,056	10	-	-	-	-	-	-	(66)	3,000	-	(3,000)	-
PROGRAM EXPENSES														
SDBUO Cooperative Agreements	2,274	2,274	-	-	-	-	-	-	-	-	2,274	(2,274)	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	2,274	2,274	-	-	-	-	-	-	-	-	2,274	(2,274)	-	-
TOTAL	5,330	5,330	10	-	-	-	-	-	-	(66)	5,274	(2,274)	(3,000)	-

Notes:
Fiscal Years 2025 and 2026 FTEs reflect Fiscal Year 2024 actuals. The FY 2026 budget requests the Small and Disadvantaged Business Utilization and Outreach activities be included in the Salaries and Expenses (69-0102) account.

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

	FY 2024 Actuals	FY 2025 Enacted	Baseline Changes								FY 2026 Baseline Estimate	Program Increases or Decreases	FY 2026 Redirection of Resources	FY 2026 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2026 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTEs	40	40	-	-	-	-	-	-	-	-	40	-	-	40
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	12,477	12,477	60	-	-	-	-	-	-	858	13,396	-	-	13,396
Travel	175	175	-	-	-	-	-	-	-	-	175	-	-	175
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	1,482	1,482	-	-	-	-	-	-	-	-	1,482	-	-	1,482
Contractual Services	6,765	6,765	-	-	-	-	-	-	-	135	6,901	3,019	-	9,920
Supplies and Materials	27	27	-	-	-	-	-	-	-	1	27	-	-	27
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	20,926	20,926	60	-	-	-	-	-	-	994	21,981	3,019	-	25,000
PROGRAM EXPENSES														
Congressional Directives	3,443	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	3,443	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	24,369	20,926	60	-	-	-	-	-	-	994	21,981	3,019	-	25,000

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

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

	FY 2024 Actuals	FY 2025 Enacted	Baseline Changes								FY 2026 Baseline Estimate	Program Increases or Decreases	FY 2026 Redirection of Resources	FY 2026 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2026 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	30	30	-	-	-	-	-	-	-	-	30	-	-	30
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	9,686	9,686	46	-	-	-	-	-	-	370	10,103	-	-	10,103
Travel	150	150	-	-	-	-	-	-	-	-	150	-	-	150
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	991	991	-	-	-	-	-	-	-	-	991	-	-	991
Contractual Services	4,637	4,637	-	-	-	-	-	-	-	93	4,730	-	-	4,730
Supplies and Materials	25	25	-	-	-	-	-	-	-	1	26	-	-	26
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	15,490	15,490	46	-	-	-	-	-	-	464	16,000	-	-	16,000
PROGRAM EXPENSES														
Congressional Directives	3,443	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	3,443	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	18,933	15,490	46	-	-	-	-	-	-	464	16,000	-	-	16,000

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

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

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

(\$000)

	FY 2024 Actuals	FY 2025 Enacted	Baseline Changes								FY 2026 Baseline Estimate	Program Increases or Decreases	FY 2026 Redirection of Resources	FY 2026 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2026 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	10	10	-	-	-	-	-	-	-	-	10	-	-	10
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	2,791	2,791	14	-	-	-	-	-	-	488	3,293	-	-	3,293
Travel	25	25	-	-	-	-	-	-	-	-	25	-	-	25
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	491	491	-	-	-	-	-	-	-	-	491	-	-	491
Contractual Services	2,128	2,128	-	-	-	-	-	-	-	43	2,171	3,019	-	5,190
Supplies and Materials	1	1	-	-	-	-	-	-	-	0	1	-	-	1
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	5,436	5,436	14	-	-	-	-	-	-	531	5,981	3,019	-	9,000
PROGRAM EXPENSES														
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	5,436	5,436	14	-	-	-	-	-	-	531	5,981	3,019	-	9,000

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

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

NATIONAL INFRASTRUCTURE INVESTMENTS

(\$000)

	FY 2024 Actuals	FY 2025 Enacted	Baseline Changes								FY 2026 Baseline Estimate	Program Increases or Decreases	FY 2026 Redirection of Resources	FY 2026 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2026 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES														
National Infrastructure Investments (Local and Regional Project Assistance)	345,000	345,000	-	-	-	-	-	-	-	-	345,000	(345,000)	-	-
National Infrastructure Investments (National Project Assistance)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	345,000	345,000	-	-	-	-	-	-	-	-	345,000	(345,000)	-	-
TOTAL	345,000	345,000	-	-	-	-	-	-	-	-	345,000	(345,000)	-	-

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
(5000)

	FY 2024 Actuals	FY 2025 Enacted	Baseline Changes								FY 2026 Baseline Estimate	Program Increases or Decreases	FY 2026 Redirection of Resources	FY 2026 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2026 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	20	20	-	-	-	-	-	-	-	-	20	-	-	20
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	4,806	4,806	24	-	-	-	-	-	-	-	4,830	-	-	4,830
Travel	275	275	-	-	-	-	-	-	-	-	275	-	-	275
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	759	759	-	-	-	-	-	-	-	-	759	-	-	759
Contractual Services	3,691	3,691	-	-	-	-	-	-	-	417	4,109	-	-	4,109
Supplies and Materials	27	27	-	-	-	-	-	-	-	1	28	-	-	28
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	9,558	9,558	24	-	-	-	-	-	-	418	10,000	-	-	10,000
PROGRAM EXPENSES														
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	9,558	9,558	24	-	-	-	-	-	-	418	10,000	-	-	10,000

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

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

CYBER SECURITY INITIATIVES

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	FY 2024 Actuals	FY 2025 Enacted	Baseline Changes								FY 2026 Baseline Estimate	Program Increases or Decreases	FY 2026 Redirection of Resources	FY 2026 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2026 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	4,343	4,343	-	-	-	-	-	-	-	-	4,343	-	-	4,343
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology (IT)/Equipment	44,657	44,657	-	-	-	-	-	-	-	-	44,657	26,000	-	70,657
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	49,000	49,000	-	-	-	-	-	-	-	-	49,000	26,000	-	75,000
PROGRAM EXPENSES														
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	49,000	49,000	-	-	-	-	-	-	-	-	49,000	26,000	-	75,000

Notes:

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

(\$000)

	FY 2024 Actuals	FY 2025 Enacted	Baseline Changes								FY 2026 Baseline Estimate	Program Increases or Decreases	FY 2026 Redirection of Resources	FY 2026 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2026 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	45	45	-	-	-	-	-	-	-	-	45	-	-	45
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	16,649	16,649	91	-	-	-	-	-	-	(9)	16,731	-	(5,000)	11,731
Travel	185	185	-	-	-	-	-	-	-	-	185	-	-	185
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	1	1	-	-	-	-	-	-	-	0	1	-	-	1
Working Capital Fund	4,000	4,000	-	-	-	-	-	-	-	-	4,000	-	-	4,000
Contractual Services	7,556	7,556	-	-	-	-	-	-	-	6	7,562	-	(1,628)	5,934
Supplies and Materials	41	41	-	-	-	-	-	-	-	-	41	-	-	41
Information Technology (IT)/Equipment	107	107	-	-	-	-	-	-	-	-	107	-	-	107
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	28,540	28,540	91	-	-	-	-	-	-	(3)	28,628	-	(6,628)	22,000
PROGRAM EXPENSES														
Research and Technology Priorities	-	4,500	-	-	-	-	-	-	-	-	4,500	872	6,628	12,000
PNT, GNSS, GPS	8,000	8,000	-	-	-	-	-	-	-	-	8,000	-	-	8,000
Advanced Research Projects Agency - Infrastructure	8,000	8,000	-	-	-	-	-	-	-	-	8,000	-	-	8,000
Tribal Traffic Fatalities Pilot Program	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-
National Laboratoty Partnerships	2,500	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	20,500	20,500	-	-	-	-	-	-	-	-	20,500	872	6,628	28,000
TOTAL	49,040	49,040	91	-	-	-	-	-	-	(3)	49,128	872	(0)	50,000

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

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

RESEARCH AND TECHNOLOGY / ARPA-I

(\$000)

	FY 2024 Actuals	FY 2025 Enacted	Baseline Changes								FY 2026 Baseline Estimate	Program Increases or Decreases	FY 2026 Redirection of Resources	FY 2026 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2026 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	3	3	-	-	-	-	-	-	-	-	3	-	-	3
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	1,985	1,985	9	-	-	-	-	-	-	(9)	1,985	-	-	1,985
Travel	15	15	-	-	-	-	-	-	-	-	15	-	-	15
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	2,000	2,000	9	-	-	-	-	-	-	(9)	2,000	-	-	2,000
PROGRAM EXPENSES														
Advanced Research Projects Agency - Infrastructure	8,000	8,000	-	-	-	-	-	-	-	-	8,000	-	-	8,000
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	8,000	8,000	-	-	-	-	-	-	-	-	8,000	-	-	8,000
TOTAL	10,000	10,000	9	-	-	-	-	-	-	(9)	10,000	-	-	10,000

Notes:

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

	FY 2024 Actuals	FY 2025 Enacted	Baseline Changes								FY 2026 Baseline Estimate	Program Increases or Decreases	FY 2026 Redirection of Resources	FY 2026 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2026 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES														
Essential Air Service	348,554	450,000	-	-	-	-	-	-	-	-	450,000	(308,000)	-	142,000
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	348,554	450,000	-	-	-	-	-	-	-	-	450,000	(308,000)	-	142,000
TOTAL	348,554	450,000	-	-	-	-	-	-	-	-	450,000	(308,000)	-	142,000

Notes:

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

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	FY 2024 Actuals	FY 2025 Enacted	Baseline Changes								FY 2026 Baseline Estimate	Program Increases or Decreases	FY 2026 Redirection of Resources	FY 2026 Request
			Annualization of Prior Pay Raises	Annualization of Positions Previously Requested	FY 2026 Pay Raises	Adjustment to Compensable Days (261 Days)	GSA Rent	WCF Increase or Decrease	FERS Increase	Inflation and Other Adjustments to Base				
PERSONNEL RESOURCES														
Direct FTEs	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Communication & Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charges-Rental-Furniture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Working Capital Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Contractual Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies and Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology (IT)/Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PROGRAM EXPENSES														
Rural and Tribal Infrastructure Advancement	25,000	25,000	-	-	-	-	-	-	-	-	25,000	(25,000)	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Program Subtotal	25,000	25,000	-	-	-	-	-	-	-	-	25,000	(25,000)	-	-
TOTAL	25,000	25,000	-	-	-	-	-	-	-	-	25,000	(25,000)	-	-

Notes: _____

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

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ACCOUNTS	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 REQUEST
APPROPRIATION/OBLIGATION LIMITATION			
SALARIES AND EXPENSES	41,869	41,869	85,449
OFFICE OF CIVIL RIGHTS	3,067	3,067	-
SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH	473	473	-
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	1,495	1,495	1,495
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	999	999	999
INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER	496	496	496
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	766	766	766
CYBER SECURITY INITIATIVES	4,343	4,343	4,343
RESEARCH AND TECHNOLOGY	4,023	4,023	4,023
SUBTOTAL, APPROPRIATION/OBLIGATION LIMITATION	56,036	56,036	96,078
INDEFINITE BUDGET AUTHORITY			
ESSENTIAL AIR SERVICE	722	722	722
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM	339	339	
SUBTOTAL, INDEFINITE BUDGET AUTHORITY	1,062	1,062	722
REIMBURSABLE			
SALARIES AND EXPENSES	1,221	1,221	1,221
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND	15,211	15,211	15,212
TRANSPORTATION SAFETY INSTITUTE	399	399	399
SUBTOTAL, REIMBURSABLE	16,831	16,831	16,832
ALLOCATION			
BUREAU OF TRANSPORTATION STATISTICS	7,883	7,883	7,883
UNIVERSITY TRANSPORTATION CENTERS PROGRAM	435	435	435
JOINT OFFICE OF ENERGY AND TRANSPORTATION (JOET)			
SUBTOTAL, ALLOCATION	8,319	8,319	8,319
IIJA SUPPLEMENTAL ADVANCE APPROPRIATIONS			
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)	3,077	3,077	3,077
SUBTOTAL, IIJA SUPPLEMENTAL ADANCE APPROPRIATION	3,077	3,077	3,077
GRAND TOTAL	85,324	85,324	125,028

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

ACCOUNTS	FY 2024 ACTUALS	FY 2025 ENACTED	FY 2026 REQUEST
APPROPRIATION/OBLIGATION LIMITATION			
SALARIES AND EXPENSES	483	483	368
OFFICE OF CIVIL RIGHTS	45	45	-
SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH	12	12	-
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	40	40	40
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	30	30	30
INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER	10	10	10
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	20	20	20
RESEARCH AND TECHNOLOGY	45	45	45
SUBTOTAL, APPROPRIATION/OBLIGATION LIMITATION	645	645	473
INDEFINITE BUDGET AUTHORITY			
ESSENTIAL AIR SERVICE	12	12	12
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
SUBTOTAL, INDEFINITE BUDGET AUTHORITY	52	52	52
REIMBURSABLE			
SALARIES AND EXPENSES	24	24	24
JOHN A. VOLPE TRANSPORTATION SYSTEM CENTER WORKING CAPITAL FUND	649	649	649
WORKING CAPITAL FUND	295	295	1,097
TRANSPORTATION SAFETY INSTITUTE	39	39	39
BUREAU OF TRANSPORTATION STATISTICS	20	20	20
SUBTOTAL, REIMBURSABLE	1,027	1,027	1,829
ALLOCATION			
BUREAU OF TRANSPORTATION STATISTICS	48	48	48
SUBTOTAL, ALLOCATION	48	48	48
IIJA SUPPLEMENTAL ADVANCE APPROPRIATIONS			
OPERATIONAL SUPPORT ADMINISTRATIVE TAKEDOWN (NON-ADD)	98	98	98
SUBTOTAL, IIJA SUPPLEMENTAL ADANCE APPROPRIATION	98	98	98
GRAND TOTAL	1,870	1,870	2,500 ^{1/}

1/The FY 2026 request assumes that positions and programs related to HR, IT, Procurement, Governmental Affairs, Communications/Public Affairs, and Civil Rights will be consolidated within the Office of the Secretary through the WCF.

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 2025 collections, shall be available until expended in the Department's Working Capital Fund to provide contractual services in support of section 199 of this Act: Provided, That obligations in fiscal year 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. 189 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 of 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. None of the funds provided in this Act to the Department of Transportation may be used to provide credit assistance unless not less than 3 days before any application approval to provide credit assistance under sections 603 and 604 of title 23, United States Code, the Secretary provides notification in writing to the following committees: the House and Senate Committees on Appropriations; the Committee on Environment and Public Works and the Committee on Banking, Housing and Urban Affairs of the Senate; and the Committee on Transportation and Infrastructure of the House of Representatives: *Provided*, That such notification shall include, but not be limited to, the name of the project sponsor; a description of the project; whether credit assistance will be provided as a direct loan, loan guarantee, or line of credit; and the amount of credit assistance.

Sec. 107 Explanation

Section 107 retains the provision requiring written congressional notification before DOT provides credit assistance under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

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

Sec. 108 Explanation

Section 108 retains the provision allowing the operating administrations to transfer funds to the Office of Tribal Governmental Affairs for recipients of the Tribal Transportation Self-Governance program.

SEC. 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

SEC. 109A.

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

Sec. 109A Explanation

Section 109A allows OST to transfer and consolidate administrative resources for certain grants programs appropriated to OST. This allows OST to pool the funds into the same account identified in Section 801 of the Infrastructure Investment and Jobs Act, but the purpose of these pooled funds is for grants administration and oversight only.

SEC. 109B. For amounts provided for this fiscal year and prior fiscal years, section 24112(c)(2)(B) of Public Law 117-58 shall be applied by substituting "30 percent" for "40 percent".

Sec. 109B Explanation

Section 109B lowers the requirement of the amounts awarded to planning activities from 40 percent to 30 percent. In the first three fiscal years, DOT received fewer applications requesting planning funding than funds available. Based on the prior data, the Department expects to be undersubscribed for planning funds in FY 2026.

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. In FY 2023, implementation grant funding requests were almost four times larger than available funds. Without the change, the Safe Streets and 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. [180] 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. [181] 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. [182] 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. [183] 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. [184] 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. [185] 195. None of the funds made available by this Act or in title VIII of division J of Public Law 117–58 to the Department of Transportation may be used to make a loan, loan guarantee, line of credit, letter of intent, federally funded cooperative agreement, full funding grant agreement, or discretionary grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than 3 full business days before any project competitively selected to receive any discretionary grant award, letter of intent, loan commitment, loan guarantee commitment, line of credit commitment, federally funded cooperative agreement, or full funding grant agreement is announced by the Department or its operating administrations: *Provided*, That the Secretary of Transportation shall provide the House and Senate Committees on Appropriations with a comprehensive list of all such loans, loan guarantees, lines of credit, letters of intent, federally funded cooperative agreements, full

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

Sec. 195 Explanation

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

SEC. [186] 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. [187] 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. [188] 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. [189] 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. [190] 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. [191] 201. The Secretary of Transportation shall coordinate with the Secretary of Homeland Security to ensure that best practices for Industrial Control Systems Procurement are up-to-date and shall ensure that systems procured with funds provided under this title were procured using such practices.

Sec. 201 Explanation

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

SEC. [192] 202. None of the funds made available in this Act may be used in contravention of the American Security Drone Act of 2023 (subtitle B of title XVIII of division A of Public Law 118-31).

Sec. 202 Explanation

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

GENERAL PROVISIONS—THIS ACT

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

Sec. 401 Explanation

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

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

Sec. 402 Explanation

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

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

Sec. 403 Explanation

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

[SEC. 404.

(a) None of the funds made available in this Act may be obligated or expended for any employee training that—

- (1) does not meet identified needs for knowledge, skills, and abilities bearing directly upon the performance of official duties;
- (2) contains elements likely to induce high levels of emotional response or psychological stress in some participants;
- (3) does not require prior employee notification of the content and methods to be used in the training and written end of course evaluation;
- (4) contains any methods or content associated with religious or quasi-religious

belief systems or "new age" belief systems as defined in Equal Employment Opportunity Commission Notice N-915.022, dated September 2, 1988; or
(5) is offensive to, or designed to change, participants' personal values or lifestyle outside the workplace.

(b) Nothing in this section shall prohibit, restrict, or otherwise preclude an agency from conducting training bearing directly upon the performance of official duties.]

SEC. [405] 404. Except as otherwise provided in this Act, none of the funds provided in this Act, provided by previous appropriations Acts to the agencies or entities funded in this Act that remain available for obligation or expenditure in fiscal year [2024] 2026, or provided from any accounts in the Treasury derived by the collection of fees and available to the agencies funded by this Act, shall be available for obligation or expenditure through a reprogramming of funds that—

- (1) creates a new program;
- (2) eliminates a program, project, or activity;
- (3) increases funds or personnel for any program, project, or activity for which funds have been denied or restricted by the Congress;
- (4) proposes to use funds directed for a specific activity by either the House or Senate Committees on Appropriations for a different purpose;
- (5) augments existing programs, projects, or activities in excess of \$5,000,000 or 10 percent, whichever is less;
- (6) reduces existing programs, projects, or activities by \$5,000,000 or 10 percent, whichever is less; or
- (7) creates, reorganizes, or restructures a branch, division, office, bureau, board, commission, agency, administration, or department different from the budget justifications submitted to the Committees on Appropriations or the table accompanying the explanatory statement described in section 4 (in the matter preceding division A of this consolidated Act), whichever is more detailed, unless [prior approval is received from] *notice is provided to* the House and Senate Committees on Appropriations:

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

- [(A)]8 a table for each appropriation with a separate column to display the prior year enacted level, the President's budget request, adjustments made by Congress, adjustments due to enacted rescissions, if appropriate, and the fiscal year enacted level;
- [(B)]9 a delineation in the table for each appropriation and its respective prior year enacted level by object class and program, project, and activity as detailed in this Act, the table accompanying the explanatory statement described in section 4 (in the matter preceding division A of this consolidated Act), accompanying reports of the House and Senate Committee on Appropriations, or in the budget appendix for the respective appropriations, whichever is more detailed, and shall apply to all items for which a dollar amount is specified and to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations; and
- [(C)]10 an identification of items of special congressional interest.

Sec. 404 Explanation

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

SEC. [406] 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] 2026 from appropriations made available for salaries and expenses for fiscal year [2024] 2026 in this Act, shall remain available through September 30, [2025] 2027, for each such account for the purposes authorized: *Provided*, That a [request] *notification* shall be submitted to the House and Senate Committees on Appropriations [for approval] prior to the expenditure of such funds: *Provided further*, That these shall be made in compliance with reprogramming guidelines under section [405] 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. [407] 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. 408. None of the funds made available in this Act may be transferred to any department, agency, or instrumentality of the United States Government, except pursuant to a transfer made by, or transfer authority provided in, this Act or any other appropriations Act.]

SEC. [409] 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. [410] 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. [411] 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. [412] 410. None of the funds made available in this Act may be used to send or otherwise pay for the attendance of more than 50 employees of a single agency or department of the United States Government, who are stationed in the United States, at any single international conference unless the relevant Secretary reports to the House and Senate Committees on Appropriations at least 5 days in advance that such attendance is important to the national interest: *Provided*, That for purposes of this section the term “international conference” shall mean a conference occurring outside of the United States attended by representatives of the United States Government and of foreign governments, international organizations or nongovernmental organizations.

Sec. 410 Explanation

Section 410 prohibits the attendance of more than 50 employees of any single agency at any single international conference unless reported to the House and Senate Committees on Appropriations that such attendance is necessary to the national interest.

[SEC. 413. None of the funds appropriated or otherwise made available under this Act may be used by the Surface Transportation Board to charge or collect any filing fee for rate or practice complaints filed with the Board in an amount in excess of the amount authorized for district court civil suit filing fees under section 1914 of title 28, United States Code.]

SEC. [414] 411.

(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. 411 Explanation

Section 411 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. [416] 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.

SEC. [417] 413. No part of any appropriation contained in this Act shall be available to pay the salary for any person filling a position, other than a temporary position, formerly held by an employee who has left to enter the Armed Forces of the United States and has satisfactorily completed his or her period of active military or naval service, and has within 90 days after his or her release from such service or from hospitalization continuing after discharge for a period of not more than 1 year, made application for restoration to his or her former position and has been certified by the Office of Personnel Management as still qualified to perform the duties of his or her former position and has not been restored thereto.

Sec. 413 Explanation

Section 413 prohibits these appropriations from paying the salary of any person filling a position to which a servicemember has left and applied to return to as long as OPM has certified they are still qualified to perform the duties of that former position.

SEC. [418] 414.

- (a) None of the funds made available by this Act may be used to approve a new foreign air carrier permit under sections 41301 through 41305 of title 49, United States Code, or exemption application under section 40109 of that title of an air carrier already holding an air operators certificate issued by a country that is party to the U.S.-E.U.-Iceland-Norway Air Transport Agreement where such approval would contravene United States law or Article 17 bis of the U.S.-E.U.-Iceland-Norway Air Transport Agreement.
- (b) Nothing in this section shall prohibit, restrict or otherwise preclude the Secretary of Transportation from granting a foreign air carrier a permit or an exemption to such an air carrier where such authorization is consistent with the U.S.-E.U.-Iceland-Norway Air Transport Agreement and United States law.

Sec. 414 Explanation

Section 414 prohibits the use of funds to approve new foreign air carrier permits or exemptions for airlines from countries in the U.S.-E.U.-Iceland-Norway Air Transport Agreement if doing so would violate U.S. law or Article 17 bis of the agreement, but allows approvals that comply with both.

[SEC.419.

- (a) In the table of projects in the explanatory statement referenced in section 417 of the

Section 3 – FY 2026 Budget Requests by Account

Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2022 (division L of Public Law 117-103) –

- (1) The item relating to “Midland Center for the Arts only for structural improvements” is deemed to be amended by striking recipient “City of Midland” and inserting “Midland Center for the Arts”;
 - (2) The item relating to “Barren County Fiscal Court – Chapatcha Industrial Park Development” is deemed amended by striking project “Barren County Fiscal Court – Chapatcha Industrial Park Development” and inserting “Barren County Fiscal Court – Chapatcha Industrial Park or South Cooper Industrial Park Development”;
 - (3) The item relating to “Pasco County Board of County Commissioners – Rural Northwest Pasco Community Park Site Acquisition” is deemed to be amended by striking “Northwest” and inserting “Northeast”;
 - (4) The item relating to “Wood County Development Authority – Site Readiness & Redevelopment Downtown Parkersburg” is deemed to be amended by striking “Wood County Development Authority – Site Readiness & Redevelopment Downtown Parkersburg” and inserting “Redevelopment of Downtown Parkersburg”;
 - (5) The item relating to “Rosemary’s Way Penacook Affordable Housing” is deemed to be amended by striking recipient “CATCH Neighborhood Housing” and inserting “Concord Area Trust for Community Housing”;
 - (6) The item relating to “Lead Safe Home Fund” is deemed to be amended by striking recipient “Lead Safe Cleveland Coalition” and inserting “Mt. Sinai Health Care Foundation”;
 - (7) The item relating to “Boys & Girls Club in Miami Gardens” is deemed to be amended by striking “Club in Miami Gardens” and inserting “Clubs within the Miami-Dade area”;
 - (8) The item relating to “Acquisition of new commercial space” is deemed to be amended by striking “Acquisition of new commercial space” and inserting “Renovation of community center”;
 - (9) The item relating to “North Commons Regional Vision” is deemed to be amended by striking recipient “Minneapolis Park and Recreation Board” and inserting “City of Minneapolis”;
 - (10) The item relating to “Electric school bus and associated electric vehicle (EV) charging infrastructure” is deemed to be amended by striking recipient “Falls Church City Public Schools” and inserting “City of Falls Church”;
 - (11) The item relating to “A PLACE 4 ALICE facility improvement” is deemed to be amended by striking “A PLACE 4 ALICE facility improvement” and inserting “Affordable Housing and Community Facilities”; and
- (b) In the table of projects entitled “Community Project Funding/Congressionally Directed Spending” in the explanatory statement for division L of the Consolidated Appropriations Act, 2023 (Public Law 117-328) described in section 4 in the matter preceding division A of such Act –

- (1) The item relating to “River Road Homes Affordable Housing Infrastructure” is deemed to be amended by striking recipient “Town of Canaan” and inserting “Falls Village Housing Trust Inc.”;
- (2) The item relating to “The Star Community Family Life Center” is deemed to be amended by striking recipient “The Star Community Family Life Center” and inserting “MSBC Five Star Program, Inc.”;
- (3) The item relating to “Early Learning Childcare Center Construction” (recipient “The Caring Place”) is deemed to be amended by striking “Early Learning Childcare Center Construction” and inserting “CARE Center construction”;
- (4) The item relating to “Upper Bucks Rail Trail” is deemed to be amended by striking recipient “Appalachian Mountain Club” and inserting “The County of Bucks”;
- (5) The item relating to “YMCA & Albion College Initiative of the Washington Gardner Center Building Renovation and Expansion” is deemed to be amended by striking “YMCA & Albion College Initiative of the Washington Gardner Center Building Renovation and Expansion” and inserting “Site improvements”;
- (6) The item relating to “Wood County Industrial Site Readiness and Redevelopment” is deemed amended by striking “Wood County Industrial Site Readiness and Redevelopment” and inserting “Redevelopment of Downtown Parkersburg”;
- (7) The item relating to “B-360 Educational Campus” is deemed to be amended by striking “I Am Mentality, Inc.” and inserting “B-360 Baltimore, Inc.”;
- (8) The item relating to “Riverbrook Regional YMCA” is deemed to be amended by striking recipient “Riverbrook Regional Young Men’s Christian Association, Inc.” and inserting “City of Norwalk”;
- (9) The item relating to “Miami Veterans Housing Project” is deemed to be amended by striking recipient “United Way Miami” and inserting “CRC Leadership, Inc.”;
- (10) The item relating to “Supportive Living, Community Day Services, and Housing Site Project for Adults with Intellectual Disabilities” is deemed to be amended by striking “, Community Day Services, and Housing”;
- (11) the item relating to "Public Library Addition" is deemed to be amended by striking "Addition" and inserting "Renovation";
- (12) the item relating to "Renovation of Snelling Motel to Affordable Housing for Veterans" is deemed to be amended by striking "Snelling Motel to" and inserting "Hotel for";
- (13) the item relating to "Indigenous Farm Hub" is deemed to be amended by striking recipient "Tides Center" and inserting "Native American Community Academy Inspired Schools Network (NISN)";
- (14) the item relating to "El Centro de la Raza—Pattison's West Community Campus Property Acquisition" is deemed to be amended by striking "El Centro de la Raza—Pattison's West Community Campus Property Acquisition" and inserting "Pattison's West Community Campus";
- (15) the item relating to "Road Raising & Flood Resiliency for Amity Harbor and American Venice Project" is deemed to be amended by striking "Road Raising & Flood Resiliency for Amity Harbor and American Venice Project" and inserting "Town of Babylon Federal Aid Roadway Improvement Project";
- (16) the item relating to "Dayton International Airport (DAY)—Northeast Logistics Access Project" is amended by striking "Dayton International Airport (DAY)—

- Northeast Logistics Access Project" and inserting "Infrastructure capital improvements, including street, wastewater and sewer line improvements";
- (17) the item relating to "Help Me Grow Skagit Family Resource Center Expansion" is deemed to be amended by striking recipient "Children's Council of Skagit County" and inserting "Children's Museum of Skagit County"; and
- (18) the item relating to "Permanent Supportive Housing Properties Acquisition" is deemed to be amended by striking "Permanent Supportive Housing Properties Acquisition" and inserting "Permanent Supportive Housing Acquisition, Development and Rehabilitation".]

[SEC. 420. None of the funds made available by this Act may be used by the Secretary of Housing and Urban Development in contravention of section 312 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5155).]

SEC. [421] 415. None of the funds made available by this Act to the Department of Transportation may be used in contravention of section 306108 of title 54, United States Code.

Sec. 415 Explanation

Section 415 prohibits the Department of Transportation from using any funds in violation of section 306108 of title 54, U.S. Code, which requires federal agencies to consider the impact of their projects on historic properties before spending funds or issuing permits.

SEC. [422] 416. None of the funds made available by this or any other Act may be used to require the use of inward facing cameras or require a motor carrier to register an apprenticeship program with the Department of Labor as a condition for participation in the safe driver apprenticeship pilot program.

Sec. 416 Explanation

Section 416 prohibits funds from being used to require inward facing cameras or to require a motor carrier register their apprenticeship program with the Department of Labor as a condition for participating in the safe driver apprenticeship pilot program.

[SEC. 423. None of the funds made available by this Act may be used by the Department of Housing and Urban Development to direct a grantee to undertake specific changes to existing zoning laws as part of carrying out the final rule entitled “Affirmatively Furthering Fair Housing” (80 Fed. Reg. 42272 (July 16, 2015)) or the notice entitled “Affirmatively Furthering Fair Housing Assessment Tool” (79 Fed. Reg. 57949 (September 26, 2014)).]

[SEC. 424. None of the funds made available by this Act may be used in contravention of existing Federal law regarding non-citizen eligibility and ineligibility for occupancy in federally assisted housing or for participation in and assistance under Federal housing programs, including

section 214 of the Housing and Community Development Act of 1980 (42 U.S.C. 1436a) and title IV of the Personal Responsibility and Work Opportunity Reconciliation Act of 1996 (8 U.S.C. 1601 et seq.).]

[SEC. 425. Section 127 of title 23, United States Code, is amended by inserting at the end the following:

"(1) IN GENERAL.—The State of Mississippi may allow, by special permit, the operation of a covered agricultural vehicle on the Interstate System in the State of Mississippi if such vehicle does not exceed—

"(A) a gross vehicle weight of 88,000 pounds; and

"(B) 110 percent of the maximum weight on any axle or axle group described in subsection (a)(2), including any enforcement tolerance.

"(2) COVERED AGRICULTURAL VEHICLE DEFINED.—In this subsection, the term "covered agricultural vehicle" means a vehicle that is transporting unprocessed agricultural crops used for food, feed or fiber, or raw or unfinished forest products, including logs, pulpwood, biomass or wood chips.

"(1) IN GENERAL.—The State of West Virginia may allow, by special permit, the operation of a vehicle that is transporting materials and equipment on the Interstate System in the State of West Virginia if such vehicle does not exceed 110 percent of the maximum weight on any axle or axle group described in subsection (a)(2), including any enforcement tolerance, provided the remaining gross vehicle weight requirements of subsection (a) are met.

"(2) DEFINITION.—In this subsection, the term "materials and equipment" means materials and equipment that are used on a project eligible under this chapter.".]

SEC. [426] 417. None of the funds appropriated or made available by this division for the Department of Transportation for fiscal year 2024 may be used to enforce a mask mandate in response to the COVID-19 virus.

Sec. 417 Explanation

Section 417 prohibits FY 2024 funds from being used to enforce mask mandates.

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 2024	FY 2025	FY 2026
	Actuals	Enacted	Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	115,139	115,139	89,730
Travel	1,579	1,579	1,186
Other Costs	74,577	74,577	104,084
Programs	-	-	5,000
TOTAL	191,295	191,295	200,000

STAFFING

Direct FTEs	483	483	368
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Appropriations Language

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, \$200,000,000, to remain available until September 30, 2027: 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 headings "Office of the Secretary—Minority Business Resource Center Program" and "Office of the Secretary—Small and Disadvantaged Business Utilization and Outreach": 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.--This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (Division A of Public Law 119-4).

Program and Performance Statement

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

Detailed Justification for the Immediate Office of the Secretary

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

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

Funding Changes:

The FY 2026 budget request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) 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, 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.

Funding Changes:

The FY 2026 budget request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) 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, 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 develops and implements policies related to the National Environmental Policy Act, and infrastructure permitting. 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 70 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 the Infrastructure Investment and Jobs Act (IIJA) 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 IIJA-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 Volpe National Transportation Systems Center, supports staff within the OST, the OAs and project sponsors to successfully deliver projects that improve the safety and resilience of the transportation system. The Project Delivery program is

funded from drawdown funds from the IIJA grant programs that OST manages. Staff serve as liaisons assigned to identify and troubleshoot issues on a limited number of complex priority projects across 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, and for carrying out statutory and regulatory authority on aviation economic matters. The Office negotiates bilateral and multilateral aviation agreements, provides Departmental leadership on international multimodal transportation policies, and participates in international diplomatic dialogues and protocol activities. The Office administers programs and takes regulatory actions to address competition, licensing of air carriers, and access to the national transportation system. The Office leads DOT's international engagement with bilateral, regional and multilateral partners on multimodal transportation matters, and serves as the focal point for DOT participation in trade negotiations. It further advises and assists in the development of international transportation systems through interactions with partner agencies and foreign organizations, advocating for regulations that are compatible across borders, and working internationally to develop and enact best transportation policies that promote innovation and support U.S. foreign policy initiatives. The Office directly contributes to advancing America's economic growth and competitiveness domestically and internationally by helping remove technical barriers to trade through efficient and flexible transportation, as well as more cohesive national aviation policies. OST-X also represents DOT on several interagency processes and works with other Departmental offices to support the implementation of Executive Orders (EOs) and Administration priorities.

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

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

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

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

Office of Multimodal Freight Infrastructure and Policy (Freight Office)

The Freight Office is responsible for carrying out the national freight policy, coordinating multimodal freight policy across the Department, developing the National Freight Strategic Plan

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

FY 2025 Anticipated Accomplishments:

Office of Multimodal Freight Infrastructure and Policy

- Leverage the National Multimodal Freight Network, to assist states and cities and the federal government with strategically directing resources to improve the efficient movement of freight.
- Update the National Freight Strategic Plan to address new requirements outlined in the Infrastructure Investment and Jobs Act and to reflect the shifting global freight landscape.
- Expand FLOW to include U.S. exports, which allows the industry and federal government to more fully understand disruption and congestion in the freight system and enables U.S. exporters to be more competitive.
- Re-establish the internal Freight Policy Coordinating Council, which will work to align Operating Administration policies to reduce redundancy and improve delivery of freight infrastructure.

Office of the Assistant Secretary for Aviation and International Affairs

- Lead the development of and carry out public policy and regulatory actions related to domestic and international aviation economic matters, ensuring the benefits of a deregulated and competitive domestic airline industry for consumers and shippers.
- Analyze and improve air service and access to the national aviation system for small and rural communities.
- Negotiate access to international aviation markets, and secure outcomes favorable to U.S. aviation stakeholders regarding bilateral and multilateral international aviation issues. Negotiate new Open Skies agreements that will boost connectivity and lay foundations for cooperation with more international aviation partners. Address tough aviation issues in bilateral relationships with foreign countries, leveraging the Secretary's regulatory authority.
- Lead DOT's international engagement with bilateral, regional, and multilateral partners on multimodal transportation matters, and serve as the focal point for DOT participation in trade negotiations.
- Advise and assist in the development of international transportation systems through interactions with partner agencies and foreign organizations, advocating for regulations that are compatible across borders, and working internationally to develop and enact best transportation policies that promote innovation and support U.S. foreign policy initiatives.
- Advance U.S. leadership at the 42nd Assembly of the International Civil Aviation Organization (ICAO).
- Monitor and analyze major economic and commercial developments in the airline industry; analyze the competitive impacts from mergers, immunized alliances, and other cooperative arrangements among airlines, as well as the impact of bankruptcies and strikes; and coordinate airport competition and slot allocation policies to ensure broader DOT policy goals are met, including competition, delay mitigation, and efficiency.

- On Advanced Air Mobility (AAM), lead the AAM Interagency Working Group (IWG), coordinate virtual and in-person meetings, including site visits to AAM innovators and airports preparing for AAM, with experts from more than 20 participating Federal agencies, and hundreds of industry, state, local, tribal, and community stakeholders; implementing the AAM IWG Report to Congress to support the whole of government strategy to advance U.S. leadership in this exciting field.
- Advance the Department's global programs and policies the areas of safety, competitiveness, infrastructure investments, future-oriented innovations (such as AI and automation), and freight policy/supply chains, essential in supporting Administration priorities, including the implementation of the America First Trade and Investment policies in the Indo-Pacific, the Arctic, G7/G20, International Transportation Forum (ITF), Association of Southeast Asian Nations (ASEAN) Transportation Partnership, Asia Pacific Economic Cooperation (APEC), United Nations Inland Transport Committee and its standards setting bodies, and the International Maritime Organization.
- Analyze and grant, when statutory and regulatory requirements are met, economic authority to new and changing business models in the airline industry, including manned and unmanned models.
- Issue economic licenses to U.S. air carriers for authority to operate international services; process cases under the International Air Transportation Fair Competitive Practices Act (IATFPCA); and adjudicate foreign carrier applications for economic operating authority.
- Work with the US Trade Representative (USTR) on bilateral trade agreement negotiations and implementing the transportation provisions of trade agreements, and in response to reciprocal tariffs, aligning with DOT's strategic objectives for economic competitiveness, safety, security, and innovation.
- Continue to advance the Department's human trafficking initiative by working with transportation stakeholders across all modes of transportation to ensure they are equipped with guidance, training, and best practices to help stop this crime.
- Spearhead efforts to increase supply chain resilience and enhance U.S. maritime leadership, through engagement with partners including ASEAN, APEC, G7, and other bilateral relationships in key regions around the world to create an effective counterweight to Chinese influence.
- Work with State Department, National Security Council, Office of the U.S. Trade Representative, Office of Management and Budget, and other departments and agencies to leverage resources and amplify the impact of U.S. engagement on U.S. maritime and Arctic strategies, port security, restoring U.S. shipbuilding and related issues.

Funding Changes:

The FY 2026 budget request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) 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 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 and economic policies and the deployment of innovative technologies throughout transportation sectors, such as the safe testing, economic licensing, and deployment of Automated Vehicles (AV) and Unmanned Aircraft Systems (UAS) in the U.S. transportation system.

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

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

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

FLOW, the first of its kind in the Freight Office, supports American businesses and consumers throughout the supply chain and improves accuracy of information from end-to-end for a more resilient supply chain. The recent supply chain disruptions have raised national awareness of the need for improved exchanging of information. Better cooperation on foundational freight data

exchange means supply chain stakeholders can make better-informed decisions that will reduce shipping costs and times, cut costs for consumers, and create a stronger and more resilient economy. Currently, the lack of transparency across supply chain networks makes our supply chain brittle and unable to adapt when faced with a disruption.

Detailed Justification for the Office of the Executive Secretariat

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

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

FY 2025 Anticipated Accomplishments:

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

Funding Changes:

The FY 2026 budget request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) 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 efficient responses to Secretarial inquiries from the public and Congress, as well as manages expedited reviews of presidential directives, initiatives, and Executive Orders that directly respond to responsibilities of the U.S. Department of Transportation. The Executive Secretariat office maintains a record of approvals and decisions made by the Secretary, Deputy Secretary, and Agency leadership. In doing so, the office is responsible for ensuring the Secretary, Deputy Secretary, and Agency leadership have the critical background materials to make decisions on behalf of the Agency that improve the safety and well-being of all Americans. The Office is committed to upholding the highest grammatical and substantive standards in its execution of these tasks.

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

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

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

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

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

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

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

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

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

FY 2025 Anticipated Accomplishments:

- Strengthen 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.
- Provide for the safety and security of the Secretary.
- Exercise and refine devolution and dispersed operations plans to enhance COOP/COG programs.
- Support NSC development of national security guidance to improve critical infrastructure resilience, such as the creation of the National Resilience Strategy called for in Executive Order 14239: Achieving Efficiency Through State and Local Preparedness Facilitate constructive engagement on critical infrastructure cybersecurity with co-SRMA partners and transportation systems sector stakeholders to operationalize an enduring and effective model of collaborative defense and risk reduction.
- Lead an adaptable Emergency Response Team to fulfill DOT's National Response Framework and National Disaster Recovery Framework responsibilities.
- Build resilience into DOT's response and recovery posture to better prepare for more frequent and destructive disasters.

Funding Changes:

The FY 2026 budget request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) inflation and other adjustments to base.

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

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

Detailed Justification for the Office of the Chief 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 products, services, 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 Infrastructure Investment and Jobs Act. 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 products that accelerate the DOT mission and achieving accountability for results with complete transparency through centralized IT services.

OCIO will unify IT across the Department, centralizing personnel and resources to address the evolving and increasing complexity of IT infrastructure and services, direct efforts to ensure operational efficiency, cost-effectiveness, strategic alignment, and compliance with all required federal and Departmental mandates. The OCIO must create and maintain an agile, reliable, innovative, and scalable IT environment and leverage a "software factory" approach to deliver business services that implement best practices, achieve efficiencies, and reduce risk while aligning requests with the mission priorities of DOT stakeholders. In FY 2026, 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:

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,

- The use of technology to accelerate the DOT mission, resulting in innovative solutions for DOT to improve its Cybersecurity, leverage effective shared services, harness the power of data as a strategic asset to support decision-making and operations, reduce duplication, increase efficiencies, and enable OAs to focus on their missions.

Accomplish 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

which is focused on implementing security-related improvements.

and efficiently procures and provides lifecycle management and oversight of its IT investments and enterprise IT risk management.

The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting this office's functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF).

FY 2025 Anticipated Accomplishments:

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

Funding Changes:

The FY 2026 budget request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) inflation and other adjustments to base.

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 Public Liaison

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

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

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

The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting this office's functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF).

FY 2025 Anticipated Accomplishments:

- Promote the Administration's agenda to unleash innovation by removing unnecessary regulatory barriers. In addition, the Department will work to ensure our transportation infrastructure is built to last with speed, ingenuity, and durability so that Americans can reap returns on their investments for generations to come.
- Support the Secretary in preparing for and conducting hundreds of speeches and interviews on Departmental safety and investment priorities and developments and other programs and initiatives with both media and stakeholder interest around the country.
- The Office will be responsible for preparing the Secretary and other senior leaders as they continue to inform the public of the importance of DOT actions. The Office will also be responsible for working with both national and local reporters on understanding day-to-day transportation programs and policies, including crisis communications, as the country deals with natural and other disasters, ensuring the public is aware of all that DOT does to help in these situations.
- This Office anticipates preparing thousands of social media posts and scores of videos and graphics for social media. In calendar year 2025 this Office will help draft, review, and clear

hundreds of press releases from OST and the modal administrations, ensuring accuracy and clarity.

- Continue to create and coordinate opportunities for direct dialogue between the Administration and the American public.
- Continue to represent DOT to external stakeholders across the private sector, elected and government entities, and individuals to deepen engagement and understanding of critical Administration and Department initiatives.
- Continue to play a lead role in staffing key public events with the Secretary and Deputy Secretary; leading, planning, and staffing major external stakeholder meetings; and serving as the primary liaison and DOT representative for a wide array of events and meetings with individuals and organizations interested in the work of DOT and the Administration, traveling to destinations nationally and internationally as necessary and appropriate.

Funding Changes:

The FY 2026 budget request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) inflation and other adjustments to base.

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

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

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

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

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

The 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 budget, financial management, 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 Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (the Evidence Act) and guides Enterprise Risk Management across DOT.

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

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

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

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

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

The Office of the Secretary has nearly \$5 billion in discretionary budget authority over twenty programs. 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 and provides oversight of the DOT 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 2025 Anticipated Accomplishments:

- Providing an effective presentation of a sound budget for OST and DOT that supports our core operations, addresses emerging issues, and upholds the Administration's priorities in safety and economic development; fostering effective use of resources – such as grant and formula dollars – to invest in innovative research and cyber security; and providing financial oversight in the 5th year implementation of the Infrastructure Investment and Jobs Act (IIJA) to meet our nation's infrastructure needs.

- Continuing to provide accurate and reliable financial information and build on our record of 18 consecutive clean annual financial audits by overseeing and enforcing financial controls.
- Continuing to function as an oversight and consultative body to the DOT OAs. This includes working with the OAs to ensure they can bring difficult and complex financial reporting issues to the Office and be provided with opinions, recommendations, or authoritative determinations to resolve noted issues and maintain compliance with Generally Accepted Accounting Principles. The Office will continue leading DOT's implementation of Statement of Federal Financial Accounting Standards (SFFAS) 54, *Leases updated guidance*.
- Releasing DOT's FY 2026 Annual Performance Plan in accordance with GPRAMA for the new Strategic Plan covering FY 2026-2030. The plan will be concise and data-driven, reflecting the priorities and goals of the administration and the Secretary, while emphasizing outcome-oriented objectives to deliver effective program results.
- Expanding the internal process for reviewing progress towards performance goals through conducting internal annual DOT strategic review, in accordance with the Federal Agency Performance Act of 2024.
- Releasing DOT's FY 2026 Annual Evaluation Plan, in accordance with the Evidence Act and GPRAMA for the new Strategic Plan FY 2026-2030. The FY 2026 Evaluation Plan features four new and significant evaluations that DOT will undertake in FY 2026. These evaluations will build the evidence DOT needs to advance transportation safety and economic development. Each evaluation will deliver actionable findings during FY 2026.
- 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 2026 budget request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) 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 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.

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

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

The Office provides legal counsel and support on complex matters involving surface transportation project finance and public-private partnerships, federal and state law and contractual interpretation concerning project finance and public-private partnerships; 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 National Infrastructure Investments (NII) Grant Programs.

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 (OAs) is or might become a party or has an interest. The Office defends the President's Executive Orders and major initiatives of the Secretary of Transportation, ensuring that the Administration's priorities are not hindered by litigation and that the Executive Branch is able to properly exercise its Constitutional authority. The Office

oversees all Supreme Court cases and significant appellate cases involving DOT and coordinates Department of Justice representation in such matters, and it supervises the preparation of all filings before independent regulatory agencies on DOT's behalf. The Office also provides legal advice concerning litigation risk and pre-and post-litigation policy decisions and advises DOT leadership about implementing important policies in a way that minimizes risk. 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 administrative and judicial 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 substantive rulemaking documents issued 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. Implements deregulatory initiatives to rein in overly prescriptive and unduly burdensome Federal regulations that impose costs on Americans. As the liaison with the OMB, the office ensures that the Department achieves the regulatory reform requirements set forth in Executive Order 14192 "Unleashing Prosperity through Deregulation" and Executive Order 14219 "Ensuring Lawful Governance and Improving the President's 'Department of Government Efficiency' Deregulatory Agenda."

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

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

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, coaching and ombudsman services and provides training on dispute resolution and conflict management to increase efficiency.

The Office of Aviation Consumer Protection (OACP), within the Office of the General Counsel, leads DOT's activities in implementing aviation consumer protection laws, including laws prohibiting discrimination by airlines in air travel based on disability, race, color, national origin, religion, sex, ancestry, and laws prohibiting unfair and deceptive practices and unfair methods of competition. The Office assists, educates, and protects aviation consumers by, ensuring airlines and ticket agents respond to consumer complaints about air travel, publishing DOT's monthly Air Travel Consumer Report, and ensuring DOT's website contains clear, useful information about the rights of air travelers. The Office monitors airline and ticket agent compliance, conducts investigations, and enforces as appropriate for violations of aviation consumer protection, civil rights, and licensing requirements. OACP also assesses the need for and drafts aviation consumer protection and civil rights regulations. In connection with aviation consumer protection, civil rights, and licensing rulemakings, OACP assists and coordinates closely on the preparation of regulatory impact and flexibility analyses.

FY 2025 Anticipated Accomplishments:

- Review approximately 75 DOT rulemaking actions (based on DOT's regulatory agenda and our Agency's internal coordination) to advance safety, implement regulatory reform, and further other Administration goals. Ensure that the incremental costs of DOT rulemakings are "significantly less than zero," as determined by OMB, and that for every proposed or new regulation the Department identifies ten existing regulations to be repealed.
- Provide legal support for the implementation of the Infrastructure Investment and Jobs Act (IIJA) and the Administration's Executive Orders on a broad range of issues, including building infrastructure and economic relief, procurement reform, Title VI, 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 500 financial assistance agreements.
- 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).
- Review 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.
- Process approximately 200 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.
- Lead DOT's defense of lawsuits challenging Executive Orders, major initiatives of the Secretary of Transportation, and other DOT actions. In approximately 100 new and ongoing judicial matters, develop and implement litigation strategy, coordinate with Department of Justice Attorneys, draft and revise briefs and memoranda, coordinate the discovery process, and brief DOT leadership. Provide advice to DOT leadership with respect to DOT's implementation of Executive Orders, rulemakings, and numerous other actions in which litigation is anticipated. Prepare 5 to 10 regulatory filings for proceedings before various

independent regulatory agencies and participate in two to four hearings before such agencies. Provide advice to the OAs on numerous significant enforcement matters.

- Coordinate Departmental and Administration-wide clearance of approximately 25 items of Congressional testimony by DOT witnesses 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.
- Close approximately 45 FOIA requests per month to achieve a 10 percent reduction in OST's FOIA backlog.
- Provide legal support for emergency response activities, including providing legal support at regular emergency preparedness exercises and supporting 9-11 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.
- Provide legal advice to the DOT Operating Administrations and other Federal agencies on environmental law matters, including the National Environmental Policy Act such as reviewing Environmental Impact Statements, Records of Decisions, rulemakings, and policy statements, Executive Orders, and multiple Deepwater Port applications.
- Provide legal support regarding tribal funding under the Tribal Transportation Self-Governance program (TTSGP) and serving as legal representatives to multi-agency Tribal legal workgroups that the Department participates in as a signatory to Memorandums of Understanding on Sacred Sites and Tribal Treaty Rights.
- Review for legal sufficiency, more than 100 Essential Air Service (EAS) requests for proposals and contract award orders and 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 dozens of items involving carrier economic authority received by DOT and approximately 50 major environmental documents.
- Lead DOT's work responding to more than 50 Congressional requests for information, facilitating Congress' work to enact legislation supporting, and enhancing the Department's effectiveness.
- Provide coaching and mediation of approximately 60 two-party cases and at least two large group interventions and provide conflict management-related training as requested.
- Monitor tens of thousands of aviation consumer complaints and investigate more than a thousand civil rights complaints (disability and other discrimination) to determine the extent to which the regulated entities comply with consumer protection and civil rights requirements.
- Assess the need for new aviation consumer protection or civil rights regulations and determine whether existing regulations should be repealed, replaced, suspended, or modified consistent with the law to ensure that DOT achieves meaningful burden reduction while continuing to meet statutory obligations.
- Engage in at least two aviation consumer protection or civil rights rulemakings with the goal of reducing requirements that are unnecessary, unjustified, or simply no longer make sense.
- Continue to provide air travelers with useful information on a broad range of issues affecting air travelers and launch a modernized IT system to provide a better online experience for consumers submitting complaints and regulated entities interacting with OACP.

Funding Changes:

The FY 2026 budget request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) inflation and other adjustments to base.

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

- Provide legal support for billions of dollars of federal financial assistance in transportation infrastructure projects that directly benefit the US. economy.
- Provide legal support for the implementation of the Infrastructure Investment and Jobs Act and the Administration's Executive Orders on a broad range of issues, including building back better infrastructure and economic relief, Title VI, and Buy America.
- Provide legal support on cybersecurity issues, natural disaster, transportation security, and other risks, as well as support in managing emergency response activities such as infrastructure collapse, hurricanes, train derailments, and disruptions impacting supply chains.
- Provide 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 achieving DOT's safety mission while also facilitating economic recovery.
- Provides for transparency in the operations of the government and the Departmental decision-making by responding to requests from Congress and FOIA requests from members of the public.
- Provide 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. Defend lawsuits challenging the President's Executive Orders, major initiatives of the Secretary of Transportation, ensuring that the Administration's priorities are not hindered by litigation and that the Executive Branch is able to properly exercise its Constitutional authority.
- Coordinate the draft of statutory changes to transportation statutes to effectuate the President's priorities. Provide legal support for and facilitation of DOT's international programs.
- Provide legal support on a broad range of operational issues related to DOT's programs and strategic objectives.
- Process 50,000 - 100,000 aviation consumer submissions (complaints, inquiries, and opinions) ensuring airlines and ticket agents are addressing consumer concerns, monitoring for aviation consumer protection issues, and investigating all civil rights complaints (disability and other discrimination).
- Conduct investigations of U.S. and foreign air carriers regarding compliance with aviation consumer protection and civil rights requirements.
- Draft aviation consumer protection or civil rights rulemakings with the goal of achieving meaningful burden reduction while continuing to meet statutory obligations.

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 DOT fully implements legislative mandates. 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.

The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting this office's functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF).

FY 2025 Anticipated Accomplishments:

- Ensure 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.
- Travel with the Secretary and other senior officials within DOT for mission-essential trips that may involve meetings with congressional and intergovernmental officials.
- Provide 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.
- Provide timely, and in accordance with statutory timelines, notifications of all grants and funding opportunities to our committees of jurisdiction.
- The Office of the Secretary has developed the Grants Notification System (GNS) to streamline the process for making grant announcements to Congress. GNS is an internal DOT application that permits users to enter, review, and approve the release of grant-announcement information. GNS will continue to be refined to help the Office of Governmental Affairs meet the statutory requirements efficiently and effectively on grant notification requirements.

Funding Changes:

The FY 2026 budget request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) 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 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 established by the Infrastructure Investment and Jobs Act (IIJA) that advises the Secretary and senior leadership in the Department of Transportation (DOT) on all tribal matters and serves as the liaison between DOT and tribal governments. The Office works with other offices within DOT to ensure that DOT fully implements legislative mandates specific to tribes. It also works with the White House, other federal agencies, and Congress to fulfill the Secretary's and Administration's tribal priorities.

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

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

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

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

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

FY 2025 Anticipated Accomplishments:

- Execute the TTSGP compact and funding agreement with 6 to 8 tribes.
- Review the eligibility of eight tribes that have requested participation in the TTSGP.
- Lead consultations and listening sessions with tribes and tribal organizations regarding opportunities under the Infrastructure Investment and Jobs Act.
- Develop and implement the deliverable projects that positively impact Indian Country for DOT via the White House Council on Native American Affairs (WHCNA).
- Develop the PL 477 parameters for implementation.
- Develop safety campaign to be rolled out for federally recognized tribes.

Funding Changes:

The FY 2026 budget request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) inflation and other adjustments to base.

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

The Office of Tribal Government Affairs works with the White House, Congress, and other federal agencies to fulfill the Secretary's and Administration's legislative priorities that will strengthen tribal economies, improve infrastructure, and protect health and safety in tribal communities. The Office is a cornerstone to ensuring DOT's cohesive approach to a strong government-to-government relationship on behalf of the American public with the 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 Office of the Senior Procurement Executive, 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, and labor and employee relations, workforce development and learning, and performance management in accordance with applicable laws, regulations, and best business practices. The CHCO or Deputy CHCO represents the Department of Transportation (DOT) on interagency committees and task forces in areas related to Departmental HR management and liaises with other agencies, including the White House, Congress, the Office of Management and Budget, and the Office of Personnel Management.

As the Deputy Chief Acquisition Officer, the Assistant Secretary formulates Departmental policy, controls, and standards to implement new and innovative legislation and federal policy, e.g., serving as Senior Accountable Official for the implementation of Category Management and as co-Program Management Improvement Officer responsible for the implementation of the Program Management Improvement and Accountability Act (PMIAA, 2016). The Assistant Secretary also has delegated authority to ensure that procurement and financial assistance programs are in accord with applicable laws, regulations, and best business practices and to exercise procurement authority on behalf of the Office of the Secretary. The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting this office functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF).

As the CSO, the Assistant Secretary leads DOT's energy and resources efficiency initiatives, including the implementation of energy and environmental laws, and *Executive Order (EO) 14154 Unleashing American Energy*. 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 and federal vehicle fleet.

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

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

The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resource and Procurement functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF).

FY 2025 Anticipated Accomplishments:

Department Office of Human Resources:

- Under the Executive Order “Implementing the President’s Department of Government Efficiency Workforce Optimization Initiative,” and the subsequent Agency RIF and Restructuring Plan (ARRP), the following accomplishments will be implemented:
 - o Manage the DOT Deferred Resignation Programs (DRP 1 and 2).
 - o Consolidation of HR functions into a centralized organization providing the full array of HR functions for all Operating Administrations (OA), except the Office of Inspector General (OIG) and Federal Aviation Administration (FAA).
 - o Provide support to other mission support consolidation efforts, including procurement, IT and civil rights.
 - o As part of DOT restructuring, coordinate OA issuances of reduction in force (RIF), Voluntary Separation Incentive Payment (VSIP), and Voluntary Early Retirement Authority (VERA) letters, as appropriate.
 - o Develop and issue new policies for RIF and Senior Executive Service (SES) RIF.
- Implement the DOT hiring freeze, developing a policy and process for hiring exceptions and ensuring that all appropriate leaders approved hiring selections.
- Implement numerous executive orders relating to unions, probationary employees, senior executive service and other human capital related initiatives.

Office of the Senior Procurement Executive (OSPE):

- Fortify acquisition, procurement, and contracting activities consistent with the President’s Management Agenda, the Better Contracting Initiative, 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.
- Provide 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, influence stakeholders toward a spirit of procurement service and meaningful acquisition contributions to mission accomplishment in the key areas of safety and infrastructure. 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.

- Advance DOT's governance, innovation, and risk management regarding the procurement of Artificial Intelligence (AI) and Robotic process automation (RPA).
- Coordinate with relevant DOT stakeholders to develop and implement policies, procedures, and guidelines for strengthening the Department's Suspension and Debarment program.

Office of Grants and Financial Assistance:

- Provide department-wide leadership, guidance, technical assistance, and oversight to support the effective management of DOT grants and financial assistance programs and serve as the 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.
- Promote the implementation of best practices and innovative approaches, risk mitigation business reengineering, and financial assistance functions to achieve results and accountability.
- Implement the internal assessment program for grants and financial assistance programs to support administrative improvements across DOT set by Leadership priorities and to ensure compliance with existing guidance.
- Lead the DOT Certification and Training program to support the grants and financial assistance workforce by creating and managing competency training and certification standards to ensure that the DOT workforce are responsible stewards of the public's resources.
- Lead 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.
- Manage the Departmental financial assistance award reporting, ensuring compliance with governmentwide guidance, the Grants Reporting Efficiency and Agreements Transparency Act (GREAT Act) and Data Act requirements, and leveraging best practices and robust data management strategies to ensure DOT's financial assistance award data are reliable, accurate, current, and complete. Conducts 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.
- Enhance systems management and data quality for assigned applications by establishing data standards, providing functional user support and subject matter expertise to ensure Operating Administration users comply with federal and departmental requirements.

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

- Develop and Submit the Department's Annual Energy and Data Management Report to the Department of Energy.
- Provide ongoing technical support and guidance to each of the nine OAs regarding activities such as Energy Efficiency and Renewable Energy Consumption, High Performance Sustainable Buildings, Performance-based Contracts, Water Conservation, Waste Management, and Sustainable Acquisition to ensure the Department continues to meet the current regulatory and legislative requirements.

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

Office of Security:

- Develop, implement, and maintain an organization-level Continuity Plan that identifies office-wide essential functions and continuity capabilities, and aligns with the DOT Continuity Plan.
- Pursue improvements and strengthen the office's capability to provide essential support functions to DOT under all circumstances.

Funding Changes:

The FY 2026 budget request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) inflation and other adjustments to base.

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

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

Office of the Senior Procurement Executive (OSPE):

The Office of the Senior Procurement Executive (OSPE) serves as a focal point for accountability as it relates to OAs 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 OAs efforts and will result in savings for DOT.

Office of Grants and Financial Assistance:

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 safeguarding American taxpayer dollars and ensuring 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 fraud, waste, and abuse and improve DOT financial assistance management function performance.

Departmental Office of Human Resources:

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

The DOT workforce will be reviewed and assessed regularly through the use of information gathered from various sources, to ensure that critical staffing gaps are filled, and the workforce is as efficient and effective as possible to meet the DOT mission. In addition, working with colleagues in the Office of the Chief Information Officer, new HR systems and technology will be implemented to improve the timeliness of HR related information to employees and managers, and to support the streamlining of processes and procedures.

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

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

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

The Office will continue to provide policy and oversight across DOT's 6,000 vehicles to support consumer vehicle choice which is essential for economic growth and innovation. Along with strategies to optimize fleet composition and replace larger vehicles with smaller ones, DOT will continue to use iterative multi-year planning to reflect the latest key information regarding mission requirements, vehicle model availability, and relevant costs. This careful stewardship and evaluation will optimize DOT's ability to focus resources on key critical mission requirements.

Office of Security:

The Office 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 funding will be used for IT development, modernizations, and enhancements across the Office of the Secretary of Transportation (OST), with a special emphasis on unified and centralized DOT enterprise digital products and services supporting the efficiency and organizational priorities of DOT.

OST relies on outdated and, in some cases, obsolete IT systems to accomplish its mission.

The number of OST systems has grown over time to meet evolving reporting and transparency needs, increasing the presence of obsolete products and technologies. The accumulated obsolete technology increases the Department's cybersecurity and privacy risk and is costlier to maintain and operate. Their utility for managing information is limited and they are struggling to meet emerging reporting requirements.

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

Funding Changes:

OST is not requesting an increase in funding. This funding ensures economies of scale and an enterprise approach to the modernization efforts across all OST IT systems. DOT is continuing its multi-year IT modernization initiative and prioritization as well as sequencing of systems is underway. It is the intent of DOT to complete modernization for the systems listed below and to continue the effort with subsequent rounds of modernization of additional systems that are needed.

Human Resources Information System (HRIS) Modernization – The Assistant Secretary for Administration and the Chief Information Officer have assessed that there are process and operational inefficiencies in DOT's current portfolio of HRIS solutions across the Operating Administrations (OA). Examples include individual solutions to bring new employees into DOT that have different processes and are not interoperable, and a legacy timekeeping system that isn't meeting the needs of the agency. The goal of this initiative is to acquire, configure, and deploy a modern, cloud-based HRIS solution that all DOT Operating Systems will use, with consistent, best-practice processes that address the needs of the agency.

Discretionary Grants Systems Centralization – DOT's approach to discretionary grants management is fractured at both the process level and in the systems used to award and manage DOT's funds for selected projects. While all DOT Operating Administrations follow a single, high-level grants management lifecycle and process, they diverge in the details of their implementation, offering an inconsistent mix of manual processes, disparate systems, overly complex implementations, and technology inefficiencies that DOT has determined can be improved. DOT will implement a single process, and single DOT enterprise solution for discretionary grants management to address these issues, building new and migrating OA stakeholders from their legacy

solutions onto the new solution, achieving process and operational improvements, and improved delivery to grantees and other stakeholders.

Artificial Intelligence and Automation – The Departmental Office of the Chief Information Officer also hosts the Departmental Chief Artificial Intelligence Officer who has the responsibility for overseeing and implementing responsible, ethical, and effective use of artificial intelligence (AI) and automation solutions that facilitate the business and mission of the agency. DOT will expand upon its current efforts to develop a portfolio of vetted and secure solutions to leverage this technology for improving products, service delivery and unleashing efficiencies.

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 a consistent customer experience.

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

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

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

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 and Outreach (SDBUO) 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, that requires every federal agency to have an SDBUO office which implement Departmental small business programs and initiatives.

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

SDBUO oversees the Connections Marketplace, an online platform designed to bridge the gap between small businesses and federal agency representatives, large prime contractors, and technical assistance providers operating within the federal sector. Connections Marketplace also features the U.S. DOT Connect to Capital, which supports small businesses in meeting their capital needs by enhancing small businesses' awareness and understanding of capital fundamentals and the various aspects of securing capital and strengthen their ability to grow and scale significantly through private capital investments.

During the FY 2026 budget cycle, SDBUO will invest \$500 thousand to support the enhancement and ongoing maintenance of its Strategic Communication and Outreach Platforms. This investment will fund contractual services necessary to improve the functionality, user experience, and technical reliability of key platforms such as the Connections Marketplace and associated outreach tools. These enhancements are critical to expanding engagement with small businesses, improving access to federal procurement opportunities, and ensuring timely dissemination of program information to stakeholders nationwide.

In FY 2026, DOT requests consolidating the funding of the Office of Small Disadvantaged Business Utilization and Outreach (SDBUO) into the Salaries and Expenses (S&E) account. Prior to this change, the office operated under a separate Treasury account symbol. This consolidation streamlines administrative processes, enhances operational efficiency, and optimizes the allocation of FY 2026 resources.

FY 2025 Anticipated Accomplishments:

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

- Coordinate high impact symposiums to provide small businesses the tools and best practices to prepare to compete and perform for DOT contracts and subcontracts.

- Enhance small business utilization in DOT subcontracting opportunities by expanding DOT’s oversight of the agency’s subcontracting programs and increasing collaboration with federal large prime contractors.
- Continue to provide the opportunity for small businesses to connect with potential federal and state buyers through our Connections Marketplace platform which has been well received by the small business committee.
- Collaborate with the U.S. Small Business Administration’s Surety Bond Guarantee Program Office to deliver educational webinars on surety bonding. These sessions will teach small businesses on the importance of securing bonding, increase current bonding levels, provide an overview of the U.S. Department of Transportation’s Bonding Education Program, and guidance on how entrepreneurs can access relevant resources from both DOT and SBA.

Funding Changes:

The FY 2026 budget request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) inflation and other adjustments to base.

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

Small businesses are a critical engine of the national economy and play a vital role in job creation and local economic development. SDBUO will provide targeted technical assistance to small businesses to support their growth and sustainability, in alignment with the Department’s focus on America is building again.

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

Detailed Justification for the Departmental Office of Civil Rights

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

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

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

DOCR plays a crucial role in ensuring the Department of Transportation's (DOT) compliance with federal employment civil rights statutes and Equal Employment Opportunity Commission (EEOC) regulations. Non-compliance with these laws can expose DOT to significant risks, including potential lawsuits, financial penalties, and findings of discrimination by the EEOC or federal courts. DOCR is tasked with receiving and processing all informal and formal discrimination complaints from DOT employees, former employees, and applicants. This includes managing the agency's electronic EEO complaints tracking system and preparing various required reports, such as the Form 462 and MD-715 reports, which reflect the department's adherence to civil rights obligations.

In addition to complaint processing, DOCR actively fosters a workplace culture centered around merit-based selection to attract and retain talented employees who can effectively contribute to DOT's safety goals and missions. The office provides vital technical assistance by offering advice, briefings, and training on reasonable accommodation requests, which encompass all stages of employment from recruitment to participation in departmental programs. DOCR sets mandatory learning objectives for reasonable accommodation training that are delivered to DOT managers and employees and is responsible for drafting procedures related to reasonable accommodations, ensuring that all aspects of inclusive employment practices are met throughout the DOT.

The FY 2026 President's Budget reflects organizational changes to improve efficiency. In FY 2026, DOT requests consolidating the functions of the DOCR into the Salaries and Expenses (S&E) account. Prior to this change, the office operated under a separate Treasury account symbol. This consolidation streamlines administrative processes, enhances operational efficiency, and optimizes the allocation of FY 2026 resources.

Information Technology Systems

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

DOCR houses, manages, and maintains systems to track external complaints and DBE appeals (Entellitrak System), internal EEO complaints (Equal Employment Opportunity Entellitrak (EEO ETK) system), and reasonable accommodation requests (Reasonable Accommodations Management System (RAMS)). The EEO ETK system is necessary to prepare the Department's annual EEOC Form 462 Report, Elijah Cummings Report, MD-715 Report and the quarterly No FEAR Report. DOCR uses EEO complaint data to guide revisions and development of training content with the goal of reducing the number of EEO complaints and associated costs.

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

These systems will be consolidated into the Working Capital Fund (WCF) as part of organizational changes to improve efficiency.

FY 2025 Accomplishments:

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

Funding Changes:

The request includes salary and discretionary funds used to support essential DOCR services and for (1) the 2025 out-year effects of the 2 percent pay raise and (2) inflation and other adjustments to base.

The budget request assumes that the funding of the DOCR will be requested in S&E, but the S&E and modal funding will be redirected to the Working Capital Fund (WCF) in accordance with Department wide consolidation efforts.

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

The Department's provision of policy advice, guidance, and training for external civil rights programs is pivotal for ensuring compliance of Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act that benefits all Americans. Furthermore, the administration of the DBE program ensures that minority-owned businesses have fair opportunities to participate in government contracts, promoting economic growth and helping local economies.

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

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

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

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2024 Actuals	\$191,295	483
FY 2025 Enacted	\$191,295	483
Adjustments to Base		
Annualization of Prior Pay Raises	\$574	0
Annualization of Positions Previously Requested	\$0	0
FY 2026 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	-\$4,869	0
Subtotal Adjustments to Base	-\$4,295	0
FY 2026 Baseline Estimate	\$187,000	483
Program Changes (+/-):	\$5,000	0
Redirection of Resources	\$8,000	-115
FY 2026 Request	\$200,000	368

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

	FY 2024	FY 2025	FY 2026
	Actuals	Enacted	Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	5,000	5,000	5,000
TOTAL	5,000	5,000	5,000

STAFFING

Direct FTEs	0	0	0
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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, 2027.

Note.--This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (Division A of Public Law 119-4).

Program and Performance Statement

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

Detailed Justification for Financial Management Capital

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

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

These projects have included:

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

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

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

- Digital Accountability and Transparency Act (DATA Act)
- Federal Financial Management Improvement Act
- Federal Managers' Financial Integrity Act
- 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., DATA Act), cybersecurity risk management and oversight, and the expanded access to financial data to satisfy the continued need/interest for greater data transparency to support Department and Administration priorities (e.g., Modernizing Payments To and From America's Bank Account and Protecting America's Bank Account Against Fraud, Waste, and Abuse).

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

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

FY 2025 Anticipated Accomplishments:

- DOT will continue the final phase of the G-Invoicing mandate which requires migration of active intergovernmental transactions to the G-Invoicing solution. This phase will include significant coordination and reconciliation of transactions between trading partners to ensure the accuracy and completeness of the data prior to migration. Additionally, DOT will implement new G-Invoicing functionality, and enhancements, such as the 7600 EZ process, as they become available.
- DOT will continue to assess data quality across financial, procurement, and financial assistance reporting to identify opportunities for improvements and implement new DATA Act reporting requirements as required by OMB and Treasury. In addition, DOT will implement enhancements to the development of financial assistance award descriptions and oversight of sub-award reporting to increase the overall quality of data.

Funding Changes:

There are no funding changes proposed in the FY 2026 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, improving data quality and standardization of processes in accordance with evolving DATA Act requirements, OMB guidance and Executive Orders related to IT Modernization, government-wide mandates and regulations set in the Chief Financial Officer (CFO) Act, and the President's Management Agenda priorities. Maintaining alignment with these important initiatives provides a more accurate picture for the American public to see what the federal government spends each year on the www.usaspending.gov.

Transitioning to ETSNext, GSA's upcoming government-wide travel system, will continue in FY 2026. 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 systematize and 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.

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	FTEs
FY 2024 Actuals	\$5,000	0
FY 2025 Enacted	\$5,000	0
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$0	0
FY 2026 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$0	0
Subtotal Adjustments to Base	\$0	0
FY 2026 Baseline Estimate	\$5,000	0
Program Changes (+/-):	\$0	0
FY 2026 Request	\$5,000	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)

	FY 2024	FY 2025	FY 2026
	Actuals	Enacted	Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	13,175	13,175	-
Travel	50	50	-
Other Costs	5,002	5,002	-
Programs	-	-	-
TOTAL	18,228	18,228	-

STAFFING

Direct FTEs	45	45	0
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Note.--This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (Division A of Public Law 119-4).

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 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. In FY 2026 the Office of Civil Rights funds are being requested in the Salaries and Expenses appropriation account.

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

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2024 Actuals	\$18,228	45
FY 2025 Enacted	\$18,228	45
Adjustments to Base		
Annualization of Prior Pay Raises	\$66	0
Annualization of Positions Previously Requested	\$0	0
FY 2026 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$39	0
Subtotal Adjustments to Base	\$105	0
FY 2026 Baseline Estimate	\$18,333	45
Program Changes (+/-):	-\$13,333	0
Redirection of Resources	-\$5,000	-45
FY 2026 Request	\$0	0

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

	FY 2024	FY 2025	FY 2026
	Actuals	Enacted	Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	2,088	2,088	-
Travel	20	20	-
Other Costs	948	948	-
Programs	2,274	2,274	-
TOTAL	5,330	5,330	-

STAFFING

Direct FTEs	12	12	0
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Note.--This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (Division A of Public Law 119-4).

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 the Department of Transportation (DOT) in a fair, efficient, and effective manner; and 2) effective outreach activities are in place to assist small businesses owned and controlled by 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. In FY 2026 the Small and Disadvantaged Business Utilization and Outreach funds are being requested in the Salaries and Expenses appropriation account, where the activities are being transferred.

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	FTEs
FY 2024 Actuals	\$5,330	12
FY 2025 Enacted	\$5,330	12
Adjustments to Base		
Annualization of Prior Pay Raises	\$10	0
Annualization of Positions Previously Requested	\$0	0
FY 2026 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	-\$66	0
Subtotal Adjustments to Base	-\$56	0
FY 2026 Baseline Estimate	\$5,274	12
Program Changes (+/-):	-\$2,274	0
Redirection of Resources	-\$3,000	-12
FY 2026 Request	\$0	-

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

	FY 2024 Actuals	FY 2025 Enacted	FY 2026 Request
<u>TPR&D TOTAL FUNDING LEVELS</u>			
Personnel Compensation and Benefits	12,477	12,477	13,396
Travel	13	13	13
Other Costs	8,436	8,436	11,591
Programs	3,443	-	-
GRAND TOTAL	24,369	20,926	25,000
Direct FTEs	40	40	40

	FY 2024 Actuals	FY 2025 Enacted	FY 2026 Request
<u>TPR&D FUNDING LEVELS</u>			
Personnel Compensation and Benefits	9,686	9,686	10,103
Travel	8	8	8
Other Costs	5,796	5,796	5,889
Programs	3,443	-	-
Subtotal, TPR&D	18,933	15,490	16,000
Direct FTEs	30	30	30

	FY 2024 Actuals	FY 2025 Enacted	FY 2026 Request
<u>IIPIC FUNDING LEVELS</u>			
Personnel Compensation and Benefits	2,791	2,791	3,293
Travel	5	5	5
Other Costs	2,640	2,640	5,702
Programs	-	-	-
Subtotal, IIPIC	5,436	5,436	9,000
Direct FTEs	10	10	10

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, \$25,000,000, to remain available until expended: Provided, That of such amount, \$9,000,000 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.--This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (Division A of Public Law 119-4).

Program and Performance Statement

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

Detailed Justification for Transportation Planning, Research and Development

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

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

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

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

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

Interagency Infrastructure Permitting Improvement Center (IIPIC) and Permitting Dashboard

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

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

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

National Roadway Safety

Roadway deaths account for more than 90 percent of all transportation-related fatalities and have been above 35,000 annually since 2015. Traffic fatalities are the biggest transportation safety issue facing this Administration, and the status quo is unlikely to yield significant progress. The funds would support safety policy implementation and coordination that cross Operating Administration program areas, allow for a robust engagement with external stakeholders, enhance OST's ability to successfully implement legislation and regulations focused on safety, and enable OST to perform safety analyses that further policy development in cross-cutting roadway safety issues of interest to the Administration and Congress. The outcome would be a strengthened, coordinated effort that will improve the Department's ability to have a concerted, well-supported effort that will change the status quo for advancing national roadway safety.

Technology and Innovation

Due to advancements in artificial intelligence, computing capabilities, sensing systems, connectivity, and other core fundamental technologies, the Department has been increasingly approached by innovators offering solutions. However, it is not feasible for the Department to accurately and quantitatively assess these innovators' technology readiness levels (TRL), safety claims, and technology interoperability within the transportation system. Innovative technologies have the potential to provide solutions to enable the future of transportation by allowing high-definition virtual testing of concept vehicles and guidance systems that 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 coordinate across multiple modes of transportation and industry participants, while protecting the intellectual property of each participant, so that the federal, state, and local observers are able to learn how systems will interoperate in given environments and conditions that must be addressed by policy and regulation. The Department will also need to assess what, if any, national transportation policies need to be formulated to strengthen transportation system resilience to avoid disruption from cyber and other attacks.

Aviation and International Transportation Policies

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

regarding bilateral and multilateral international aviation issues. The Office leads DOT's international engagement with bilateral, regional, and multilateral partners on multimodal transportation matters, and serves as the focal point for DOT participation in trade negotiations. It further advises and assists in the development of international transportation systems through interactions with partner agencies and foreign organizations, advocating for regulations that are compatible across borders, and working internationally to develop and enact best transportation policies that promote innovation and support U.S. foreign policy initiatives.

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

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

FY 2025 Anticipated Accomplishments:

IIPIC

- Conducting NEPA modernization challenge to encourage collaboration and make NEPA documents more accessible.
- Leading project readiness reviews for OST's competitive grant programs (e.g., BUILD).
- Conducting data analysis and developing new tools to assess DOT's current environmental review and permitting performance and identify areas ripe for greater efficiency.
- Funding liaisons at permitting agencies to streamline environmental reviews of transportation projects.
- Implementing the DOT Resilience Action Plan to protect transportation infrastructure and DOT assets.

Safety

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

Technology and Innovation

- Convening stakeholders and experts to gather recommendations on DOT's approach to technology and innovation.

- Coordinating DOT-wide innovation policy, including with respect to artificial intelligence, digital infrastructure, and multi-modal aspects of advanced air mobility.
- Launching internal initiatives to build capacity and coordinate DOT’s approach to adopting artificial intelligence.

Office of International Transportation and Trade (X20)

- Continuing to advance the Department’s global programs and policies in the areas of safety, competitiveness, infrastructure investments, future-oriented innovations (including AI and automation), and freight policy/supply chains. This work is essential in supporting Administration priorities, including the implementation of the America First Trade and Investment policies in the Indo-Pacific, the Arctic, G7/G20, International Transportation Forum (ITF), Association of Southeast Asian Nations (ASEAN) Transportation Partnership, Asia Pacific Economic Cooperation (APEC), United Nations Inland Transport Committee and its standards setting bodies, and the International Maritime Organization.
- Continuing to support the U.S. response to the war in Ukraine and provide ongoing advice on a wide range of topics related to emergency and longer-term transportation infrastructure and supply chain needs.
- Working with the U.S. Trade Representative (USTR) on bilateral trade agreement negotiations, and in implementing the transportation provisions of trade agreements, including the negotiations with priority partners such as the United Kingdom and India and in response to reciprocal tariffs. These efforts directly align with DOT’s strategic objectives for economic competitiveness, safety, security, and innovation.
- 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.
- Spearheading efforts to increase supply chain resilience and enhance U.S. maritime leadership, through engagement with partners including ASEAN, APEC, G7, and other bilateral relationships in key regions around the world to create an effective counterweight to Chinese influence. DOT works with State Department, National Security Council, Office of the U.S. Trade Representative, Office of Management and Budget, and other departments and agencies to leverage resources and amplify the impact of U.S. engagement on U.S. maritime and Arctic strategies, port security, restoring U.S. shipbuilding and related issues.

Office of Aviation Analysis (X50)

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, airline commercial transactions, and state of the airline industry updates for senior officials. The focus of the office’s efforts will be in three areas: (1) ongoing MITRE contract work for econometrics; (2) Sabre aviation data tools; and (3) aviation data modernization technical implementation funding, working with OST’s Research Directorate Office of Airline Information. This funding supports ongoing work that is the architecture of the Department’s analytical function for aviation industry commercial issues.

- Through a rigorous program of airline industry monitoring and case-specific analyses, working to ensure that U.S. domestic and international aviation policy remained consistent with commercial developments and maximized the contribution of aviation to the American economy.
- Continuing to develop a medium to long-term view of the global airline industry's competitive structure to facilitate the introduction of new technologies and innovations by understanding the drivers of change in the industry and how policy needs to evolve to accommodate those changes to maximize the economic well-being of the American people.
- MITRE modeling and econometric analysis, along with a global passenger demand tool offered by SABRE, continuing to assist the Department with deep quantitative analysis of airline industry trends, addressing competition issues, and assessing policy outcomes of DOT decisions. 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.
- Successfully developing and implementing the enhancement of the Department's Origin and Destination Survey of Airline Passenger Traffic, expanding the data collected from airlines pursuant to a final rule issued by the Office in FY 2023. 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. Air carriers will report a 40% sample of passenger tickets, rather than the current 10% and will report on a monthly basis rather than quarterly.
- Adjudicating several requests for antitrust immunity for joint ventures between U.S. and foreign carriers, monitored the impact of existing immunized joint ventures, and analyzed several commercial transactions presented for approval by the airlines.
- Monitoring the continued erosion the ultra-low-cost carrier segment of the airline industry and its impact on competitive industry dynamics.
- Substantially enhancing industry cost models to account for increased labor and other costs to estimate the impact of dramatically rising airline costs on the affordability of air travel for all Americans.
- Working with FAA-ACO, rolling-out a program to work with all aviation stakeholders to enhance airport access by new entrant air carriers. Conducting several stakeholder listening sessions regarding competitive access at U.S. airports, to use in the development of best practice guidance material.
- Creating a public-facing website on www.transportation.gov publicizing the newly established Airport Access Ombudsman to facilitate better competitive access to U.S. airports.

OST-Policy Chief Economist

- Continuing to develop and implement policies related to better coordination of land use

and transportation across its existing programs.

- Advancing and coordinating the Department’s economics research and analysis efforts through its community of practice.
- Continuing to lead the department’s work in aligning it’s 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 2026 Budget Request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) inflation and other adjustments to base.

In addition, the FY 2026 increase includes **\$3 million** for the following:

Permitting:

- Promote efficient and effective environmental review through innovative technology interventions and process improvements proven to yield time and cost savings on transportation projects.
- Streamline environmental review through direct assistance to project sponsors and DOT Operating Administrations working through the environmental review and permitting process.
- Facilitate enhancements of internal and external tracking and accountability of permitting schedules and milestones.

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

This request provides enhanced analysis of the benefits and costs of proposed infrastructure investments to improve the allocation of scarce funding resources to their most valuable uses. It also ensures the efficient operation of the nation’s transportation and logistics system to support the movement of workers and goods and ensures the resiliency of our industrial supply chains. It improves the surface transportation community’s ability to save lives by converting information into useful tools through data integration and the use of advanced analytics. It prepares the Department to anticipate and respond to both opportunities and challenges posed by new and emerging technologies, including artificial intelligence and automated vehicles, and enables the Department to position the U.S. as a global leader in the development and deployment of these technologies. It also ensures fair and efficient air service to the American public by providing oversight of proposed airline partnerships, airline mergers and acquisitions, and research into the evolving airline industry and what the changes mean for competition and consumers. It maintains dialogue with foreign countries regarding aviation competition matters 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 does to bring technical expertise to bear in U.S. foreign policy efforts touching on transportation and supply chains, ranging from representing the U.S. Government at conferences and meetings to direct engagement with funding organizations. In addition, DOT continues to develop and provide transport-related technical guidance and advice related to surface transport (rail, roads) and intermodal transportation related to good governance (planning, working with subnational grant/loan oversight, standards, and sound regulatory practices), economic competitiveness (trade and advocacy), and supply chain resilience, including through technical cooperation programs.

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

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2024 Actuals	\$24,369	40
FY 2025 Enacted	\$20,926	40
Adjustments to Base		
Annualization of Prior Pay Raises	\$60	0
Annualization of Positions Previously Requested	\$0	0
FY 2026 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$994	0
Subtotal Adjustments to Base	\$1,055	0
FY 2026 Baseline Estimate	\$21,981	40
Program Changes (+/-):	\$3,019	0
FY 2026 Request	\$25,000	40

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

	FY 2024	FY 2025	FY 2026
	Actuals	Enacted	Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	345,000	345,000	-
TOTAL	345,000	345,000	-

STAFFING

Direct FTEs	0	0	0
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Note.--This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (Division A of Public Law 119-4).

Program and Performance Statement

The National Infrastructure Investments account funds two competitive grant programs for surface transportation infrastructure projects. The National Infrastructure Project Assistance Program authorized under 49 U.S.C. 6701, provides awards for large-scale highway, freight intermodal or rail, railway-highway safety, intercity passenger rail, and certain transit projects of national or regional significance. The Local and Regional Project Assistance Program authorized under 49 U.S.C. 6702, provides awards for highway, transit, rail, port, and other projects that will have a significant local or regional impact and improve transportation infrastructure. No new funds are requested for this account in 2026.

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

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2024 Actuals	\$345,000	0
FY 2025 Enacted	\$345,000	0
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$0	0
FY 2026 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$0	0
Subtotal Adjustments to Base	\$0	0
FY 2026 Baseline Estimate	\$345,000	0
Program Changes (+/-):	-\$345,000	0
FY 2026 Request	\$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 2024 Actuals	FY 2025 Enacted	FY 2026 Request
Personnel Compensation and Benefits	4,806	4,806	4,830
Travel	275	275	275
Other Costs	4,477	4,477	4,895
Programs	-	-	-
TOTAL	9,558	9,558	10,000

STAFFING

Direct FTEs	20	20	20
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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, \$10,000,000, to remain available until expended: Provided, That the Secretary may collect and spend fees, as authorized by title 23, United States Code, to cover the costs of services of expert firms, including counsel, in the field of municipal and project finance to assist in the underwriting and servicing of Federal credit instruments and all or a portion of the costs to the Federal Government of servicing such credit instruments: Provided further, That such fees are available until expended to pay for such costs: Provided further, That such amounts are in addition to other amounts made available for such purposes and are not subject to any obligation limitation or the limitation on administrative expenses under section 608 of title 23, United States Code.

Note.--This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (Division A of Public Law 119-4).

Program and Performance Statement

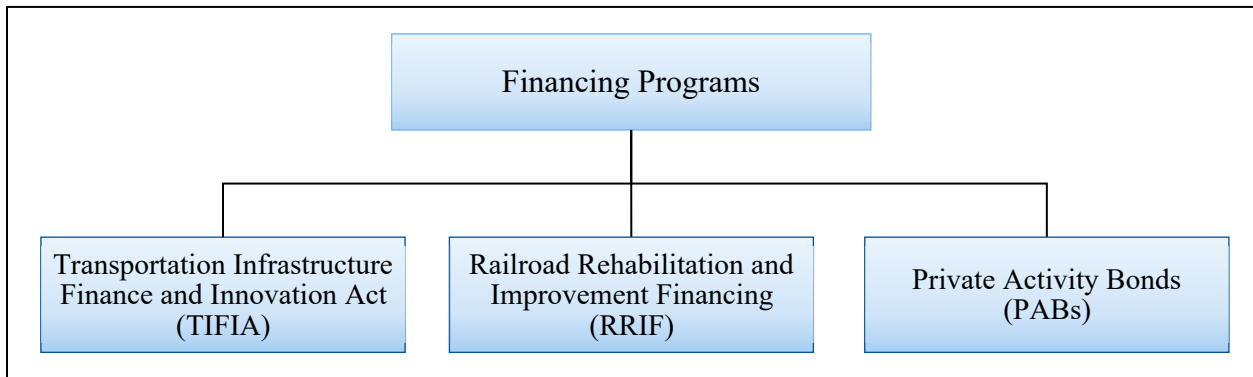
This account supports the expenses of the National Surface Transportation and Innovative Finance Bureau, also known as the Build America Bureau. The Build America Bureau provides guidance and technical assistance to transportation infrastructure project sponsors. The Build America Bureau also administers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

Detailed Justification for the National Surface Transportation and Innovative Finance Bureau

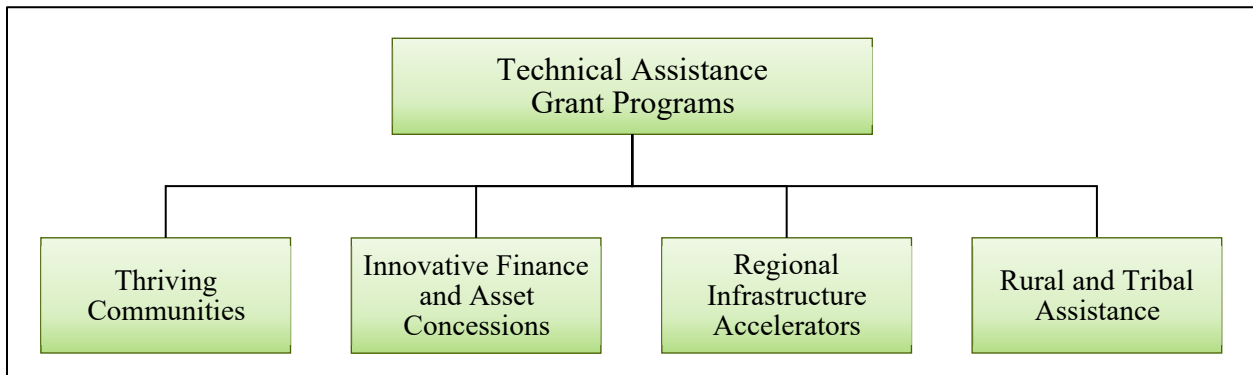
What Is This Program and What Does This Funding Level Support?

The National Surface Transportation and Innovative Finance Bureau (Bureau, also known as the Build America Bureau) advances investment in America’s transportation infrastructure by lending federal funds to qualified borrowers; clearing roadblocks for creditworthy projects; encouraging best practices in project planning, financing, and delivery; and fully using available lending capacity while protecting taxpayer resources. The Bureau draws on expertise and resources throughout the U.S. Department of Transportation (DOT) to serve as the point of coordination for states, municipalities, and project sponsors interested in federal transportation credit assistance, access to private capital, or private activity bonds (PABs). The Bureau offers grant programs and direct technical assistance to support 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, including the \$37 billion TIFIA and RRIF portfolio of active loans:



The Bureau also administers four technical assistance grant programs:



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

- **Technical Assistance:** Develop, execute, and manage multimodal and place-based technical assistance grant programs and provide direct technical assistance; coordinate technical assistance within DOT and other federal agencies to provide integrated grantee experiences; develop and disseminate research, modeling, and cost-benefit analysis methodologies to help customers develop 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 and Office of the Under Secretary of Transportation for Policy administer the Rural Opportunities to Use Transportation for Economic Success Initiative (ROUTES) to address disparities in rural transportation infrastructure and improve safety and economic competitiveness. ROUTES helps less experienced customers navigate grant and credit opportunities throughout DOT and identify which funding opportunities best meet their needs. The Under Secretary leads a council of modal administrators and senior leaders that provides overall direction for ROUTES. A staff team from the Operating Administrations and the Office of the Secretary offices coordinates ROUTES activities. Significant activities include:

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

FY 2025 Anticipated Accomplishments:

Bureau initiatives continuing into FY 2025 are helping the Bureau execute its critical functions to finance and deliver infrastructure that advances safety, economic strength, and global competitiveness, 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.
- **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 I in FY 2022 to extend up to 49 percent loans for transit and transit-oriented development (TOD) projects.
- **Risk Management:** The Bureau expects to continue to assess whether Bureau underwriting practices reflect current data and are consistent with market terms and conditions, subject to protecting taxpayers and the public interest.
- **Information Technology and Automation:** The Bureau expects to continue transforming internal processes and interactions with borrowers by leveraging technology. Building on process improvements and organization development in FY 2024, the Bureau will continue streamlining and automating its activities.

Funding Changes:

The FY 2026 budget request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) inflation and other adjustments to base.

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

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

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

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2024 Actuals	\$9,558	20
FY 2025 Enacted	\$9,558	20
Adjustments to Base		
Annualization of Prior Pay Raises	\$24	0
Annualization of Positions Previously Requested	\$0	0
FY 2026 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$418	0
Subtotal Adjustments to Base	\$442	0
FY 2026 Baseline Estimate	\$10,000	20
Program Changes (+/-):	\$0	0
FY 2026 Request	\$10,000	20

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

	FY 2024	FY 2025	FY 2026
	Actuals	Enacted	Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	49,000	49,000	75,000
Programs	-	-	-
TOTAL	49,000	49,000	75,000

STAFFING

Direct FTEs	0	0	0
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Appropriations Language**CYBER SECURITY INITIATIVES**

For necessary expenses for cybersecurity initiatives, including necessary upgrades to network and information technology infrastructure, improvement of identity management and authentication capabilities, securing and protecting data, implementation of Federal cybersecurity initiatives, and implementation of enhanced security controls on agency computers and mobile devices, and related purposes, \$75,000,000, to remain available until September 30, 2027.

Note.--This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (Division A of Public Law 119-4).

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 2026 Budget supports hardware, software, services, and continued operation and enhancement of the DOT Continuous Diagnostics and Mitigation (CDM) Program, capabilities aligned to the Cyber Security Framework (CSF), integration of privacy and transportation sector cybersecurity-focused initiatives in support of DOT's mission-oriented cybersecurity, privacy, and information protection responsibilities, in addition to cybersecurity support and services provided to DOT business and mission stakeholders. The funding will extend and enhance implementation of core identity and attribute-based access control services for agency systems, configuration of DOT's modernized infrastructure for operational and security automation, and implementation of Zero Trust capabilities. Funds will be used for continued maintenance and operation of software, hardware, and services for the DOT enterprise.

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

management; security settings management; and core credential and privilege management capabilities and enhancements to credential, privilege, and access management capabilities to better protect departmental mission and business systems.

FY 2025 Anticipated Accomplishments:

- DOT will continue to improve zero trust architecture, adoption of multi-factor authentication and data encryption for data at rest and in transit, expansion of visibility and logging, deployment of endpoint detection and protection capabilities, and enhancements to enterprise cloud systems security as required by Executive Order 14028, *Improving the Nation's Cybersecurity*, and the Federal Zero Trust Strategy.
- DOT will continue to improve cybersecurity and privacy risk management capabilities, address open audit recommendations, and continue to remediate gaps and vulnerabilities associated with the Administration priorities and evolving cybersecurity threats.
- DOT will improve Governance, Risk and Compliance (GRC) tools to ingest machine readable authorization artifacts to increase the speed of implementing cloud solutions and minimize burden in leveraging offered security controls and capabilities.
- 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 2026 budget request reflects an increase of \$26 million over the FY 2025 enacted level.

The FY 2026 request includes an increase of \$26 million necessary to accelerate cybersecurity capabilities, adhere to Federal requirements, and address evolving cyber threats. The increase will address critical gaps and Administration cybersecurity requirements to keep the DOT's systems secure, and to strengthen the agency security posture as DOT continues implementation of Zero Trust. Funding will also support the transition to Internet Protocol version 6 (IPv6) per OMB M-21-07; planning and architectural support to refine and manage DOT's Zero-Trust Architecture (ZTA) and establish governance and management structures to ensure satisfaction of objectives of the ZTA pillars noted in OMB M-22-09; strengthening of the Department's Identity Credentials and Access Management (ICAM) program; acceleration of the implementation of phishing-resistant multi-factor authentication; enhancement of continuous penetration testing services to keep pace with the rapid and evolving pace of cybersecurity threats; and enablement of automation capabilities in DOT's governance, risk, and compliance processes and systems in support of FedRAMP modernization and improvements to cybersecurity and privacy continuous monitoring.

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

The FY 2026 budget request for CSI supports not only improvements to the core DOT cybersecurity and privacy programs through implementation of the NIST CSF but also updates to the DOT enterprise IT infrastructure to mitigate immediate and evolving threats and vulnerabilities to critical business operations, ensuring the resiliency and availability of stakeholder-facing services. The resulting improvements will provide increased reliability of services, greater integrity of information and services delivered by DOT, production of actionable intelligence for the ongoing authorization of information systems, identifying and mitigating risks to inform tactical and strategic priorities, and protection of information that stakeholders and the public provide to DOT as part of its normal operations, all with an increased focus on proactive efforts, efficient mission-sustaining activities, and resilience.

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

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2024 Actuals	\$49,000	0
FY 2025 Enacted	\$49,000	0
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$0	0
FY 2026 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$0	0
Subtotal Adjustments to Base	\$0	0
FY 2026 Baseline Estimate	\$49,000	0
Program Changes (+/-):	\$26,000	0
FY 2026 Request	\$75,000	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 2024 Actuals	FY 2025 Enacted	FY 2026 Request
RESEARCH AND TECHNOLOGY TOTAL			
Personnel Compensation and Benefits	16,649	16,649	11,731
Travel	23	23	23
Other Costs	11,868	11,868	10,246
Programs	20,500	20,500	28,000
GRAND TOTAL, Research and Technology	49,040	49,040	50,000
Direct FTE	45	45	45

	FY 2024 Actuals	FY 2025 Enacted	FY 2026 Request
R&T ADMIN			
Personnel Compensation and Benefits	14,664	14,664	9,746
Travel	23	23	23
Other Costs	11,853	11,853	10,231
Programs	-	-	-
Subtotal, R&T Admin	26,540	26,540	20,000
Direct FTE	45	45	45

	FY 2024 Actuals	FY 2025 Enacted	FY 2026 Request
R&T PRIORITIES			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	-	4,500	12,000
Subtotal, R&T Priorities	-	4,500	12,000
Direct FTE	-	-	-

	FY 2024 Actuals	FY 2025 Enacted	FY 2026 Request
PNT, GNSS, GPS			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	8,000	8,000	8,000
Subtotal, Position and Navigation Timing (PNT)	8,000	8,000	8,000
Direct FTE	-	-	-

	FY 2024 Actuals	FY 2025 Enacted	FY 2026 Request
ADVANCED RESEARCH PROJECTS AGENCY - INFRASTRUCTURE			
Personnel Compensation and Benefits	1,985	1,985	1,985
Travel	-	-	-
Other Costs	15	15	15
Programs	8,000	8,000	8,000
Subtotal, Advanced Research Projects Agency - Infrastructure	10,000	10,000	10,000
Direct FTE	-	-	-

	FY 2024 Actuals	FY 2025 Enacted	FY 2026 Request
<u>TRIBAL TRAFFIC FATALITIES PILOT PROGRAM</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	2,000	-	-
Subtotal, Tribal Engagement in Transportation Safety	2,000	-	-
Direct FTP	-	-	-
Direct FTE	-	-	-
	FY 2024 Actuals	FY 2025 Enacted	FY 2026 Request
<u>NATIONAL LABORATORY PARTNERSHIPS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	2,500	-	-
Subtotal, National Laboratory Partnerships	2,500	-	-
Direct FTP	-	-	-
Direct FTE	-	-	-

Appropriations Language

RESEARCH AND TECHNOLOGY

For necessary expenses related to the Office of the Assistant Secretary for Research and Technology, \$50,000,000 to remain available until expended: Provided, That of such amounts \$10,000,000 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.--This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (Division A of Public Law 119-4).

Program and Performance Statement

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

The 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 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 Advanced Research Projects Agency Infrastructure (ARPA-I) is established within the Department of Transportation to advance U.S. infrastructure through innovative science and technology solutions. Its primary goals include reducing long-term development costs, minimizing environmental impacts, enhancing safety and efficiency, and promoting resilience against threats.

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

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

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

The Office of the Assistant Secretary for Research and Technology (OST-R) coordinates research and technology transfer (T2) programs to leverage and maximize the effectiveness of over \$1 billion annual investment in transportation research, development, and technology (RD&T) activities across all Department of Transportation (DOT) Operating Administrations (OAs) and Secretarial Offices. OST-R ensures that DOT's research strategic priorities are implemented, and that research is purpose-driven and non-duplicative. OST-R also leads a range of cross-modal initiatives for DOT, including Positioning, Navigation, and Timing (PNT) and spectrum management. The Office of the Assistant Secretary for Research and Technology (OST-R) manages the Department of Transportation's statistical programs via the Bureau of Transportation Statistics (BTS). Additionally, it leads research initiatives through the University Transportation Center (UTC) grants program, oversees the Technology Transfer (T2) and research integrity programs, and directs the Highly Automated Systems Safety Center of Excellence (HASS COE). OST-R supervises related fee-for-service organizations, including the Volpe National Transportation Systems Center and the Transportation Safety Institute. OST-R is guiding the development of the Advanced Research Projects Agency – Infrastructure (ARPA-I), as authorized in the Infrastructure Investment and Jobs Act (IIJA; Sec 25012). OST-R leads the DOT implementation of recent Executive Order E.O 13905, *Strengthening National Resilience Through Responsible Use of Positioning, Navigation, and Timing Services*.

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

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

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

Bureau of Transportation Statistics (BTS)

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. BTS compiles and makes available to the public statistics and research documents through its National Transportation Library.

In support of DOT's multimodal freight mandates, BTS will 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 continue to publish frequent supply chain indicators and examine new data sources and metrics for assessing freight transportation performance.

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

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

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

The Office of RD&T programs are as follows:

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

The program's mission is supported by 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 specific duties include:

- Developing and executing DOT-wide strategic research planning through the development and implementation of DOT's RD&T Five-Year Strategic Plan.
- Providing stewardship and oversight of DOT's research portfolio through Research and Technology Review, Approval and Monitoring for Incorporation of Research Results.
- 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.
- Leading cross-modal research initiatives in partnership with DOT OAs, industry, and academia to ensure the development and deployment of state-of-the-art practices for safe, efficient mobility of people and goods.

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

In FY 2025, DOT plans to carry out its activities to ensure that:

- DOT programs will strengthen, advance, and ensure that America's unparalleled research is deployed by advancing commercialization of DOT research products and removing existing barriers to innovation development and deployment.
- Investments are fully leveraged through the demonstration and deployment of the resulting products and technologies.
- New guidance, or policies are developed to support a growing T2 Program
- Create and support a departmental clearinghouse for T2, sharing information with private industry and academia.
- Ensure effective partnership and coordination with the private sector, venture capitalists, philanthropy, and more than 300 Federal laboratories around the nation to commercialize Federal and relevant private sector research products.

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

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

FY 2025 Anticipated Accomplishments:

- Develop the new DOT RD&T Strategic Plan (FY 2026-2030) and monitor progress made on the goals, priorities, and objectives.
- Conduct the annual review, approval, and Secretarial certification to Congress of DOT's Annual Modal Research Plans (AMRPs).
- Conduct the development and review of the Annual RD&T Performance Plan and the Annual RD&T Funding Report for submission to Congress.
- Conduct a series of research reviews to monitor progress made by the OAs towards prior year objectives and to discuss plans for the coming fiscal year.
- Add user services and functionality to the portfolio management data system (PMDS), inviting OA data owners and researchers to glean intelligence from ongoing and active research projects, increasing collaboration and cooperation throughout DOT.
- Improve the quality of project data and maintain the DOT Research Hub by publishing active project data after periodic updates to PMDS.
- Provide technical assistance to state DOTs, local governments, and tribal governments to improve infrastructure resilience.

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

DOT co-leads the federal role in PNT with the Department of Defense (DOD) by coordinating civil sector PNT requirements and representing the civil (non-defense) departments and agencies in the development, acquisition, management, and operations of the Global Positioning System (GPS). The Secretary of Transportation is assigned this role by Space Policy Directive (*SPD-7, U.S. Space-Based Positioning, Navigation, and Timing Policy*). The Secretary's role also includes ensuring that GPS public safety of life services meet or exceed international performance standards and promoting PNT resiliency for transportation safety. In addition, the Spectrum Management program efforts address the Departments radio frequency requirements noted in the U.S.C. Title 47 Telecommunications §300 et. seq. in other legislation (i.e., Middle Class Tax Relief Act of 2012), and in Infrastructure Investment and Jobs Act (IIJA), Departmental policy (i.e., DOT Order 5421.1A dated January 14, 2021); and fully supports the Secretary's priorities for transportation safety, as well as fostering technology innovation in transportation by preparing for the future through the engagement of new navigation, surveillance, and communications radio frequency spectrum to ensure safety without undermining innovative emerging capabilities. The FY 2025 efforts support implementation of national spectrum policy that incorporates transportation safety-critical needs and requirements

for spectrum-dependent communications, navigation, and surveillance systems for all modes of transportation. Day-to-day responsibility for spectrum management are handled by OST-R for cross-modal transportation issues, as well as surface transportation and in coordination with the Federal Aviation Administration (FAA) for aviation and space transportation missions. DOT recognizes radio frequency spectrum as critical to the safe and efficient use of the national transportation system by the traveling public, the freight community, other commercial and private entities, as well as other federal agencies using the roads, rails, waterways, and airspace within the United States.

FY 2025 projects support implementation of SPD-7, as well as the goals of *EO 13905, Strengthening National Resilience Through Responsible Use of PNT Services*, by focusing on implementation of PNT interference, detection, and mitigation capability, conducting research to toughen GPS user equipment, and facilitating adoption of Complementary PNT services through implementation of the DOT Complementary PNT Action Plan. The goals for FY 2026 are to implement a Global Navigation Satellite System (GNSS) performance monitoring capability, transition automated GPS interference detection into a fully common operational capability, ensure resilient PNT services for operations in the absence, disruption, or manipulation of space-based PNT and/or develop methods that utilize Complementary PNT services, and conduct spectrum management and engineering research, analysis, and testing in support of the National Spectrum Strategy.

FY 2025 Anticipated Accomplishments:

- Implementing a real-time GNSS performance monitoring and interference detection capability for protection of the GNSS radio frequency spectrum 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 spectrum, data and in-band GPS Radio 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 with alternative radio frequency spectrum bands.
- Development of the 2025 Federal Radionavigation Plan (FRP) in conjunction with DOD and DHS.

Highly Automated Systems Safety Center of Excellence (HASS COE)

Established by the Further Consolidated Appropriations Act, 2020 (P.L. 116-94; December 20, 2019), the Highly Automated Systems Safety Center of Excellence (HASS COE) is strategically positioned within the Office of the Assistant Secretary for Research and Technology (OST-R) to lead the safe integration of automation technologies throughout the transportation ecosystem. The HASS COE maintains a dedicated focus on the comprehensive review, assessment, and validation of highly automated systems, across all modes of transportation, empowering DOT to establish and uphold rigorous safety standards. This commitment fosters public trust and confidence while accelerating advancement and maintaining U.S. global leadership in automation and emerging transportation technologies. The HASS COE team's specialized expertise effectively navigates the complexities of automation, creating an environment that

prioritizes safety while promoting innovation, thereby directly contributing to national priorities related to the safety, connectivity, and resilience of transportation infrastructure.

HASS COE distinguishes itself by proactively fostering cross-modal collaboration within DOT and engaging key external partners, including the National Aeronautics and Space Administration (NASA), the Department of Defense (DOD), and the Department of Homeland Security (DHS), as well as major players in private industry. As the Nation's central hub for automation research, HASS COE drives multi-domain initiatives that transcend traditional departmental boundaries. This approach facilitates the sharing of best practices and resources, ensuring that innovative solutions are developed and implemented effectively across all transportation modalities. By championing a collective strategy in exploring critical and emerging technologies, HASS COE enhances the overall efficiency and interconnectedness of the transportation system, showcasing the value of a coordinated approach in addressing emerging challenges.

As “America's Safety Engine for Transportation Automation,” the HASS COE is committed to pushing the boundaries of what is possible in automated systems while safeguarding the people that we serve. The team's dedication to developing advanced tools and methodologies exemplifies leadership in shaping the future of transportation. HASS COE plays a critical role in leading the national automation strategy for Advanced Air Mobility and assessing AI's impact on all modes of transportation, from self-driving cars and unmanned aerial vehicles to automated trains and driverless trucks. HASS COE is pioneering solutions for the safe use of Unmanned Aircraft Systems, including advancing electronic conspicuity to promote safe and integrated automated air solutions. Across all programs and projects, HASS COE maintains a strategic focus aligned with the vision of a smart, efficient, and safe transportation network. The center's exceptional ability to foster technological advancements while aligning with governmental priorities reaffirms its essential role in positioning the U.S. as a frontrunner in the safe, responsible deployment of automation technologies.

FY 2025 Anticipated Accomplishments:

- Launching the government-led, industry-driven Mobile Network Aviation Assessment Program (MNAAP) to conduct large-scale testing of electronic conspicuity solutions in various scenarios to assess effectiveness, facilitate integration workshops with stakeholders to incorporate conspicuity solutions into safety standards and frameworks, and develop and tailor fundamental technical elements required to support future rulemaking on effective use of conspicuity systems.
- Operationalizing AI-powered productivity assistants for DOT through the Artificial Intelligence Chatbot Assistant for Transportation (AI-CHAT) which will develop new transportation specific AI tools and transition the successful prototypes of chat.dot.gov and ask.dot.gov into fully operational enterprise AI productivity tools, improving efficiency for thousands of users with FedRAMP High protections.
- Executing the Educate, Develop, and Understand (EDU) Automation Program and ensuring a robust and capable future workforce by providing a coordinated internal training program, educational content, and learning platforms that equip departmental staff with the necessary skills and knowledge for critical and emerging technologies while providing insights into industry trends and emerging needs.

- Launching the Technical Expertise Collaboration Initiative (TECI) to leverage high-caliber domestic expertise to address evolving needs/gaps and help cultivate the next generation of transportation leaders while supporting a lean, agile core workforce.
- Launching the Joint Transportation Test and Evaluation Capability (JTTEC) to develop an extensible suite of interconnected testing tools and capabilities while connecting researchers, developers, and deployers to amplify access to cutting-edge testing solutions and accelerate the safe, cooperative development and integration of advanced transportation technologies.
- Spearheading ConnectX technical collaboration and coordination between DOT modal research centers to accelerate innovation around automation and critical and emerging technologies, improve research quality and relevance, and enhance the efficient use of Federal resources.
- Executing the Automated Technology Evaluation Program (ATEP) to develop, sustain, and enable an in-house capacity to assess and validate the safety of current and emerging automated transportation technologies through the application of state-of-the-art tools as well as natural language processing and other forms of AI.

Advanced Research Projects Agency - Infrastructure (ARPA-I)

Authorized in the Infrastructure Investment and Jobs Act (IIJA) of 2021, ARPA-I is tasked by Congress with advancing transportation infrastructure by developing innovative science and technology solutions that decrease long-term costs, increase the safe, secure, and efficient movement of people and goods, reduce the lifecycle impacts of transportation infrastructure, enhance its resilience to physical and cyber threats, and ensure America's global leadership in infrastructure technologies that underpin U.S. prosperity.

ARPA-I has unique and broad authorities that differentiate it from the existing DOT research enterprise. These include special hiring authorities, term-limited staff, and the ability to enter a wide range of partnerships with public and private sector entities. Additionally, the Agency is focused on higher-risk, higher-reward projects with the goal of developing and commercializing game-changing technologies for transportation infrastructure. These projects are metrics-driven and run by world-class teams outside the federal government, led by term-limited program directors drawn from the best performers in private and public sectors. The Agency ensures successful technology development and transition through multiple approaches, including early collaborations and commercialization planning with DOT modal research organizations, infrastructure owners and operators, and industry.

ARPA-I has launched its first program, named X-BRIDGE (eXceptional Bridges through Innovative Design and Groundbreaking Engineering), focused on advanced construction technologies that can significantly reduce the costs and time of building bridges while doubling their lifespan.

FY 2025 Anticipated Accomplishments:

- Successful launch of the X-BRIDGE program and ramp up of performer team to develop technologies that can deliver bridges at half the cost, in half the time, and with double the lifespan.

- Successful completion of initial wide-area aerial LiDAR scanning project with federal and state and local partners and development of a digital twin program.
- Successful support of DOT’s follow-on efforts to Intersection Safety Challenge and DOT’s AI for Transportation Planning Design initiative.
- Successful launch of ARPA-I Ideas Challenge to engage the community to develop detailed program plans and breakthrough concepts, and develop an OPEN program for crowdsourced, community driven proposals to build ARPA-I’s portfolio.

Funding Changes:

The FY 2026 budget request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) inflation and other adjustments to base.

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	FTEs
FY 2024 Actuals	\$49,040	45
FY 2025 Enacted	\$49,040	45
Adjustments to Base		
Annualization of Prior Pay Raises	\$91	0
Annualization of Positions Previously Requested	\$0	0
FY 2026 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	-\$3	0
Subtotal Adjustments to Base	\$88	0
FY 2026 Baseline Estimate	\$49,128	45
Program Changes (+/-):	\$872	0
FY 2026 Request	\$50,000	45

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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 2024 Actuals	FY 2025 Enacted	FY 2026 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	348,554	450,000	142,000
TOTAL	348,554	450,000	142,000

STAFFING

Direct FTEs	0	0	0
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Appropriations Language**PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)**

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

Note.--This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (Division A of Public Law 119-4).

Program and Performance Statement

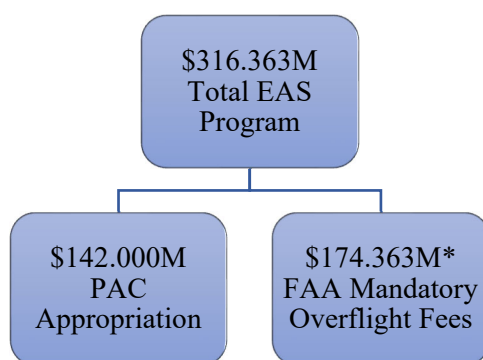
Through 1997, the Essential Air Service (EAS) Program was funded from the Airport and Airway Trust Fund. Starting in 1998, the Federal Aviation Administration reauthorization funded the program as a mandatory program supported by overflight fees under the EAS and Rural Airport Improvement Fund. In addition to mandatory funding supported by overflight fees, direct appropriations from the Airport and Airway Trust Fund to Payments to Air Carriers have been enacted every year beginning in 2002 to meet the needs of the Essential Air Service Program. Recent growth in the EAS program is unsustainable. The average community EAS contract in the continental US is now \$4.9 million per year, an increase of over 75% since 2019. The Budget reforms the EAS program by proposing to adjust eligibility to help address rural communities' air transportation needs in a more sustainable manner.

Detailed Justification for Payments to Air Carriers

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

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

The FY 2026 Budget proposes an overall program funding level at **\$316.363 million** with the breakdown between PAC (\$142,000,000) and EAS dependent on FAA estimates for overflight fees (\$174,363,000):



**Note: \$174.363 million is the estimated Overflight Fees for FY 2026. Total estimated budget resources for FY 2026 are \$173.892 million which includes adjustments for all applicable sequestration calculations.*

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. The discretionary PAC component of EAS is authorized through FY 2028. As of October 1, 2024, 179 communities across the country, including 67 in Alaska, received subsidized scheduled air service, including 14 of those that receive assistance through the Alternate Essential Air Service (AEAS) Program through grant agreements with the Department of Transportation (DOT).

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 P.L. 112-95, as added by Section 458 of P.L. 115-254, and granted discretionary waivers to two other communities.

For fiscal years 2020 through 2025, 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, most recently through the Full-Year Continuing Appropriations and Extensions Act, 2025, P.L. 119-4 (March 15, 2025). Compliance with these eligibility requirements will resume in fiscal year 2026.

FY 2025 Anticipated Accomplishments:

- Provide uninterrupted air service to approximately 179 eligible communities;
- Continue to focus on cost control through the selection of best value awards to reliable air carriers providing proposals aligning with statutory criteria and meeting the EAS needs of eligible communities;
- Continue outreach with stakeholders, including all EAS communities, air carriers providing EAS, Alaska Air Carriers Association, and hub airports.

Funding Changes:

The FY 2026 budget request includes changes to fund: (1) the 2025 out-year effects of the 2 percent pay raise and (2) inflation and other adjustments to base.

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. Those four communities will need \$2.3 million in annual subsidies (total) and are reflected in the anticipated increases table at the end of this narrative.

As of the last quarter of 2024, the communities of Seward, Alaska, and Valdez, Alaska, began receiving subsidized air service after the last air carrier serving those communities filed termination notices. On December 10, 2024, the Department received termination notices from the last air carrier providing service at the communities of St. Mary's, Alaska and Unalakleet, Alaska. The Department was able to obtain replacement unsubsidized service at Unalakleet; however, St. Mary's will begin receiving subsidized EAS in mid-calendar year 2025.

A provision in the FAA Reauthorization Act of 2024 (P.L. 118-63) directed the DOT to coordinate with the State of Alaska to determine eligibility for Alaska communities, from the Original List of Alaska Communities from 1978, which were designated as "deleted points", affected by the 1964 earthquake and resulting tsunami leading to depopulation, and have now regained population. This resulted in one more community becoming eligible for Essential Air Service (Chenega, Alaska).

Proposed Statutory Changes:

To reduce subsidy costs and ensure that funds are expended where the need is greatest, the President’s Budget is proposing several reforms in the EAS program.

- For communities in the contiguous United States:
 - Amend existing eligibility criteria at 49 U.S.C. 41731 related to per-passenger subsidies and average daily enplanements, as indicated in the following bullets, and resume annual enforcement of the criteria for FY 2026.
 - Eliminate eligibility for communities that are closer than 75 miles to a small, medium, or large hub airport.
 - Eliminate eligibility for communities whose per-passenger subsidy exceeds \$350 in the most-recent fiscal year, regardless of distance to a hub.
 - Eliminate eligibility for communities whose average daily enplanements fall below 10 in the most-recent fiscal year, regardless of distance to a hub.
 - Eliminate the Secretary’s ability to grant a waiver to communities that fail to meet eligibility criteria.
 - Eliminate the ability for communities’ that have been removed from the program for one or more of the above reasons to request reinstatement.

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

The following table shows all subsidized EAS communities as of May 1, 2025, at annual subsidy rates as awarded by DOT. As of May 1, 2025, total annual contracted subsidies are \$656,503,083. Inflationary pressures and cost increases for air carriers have led to increasing program costs. DOT continues to receive proposals with substantial annual subsidy increases over prior contracts, in many cases 100 percent or more, especially for communities served by regional jet aircraft that are increasingly more expensive to operate given labor rate increases.

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

Section 3 – FY 2026 Budget Requests by Account

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

State	EAS Community	Annual subsidy rate @ May 1, 2025			
AK	Adak	\$2,137,092	AK	Manokotak	\$406,415
AK	Adak (freighter)	\$479,012	AK	May Creek	\$256,074
AK	Akhiok	\$484,959	AK	McCarthy	\$256,074
AK	Akutan (fixed-wing)	\$1,706,657	AK	McGrath	\$563,895
AK	Akutan (helicopter)	\$1,152,195	AK	Metlakatla	\$1,561,599
AK	Amook Bay*	\$40,751	AK	Minto	\$92,326
AK	Angoon	\$319,097	AK	Moser Bay*	\$40,751
AK	Atka	\$1,522,623	AK	New Stuyahok	\$464,610
AK	Central	\$225,982	AK	Nikolski	\$465,730
AK	Chignik	\$787,754	AK	Olga Bay*	\$40,751
AK	Chignik Lake	\$787,754	AK	Pelican	\$853,751
AK	Chisana	\$162,374	AK	Perryville	\$1,756,921
AK	Circle	\$225,982	AK	Petersburg	\$2,395,607
AK	Clark's Point	\$228,224	AK	Petersburg (freighter)	\$308,343
AK	Cordova	\$5,718,676	AK	Pilot Point	\$270,954
AK	Cordova (freighter)	\$27,600	AK	Port Alexander	\$137,756
AK	Diomedede	\$747,656	AK	Port Bailey*	\$40,751
AK	Egegik	\$196,217	AK	Port Heiden	\$351,574
AK	Ekwok	\$252,517	AK	Port Williams*	\$40,751
AK	Elfin Cove	\$460,787	AK	Seal Bay	\$40,751
AK	Excursion Inlet	\$43,894	AK	Seward	\$529,050
AK	False Pass	\$274,289	AK	Skwentna	\$43,479
AK	Gulkana	\$424,775	AK	South Naknek	\$282,900
AK	Gustavus	\$506,894	AK	St. George	\$1,198,524
AK	Healy Lake	\$240,860	AK	St. Paul Island	\$2,681,588
AK	Hydaburg	\$421,531	AK	Tatitlek	\$257,009
AK	Igiugig	\$354,916	AK	Tenakee	\$252,340
AK	Kake	\$640,195	AK	Twin Hills	\$400,826
AK	Karluk	\$478,384	AK	Uganik	\$40,751
AK	King Cove	\$1,582,247	AK	Ugashik	\$270,954
AK	Kitoi Bay	\$40,751	AK	Valdez	\$5,601,327
AK	Koliganek	\$851,707	AK	West Point	\$40,751
AK	Lake Minchumina	\$213,600	AK	Wrangell	\$2,709,315
AK	Lazy Bay/Alitak*	\$40,751	AK	Wrangell (freighter)	\$338,778
AK	Levelock	\$295,355	AK	Yakutat	\$5,815,877
AK	Manley Hot Springs	\$92,326	AK	Yakutat (freighter)	\$24,076
			AK	Zachar Bay	\$40,751
			AK Total		\$55,040,064
			AL	Muscle Shoals	\$6,587,880
			AL Total		\$6,587,880

Section 3 – FY 2026 Budget Requests by Account

AR	El Dorado	\$4,033,952	ME	Presque Isle	\$10,412,073
AR	Harrison	\$3,981,464	ME	Rockland	\$3,853,175
AR	Hot Springs	\$3,084,747	ME Total		\$22,058,340
AR	Jonesboro	\$2,422,718	MI	Alpena	\$6,750,234
AR Total		\$13,522,881	MI	Escanaba	\$7,244,711
AZ	Page	\$4,398,924	MI	Hancock/Houghton	\$6,513,688
AZ	Prescott	\$5,879,690	MI	Iron Mountain	\$7,563,218
AZ	Show Low	\$5,640,760	MI	Ironwood	\$7,709,208
AZ Total		\$15,919,374	MI	Manistee	\$6,849,260
CA	Crescent City	\$4,161,287	MI	Muskegon	\$6,805,487
CA	El Centro	\$3,145,526	MI	Pellston	\$4,219,848
CA	Merced	\$3,881,383	MI	Sault Ste. Marie	\$7,181,640
CA Total		\$11,188,196	MI Total		\$60,837,294
CO	Alamosa	\$5,679,884	MN	Bemidji	\$5,097,827
CO	Cortez	\$6,876,394	MN	Brainerd	\$7,684,354
CO	Pueblo	\$6,449,526	MN	Hibbing	\$6,992,582
CO Total		\$19,005,804	MN	International Falls	\$6,540,044
GA	Macon	\$4,922,378	MN	Thief River Falls	\$6,154,871
GA Total		\$4,922,378	MN Total		\$32,469,678
HI	Hana	\$995,064	MO	Cape Girardeau	\$5,869,841
HI	Kalaupapa	\$2,380,027	MO	Fort Leonard Wood	\$4,761,172
HI	Kamuela	\$830,744	MO	Joplin	\$5,841,528
HI	Lanai	\$3,970,286	MO	Kirksville	\$5,834,057
HI Total		\$8,176,121	MO Total		\$22,306,598
IA	Burlington	\$3,553,651	MS	Greenville	\$3,159,183
IA	Fort Dodge	\$6,924,432	MS	Hattiesburg/Laurel	\$6,406,361
IA	Mason City	\$6,995,575	MS	Meridian	\$5,644,610
IA	Sioux City	\$5,734,001	MS	Tupelo	\$6,924,540
IA	Waterloo	\$7,464,242	MS Total		\$22,134,694
IA Total		\$30,671,901	MT	Butte	\$6,354,635
IL	Decatur	\$6,120,951	MT	Glasgow	\$2,855,974
IL	Marion	\$5,819,337	MT	Glendive	\$3,017,955
IL	Quincy	\$4,292,438	MT	Havre	\$2,991,468
IL Total		\$16,232,726	MT	Sidney	\$6,302,436
KS	Dodge City	\$7,361,734	MT	West Yellowstone	\$3,101,601
KS	Garden City	\$5,897,640	MT	Wolf Point	\$3,048,100
KS	Hays	\$6,444,571	MT Total		\$27,672,169
KS	Liberal	\$6,980,762	ND	Devils Lake	\$7,749,051
KS	Salina	\$6,375,463	ND	Dickinson	\$5,451,987
KS Total		\$33,060,170	ND	Jamestown (ND)	\$7,443,767
KY	Owensboro	\$5,831,399	ND Total		\$20,644,805
KY	Paducah	\$6,359,523	NE	Alliance	\$3,560,888
KY Total		\$12,190,922	NE	Chadron	\$3,648,073
ME	Augusta	\$3,524,459	NE	Grand Island	\$4,999,500
ME	Bar Harbor	\$4,268,633	NE	Kearney	\$5,894,232

Section 3 – FY 2026 Budget Requests by Account

NE	McCook	\$3,567,084	WV	Beckley	\$2,827,968
NE	North Platte	\$5,477,828	WV	Clarksburg	\$6,310,516
NE	Scottsbluff	\$5,063,485	WV	Lewisburg (Greenbrier)	\$6,836,602
NE Total		\$32,211,090	WV	Morgantown	\$5,992,164
NH	Lebanon	\$6,096,449	WV	Parkersburg	\$2,134,573
NH Total		\$6,096,449	WV Total		\$24,101,823
NM	Carlsbad	\$5,517,570	WY	Cody	\$3,461,368
NM	Clovis	\$4,804,921	WY	Laramie	\$5,052,740
NM	Silver City	\$4,975,646	WY Total		\$8,514,108
NM Total		\$15,298,137	Grand Total		\$656,503,083
NY	Massena	\$5,756,644			
NY	Ogdensburg	\$8,860,318			
NY	Plattsburgh	\$6,845,871			
NY	Saranac Lake	\$2,794,783			
NY	Watertown (NY)	\$7,298,978			
NY Total		\$31,556,594			
OR	Pendleton	\$4,275,121			
OR Total		\$4,275,121			
PA	Altoona	\$6,492,990			
PA	Bradford	\$3,034,334			
PA	DuBois	\$5,145,108			
PA	Johnstown	\$7,369,104			
PA	Lancaster	\$3,025,976			
PA Total		\$25,067,512			
PR	Mayaguez	\$1,905,812			
PR Total		\$1,905,812			
SD	Aberdeen	\$4,227,249			
SD	Pierre	\$6,147,636			
SD	Watertown (SD)	\$6,772,587			
SD Total		\$17,147,472			
TN	Jackson	\$7,954,117			
TN Total		\$7,954,117			
TX	Victoria	\$6,372,951			
TX Total		\$6,372,951			
UT	Cedar City	\$6,426,743			
UT	Moab	\$6,400,957			
UT	Vernal	\$6,913,907			
UT Total		\$19,741,607			
VA	Staunton	\$6,199,671			
VA Total		\$6,199,671			
VT	Rutland	\$2,745,857			
VT Total		\$2,745,857			
WI	Eau Claire	\$5,906,038			
WI	Rhineland	\$6,766,729			
WI Total		\$12,672,767			

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

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2024 Actuals	\$348,554	0
FY 2025 Enacted	\$450,000	0
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$0	0
FY 2026 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$0	0
Subtotal Adjustments to Base	\$0	0
FY 2026 Baseline Estimate	\$450,000	0
Program Changes (+/-):	-\$308,000	0
FY 2026 Request	\$142,000	0

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

	FY 2024	FY 2025	FY 2026
	Actuals	Enacted	Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	25,000	25,000	-
TOTAL	25,000	25,000	-

STAFFING

Direct FTEs	0	0	0
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Note.--This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (Division A of Public Law 119-4).

Program and Performance Statement

The Rural and Tribal Infrastructure Advancement Program, administered by the Build America Bureau, provides funding for planning and design phase activities for eligible entities such as local governments, states, federally recognized Indian Tribes, and the Department of Hawaiian Home Lands. The program seeks to develop transportation infrastructure projects in rural and tribal communities. No new funds are requested for this account in 2026.

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

FUNDING LEVELS

ITEM	AMOUNT	FTEs
FY 2024 Actuals	\$25,000	0
FY 2025 Enacted	\$25,000	0
Adjustments to Base		
Annualization of Prior Pay Raises	\$0	0
Annualization of Positions Previously Requested	\$0	0
FY 2026 Pay Raises	\$0	0
Compensable Day(s) Change	\$0	0
GSA Rent	\$0	0
Working Capital Fund Changes	\$0	0
FERS Changes	\$0	0
Award Changes	\$0	0
Inflation and Other Adjustments to Base	\$0	0
Subtotal Adjustments to Base	\$0	0
FY 2026 Baseline Estimate	\$25,000	0
Program Changes (+/-):	-\$25,000	0
FY 2026 Request	\$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)

	FY 2024	FY 2025	FY 2026
	Actuals	Enacted	Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	2,556	2,556	284
Travel	7	7	-
Other Costs	3,641	3,641	716
Programs	152,574	160,409	173,363
TOTAL	158,778	166,613	174,363

STAFFING

Direct FTEs	12	12	12
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This account is subject to a mandatory 5.7% sequestration reduction.

Program and Performance Statement

The Federal Aviation Reauthorization Act of 1996 (P.L. 104–264) authorized the collection of user fees for services provided by the Federal Aviation Administration (FAA) to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Act permanently appropriated the first \$50 million of such fees for the Essential Air Service (EAS) Program and rural airport improvements. In addition, the FAA Modernization and Reauthorization Act (P.L. 112–95) requires that, in any fiscal year, overflight fees collected in excess of \$50 million will be available to carry out the EAS Program. Recent growth in the EAS program is unsustainable. The average community EAS contract in the continental US is now \$4.9 million per year, an increase of over 75% since 2019. The Budget reforms the EAS program by proposing to adjust eligibility to help address rural communities' air transportation needs in a more sustainable manner.

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

<u>FUNDING LEVELS</u>	FY 2024 Actuals	FY 2025 Enacted	FY 2026 Request
Personnel Compensation and Benefits	10,000	10,000	10,000
Travel	-	-	-
Other Costs	-	-	-
Programs	240,000	240,000	240,000
TOTAL	250,000	250,000	250,000

<u>STAFFING</u>			
Direct FTEs	35	35	35

This account is subject to obligation limitation.

Program and Performance Statement

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

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

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

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

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

The Infrastructure Investments and Job Act (IIJA) authorizes \$250 million each year for fiscal years 2022 to 2026 to fund the TIFIA program. Each dollar typically provides approximately \$35 in credit assistance. In addition, IIJA permits eligible recipients to use funds from the Surface Transportation Block Grant, National Highway Performance, Infrastructure for Rebuilding America Grant (INFRA), and BUILD programs to cover the subsidy and administrative costs of TIFIA credit assistance.

FY 2025 Anticipated Accomplishments:

- The Bureau pipeline of TIFIA loans in project development and creditworthiness review as of April 1, 2025, will finance about \$30 billion in project costs.
- The Bureau expects to close 10 to 12 new loans in FY 2025, totaling approximately \$10 billion in face value.
- The Bureau expects to continue increasing the number of states using the Rural Projects Initiative for underserved rural areas. The Bureau will also increase the level of technical assistance related to innovative project financing and delivery options.

Funding Changes:

TIFIA program funding authorized in the IIJA (Sec. 11101(a)(2), P.L. 117-58) provides \$250 million each year for fiscal years 2022 to 2026.

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

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

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

Attracting Private Debt and Equity: TIFIA credit assistance can help attract private debt and equity co-investment in transportation projects. Thus, TIFIA funding leverages limited federal and other public sector funds, so a relatively small federal commitment stimulates a large amount of state, local, and private investment. One such example is Project NEXT—the extension of the Capital Beltway managed lanes in Northern Virginia under a public-private partnership agreement by the Virginia Department of Transportation. The project's private sponsor contributed over \$260 million in equity, in addition to a \$212 million TIFIA loan that the sponsor repays with non-federal funds.

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

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

	FY 2024 Actuals	FY 2025 Enacted	FY 2026 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 FTEs	0	0	0
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This account is subject to a mandatory 5.7% sequestration reduction.

Program and Performance Statement

The Asset Concessions and Innovative Finance Assistance Grant Program facilitates access to expert services for, and provides grants to state, local, and tribal governments and other entities to enhance their technical capacity to evaluate public-private partnerships in which the private sector partner could assume a greater role in project planning, development, financing, construction, maintenance and operation, including by assisting eligible entities in entering into asset concessions.

Detailed Justification for Innovative Finance and Asset Concessions Grants

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

The Infrastructure Investment and Jobs Act (IIJA) directed the U.S. 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 innovative financing and asset concession approaches to infrastructure development, delivery, operations, and maintenance. Eligible entities include states, Tribal governments, local governments, special purpose districts, or public authorities that own, control, or maintain existing assets and have the legal authority to enter a contract to transfer ownership, maintenance, operations, revenues, or other benefits and responsibilities for those assets. The Build America Bureau (Bureau, also known as the National Surface Transportation and Innovative Finance Bureau), in the Office of the Under Secretary of Transportation for Policy, administers the program.

Grants are available to (1) build organizational capacity to advance projects through innovative financing or innovative project delivery methods or (2) procure 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 value-for-money analysis or comparable analysis; evaluating options for the structure and use of asset concession payments; project planning, feasibility studies, revenue forecasting, and cost-benefit and other early development activities and analyses.

These grants promote identification and selection of optimal means of project delivery, among traditional procurements, public-private partnerships, and other innovative means, that will result in better informed decisions and allocation of risks, improved efficiency, lower lifecycle costs, and faster project delivery. In public-private partnerships, a private sector partner assumes a greater role in project planning, development, financing, construction, maintenance, and operation.

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, and other activities.

The Bureau solicited applications via its March 21, 2024, Notice of Funding Opportunity (NOFO) for almost \$58 million (FYs 2022, 2023, and 2024 funding). The application period closed on May 10, 2024, after which the Bureau evaluated responses on criteria in the NOFO and recommended grant recipients to the U.S. Secretary of Transportation. On September 17, 2024, DOT announced the selection of 45 applications for awards totaling \$49 million. The Bureau plans to make the remaining funds available in the next NOFO.

FY 2025 Anticipated Accomplishments:

- In FY 2025, the Build America Bureau expects to sign grant agreements with the first-round grant recipients, solicit and evaluate the next round of grant applications, and award the FY 2025 funding.

Funding Changes:

The Innovative Finance and Asset Concessions grants program is included in IIJA (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 mandatory 5.7% sequestration reduction.

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

Beneficial and transformative infrastructure projects might not leave the drawing board or be delivered inefficiently or ineffectively when project sponsors, especially those in smaller and rural jurisdictions, lack the capacity and resources to identify and evaluate assets with potential for innovative financing and delivery solutions. Innovative Finance and Asset Concession grants fund activities to identify the optimal means of project procurement, finance, and delivery to ensure communities benefit from the investment of DOT funding and financing.

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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 2024 Actuals	FY 2025 Enacted	FY 2026 Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	117,766	117,767	117,767
Travel	4,040	4,040	4,040
Other Costs	238,194	238,193	238,193
Programs	-	-	-
TOTAL	360,000	360,000	360,000

STAFFING

Direct FTEs	649	649	649
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Program and Performance Statement

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

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

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

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

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

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

The Volpe Center 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, with an emphasis on safety, innovation, and efficiency. As a trusted, objective partner, the Volpe Center is a "systems" center that understands how local, state, regional, national and global transportation systems work and their interconnectedness and interdependencies with each other and with all major sectors of the economy.

The Volpe Center's federal multidisciplinary workforce possesses a deep knowledge of the national and global transportation systems and government operations. They work across all modes of transportation and collaborate with federal, state, and local agencies, industry, and academia. Half of the Volpe Center's federal staff have advanced degrees. The Volpe Center workforce represents an expansive variety of disciplines including engineering, data analysts and scientists, IT specialists, economists, human factors specialists, and planners. 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 2025 Anticipated Accomplishments:

- Working across all modes to strengthen transportation safety by performing incident investigations and inspections; evaluating safety technologies and analyzing and implementing advanced safety systems, e.g., Safety Management Systems (SMS); supporting safe integration of new technologies into the national transportation system, including the National Airspace System.
- 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*.
- Streamlining the environmental review and permitting process by working across DOT on NEPA and related laws, regulations, and executive orders, including those tied to consultation and permitting processes (e.g., Section 106, Section 7), to deliver transportation infrastructure projects more rapidly and efficiently.
- Supporting the OST and OAs in implementing the provisions of the Infrastructure Investment and Jobs Act, including support to competitive grant programs.
- Supporting the safe, efficient, sustainable introduction of emerging technologies including the following: supporting development of the DOT AI and Freight Strategic Plans and working across all DOT modes and agencies including NASA and DOD on unmanned aircraft systems (UAS), counter UAS, Advanced Air Mobility, Supersonics, Hypersonics, Commercial Space Transportation, Connected Vehicles, Automated Vehicles and AI, including ongoing technical support to the Highly Automated Safety Center of Excellence.
- Supporting the Corporate Average Fuel Economy program by developing and executing detailed cost benefit analyses of national fuel economy standards.

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

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

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

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

	FY 2024	FY 2025	FY 2026
	Actuals	Enacted	Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	71,673	73,742	210,555
Other Costs	674,562	672,493	1,025,336
TOTAL	746,235	746,235	1,235,891

STAFFING

FTEs	295	295	1,097
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Note.--This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (Division A of Public Law 119-4).

Program and Performance Statement

The Working Capital Fund finances common administrative services and other centrally performed services aimed at promoting economy and efficiency. The fund is supported by agreements with the Operating Administrations (OAs) and other customers. The Working Capital Fund will allocate resources to continue the Department's implementation of a shared services environment for information technology (IT) and administrative investments. The FY 2026 President's Budget outlines organizational changes aimed at enhancing efficiency. The request assumes that funding for positions and programs related to Human Resources, IT, Procurement, Governmental Affairs, Communications/Public Affairs, and Civil Rights will be consolidated within the Office of the Secretary through the Working Capital Fund.

Detailed Justification for Working Capital Fund

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

The Working Capital Fund (WCF) operates on a fee-for-service model and typically does not receive direct appropriations, with its costs covered by customers. Authorized under 49 U.S.C. 327, the WCF supports the Department of Transportation (DOT) by delivering high-quality, timely administrative shared services, allowing Operating Administrations (OAs) to concentrate on their core transportation infrastructure goals. The WCF offers a diverse array of technical and administrative services. As a fully self-sustaining organization, it is required to achieve full cost recovery, which includes an equitable allocation of overhead and indirect costs.

The WCF supports the President’s Executive Order, “Implementing the President’s ‘Department of Government Efficiency’ Workforce Optimization Initiative,” by consolidating common program support services across the Operating Administrations into OST. These functions include Procurement, Human Resources (HR), Information Technology (IT), Civil Rights, Public Affairs, and Governmental Affairs. The proposal assumes all modal IT spending, including commodity and program spending, will be consolidated under OST. The consolidation excludes the Federal Aviation Administration (FAA), the Office of Inspector General, and some functions of the Great Lakes and St. Lawrence Seaway Corporation.

The consolidation achieves the following:

- Optimizes employee expertise and communication while identifying and eliminating redundancies to reduce costs and streamline organizational layers for better service delivery.
- Ensures compliance with OMB and Congressional directives by consolidating activities across the Department, ultimately providing greater value to the government and taxpayers.

To carry out the consolidation, DOT proposes to shift an estimated ~800 full time equivalents (FTE) and an estimated \$490 million from the Operating Administrations to OST through the WCF – See Consolidation Summary table below. For the services listed above, DOT’s FY 2026 Budget request assumes FY 2025 status quo FTE and funding levels for the Department overall and that starting in FY 2026 impacted modal FTE would be assigned to the WCF. The budget presentations show OST WCF FTE levels increasing and, correspondingly, the modal and OST program offices decreasing by the same total number. Likewise, the costs of the consolidated functions, including personnel and benefits and contracts, are assumed to remain flat and to continue to be funded through the Operating Administrations’ budgets. The modal budget documents show their FY 2026 WCF charges increasing by an estimated \$490 million and direct obligations on pay and contracts decreasing by the same amount in total.

Activity	Estimated Amounts (000s)
Human Resources	\$41,726
Communications/Public Affairs	\$16,779
Governmental Affairs	\$11,610
Procurement	\$57,117
Information Technology	\$343,379
Civil Rights	\$19,045
Grand Total	\$489,656

WCF Services:**Office of the Assistant Secretary for Administration (OST-M)**

OST-M offers a wide range of competitively priced administrative shared services to the DOT. Its services include security, procurement, human resources, employee wellness, and space management.

OST-M offers various administrative services, including human resources systems, substance abuse awareness, disability resources, work-life balance initiatives, personal property management, dockets operations, security administration, and procurement services for some non-DOT agencies. Additionally, it collects fees from DOT employees who enroll in the DOT Fitness Center membership.

The TRANServe program office provides transit benefits and parking services to 132 federal agencies, benefiting around 150,000 participants in accordance with federal regulations. The office oversees FAA parking fee management, collecting revenue from permits for monthly and temporary parking.

Acquisitions & Procurement Operations

This program encompasses the full spectrum of procurement functions, from acquisition planning to contract closeout, while consolidating procurement services for DOT and select external entities like the Office of the Inspector General. It supports various aspects of contract services and simplifies purchasing through oversight of the purchase card program. The Purchase Card Rebate Program also plays a key role by managing the Department's purchase card program, offering mandatory training for compliance with Government Purchase Card regulations across all operating administrations.

Building Security and Safety Programs

The Building Security program ensures safety for DOT headquarters and FAA facilities by providing 24-hour contract security services. Additional programs, like the Emergency Response and Substance Abuse Awareness initiatives, enhance operational readiness and encourage workplace health, ensuring a secure, compliant, and productive environment for all DOT employees.

Human Resource and Management Services

OST-M also manages various human resource systems that ensure effective personnel management across departments. This includes overseeing HR services, financial management, information, and records management, as well as transit benefits. The programs aim to deliver high-quality services that foster a supportive work culture, facilitate leadership development, and streamline administrative tasks, ultimately enhancing the overall effectiveness of DOT's operations. Similarly, the Disability Resource Center facilitates support for employees with disabilities by promoting reasonable accommodations and strategies for inclusion.

IT Management and Services

The Office of the Chief Information Officer (OCIO) oversees the management and administration of IT services within the Department's Working Capital Fund (WCF). This includes maintaining the Common Operating Environment (COE), which encompasses essential infrastructure elements such as telecommunications, messaging, and a consolidated headquarters network. OCIO aims to provide a comprehensive range of IT services that are competitively priced, while continuously enhancing the security and efficiency of the department's IT infrastructure. OCIO is working on unifying and centralizing all DOT IT services, excluding those of the FAA and the Office of Inspector General, into the WCF through a digital factory model. This realignment is designed to promote efficient, secure, and innovative IT operations.

Centralization and Cybersecurity Initiatives

The Cybersecurity as a Service (CAS) program ensures the protection and compliance of DOT's information systems by implementing federal cybersecurity regulations and overseeing IT infrastructure across various locations.

Support Services and Record Management

The Campus Area Network (CAN) supports the network infrastructure and secure connectivity for DOT headquarters and affiliated buildings. OCIO also provides desktop services, managing quality seat management for computers and supporting non-FAA regional users. Furthermore, the Records Management Office ensures compliance with federal documentation requirements, overseeing the creation and maintenance of records across the department.

Enterprise Management and Communication Services

OCIO manages department-wide enterprise licenses, including the Microsoft Enterprise License Agreement, and the Enterprise Dashboard, which allows for better visualization of WCF expenditures and aids in strategic decision-making. The Office also coordinates a wide range of telecommunications services, including voice, cable, and wireless solutions, ensuring effective communication and support across the DOT.

IT Unification and Digital Factories

The IT Unification and Digital Factories initiative centralizes IT operations from the OAs and the OST under the CIO. This first step towards a product-centric organization aims to enhance efficiency, agility, collaboration, and security, while providing consistent, future-proof capabilities. The digital factories will continue to serve their respective OAs and OST Offices, delivering on established priorities. This centralization will enable the CIO to better align IT strategies with user needs, fostering continuous improvement and innovation across the entire portfolio.

Communications

The Office of Communications combines Public Affairs, Public Liaison, and Governmental Affairs activities. The office acts as the primary advisor to the Secretary and senior Department officials on matters of public engagement, managing inquiries, preparing news releases, and creating media materials to promote DOT initiatives. It supports the Secretary in speeches and media interviews, collaborates with reporters on transportation issues, manages social media content, and coordinates communication efforts with various stakeholders regarding goods movement initiatives. Additionally, the office works with the White House, federal agencies, and Congress to address legislative priorities, tackle transportation concerns at various government levels, and educate officials about DOT programs. It ensures timely communication with stakeholders regarding grants and funding opportunities while providing assistance with meeting requests and guidance on grant applications and modal reauthorizations.

Anticipated FY 2025 Accomplishments:

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

The CIO will continue to modernize the 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. OAs will continue to contract with the OCIO for these services and reimburse the WCF for the cost of the services.

Maturing shared services delivery will:

- Improve the cybersecurity posture of agency enterprise infrastructure and services by leveraging enterprise delivery of relevant tools, technology, and activities
- Optimize IT contracts through centralized services, reductions, cancellations consolidations and overall sound contract management
- Maintain a standardized environment for service delivery that reduces the Department's exposure to unacceptable cybersecurity and privacy risks
- Leverage economies of scale to pursue software license consolidations and other efforts that unit prices and/or expand support coverage across the DOT
- Consistently manage DOT's shared cloud platforms to enable IT modernization and digital transformation across the department

Funding Changes:

DOT Shared Services increased by \$490 million:

The FY 2026 President’s Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting HR, IT, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the WCF. This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.

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

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

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

	FY 2024	FY 2025	FY 2026
	Actuals	Enacted	Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	5,648	5,772	5,772
Travel	2,020	2,020	2,020
Other Costs	17,332	17,208	17,208
Programs	-	-	-
TOTAL	25,000	25,000	25,000

STAFFING

Direct FTEs	39	39	39
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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 1.3 million 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 mission critical aviation safety and aircraft accident investigation training for the Federal Aviation Administration (FAA), primarily for Aviation Safety Inspectors. TSI provides critical aviation safety training to federal, state, and municipal agencies, international governments, and private industry. The Division specializes in basic and advanced training courses in Aircraft and Rotorcraft Accident Investigation, and Safety Management Systems (SMS). The Aviation Safety Division provides training and technical assistance to the Interagency Committee on Aviation Policy (ICAP), Customs and Border Protection (CBP), and the Department of Defense.
- **Transit Safety and Security** provides legislatively required and voluntary safety training to the transit industry including public, private, and government professionals. The Division specializes in the development and delivery of safety and security training in the areas of SMS, system safety engineering principles, hazard management, collision/ accident investigation, crime prevention, security, substance abuse compliance and program management, and emergency management. The Division provides the training for the Federal Transit Administration (FTA) Transit Safety and Security Professional (TSSP) Program.
- **Multi-Modal Safety** provides a variety of transportation safety-related courses specializing in hazardous materials, pipeline safety, and motor carrier safety compliance for federal, state, and private industry audiences. This division develops and delivers safety courses in the areas of explosives, infectious substances, packaging, cylinders, radioactive materials, pipeline transport of both liquids and gases, and commercial motor vehicle inspections. Through continued partnership with the FAA Office of Security and Hazardous Materials Safety, this division has significantly increased the number of students trained. In addition, the number of courses conducted for the Department of Defense (DOD) and DOD Foreign Military Sales (FMS) has increased by over 100% over the past two years due to new DOD requirements that all FMS recipients take training provided by the TSI Multi-Modal Division.

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

FY 2025 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.
- Create and deliver Basic and Advanced Rail Investigation courses to railroad inspectors and the railroad industry in 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.

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

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

Through high-quality instruction, TSI provides valuable assistance to the department and other stakeholders and creates a safer transportation system for the traveling public. TSI has hundreds of subject matter experts currently working for numerous companies that help support our safety training in all transportation modes. This support enables 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 2024	FY 2025	FY 2026
	Actuals	Enacted	Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	10,612	10,593	10,573
Travel	130	130	130
Other Costs	8,852	8,871	8,891
Programs	6,906	7,156	7,406
TOTAL	26,500	26,750	27,000

STAFFING

Direct FTEs	48	48	48
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Detailed Justification for the Bureau of Transportation Statistics

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

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

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

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.

As part of the Statistical Official role, the BTS Director:

- Provides advice on statistical programs and issues to ensure efficient collection of data with minimum respondent burden maximize effectiveness of statistical products and avoid duplication.
- 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.
- Represents DOT on the Economic Classification Policy Committee, the Federal Geographic Data Committee, and other bodies that set statistical standards.
- 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.

FY 2025 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.
- Continue to 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.
- 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.
- Incorporate results of the Commodity Flow Survey into 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.
- Continue the Freight Logistics Optimization Works (FLOW) forum.
- Enhance the experimental program for estimation of county-to-county freight movements to support local decision-making.
- Implement AI strategies for more efficient and accurate data processing, for more robust data queries, and for effective access to and summary of information in the National Transportation Library.

Funding Changes:

The core funding for the BTS program is authorized in the Infrastructure Investment and Jobs Act (P.L. 117-58, November 15, 2021; Secs. 11101(c)(1)(F)). The authorized funding supports 55 positions and other administrative expenses.

The funding is used to support the Bureau's responsibilities under Chapter 63 of Title 49, United States Code, and to perform statistical official responsibilities for DOT under the Foundations for Evidence-Based Policymaking Act (P.L. 115-435, January 14, 2019).

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 the efficient provision of timely, high quality statistics that provide effective evidence to support decisionmaking.
- BTS provides continuous monitoring of significant changes in the transportation system and its use.
- BTS' Commodity Flow Survey data and TransBorder freight data collections provide foundational data to the Freight Analysis Framework that estimates system-wide freight flow by detailed commodity classification, origin, destination, and mode. Without these estimates, the National Freight Policy (49 USC 70101) and the National Freight Strategic Plan (49 USC 70102) are not evidence-based. BTS' transportation network data contributes significantly to the development of the National Multimodal Freight Network (49 USC 70103), which is critical to targeted infrastructure and operational investments to support the future efficient movement of goods. The Freight Analysis Framework provides key statistics that 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.
- The Vehicle Inventory and Use Survey, restored by BTS after being discontinued by the Census Bureau in 2002, provides essential information on the Nation's truck fleet that is essential to understanding the economic role of truck transportation, and issues such as vehicle size and weight.
- 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.

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

	FY 2024	FY 2025	FY 2026
	Actuals	Enacted	Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	81,000	81,500	82,000
TOTAL	81,000	81,500	82,000

STAFFING

Direct FTEs	0	0	0
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This account is subject to obligation limitation.

Detailed Justification for the University Transportation Centers Program

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

The University Transportation Centers (UTC) Program's role as defined by 49 U.S. Code § 5505(a)(2) is in three parts. First, it is to advance transportation expertise and technology in the varied disciplines that comprise transportation through education, research, and technology transfer at university-based consortia. Second, the UTC Program is to provide a critical transportation knowledge base outside of the Department of Transportation (DOT). Third, it is to address critical workforce needs and educate the next generation of transportation leaders. The statute mandates UTCs be selected based on a rigorous competition that includes research, education, and technology transfer activities to address research priorities identified in the legislation, and then the selected UTCs are funded for five years. Selection of the current UTCs took place in 2022-2023, and seventeen of the thirty-five selected UTCs are at universities that had not received awards in the previous round of grants, with ten never having received UTC grants before. FY 2026 funds will provide the fifth (and final, pending Congressional action) year of funding for the selected UTCs.

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

Current research within the UTC program 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 2025 Anticipated Accomplishments:

- Continued implementation and oversight of UTC grantee consortia for the three types of UTCs (National, Regional, and Tier 1 centers) selected under the Infrastructure Investment and Jobs Act UTC competition.
- Review of prior-year activities and reporting to determine that continued funding for FY 2025 should be awarded to qualified UTCs to conduct another annual round of their research and education programs.
- The development, completion, and submission of the biannual 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.

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

Funding Changes:

UTC program funding is authorized in Infrastructure Investment and Jobs Act (IIJA) (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 IIJA (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 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 increased access for people and goods to multiple modes of transportation.

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

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IIJA
SUPPLEMENTAL
ADVANCE
APPROPRIATIONS

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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)

	FY 2024	FY 2025	FY 2026
	Actuals	Enacted	Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	8,587	8,587	8,587
Travel	-	-	-
Other Costs	3,077	3,077	3,077
Programs	113,136	102,036	95,136
TOTAL	124,800	113,700	106,800

STAFFING

Direct FTEs	98	98	98
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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 Infrastructure Investment and Jobs Act.

Program and Performance Statement

The Operational Support account receives transfers from certain Department of Transportation financial assistance programs for the coordination of the implementation of the Infrastructure Investment and Jobs Act 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 Infrastructure Investment and Jobs Act (IIJA) provides \$3.8 billion in advanced appropriations for discretionary grant programs each fiscal year over five years. The IIJA provides funding for the following discretionary grant programs:

- National Infrastructure Project Assistance (Mega)
- Better Utilizing Investments to Leverage Development (BUILD)
- Strengthening Mobility and Revolutionizing Transportation (SMART)
- National Culvert Removal, Replacement, and Restoration (NCRRR)
- Safe Streets and Roads for All (SS4A)

This funding also supports the grant project delivery within the Office of the Under Secretary of Transportation for Policy (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 70 formula and grant programs at the Department of Transportation (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 IIJA 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 IIJA-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 OST, the OAs and project sponsors to successfully deliver the projects that improve the safety, 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 IIJA – 2% Administrative Takedown²
(\$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 BUILD 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.

² Table above does not include amounts from the NII annual appropriations.

The Operational Support account supports OST program offices and DOT OAs 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 2025 Anticipated Accomplishments:

- Provide administrative funding to support the next round of Notices of Funding Opportunity for the Mega, BUILD, SS4A, NCRRR, SMART, and INFRA discretionary grant programs.
- Provide administrative and technical assistance support to DOT, OAs, and potential applicants.
- Assist in the coordination of the implementation of IIJA activities.

Funding Changes:

The IIJA (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 IIJA:

1. Coordination of the implementation of the IIJA.
2. Award, administration, or oversight of any financial assistance programs funded under Division A, B, C, G or J of the IIJA.

In addition, one-half of one percent of the account is transferred to the Office of the Inspector General.

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 IIJA and allows for the award, administration, or oversight of all DOT financial assistance programs within IIJA. 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 IIJA 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.
- 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)

	FY 2024	FY 2025	FY 2026
	Actuals	Enacted	Request
<u>FUNDING LEVELS</u>			
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 FTEs	0	0	0
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Note: Public Law 117-58 Sec 801 of Division J allows for up to 2% of the enacted amount or advanced appropriations amount to be transferred to the Operational Support account (069-X-1732) for administrative expenses such as personnel costs, travel, contracts, etc.

Program and Performance Statement

The National Infrastructure Investments account funds two competitive grant programs for surface transportation infrastructure projects. The National Infrastructure Project Assistance Program authorized under 49 U.S.C. 6701, provides awards for large-scale highway, freight intermodal or rail, railway-highway safety, intercity passenger rail, and certain transit projects of national or regional significance. The Local and Regional Project Assistance Program authorized under 49 U.S.C. 6702, provides awards for highway, transit, rail, port, and other projects that will have a significant local or regional impact and improve transportation infrastructure. No new funds are requested for this account in 2026.

Detailed Justification for the National Infrastructure Investments Grant Programs

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

Consistent with the Infrastructure Investment and Jobs Act (IIJA), this submission supports two programs -- the **National Infrastructure Project Assistance** (section 6701 of title 49) competitive grant program, known as the Mega grant program, that funds large-scale projects; and the **Local and Regional Project Assistance** (section 6702 of title 49) competitive grant program, currently known as the Better Utilizing Investments to Leverage Development (BUILD) grant program -- both of which are under the National Infrastructure Investments (NII) program heading.

National Infrastructure Project Assistance

The **National Infrastructure Project Assistance** grant program is authorized by IIJA (Public Law 117-58; Sec. 21201). The IIJA (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.

This grant program presents a unique opportunity for the Department to invest in large national surface transportation infrastructure projects including roads and highways, freight and intercity passenger rail, port infrastructure, and related public transportation facilities funding projects over \$100 Million. This national and regional infrastructure grant program aligns with DOT's Strategic Plan FY 2022-2026 goals of improving safety and applies transformative technology to increase sustainability and enhance our economic strength and global competitiveness.

For example, in North Carolina, the Department is investing funds in the replacement of the Alligator River Bridge on U.S. Highway 64, addressing an economically significant bottleneck and enhancing a key hurricane evacuation route. In Santa Cruz, the California Department of Transportation is using this 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 National Infrastructure Project Assistance awards through FY 2024.

The National Infrastructure Project Assistance 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 partnerships, and public-private partnerships. 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 National Infrastructure Project Assistance grant's 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 program. There is a large unmet need for substantial federal discretionary grant investment in projects, with an average award request of approximately \$220 million and an 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 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) included the replacement of the Columbia River Bridge on I-5 between Washington and Oregon and the construction of a new container terminal that is not air-draft restricted in Louisiana. Additional funding will allow the department to advance similar large transformative projects across the country.

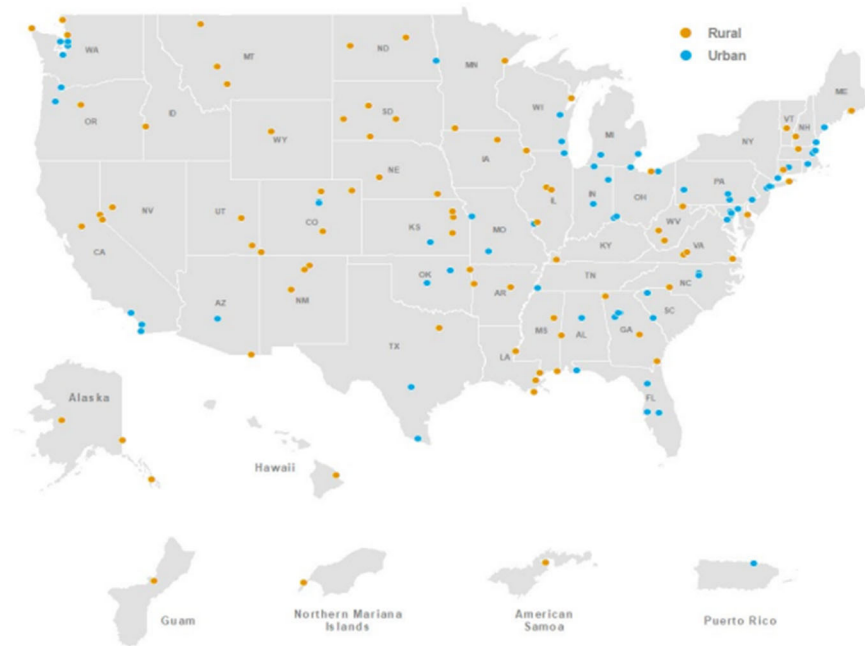
Local and Regional Project Assistance

The **Local and Regional Project Assistance** grant program is authorized in the IIJA (Public Law 117-58; Sec. 21202). The IIJA (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.

Since its inception in 2009, this NII grant program supports broad surface transportation infrastructure projects to state, local, and tribal governments as well as transit agencies and ports across the nation. The Local and Regional Project Assistance grant program funds a range of multimodal projects that address safety, environmental sustainability, mobility, economic competitiveness, quality of life, state of good repair, partnership, and innovation.

In FY 2024, the Local and Regional Project Assistance grant program received 1,048 eligible applications requesting almost \$13 billion, far exceeding the available funding of \$1.8 billion. It awarded 148 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. The Department provided all 148 recipients with partially prepopulated grant agreements one month after awards were announced.

FY 2024 Local and Regional Project Assistance Awards



https://www.transportation.gov/sites/dot.gov/files/2024-07/RAISE%202024%20Fact%20Sheets_0.pdf

	FY 2024 Stats	
	National	Local / Regional
# of applications received	117 for \$25B	1,048 for \$13B
average award request	\$210M	\$12M
average project size	\$650M	\$26M

FY 2025 Anticipated Accomplishments:

- Continue to manage and oversee all NII-funded projects selected in prior rounds.
- Prepare all recently awarded projects for obligation and construction.
- Support technical assistance for project sponsors seeking federal funding and financing from OST competitive grant programs.
- 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 2025 NII grants by the statutory deadline.

Funding Changes:

The NII Grant Programs are authorized in the IIA (Public Law 117-58; Sec. 6701 and 6702). The IIA (Public Law 117-58, Division J), which is in its final year (i.e., FY 2026), **includes advance appropriations of \$2.5 billion to be appropriated each year through fiscal year 2026**. \$1 billion is appropriated for the National Infrastructure Project Assistance grant program, and \$1.5 billion is appropriated for the Local and Regional Project Assistance grant program. There are no additional funds being requested in FY 2026 for this program.

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

In the final year of the IIA, DOT will use \$1.5 billion in advanced appropriations to award funding for projects that meet the evaluation criteria of the Local and Regional Project Assistance grant program.

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.

These 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, and incorporate transformative technology, so that taxpayers receive the highest value for every dollar invested. Also, consistent with the IIA, 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.

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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 2024 Actuals	FY 2025 Enacted	FY 2026 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 FTEs	0	0	0
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Note: Public Law 117-58 Sec 801 of Division J allows for up to 2% of the enacted amount or advanced appropriations amount to be transferred to the Operational Support account (069-X-1732) for administrative expenses such as personnel costs, travel, contracts, etc.

Program and Performance Statement

The National Culvert Removal, Replacement, and Restoration Grant Program (Culverts Grant Program) provides grants to States, local governments, and tribes to address anadromous fish passage (e.g., aquatic organism passage), primarily through the replacement, removal, repair, or improvement of culverts or weirs. The competitive grant program also prioritizes projects that would have a meaningful impact on imperiled anadromous fish stocks.

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 facilitate the flow of water near transportation infrastructure, but when installed without consideration of fish and other aquatic organisms, they can become barriers that restrict or even prevent their movement (or passage). Where waterway crossings are undersized the deposition and erosion at the culvert may create a barrier to passage.¹ In addition to this constriction of the natural stream channel, physical characteristics at crossings that may act as barriers include perched outfalls, high water velocity, shallow water depth, turbulence within the culvert, and accumulation of debris. 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 2025 Anticipated Accomplishments:

- By the end of FY 2025, 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.
- DOT will have also continued existing contracts with subject matter experts 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.
- DOT will have issued a Notice of Funding Opportunity for funding in the amount of approximately \$200 million for this program for FY 2025.

Funding Changes:

The National Culvert Removal, Replacement, and Restoration Grants program is included in the Infrastructure Investment and Jobs Act (IIJA)(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.

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,

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>

the long-term ecological effects of roads can include habitat fragmentation, population isolation, loss of commercial and recreational fisheries income, and even the local extinction of species or stocks.

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 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 IJA-advance appropriations will continue to provide resources to state, local, and tribal communities to make priority investments in culverts and weirs to increase populations of anadromous fish and other aquatic organisms. The objective is to help restore access to migration and spawning habitats for anadromous fish and other aquatic and terrestrial species while improving functionality. This enables serious investments to address 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 impact of roadways on aquatic organisms and enhances co-benefits, including, water management. In alignment/conjunction with similar Aquatic Organism Passage aspects of the IJA, 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 2024 Actuals	FY 2025 Enacted	FY 2026 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 FTEs	0	0	0
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Note: Public Law 117-58 Sec 801 of Division J allows for up to 2% of the enacted amount or advanced appropriations amount to be transferred to the Operational Support account (069-X-1732) for administrative expenses such as personnel costs, travel, contracts, etc.

Program and Performance Statement

The purpose of the SMART Grants Program is to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. The program funds projects that are focused on using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector.

Detailed 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) Grants Program seeks to harness technology, analytics, and innovation to improve transportation efficiency through location-based projects.

The program supports state, local, and tribal governments through competitive grants enabling the planning, coordination, and deployment of available and proven technology approaches. Those technologies, as defined in the Infrastructure Investment and Jobs Act (IIJA) 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. The program is structured in two stages: Stage 1, Planning and Prototyping Grants (up to \$2 million and up to 18 months period of performance), and Stage 2, Implementation Grants (up to \$15 million and up to 36 months period of performance). Only projects selected for the Stage 1 Planning and Prototyping Grants are eligible to apply for Stage 2 Implementation Grants.

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 and non-profit sectors (academia, think tanks, 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.

FY 2025 Anticipated Accomplishments:

- Award selections to the third cohort of Stage 1 SMART Grants and the first cohort of Stage 2 SMART Grants in the first quarter of FY 2025 and establish grant agreements with awardees in the third quarter of FY 2025.
- Release the second Stage 2 SMART NOFO in the fourth quarter of FY 2025.
- Continue convening and developing programming for SMART grantees, which may include communities of practice, webinars, and in-person events.
- Continue external engagement with state, local, and Tribal elected leadership, and transportation systems leadership to encourage replication of successful SMART Grants deployments.
- Continue engagement with key industries that would likely benefit from SMART Grant

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>).

best practices, including automotive, broadband, construction, data systems, mapping, sensing, and traffic signalization industries.

- Continue engagement with academic partners that would likely benefit from SMART Grant best practices and data, including University Transportation Centers and stakeholders of the Transportation Research Board.
- Continue engagement with all other key partners that would likely benefit from SMART Grant best practices, including non-profit organizations and think tanks specializing in transportation and smart cities technology issues, along with community organizations representing beneficiaries and end users of such technologies.
- Continue engagement with civil 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 best practices and replicability of successful SMART Grants.
- Offer technical assistance to proposing teams whose proposals are not selected for funding.

Funding:

The SMART Grants Program is authorized in the IIJA (P.L. 117-58; Sec. 25005). In addition, the IIJA (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 and efficient 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, engaging grantees in peer learning and problem-solving partnerships. The technologies demonstrated by SMART grants to improve safety and efficiency are models that can be replicated by many state, Tribal, and local governments nationwide, significantly accelerating innovative technology adoption.

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EXHIBIT III-1
OFFICE OF THE SECRETARY OF TRANSPORTATION
SAFE STREETS AND ROADS FOR ALL
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2024	FY 2025	FY 2026
	Actuals	Enacted	Request
<u>FUNDING LEVELS</u>			
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 FTEs	0	0	0
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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.

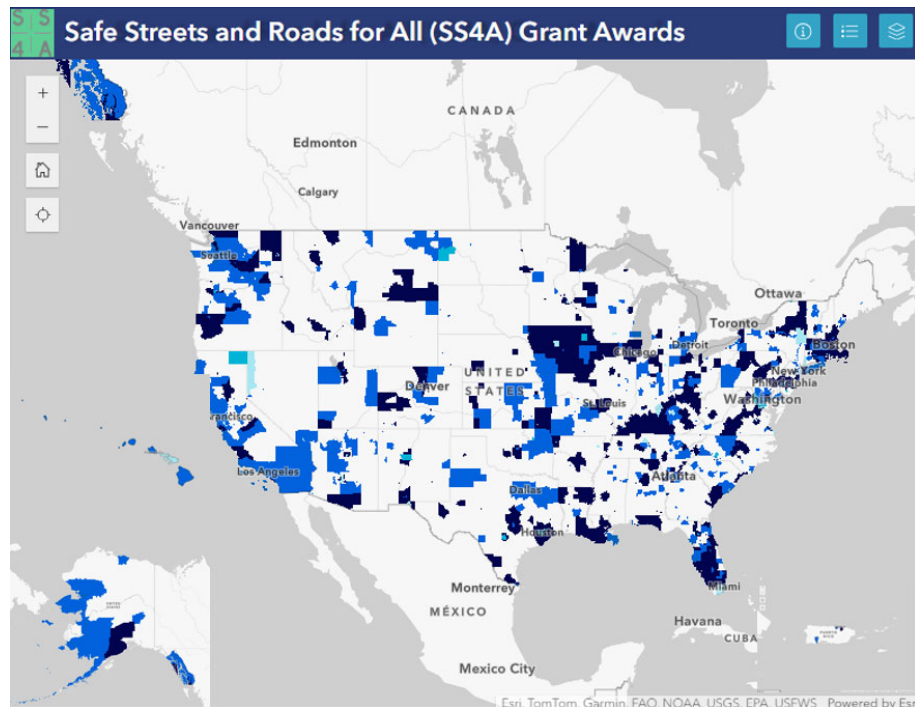
Detailed Justification for the Safe Streets and Roads for All Grant Program

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 advance appropriations for the SS4A in FY 2026 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 U.S. Department of Transportation (DOT) strives to significantly reduce or eliminate transportation-related fatalities and serious injuries involving all road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators.



FY 2025 Anticipated Accomplishments:

- DOT released the fourth round of Notice of Funding Opportunity for the \$1 billion Safe Streets Program.
- DOT will make SS4A grant awards to local, regional, and tribal governments to develop roadway safety action plans and to execute specific projects and strategies.
- Over one thousand award recipients will have established grant agreements, of which at least two hundred will have fully and satisfactorily completed the deliverables in their grant agreements.
- Approximately 90% of award recipients in the first two funding rounds using FY 2022 and FY 2023 funding will have executed grant agreements.

Funding Changes:

The Safe Streets and Roads for All Grants Program is authorized in the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58; Sec. 24112). The IIJA (Public Law 117-58, Division J, Title VIII), which is in its final year (i.e., FY 2026), **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 March of 2024, Congress enacted the Consolidated Appropriations Act, 2024 (Public Law 118-42). Division F, Title I, Section 109C changed the minimum set-aside in Section 24112I(2)(B) of the IIJA (Public Law 117-58) from 40% to 30% for FY 2024 appropriations and prior fiscal years. This was an administrative change proposed by the Department, and DOT appreciates the additional funding flexibility given by Congress. The change also applies to FY 2025 funding.

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

The nation faces a crisis on its roadways. DOT data indicate that an estimated 39,345 people died in motor vehicle traffic crashes in calendar year (CY) 2024. This is a welcome decrease from the 40,901 deaths in CY 2023, and the number of lives lost are around 2020 figures. To date, jurisdictions that have received awards comprise 75% of the nation's population, many of which are developing SS4A comprehensive safety action plans. DOT expects many will seek funding to implement projects and strategies identified in current planning efforts in FY 2025 and FY 2026.

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.

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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 2024	FY 2025	FY 2026
	Actuals	Enacted	Request
<u>FUNDING LEVELS</u>			
Personnel Compensation and Benefits	-	-	-
Travel	-	-	-
Other Costs	-	-	-
Programs	19,000	19,000	19,000
TOTAL	19,000	19,000	19,000

STAFFING

Direct FTEs	0	0	0
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SECTION 4:
RESEARCH,
DEVELOPMENT,
AND
TECHNOLOGY

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EXHIBIT IV-1
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY OF TRANSPORTATION
FY 2026 RESEARCH, DEVELOPMENT & TECHNOLOGY BUDGET REQUEST BY GOAL
BUDGET AUTHORITY
(in thousands of dollars)

Budget Account	FY 2024 Enacted	FY 2025 Enacted	FY 2026 Request	Basic Research	Applied Research	Experimental Development/ Advanced Research	Tech Transfer
A. Transportation Planning, Research & Development (TPR&D)	24,369	20,926	25,000	-	25,000	-	-
Administrative Costs	24,369	20,926	25,000	-	25,000	-	-
B. Research and Technology (R&T)	49,040	49,040	50,000	-	40,000	10,000	-
Research Priorities	-	-	12,000	-	12,000	-	-
PNT, GNSS, GPS	8,000	8,000	8,000	-	8,000	-	-
Advanced Research Projects Agency – Infrastructure (ARPA-I)	10,000	10,000	10,000	-	-	10,000	-
Tribal Engagement in Transportation Safety	2,000	2,000	-	-	-	-	-
National Laboratory Partnerships	2,500	2,500	-	-	-	-	-
Competitive University Transportation Center (UTC) Consortia (FHWA)	[81,000]	[81,500]	[82,000]	-	[82,000]	-	-
Administrative Costs							
Research & Technology Programs	26,540	26,540	20,000	-	20,000	-	-
C. Strengthening Mobility & Revolutionizing Transportation (SMART)	[100,000]	[100,000]	[100,000]	-	-	[100,000]	-
D. University Transportation Centers (UTC)	[19,000]	[19,000]	[19,000]	-	[19,000]	-	-
<i>Innovation</i>	49,040	49,040	50,000				
<i>Accountability</i>	50,909	47,466	45,000				

FY 2026 RESEARCH, DEVELOPMENT & TECHNOLOGY SUMMARY

Research, Development & Technology (RD&T) activities within the Office of the Secretary (OST) in FY 2026 will be conducted in coordination between two offices with overarching RD&T activities within the Office of the Under Secretary of Transportation for Policy: Transportation Planning, Research and Development (TPR&D) and the Office of the Assistant Secretary for Research and Technology (OST-R). Below is a compilation of the TPR&D and OST-R detailed justifications, with additional information highlighting the specific work in these areas.

Transportation Planning, Research and Development

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

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

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

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

Interagency Infrastructure Permitting Improvement Center (IIPIC) and On-line Permitting Dashboard

Both IIPIC and the Federal Infrastructure Permitting Dashboard (Permitting Dashboard) are established in statute to increase transparency and efficiency during the permitting process. IIPIC collaborates with DOT's operating administrations to collect and report project data online on the Permitting Dashboard in accordance with the Fixing America's Surface Transportation (FAST) Act and reporting standards issued by the Office of the Secretary (OST) that establish requirements for permitting and environmental review of infrastructure projects tracked on the Permitting Dashboard. The Permitting Dashboard also enables DOT to track major projects and review project schedules, consistent with the requirements in the Infrastructure Investment and Jobs Act and the Fiscal Responsibility Act. The Dashboard

currently tracks over 400 active DOT projects. IIPIC continues to develop new policy and technology improvements to enhance synchronized and coordinated environmental review and permitting among agencies, promote shared National Environmental Policy Act (NEPA) documents to satisfy all environmental reviews and permits, and provide easily accessible project information to inform and engage the public.

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

National Roadway Safety

Roadway deaths account for more than 90 percent of all transportation-related fatalities and have been above 35,000 annually since 2015. Traffic fatalities are the biggest transportation safety issue facing this Administration, and the status quo is unlikely to yield significant progress. The funds would support safety policy implementation and coordination that cross Operating Administration (OA) program areas, allow for a robust engagement with external stakeholders, enhance OST's ability to successfully implement legislation and regulations focused on safety, and enable OST to perform safety analyses that further policy development in cross-cutting roadway safety issues of interest to the Administration and Congress. The outcome would be a strengthened, coordinated effort that will improve the Department's ability to have a concerted, well-supported effort that will change the status quo for advancing national roadway safety.

Aviation and International Transportation Policies

The Office of the Assistant Secretary for Aviation and International Affairs at DOT leads the development of, and carries out public policy and regulatory actions related to, domestic and international aviation economic matters, ensuring the benefits of a deregulated and competitive domestic airline industry for consumers and shippers, working to improve air service and access to the national aviation system for small and rural communities, and negotiating bilateral and multilateral international aviation issues. The Office further focuses on advising and assisting the development of international transportation systems through interactions with partner agencies and foreign organizations, advocating for regulations that are compatible across borders, and working internationally to develop and enact best transportation policies that promote innovation and support U.S. foreign policy initiatives.

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

The Office of Aviation Analysis engages in research, integration, analysis, and presentation of aviation industry data to support existing programs and economic policy matters, including antitrust

immunity cases, commercial transactions, and state of the airline industry updates for senior officials. The focus of the office's efforts will be in three areas: (1) ongoing MITRE contract work for econometrics; (2) Sabre aviation data tools, and (3) aviation data modernization technical implementation funding, working with OST's Research Directorate Office of Airline Information. This funding supports ongoing work that is the architecture of the Department's analytical function for aviation industry commercial issues.

Office of the Assistant Secretary for Research and Technology

The Office of the Assistant Secretary for Research and Technology's RD&T Coordination Program provides strategic research direction across all modal agencies, OST and joint offices, and externally funded entities. The program is responsible for stewardship and oversight, of DOT's research portfolio, advancing Presidential, Secretarial & Congressional priorities and eliminating any potentially duplicative research activities, optimizing the effective use of Department-wide research resources, and ensuring that DOT's research activities are coordinated with the wider transportation research community. The Program advances DOT's Innovation Agenda to achieve a technologically connected and modernized multimodal transportation system of systems through internal and external scanning of research, technologies, and advancements, and carries out activities and limited studies to elevate the state of the practice in moving people and goods quickly and efficiently. Specific duties include strategic research planning; review of department-wide research budgets and OAs funding plans; aligning departmental research with policy objectives; implementing best practices in innovation development and deployment across the OAs; and working with the OAs to ensure transparency and public access to DOT's research portfolio and its products.

In FY 2026, the program will develop the revised *U.S. DOT Research, Development and Technology Strategic Plan* for FY 2026 - FY 2030. This Plan will reflect the strategic goals of the Administration's *DOT Strategic Plan*, define the Administration's research priorities and guide RD&T activities across the modal administrations and OST over those fiscal years. The Plan will describe the research activities needed to accomplish strategic goals and meet statutory requirements. It will align research with the DOT Strategic Goals, and with multiple Executive Orders, most notably EO 14151, Ending Radical and Wasteful Government DEI Programs and Preferencing; and EO 14154, Unleashing American Energy.

Research partners include DOT OAs and Secretarial Offices, other federal departments and agencies, and state, local, tribal and territorial entities. Other partners include the Transportation Research Board (TRB), TRB Cooperative Research Programs, ITS America, the American Association of State Highway and Transportation Officials, academic institutions, and infrastructure owners and operators and stakeholder groups across all modes. OST-R also partners with the private sector including the owners and operators of transportation infrastructure, and with international allies, maximizing the real-world outcomes and impacts of DOT research.

In FY 2026, the RD&T Coordination Program intends to strengthen its coordination, communication, and collaboration activities to improve the return on investment in research for the American people. The Program will review responsibilities assigned to OST-R under the Infrastructure Investment and Jobs Act (IIJA) and other authorities, and continue engagement with national and international transportation research stakeholders, to accelerate the Department's Innovation Agenda. These engagements ensure that the research activities funded by DOT are in full alignment with the Administration's strategic priorities such that DOT's own diverse research investments add maximum value, incorporate state-of-the-art practices for safe, efficient mobility of people and goods.

Examples of the programmatic activities include:

Research and Technology Review, Approval and Monitoring for Incorporation of Research Results

The office's approval and monitoring effort ensures that research activities are aligned with DOT Strategic Goals and Secretarial priorities and comply with statutory mandates. The effort is composed of four primary elements to ensure maximum stewardship of each modal administration's research portfolio: (a) Annual Modal Research Plans – Statutory Review, (b) Project Plan Reviews, and (c) Bi-Annual Research Reviews, (d) Incorporation of DOT Research Results into Practice (T2).

The effort uses a performance management data system (PMDS) as the core data source and analysis platform. The PMDS is a project-level database of DOT's over \$1 billion (FY 2026 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 administration's priorities.

The PMDS and Research Hub work together to ensure RD&T portfolio transparency, make progress towards research coordination, meet the statutory mandate for a Consolidated Research Database, and support the requirements of federal-wide Public Access mandates. The Research Hub database consists of a web-based, publicly available centralized repository of RD&T project records obtained from each OA. These two system databases support research coordination by providing project-level access to DOT's extensive RD&T portfolio, leveraging opportunities for cross-agency and external collaboration.

Cross-Modal Research Priorities (CMRP) Program

OST-R works with federal and non-federal stakeholders to advance the development and deployment of cross-modal Secretarial research and technology transfer priorities. This Program focuses on providing a means to address research and Administration priorities that span multiple modes and/or require intensive coordination, stewardship and/or direction working with other federal and non-federal partners. This Program ensures the cost-effective leveraging of complementary research efforts underway outside DOT and ensure the effectiveness and efficiency of research and technology efforts. Example priority areas include infrastructure resilience and disaster recovery, accelerated development of new and novel technologies such as AI, automated vehicles, digital infrastructure, cybersecurity, and accelerated project delivery towards a seamless system-of-systems.

Scientific Integrity and Security Program

Informed decisions require reliable information. Scientific and technological information, data, and evidence are crucial to decision-making. This requires rigorous and quality scientific research.

The DOT Scientific Integrity and Security Program:

- Ensures public access and open science
- Provides quality reviews to highly influential studies
- Ensure the protection and security of American innovations, safeguarding U.S. intellectual property and preventing rival nations from infiltrating our infrastructure and supply chains

Technology Transfer (T2) Program

The Infrastructure Investment and Jobs Act (IIJA) requires the Department of Transportation (DOT) to ensure that research investments lead to changes in regulations or practices (49 USC §6504). This underscores the importance of translating research findings into actionable policies to enhance safety and efficiency in transportation systems. Several White House efforts are underway that are aimed at improving domestic manufacturing and ensuring that federal research innovations are patented, manufactured, commercialized and used in the U.S. OST-R's Office of RD&T will continue to build a T2 Program focused on maximizing the impact of all DOT's research products by facilitating identification of demonstrably beneficial technologies and innovations, adoption and/or commercialization and use of innovations and technologies, leading to national-scale transportation system benefits. The T2 Program will also be responsible for developing and maintaining systems to track the performance and outcomes of RD&T activities and progress. As such, the T2 Program will be responsible for meeting multiple statutory requirements, including the following: Incorporation of Department of Transportation Research, annual T2 reporting for the Department, and Public Access to Federally Funded Research. In FY 2026, RD&T will initiate the hiring process for a senior official to lead the T2 program.

In FY 2026, DOT plans to carry out activities to ensure that:

- DOT programs will strengthen, advance, and ensure that America's unparalleled research is deployed by advancing commercialization of DOT research products and removing existing barriers to innovation development and deployment. Investments are fully leveraged through the demonstration and deployment of the resulting products and technologies.
- New guidance or policies are developed to support a growing T2 Program.
- Create and support a departmental clearinghouse for T2, sharing information with private industry and academia.
- Ensure effective partnership and coordination with the private sector, venture capitalists, philanthropy, and more than 300 Federal laboratories around the nation to commercialize Federal and relevant private sector research products.

This effort will involve strengthening and extending the use of critical and artificial intelligence tools.

Advanced Research Projects Agency - Infrastructure (ARPA-I)

Authorized in the Infrastructure Investment and Jobs Act (IIJA) of 2021, ARPA-I is tasked by Congress with advancing transportation infrastructure by developing innovative science and technology solutions that decrease long-term costs, increase the safe, secure, and efficient movement of people and goods, reduce the lifecycle impacts of transportation infrastructure, enhance its resilience to physical and cyber threats, and ensure America's global leadership in infrastructure technologies that underpin U.S. prosperity.

ARPA-I has unique and broad authorities that differentiate it from the existing U.S. DOT research enterprise. These include special hiring authorities, term-limited staff, and the ability to enter a wide range of partnerships with public and private sector entities. Additionally, the Agency is focused on higher-risk, higher-reward projects with the goal of developing and commercializing game-changing technologies for transportation infrastructure. These projects are metrics-driven and run by world-class teams outside the federal government, led by term-limited program directors drawn from the best performers in private and public sectors. The Agency ensures successful technology development and transition through multiple approaches, including early collaborations and commercialization planning with DOT modal research organizations, infrastructure owners and operators, and industry.

ARPA-I has launched its first program, named X-BRIDGE (eXceptional Bridges through Innovative Design and Groundbreaking Engineering), focused on advanced construction technologies that can significantly reduce the costs and time of building bridges while doubling their lifespan.

Positioning, Navigation, and Timing & Spectrum Management

OST-R leads federal civil agency positioning, navigation, and timing (PNT) requirements, evaluation of technologies, and architecture development to enhance PNT resiliency; ensures protection of the Global Positioning System (GPS) and other PNT and spectrum-based safety-of-life transportation capabilities from harmful interference; and assesses availability of radiofrequency spectrum to meet current and future transportation needs. These objectives support the Secretary's priorities for transportation safety, as well as fostering technology innovation in transportation by preparing for the future through the engagement of new navigation, surveillance, and communications radio frequency spectrum to ensure safety without undermining innovative emerging capabilities.

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 other radio frequencies supporting transportation applications 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, implementation of the Complementary PNT demonstration recommendations and action plan, and Counter-Unmanned Aerial Systems policy and coordination.

Highly Automated Systems Safety Center of Excellence

OST-R staffs and manages the Highly Automated Systems Safety Center of Excellence (HASS COE). HASS COE was established by the Further Consolidated Appropriations Act, 2020 (P.L. 116-94; December 20, 2019) to fill a critical departmental gap in the review, assessment, and validation of the safety of automation 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.
- Support the establishment of a comprehensive safety framework for assessing and validating automated technologies, promoting adherence to best practices within the transportation sector, giving policy and rulemaking efforts the best possible tools and technical insights, and ensuring cross-modal sharing to minimize duplication of effort.
- Facilitate partnerships with industry leaders, academic institutions, and other stakeholders to encourage collaboration on research, innovation, and resource sharing for automation technologies.
- Assist in the development and dissemination of practical guidelines and best practice resources for the safe implementation and management of automation technologies, ensuring stakeholders have the necessary insights for effective deployment.
- Deploy advanced AI and analytics tools to help assess the performance and safety of automated systems, providing insights for potential improvements and enhancements, and improving operational efficiency.
- Ensure that the Department has a future-ready and industry-aware workforce through workshops, training sessions, and outreach initiatives designed to equip stakeholders with current knowledge and practices.

In conjunction with the relevant OAs, HASS COE serves as a convening authority within the DOT for the safe research, development, and deployment of Highly Automated Transportation Systems (HATS). This encompasses automation used in ground, air, and sea vehicles, as well as in transportation infrastructure systems and data management applications. To serve this role, HASS COE will execute several high impact programs driving the safe advancement of transportation automation, including through its activity nuclei including the: Automated Technology Evaluation Program (ATEP), Joint Transportation Test and Evaluation Capability (JTTEC), Mobile Network Aviation Assessment Program (MNAAP), Artificial Intelligence Chatbot Assistant for Transportation (AI-CHAT), Educate, Develop, Understand (EDU) Automation Program, Technical Expertise Collaboration Initiative (TECI), and ConnectX modal collaboration program.

HASS COE will execute the Automated Technology Evaluation Program (ATEP) to access proven capabilities for assessing and validating the safety of both current and emerging automated transportation technologies. This program will leverage state-of-the-art tools and methodologies, including natural language processing and various forms of artificial intelligence, to ensure comprehensive evaluations. By focusing on the safety of these technologies, HASS COE will enhance the overall reliability and trust in automated systems within the transportation landscape.

In tandem with ATEP, HASS COE will launch the Joint Transportation Test and Evaluation Capability (JTTEC). This effort aims to create an interconnected suite of testing tools and capabilities that connect researchers, developers, and deployers. Through this collaboration, HASS

COE will amplify access to cutting-edge testing solutions while accelerating the safe, cooperative development and integration of advanced transportation technologies across multiple domains.

To further bolster innovation, HASS COE will lead the government-driven, industry-supported Mobile Network Aviation Assessment Program (MNAAP). This program will facilitate large-scale testing of electronic conspicuity solutions in varied scenarios to evaluate their effectiveness. Additionally, HASS COE will conduct integration workshops with stakeholders to incorporate these solutions into safety standards and pave the way for future rulemaking efforts.

To ensure operational efficiency, HASS COE is leading the integration of AI-powered productivity assistants in DOT through its Artificial Intelligence Chatbot Assistant for Transportation (AI-CHAT) which will develop new transportation specific AI tools and transition the successful prototypes of chat.dot.gov and ask.dot.gov into fully operational enterprise AI productivity tools, enabling thousands of users with FedRAMP High protections. These tools and other emerging methods will also be immediately deployed through the HASS Cluster of AI efforts to keep the department at the leading edge of their use.

Alongside all of these efforts, the execution of the Educate, Develop, and Understand (EDU) Automation Program will ensure a future-ready workforce. This program provides a coordinated internal training framework, equipping departmental staff with essential skills and knowledge regarding critical and emerging technologies, and delivers critical educational content and learning platforms while providing insights into industry trends and emerging needs. Additionally, through the Technical Expertise Collaboration Initiative (TECI), HASS COE will leverage high-caliber domestic expertise to address emerging needs and continue the Nation's transportation leadership. Finally, the ConnectX technical collaboration will enhance coordination between DOT modal research centers, fostering innovation in automation and optimizing the use of federal resources. Together, these initiatives reinforce HASS COE's role as a leader in advancing automated transportation safety and efficiency.

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 2024 Actual	FY 2025 Enacted	FY 2026 Pres. Budget
Cyber			
<i>Commodity IT SS WCF</i>	\$18,945	\$15,966	\$16,253
<i>Modal IT</i>	\$44,657	\$50,239	\$58,747
<i>Cyber Total</i>	\$63,602	\$66,205	\$75,000
Salaries and Expenses (S&E)			
<i>Commodity IT SS WCF</i>	\$29,639	\$30,033	\$31,839
<i>DOT Agency WCF</i>	\$9,824	\$8,115	\$7,757
<i>Contribution Passthrough</i>			
<i>Non-CIO IT WCF</i>	\$3,577	\$3,762	\$3,917
<i>Modal IT</i>	\$48,556	\$52,298	\$72,959
<i>S&E Total</i>	\$91,596	\$94,208	\$116,472
Office of Research and Technology (OST-R) and Volpe			
<i>Commodity IT SS WCF</i>	\$20,729	\$18,912	\$21,762
<i>Modal IT</i>	\$30,110	\$33,474	\$34,375
<i>OST-R Total</i>	\$50,839	\$52,386	\$56,137
Total	\$206,037	\$212,799	\$247,609

FY 2026 Budget**Department of Transportation (DOT) Information Technology Budget Summary**

(Budget Authority in Thousands)

Operating Administration (OA)	FY 2024 Enacted	FY 2025 President's Budget	FY 2026 Request
Federal Aviation Administration (FAA)	\$3,893,670	\$3,749,790	\$4,999,790
Federal Highway Administration (FHWA)	\$128,958	\$128,958	\$131,750
Federal Motor Carrier Safety Administration (FMCSA)	\$100,200	\$100,200	\$64,200
Federal Railroad Administration (FRA)	\$36,696	\$27,989	\$30,803
Federal Transit Administration (FTA)	\$43,240	\$49,402	\$50,990
Great Lakes St. Lawrence Seaway Development Corporation (GLS)	\$3,680	\$3,388	\$3,863
Maritime Administration (MARAD)	\$47,061	\$48,116	\$47,905
National Highway Traffic Safety Administration (NHTSA)	\$121,659	\$95,865	\$104,452
Office of Inspector General (OIG)	\$15,018	\$15,937	\$16,183
Office of the Secretary (OST)	\$206,037	\$212,799	\$247,609
Pipeline and Hazardous Materials Safety Administration (PHMSA)	\$46,229	\$47,254	\$42,264
<i>DOT Total</i>	\$4,625,371	\$4,479,607	\$5,739,809

	FY 2024 Enacted	FY 2025 President's Budget	FY 2026 Request
Commodity IT SS WCF Subtotal	\$266,463	\$255,069	\$561,004
Programmatic IT Subtotal	\$4,375,986	\$4,4224,538	\$5,178,805
<i>DOT Total</i>	\$4,642,449	\$4,479,607	\$5,739,809

Note: Totals may not add due to rounding.

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 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>FY 2025</u>	<u>FY 2026</u>
	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Enacted</u>	<u>Request</u>
SALARIES AND EXPENSES	114,000	112,813	113,910	115,490	126,174	141,500	171,014	191,295	191,295	200,000
FINANCIAL MANAGEMENT CAPITAL	4,000	6,000	2,000	2,000	2,000	5,000	5,000	5,000	5,000	5,000
OFFICE OF CIVIL RIGHTS	9,751	9,500	9,470	9,470	9,600	11,564	14,800	18,228	18,228	- ^{1/}
SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH	4,646	4,646	3,488	4,646	4,714	4,977	5,132	5,330	5,330	- ^{1/}
TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT	12,000	14,000	7,879	10,879	9,350	29,863	36,543	24,369	20,926	25,000
NATIONAL INFRASTRUCTURE INVESTMENTS	500,000	1,500,000	900,000	1,000,000	1,000,000	775,000	800,000	345,000	345,000	-
MINORITY BUSINESS RESOURCE CENTER	941	500	500	- ^{2/}	-	-	-	-	-	-
CYBER SECURITY INITIATIVES	15,000	15,000	15,000	15,000	22,000	39,400	48,100	49,000	49,000	75,000
NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU	3,000	3,000	5,000	5,000	5,000	3,800	8,850	9,558	9,558	10,000
RESEARCH AND TECHNOLOGY	13,000	23,465	8,471	21,000	22,800	51,363	48,996	49,040	49,040	50,000
ESSENTIAL AIR SERVICE	[121,801]	[133,742]	[145,437]	[114,869]	[82,887]	[90,887]	[134,132]	[158,778]	[166,613]	[174,363] ^{3/}
PAYMENTS TO AIR CARRIERS (AIRPORT AND AIRWAY TRUST FUND)	150,000	155,000	175,000	162,000	141,724	350,000	354,827	348,554	450,000	142,000
THRIVING COMMUNITIES	-	-	-	-	-	25,000	25,000	-	-	-
JOHN A. VOLPE TRANSPORTATION CENTER EXCHANGE BUILDING	-	-	-	-	-	-	4,500	-	-	-
RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT	-	-	-	-	-	-	-	25,000	25,000	-

1/ Funding for the Small and Disadvantaged Utilization and Outreach account and the Office of Civil Rights account is being requested in the Salaries and Expenses appropriation account.

2/ The Minority Business Resource Center merged into the Small and Disadvantaged Business Utilization and Outreach account.

3/ 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, 2024

Count	Status	GAO/OIG	OA	Report Date	Report Number	Rec #	Report Title	Recommendation Text	TAD as of 9/30/2024	Not Implemented Category	Justification for Not Implementing
1	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.
2	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.
3	Open	GAO	FAA	10/4/2012	GAO-13-36	2	General Aviation Safety: Additional FAA Efforts Could Help Identify and Mitigate Safety Risks	To enhance FAA's efforts to improve general aviation safety, improve measures of general aviation activity by requiring the collection of the number of hours that general aviation aircraft fly over a period of time (flight hours). FAA should explore ways to do this that minimize the impact on the general aviation community, such as by collecting the data at regular events (e.g., during registration renewals or at annual maintenance inspections) that are already required.	12/31/2025	N/A	N/A
4	Open	GAO	FAA	10/4/2012	GAO-13-36	3	General Aviation Safety: Additional FAA Efforts Could Help Identify and Mitigate Safety Risks	To enhance FAA's efforts to improve general aviation safety, and to ensure that ongoing safety issues are addressed, set specific general aviation safety improvement goals--such as targets for fatal accident reductions--for individual industry segments using a data-driven, risk management approach.	12/31/2025	N/A	N/A
5	Open	GAO	FAA	10/4/2012	GAO-13-36	4	General Aviation Safety: Additional FAA Efforts Could Help Identify and Mitigate Safety Risks	To enhance FAA's efforts to improve general aviation safety, and to determine whether the programs and activities underlying the 5-year strategy are successful and if additional actions are needed, develop performance measures for each significant program and activity underlying the 5-year strategy.	12/31/2025	N/A	N/A
6	Open	GAO	FHWA	12/13/2012	GAO-13-77	1	Highway Trust Fund: Pilot Program Could Help Determine the Viability of Mileage Fees for Certain Vehicles	To ensure that up-to-date data are available on the road damages imposed by all vehicle types compared with the revenues each contributes to the National Highway Trust Fund, revise and publish the agency's Highway Cost Allocation Study and update it periodically as warranted.	11/30/2025	N/A	N/A
7	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.	9/30/2024	N/A	N/A
8	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.
9	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.	3/31/2025	N/A	N/A
10	Open	OIG	FAA	6/5/2014	FI2014052	4	Weaknesses Exist in FAA's Security Controls for the Traffic Flow Management System (FQOU)	Prioritize and remediate all TFMS scheduled POAMs.	12/31/2024	N/A	N/A
11	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
12	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.	1/31/2025	N/A	N/A
13	Open	OIG	OST	6/16/2015	FI2015047	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.	11/1/2024	N/A	N/A
14	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
15	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
16	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.	12/31/2024	N/A	N/A
17	Open	OIG	FAA	2/4/2016	FI2016019	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.	12/31/2024	N/A	N/A
18	Open	OIG	FAA	5/31/2016	AV2016067	8	FAA Lacks Sufficient Oversight of the Aircraft Rescue and Fire Fighting Program	Develop a process to ensure the Office of Airports reports its Aircraft Rescue and Fire Fighting enforcement actions to FAA's Enforcement Information System database according to FAA Order 2150.3B.	3/31/2025	N/A	N/A
19	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

GAO-IG Act Report: Department of Transportation
OIG and GAO Open Recommendations as of September 30, 2024

Count	Status	GAO/OIG	OA	Report Date	Report Number	Rec #	Report Title	Recommendation Text	TAD as of 9/30/2024	Not Implemented Category	Justification for Not Implementing
20	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
21	Open	GAO	FHWA	6/8/2016	GAO-16-575	5	Highway Safety: More Robust DOT Oversight of Guardrails and Other Roadside Hardware Could Further Enhance Safety	To promote the transition to improved crash test standards, to strengthen FHWA's oversight of the roadside safety hardware's crash-testing process, and to make ore information available to states and industry on how roadside safety hardware performs in actual conditions, support additional research and disseminate results on roadside safety hardware's in-service performance, either as part of future phases of FHWA's current pilot study on guardrail end terminals' performance or as part of FHWA's broader research portfolio.	1/1/2030	N/A	N/A
22	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.	12/31/2024	N/A	N/A
23	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.	Pending GAO Closure - DOT submitted a request for closure in September 2024	N/A	N/A
24	Open	OIG	OST	10/13/2016	FI2017001	2	DOT Cybersecurity Incident Handling and Reporting Is Ineffective and Incomplete (FOUO)	Establish policy and controls for the use of maintenance data terminals to reduce the incidence of malware on these terminals	12/31/2024	N/A	N/A
25	Open	OIG	OST	10/13/2016	FI2017001	4	DOT Cybersecurity Incident Handling and Reporting Is Ineffective and Incomplete (FOUO)	Require OAs to provide their network maps to the Cyber Security Management Center.	12/31/2024	N/A	N/A
26	Open	OIG	OST	11/16/2016	FI2017008	3	FISMA 2016: DOT Continues to make progress, but the Department's information security posture is still not effective	Take action to work with FAA, FHWA, FMCSA, FTA, MARAD, NHTSA, and OST to develop risk acceptance memos for the expired systems identified in this report.	7/1/2025	N/A	N/A
27	Open	OIG	OST	11/16/2016	FI2017008	4	FISMA 2016: DOT Continues to make progress, but the Department's information security posture is still not effective	The Deputy Secretary, or his designee, take action to work with OST COE, FTA, and FAA, the common control providers, to report and update risk acceptance for shared controls that are not implemented in DOT's Repository (e.g., CSAM) per FISMA, OMB, and DOT requirements.	9/30/2023	N/A	N/A
28	Open	OIG	OST	11/16/2016	FI2017008	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
29	Open	OIG	OST	11/16/2016	FI2017008	7	FISMA 2016: DOT Continues to make progress, but the Department's information security posture is still not effective	The Deputy Secretary, or his designee, take action to identify and document OST COE compensating controls when used to address security weaknesses in CSAM and system authorizations.	12/31/2023	N/A	N/A
30	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.	4/1/2025	N/A	N/A
31	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.	12/31/2024	N/A	N/A
32	Open	OIG	FAA	1/11/2017	AV2017020	5	Although FAA Has Taken Steps To Improve Its Operational Contingency Plans, Significant Work Remains To Mitigate the Effects of Major System Disruptions	Develop airspace divestment plans for oceanic airspace, and develop and implement the technical requirements needed to support all new plans.	12/31/2024	N/A	N/A
33	Open	GAO	FAA	3/23/2017	GAO-17-366	1	Commercial Space Launch Insurance: Weakness in FAA's Insurance Calculation May Expose the Federal Government to Excess Risk	To help ensure that the government is not exposed to more liability risk than intended, prioritize the development of a plan to address the identified weakness in the cost-of-casualty amount, including setting time frames for action, and update the amount based on current information.	6/30/2025	N/A	N/A
34	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.	3/3/2025	N/A	N/A
35	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.	3/3/2025	N/A	N/A
36	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.	3/3/2025	N/A	N/A
37	Open	OIG	FAA	5/31/2017	FI2017051	4	FAA's Security Controls Are Insufficient for Its En Route Automation Modernization Program (SSI)	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
38	Open	OIG	FTA	6/6/2017	SA2017052	2	Report on the Single of the City of Tracy, Tracy, CA	Recovers \$147,515 from the City, if applicable.	12/31/2024	N/A	N/A

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39	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.	12/31/2024	N/A	N/A
40	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.	12/31/2024	N/A	N/A
41	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.	12/31/2024	N/A	N/A
42	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.	12/31/2024	N/A	N/A
43	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.	3/3/2025	N/A	N/A
44	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.	3/3/2025	N/A	N/A
45	Open	OIG	FHWA	9/11/2017	SA2017095	2	Report on Single Audit of the Turtle Mountain Band Of Chippewa Indians, Belcourt, ND	Determine an amount of questioned costs and recover from the Tribe, if applicable. Recover \$675	3/3/2025	N/A	N/A
46	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
47	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.	12/31/2024	N/A	N/A
48	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.	10/1/2024	N/A	N/A
49	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.	10/1/2024	N/A	N/A
50	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.	10/1/2024	N/A	N/A
51	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.	10/1/2024	N/A	N/A
52	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
53	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.	12/31/2024	N/A	N/A
54	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.	10/1/2024	N/A	N/A
55	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.	1/1/2025	N/A	N/A
56	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.	12/31/2024	N/A	N/A
57	Open	GAO	FAA	1/16/2018	GAO-18-57	2	Commercial Space Launch Insurance: FAA Needs to Fully Address Mandated Requirements	Fulfill the CSLCA mandate to analyze the cost impact of implementing its revised MPL methodology by evaluating the impact on the direct costs of launch companies and the federal government.	12/31/2024	N/A	N/A
58	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.	12/31/2024	N/A	N/A
59	Open	GAO	FAA	1/16/2018	GAO-18-57	4	Commercial Space Launch Insurance: FAA Needs to Fully Address Mandated Requirements	Establish an estimated completion date for developing and implementing a plan to establish guidance on the most appropriate MPL methodologies and tools to use for each launch.	12/31/2024	N/A	N/A
60	Open	OIG	OST	1/24/2018	FI2018017	5	FISMA 2017: DOT's Information Security Posture Is Still Not Effective	Implement controls to continuously monitor and work with components to ensure network administrators are informed and action is taken to disable system accounts when users no longer require access or have been inactive beyond established thresholds.	3/1/2022	N/A	N/A
61	Open	OIG	OST	1/24/2018	FI2018017	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
62	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.	N/A	Impasse	The Department partially concurred. FHWA agreed to clarify environmental review start times to provide more consistent information for tracking project review time frames; however, FHWA stated it would offer and provide guidance or technical assistance on evaluation methodologies only if requested by NEPA assignment states to comply with Congressional intent.

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63	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
64	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
65	Open	OIG	FTA	3/19/2018	SA2018035	3	Report on Single Audit of the Washington Metropolitan Area Transit Authority, Washington, DC	We recommend FTA recovers \$76,572 from the Authority, if applicable.	12/31/2024	N/A	N/A
66	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.	11/30/2024	N/A	N/A
67	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
68	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.	8/30/2024	N/A	N/A
69	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.	Pending GAO Closure - DOT submitted a request for closure in February 2024	N/A	N/A
70	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.	4/1/2025	N/A	N/A
71	Open	OIG	FTA	8/22/2018	SA2018073	2	Report on Single Audit of the State of Nebraska, Lincoln, NE	We recommend FTA recovers \$99,226 from the State, if applicable.	12/31/2024	N/A	N/A
72	Open	OIG	FTA	9/10/2018	SA2018078	2	Report on Single Audit of the Capital Area Transportation Authority, Lansing, MI	We recommend FTA recovers \$30,641 from the Authority, if applicable.	12/31/2024	N/A	N/A
73	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.	3/3/2025	N/A	N/A
74	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.	12/31/2024	N/A	N/A
75	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.	1/31/2025	N/A	N/A
76	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.	1/31/2025	N/A	N/A
77	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.	3/3/2025	N/A	N/A
78	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.	3/3/2025	N/A	N/A
79	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.	3/3/2025	N/A	N/A
80	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.	3/3/2025	N/A	N/A
81	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.	3/3/2025	N/A	N/A
82	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.	3/3/2025	N/A	N/A
83	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.	3/3/2025	N/A	N/A
84	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.	3/3/2025	N/A	N/A
85	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.	11/30/2024	N/A	N/A
86	Open	OIG	FRA	9/12/2018	SA2018098	1	Report on a Single Audit of the National Railroad Passenger Corporations & Subsidiaries (AMTRAK), Washington, DC	Ensures that AMTRAK complies with the equipment and real property management requirements.	12/30/2025	N/A	N/A
87	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.	12/31/2024	N/A	N/A
88	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.	10/31/2024	N/A	N/A
89	Open	OIG	OST	12/4/2018	FI2019014	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.	12/31/2024	N/A	N/A
90	Open	OIG	FAA	12/4/2018	FI2019014	2	DOT has not met federal targets for implementing components of its information security continuous monitoring program	To improve the accuracy and completeness of the data FAA uses to report on its CAP goal metrics, the Federal Aviation Administrator needs to implement procedures that: define the requirements for selecting the operating systems to be monitored; criteria for determining which tools should be used to collect data for the CAP goal metrics; and verify the accuracy and completeness of the CAP goal metrics.	12/31/2024	N/A	N/A
91	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.	3/3/2025	N/A	N/A
92	Open	OIG	FHWA	2/13/2019	SA2019017	2	Report on a Single Audit of the Kiowa Tribe of Oklahoma, Carnegie, OK	We recommend that FHWA recovers \$1,531,442 from the Tribe, if applicable.	3/3/2025	N/A	N/A

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93	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 RRIIF 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.
94	Open	OIG	OST	3/20/2019	FI2019023	2	FISMA 2018: DOT's Information Security Program and Practices	Direct OCIO 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
95	Open	OIG	OST	3/20/2019	FI2019023	4	FISMA 2018: DOT's Information Security Program and Practices	Direct OST to prioritize and resolve COE security weaknesses identified by assessor, and develop POA&Ms that realistically reflect resources and timeframes for completions of these actions.	12/1/2021	N/A	N/A
96	Open	OIG	OST	3/20/2019	FI2019023	5	FISMA 2018: DOT's Information Security Program and Practices	Direct OST to establish MOUs that delineate the responsibilities for COE common controls with each of the following OAs: FHWA, FMCSA, FRA, FTA, OIG, MARAD, SLSDC, and NHTSA.	4/1/2022	N/A	N/A
97	Open	OIG	OST	3/20/2019	FI2019023	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
98	Open	OIG	OST	3/20/2019	FI2019023	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.	7/1/2025	N/A	N/A
99	Open	OIG	OST	3/20/2019	FI2019023	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.	7/1/2025	N/A	N/A
100	Open	OIG	OST	3/20/2019	FI2019023	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.	7/1/2025	N/A	N/A
101	Open	OIG	OST	3/20/2019	FI2019023	11	FISMA 2018: DOT's Information Security Program and Practices	Using NIST guidance, test and authorize CDM applications (such as BigFix) that have been placed into operation on DOT's networks without proper security control assessments.	3/1/2022	N/A	N/A
102	Open	GAO	FHWA	3/20/2019	GAO-19-22	2	Tribal Consultation: Additional Federal Actions Needed for Infrastructure Projects	Document in the agency's tribal consultation policy how agency officials are to communicate with tribes about how tribal input from consultation was considered in agency decisions on infrastructure projects.	12/31/2024	N/A	N/A
103	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.	12/31/2024	N/A	N/A
104	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.	8/1/2025	N/A	N/A
105	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.	12/31/2024	N/A	N/A
106	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.	12/31/2024	N/A	N/A
107	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
108	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
109	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.	7/1/2024	N/A	N/A
110	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.	7/1/2024	N/A	N/A
111	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.	7/1/2024	N/A	N/A
112	Open	GAO	FAA	6/11/2019	GAO-19-471	4	Information Technology: Agencies need to Develop Modernization Plans for Critical Legacy Systems	The Secretary of Transportation should ensure that the CIO documents the department's modernization plans for its Federal Aviation Administration Civil Aviation Registry Applications, to include milestones, a description of the work necessary to modernize the system, and details on the disposition of the legacy system. (Sensitive)	12/31/2024	N/A	N/A
113	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.	12/31/2024	N/A	N/A
114	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.	12/31/2024	N/A	N/A
115	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.	12/31/2024	N/A	N/A
116	Open	GAO	FTA	7/22/2019	GAO-19-562	1	Rail Transit: Federal Transit Administration Could Improve Information on Estimating Project Costs	The FTA administrator should ensure that FTA's cost estimating information for project sponsors is consistent with all 12 steps found in GAO's Cost Estimating and Assessment Guide and needed for developing reliable cost estimates.	12/31/2024	N/A	N/A

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Count	Status	GAO/OIG	OA	Report Date	Report Number	Rec #	Report Title	Recommendation Text	TAD as of 9/30/2024	Not Implemented Category	Justification for Not Implementing
117	Open	OIG	MARAD	7/24/2019	FI2019057	5	The Maritime Administration's Information Technology Infrastructure Is at Risk for Compromise (FOUO)	Encrypt PII data on personal and network drives in accordance with DOT Chief Information Officer Departmental Privacy Risk Management Policy.	6/30/2023	N/A	N/A
118	Open	OIG	MARAD	7/24/2019	FI2019057	7	The Maritime Administration's Information Technology Infrastructure Is at Risk for Compromise (FOUO)	Develop a plan and address identified high and medium vulnerabilities on any remaining legacy websites and verify that new websites are being assessed for vulnerabilities.	6/30/2023	N/A	N/A
119	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.	4/1/2025	N/A	N/A
120	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.	4/1/2025	N/A	N/A
121	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.	3/3/2025	N/A	N/A
122	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.	3/3/2025	N/A	N/A
123	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.	3/3/2025	N/A	N/A
124	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.	10/31/2024	N/A	N/A
125	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.	12/31/2024	N/A	N/A
126	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.	12/31/2024	N/A	N/A
127	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.	12/31/2024	N/A	N/A
128	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.	12/31/2024	N/A	N/A
129	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
130	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
131	Open	OIG	OST	9/30/2019	ZA2019087	5	DOT Needs To Strengthen Its Oversight of IAAs with Volpe	Comply with DOT Order 1200.9's financial completion and IAA closeout process requirements for the IAAs identified in table 3 of this report, and determine whether to close them and deobligate the appropriate portions of the \$5,966,933 we identified. Implementing this recommendation across the 854 IAAs in our audit universe could potentially put up to \$33.3 million in funds to better use.	12/31/2026	N/A	N/A
132	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.	12/1/2024	N/A	N/A
133	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.	12/1/2024	N/A	N/A
134	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.	11/1/2024	N/A	N/A
135	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
136	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.	7/1/2025	N/A	N/A
137	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
138	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
139	Open	OIG	OST	10/23/2019	QC2020002	5	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Document OA subnets and OA responsibilities for devices and systems operating on the Common Operating Environment.	7/1/2025	N/A	N/A
140	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
141	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
142	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.	10/1/2024	N/A	N/A
143	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.	12/31/2024	N/A	N/A
144	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.	12/31/2024	N/A	N/A

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145	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.	12/31/2024	N/A	N/A
146	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.	12/31/2024	N/A	N/A
147	Open	GAO	OST	11/21/2019	GAO-20-81	1	Federal Research: Additional Actions Needed to Improve Public Access to Research Results	The Secretary of Transportation should fully develop and implement a mechanism to ensure researcher compliance with the public access plan and associated requirements.	4/1/2025	N/A	N/A
148	Open	OIG	FAA	12/17/2019	AV2020013	8	FAA Oversight of Air Carrier Maintenance Programs - 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.	12/31/2024	N/A	N/A
149	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.	12/31/2024	N/A	N/A
150	Open	OIG	FTA	12/31/2019	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.	12/31/2024	N/A	N/A
151	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.	11/1/2024	N/A	N/A
152	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	The Administrator of FAA should 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. (Recommendation 1)	12/31/2024	N/A	N/A
153	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.	12/31/2024	N/A	N/A
154	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.	12/31/2024	N/A	N/A
155	Open	GAO	FAA	3/25/2020	GAO-20-164	4	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should collect and record information on individual registrants, initially including name, address, date of birth, and driver's license or pilot's license, or both, with subsequent PII elements informed by the risk assessment, once completed.	6/30/2026	N/A	N/A
156	Open	GAO	FAA	3/25/2020	GAO-20-164	5	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should collect and record information on legal entities not traded publicly - on each individual and entity that owns more than 25 percent of the aircraft; for individuals: name, date of birth, physical address, and driver's license or pilot's license, or both; and for entities: name, physical address, state of residence, and taxpayer identification number.	6/30/2026	N/A	N/A
157	Open	GAO	FAA	3/25/2020	GAO-20-164	6	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should verify aircraft registration applicants' and dealers' eligibility and information.	6/30/2026	N/A	N/A
158	Open	GAO	FAA	3/25/2020	GAO-20-164	7	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should increase aircraft registration and dealer fees to ensure the fees are sufficient to cover the costs of FAA efforts to collect and verify applicant information while keeping pace with inflation.	6/30/2028	N/A	N/A
159	Open	GAO	FAA	3/25/2020	GAO-20-164	9	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should link information on owners and related individuals and entities with significant responsibilities for aircraft ownership through a common identifier.	12/31/2024	N/A	N/A
160	Open	GAO	FAA	3/25/2020	GAO-20-164	10	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should, as part of IT modernization, develop an approach to check OFAC sanctions data on owners and related individuals and entities with potentially significant responsibilities for aircraft ownership for coordination with OFAC and to flag sanctioned individuals and entities across aircraft registration and dealer systems.	12/31/2024	N/A	N/A
161	Open	GAO	FAA	3/25/2020	GAO-20-164	11	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should use data collected as part of IT modernization as well as current data sources to identify and analyze patterns of activity indicative of fraud or abuse, based on information from declarations of international operations, postal addresses, sanctions listings, and other sources, and information on dealers, noncitizen corporations, and individuals and entities with significant responsibilities for aircraft ownership.	12/31/2024	N/A	N/A
162	Open	GAO	FAA	3/25/2020	GAO-20-164	12	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should develop and implement risk-based mitigation actions to address potential fraud and abuse identified through data analyses.	12/31/2024	N/A	N/A
163	Open	GAO	FAA	3/25/2020	GAO-20-164	13	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA should develop mechanisms, including regulations if necessary, for dealer suspension and revocation.	6/30/2026	N/A	N/A
164	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.	12/31/2024	N/A	N/A

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165	Open	GAO	FAA	3/25/2020	GAO-20-164	15	Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration	The Administrator of FAA, in coordination with relevant law-enforcement agencies, should develop a mechanism to provide declarations of international operations for law-enforcement purposes.	9/30/2024	N/A	N/A
166	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.	The NHTSA Administrator should make and communicate a decision about whether to include pedestrian safety tests in the New Car Assessment Program (NCAP).	10/31/2024	N/A	N/A
167	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.	NHTSA should document the process for making changes to NCAP.	10/31/2024	N/A	N/A
168	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.	10/31/2024	N/A	N/A
169	Open	OIG	OST	5/27/2020	EC2020036	2	Changes in Airline Service Differ Significantly for Smaller Communities, but Limited Data on Ancillary Fees Hinders Further Analysis	The Office of Aviation Analysis develop a process to regularly collect, maintain, and use information from airlines' website disclosures of all fees charged for optional or ancillary services as a screening mechanism for significant changes in these fees. For each mainline carrier and posted fee, this information should include—but not necessarily be limited to—identification of the type of each service and its price (or price range).	12/31/2025	N/A	N/A
170	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
171	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
172	Open	GAO	FTA	7/16/2020	GAO-20-512	1	Capital Investment Grants Program: FTA Should Improve the Effectiveness and Transparency of Its Reviews	The FTA Administrator should take steps to provide information to Congress and sponsors to better clarify how FTA applies the methods and factors it considers when performing its review of sponsors' projects. Clarification could include how FTA uses documents, such as project roadmaps, to help sponsors advance through the development process; estimated time frames for reviewing submissions and responding to sponsors' requests; and how FTA considers geographic diversity of projects in its decision-making	N/A	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.
173	Open	GAO	FTA	7/16/2020	GAO-20-512	3	Capital Investment Grants Program: FTA Should Improve the Effectiveness and Transparency of Its Reviews	The FTA Administrator should take steps to ensure its staff communicates information, such as the reason why a project is not advancing, to sponsors in a timely manner and in writing upon the sponsor's request.	N/A	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.
174	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.	5/1/2025	N/A	N/A
175	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.	5/30/2025	N/A	N/A
176	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	The FAA Administrator should conduct an evaluation of the Compliance Program to assess the effectiveness of the program in meeting its goals.	12/31/2024	N/A	N/A
177	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	The FAA Administrator should 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.	1/31/2025	N/A	N/A
178	Open	GAO	OST	10/13/2020	GAO-21-109	2	Aviation Consumer Protection: Increased Transparency Could Help Build Confidence in DOT's Enforcement Approach	The Assistant General Counsel should take steps to provide transparency and clarity into the results of OACP's enforcement of consume including investigations that do not result in a consent order. Such information could be aggregated data about cases, investigations, or warning letters.	12/31/2024	N/A	N/A
179	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
180	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
181	Open	OIG	OST	10/23/2020	QC2021003	5	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Coordinate with appropriate offices within the Office of Secretary to develop and implement a strategy and solution(s) to ensure that supervisors, contracting officers, and contracting officer representatives enforce personnel onboarding and off boarding procedures, completion of the DOT Rules of Behavior and other IT requirements prior to being granted access to DOT networks, systems, and information, or have existing access revoked upon separation, in accordance with DOT policy.	7/1/2025	N/A	N/A
182	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
183	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
184	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

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Count	Status	GAO/OIG	OA	Report Date	Report Number	Rec #	Report Title	Recommendation Text	TAD as of 9/30/2024	Not Implemented Category	Justification for Not Implementing
185	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
186	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
187	Open	OIG	OST	10/23/2020	QC2021003	12	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Document and implement a process to identify software end of life dates and require the development of implementation plans to eliminate unsupported software.	7/1/2025	N/A	N/A
188	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.	7/1/2025	N/A	N/A
189	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
190	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
191	Open	GAO	FAA	11/9/2020	GAO-21-94	1	Aviation Safety: FAA's Office of Aviation Safety Should Take Additional Actions to Ensure Its Workforce Has Needed Skills	The Associate Administrator for Aviation Safety should assess organization-wide gaps in identified critical competencies for the Office of Aviation Safety's inspector and engineer workforces on a recurring basis.	12/31/2024	N/A	N/A
192	Open	GAO	FAA	11/9/2020	GAO-21-94	2	Aviation Safety: FAA's Office of Aviation Safety Should Take Additional Actions to Ensure Its Workforce Has Needed Skills	The Associate Administrator for Aviation Safety should assess training curricula for the Office of Aviation Safety's inspector and engineer workforces on a recurring basis to ensure that training courses as a whole align with critical competencies needed to address agency mission and goals.	6/30/2025	N/A	N/A
193	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.	12/31/2024	N/A	N/A
194	Open	GAO	FAA	11/16/2020	GAO-21-85	1	Aviation Certification: FAA Needs to Strengthen Its Design Review Process for Small Airplanes	The Executive Director of the Aircraft Certification Service should assess the resources needed to efficiently implement Amendment 64. (Recommendation 1)	12/31/2024	N/A	N/A
195	Open	GAO	FAA	11/16/2020	GAO-21-85	4	Aviation Certification: FAA Needs to Strengthen Its Design Review Process for Small Airplanes	The Executive Director of the Aircraft Certification Service should provide information to staff to address their uncertainty regarding (1) the circumstances in which an issue paper is required, and (2) how to ensure staff's concerns are documented and resolved in situations in which staff are not to use an issue paper. (Recommendation 4)	1/31/2025	N/A	N/A
196	Open	GAO	FAA	11/16/2020	GAO-21-85	7	Aviation Certification: FAA Needs to Strengthen Its Design Review Process for Small Airplanes	The Executive Director of the Aircraft Certification Service should 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. (Recommendation 7)	12/31/2024	N/A	N/A
197	Open	GAO	OST	12/15/2020	GAO-21-171	71	Information and Communications Technology: Federal Agencies Need to Take Urgent Action to Manage Supply Chain Risks	Designate responsibility for leading department-wide Supply Chain Risk Management (SCRM) activities and define SCRM roles and responsibilities for senior leaders who participate in supply chain activities. (Recommendation 71) (Sensitive)	1/31/2025	N/A	N/A
198	Open	GAO	OST	12/15/2020	GAO-21-171	72	Information and Communications Technology: Federal Agencies Need to Take Urgent Action to Manage Supply Chain Risks	Develop a department-wide Information and Communications Technology (ICT) SCRM strategy that makes explicit the department's risk tolerance and identifies how the department intends to assess, respond to, and monitor ICT supply chain risks across the life cycle of ICT products and services. (Recommendation 72) (Sensitive)	1/31/2025	N/A	N/A
199	Open	GAO	OST	12/15/2020	GAO-21-171	73	Information and Communications Technology: Federal Agencies Need to Take Urgent Action to Manage Supply Chain Risks	Establish an approach to identify and document department ICT supply chain(s). (Recommendation 73) (Sensitive)	1/31/2025	N/A	N/A
200	Open	GAO	OST	12/15/2020	GAO-21-171	74	Information and Communications Technology: Federal Agencies Need to Take Urgent Action to Manage Supply Chain Risks	Establish a process to conduct department-wide assessments of ICT supply chain risks. (Recommendation 74) (Sensitive)	1/31/2025	N/A	N/A
201	Open	GAO	OST	12/15/2020	GAO-21-171	75	Information and Communications Technology: Federal Agencies Need to Take Urgent Action to Manage Supply Chain Risks	Establish a process to conduct an SCRM review of a potential supplier prior to awarding a contract or issuing an order to that supplier for ICT products and services. (Recommendation 75) (Sensitive)	1/31/2025	N/A	N/A
202	Open	GAO	OST	12/15/2020	GAO-21-171	76	Information and Communications Technology: Federal Agencies Need to Take Urgent Action to Manage Supply Chain Risks	Develop organizational ICT SCRM requirements for inclusion in contracts that are tailored to the type of contract and business needs. (Recommendation 76) (Sensitive)	1/31/2025	N/A	N/A
203	Open	GAO	OST	12/15/2020	GAO-21-171	77	Information and Communications Technology: Federal Agencies Need to Take Urgent Action to Manage Supply Chain Risks	Develop organizational procedures to detect counterfeit and compromised ICT products prior to their deployment. (Recommendation 77) (Sensitive)	1/31/2025	N/A	N/A
204	Open	GAO	OST	12/18/2020	GAO-21-197	1	Automated Technologies: DOT Should Take Steps to Ensure Its Workforce Has Skills Needed to Oversee Safety	The Director of DOT's Department of Human Resources should complete efforts to identify all cybersecurity occupations across the agency, and incorporate those related to overseeing the cybersecurity of automated technologies into its workforce planning efforts, such as the Workforce Transformation Chart. (Recommendation 1)	4/1/2025	N/A	N/A

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205	Open	GAO	OST	12/18/2020	GAO-21-197	2	Automated Technologies: DOT Should Take Steps to Ensure Its Workforce Has Skills Needed to Oversee Safety	The Director of DOT's Department of Human Resources should assess skill gaps in key occupations that are involved in overseeing the safety of automated technologies. (Recommendation 2)	1/31/2025	N/A	N/A
206	Open	GAO	OST	12/18/2020	GAO-21-197	3	Automated Technologies: DOT Should Take Steps to Ensure Its Workforce Has Skills Needed to Oversee Safety	The Director of DOT's Department of Human Resources should regularly measure the progress of strategies implemented to close skill gaps such as on an annual basis and ensure modal administrations offer training to close those gaps. (Recommendation 3)	1/31/2025	N/A	N/A
207	Open	GAO	OST	12/18/2020	GAO-21-197	4	Automated Technologies: DOT Should Take Steps to Ensure Its Workforce Has Skills Needed to Oversee Safety	The Director of DOT's Department of Human Resources should collect and analyze information on the effectiveness of recruiting strategies, such as special payment authorities, in attracting staff to occupations that oversee the safety of automated technologies, and share effective strategies with modal administrations. (Recommendation 4)	4/1/2025	N/A	N/A
208	Open	GAO	FAA	12/22/2020	GAO-21-154	1	Commercial Space Transportation: FAA Should Examine a Range of Options to Support U.S. Launch Infrastructure	We recommend that the Associate Administrator for AST provide Congress the results of an examination of a range of options including funding and financing tools, as well as alternatives to making funding available to support space transportation infrastructure. This examination should include a discussion of trade-offs and whether and how, if at all, each approach would contribute to national policy goals. (Recommendation 1)	3/31/2025	N/A	N/A
209	Open	GAO	FAA	1/7/2021	GAO-21-200	1	Aircraft Noise: Better Information Sharing Could Improve Responses to Washington, D.C. Area Helicopter Noise Concerns	The Administrator of the FAA should direct the Office of Environment and Energy to develop a mechanism to exchange helicopter noise information with operators in the D.C. area.	9/30/2025	N/A	N/A
210	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.	12/31/2024	N/A	N/A
211	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.	12/31/2024	N/A	N/A
212	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.	12/31/2024	N/A	N/A
213	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.	12/31/2024	N/A	N/A
214	Open	GAO	FAA	1/28/2021	GAO-21-165	1	Unmanned Aircraft Systems: FAA Could Strengthen Its Implementation of a Drone Traffic Management System by Improving Communication and Measuring Performance	The Administrator of the Federal Aviation Administration should provide stakeholders with additional information on the timing and substance of future UTM testing and implementation efforts, using FAA's UTM website or other appropriate means.	9/30/2024	N/A	N/A
215	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.	6/30/2025	N/A	N/A
216	Open	OIG	FAA	2/1/2021	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
217	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
218	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
219	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
220	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
221	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
222	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
223	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
224	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
225	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
226	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
227	Open	OIG	OST	2/10/2021	SA2021018	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2020	Determine the allowability of the questioned transactions and recover \$5,130,999, if applicable.	1/31/2025	N/A	N/A

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228	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
229	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
230	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
231	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
232	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
233	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.	4/30/2025	N/A	N/A
234	Open	OIG	FAA	2/23/2021	AV2021020	7	Weaknesses in FAA's Certification and Delegation Processes Hindered Its Oversight of the 737 MAX 8	Establish and implement policies and procedures for the Aircraft Evaluation Group related to its role in the certification process that require, at a minimum: formal documentation of approvals; documentation of operational flight test parameters, procedures, and outcomes; expanded written guidance on the FSB process; and improved consistency of procedures between AEG offices.	9/30/2024	N/A	N/A
235	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.	3/31/2025	N/A	N/A
236	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.	3/31/2025	N/A	N/A
237	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.	3/31/2025	N/A	N/A
238	Open	GAO	MARAD	2/26/2021	GAO-21-125	3	Defense Transportation: DOD Can Better Leverage Existing Contested Mobility Studies and Improve Training	The Secretary of Transportation should ensure that the Maritime Administrator, in coordination with the Secretary of the Navy and the Commander of U.S. Transportation Command, updates surge-sealift crew training, as appropriate and feasible, to reflect the results of the training evaluation conducted by DOD. (Recommendation 3)	Pending GAO Closure - DOT submitted a request for closure in April 2024	N/A	N/A
239	Open	GAO	FAA	3/17/2021	GAO-21-254	4	Freedom of Information Act: Actions Needed to Improve Agency Compliance with Proactive Disclosure Requirements	The FAA Administrator should track the number of proactive disclosures for all required categories and report this information in DOT's Annual FOIA Report.	3/31/2025	N/A	N/A
240	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	The Secretary of Transportation should direct the Administrators of FAA, FMCSA, FRA, FTA, and PHMSA 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.	Pending GAO Closure - DOT submitted a request for closure in May 2024	N/A	N/A
241	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	The Assistant Administrator for Human Resource Management should ensure that planned skill gap assessments, conducted in coordination with FAA offices, are based on quantitative information about gaps in all critical skills for employees across all mission-critical occupations.	9/30/2024	N/A	N/A
242	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.	12/31/2024	N/A	N/A
243	Open	GAO	NHTSA	5/20/2021	GAO-21-405	2	Pedestrians and Cyclists: Better Information to States and Enhanced Performance Management Could Help DOT Improve Safety	The NHTSA Administrator should more fully use performance management practices to guide its pedestrian and cyclist safety activities, such as (1) by developing performance measures for NHTSA and the program offices responsible for implementing pedestrian and cyclist safety activities to demonstrate how these activities contribute to safety goals, and (2) by using performance information to make any necessary changes to advance pedestrian and cyclist safety efforts.	Pending GAO Closure - DOT submitted a request for closure in December 2023	N/A	N/A
244	Open	OIG	OST	5/26/2021	SA2021025	2	Summary Report on Significant Single Audit Findings for the 3-Month Period Ending March 31, 2021	Determine the allowability of the questioned transactions and recover \$8,008,786, if applicable.	11/1/2024	N/A	N/A
245	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	The FHWA Administrator should more 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.	Pending GAO Closure - DOT submitted a request for closure in December 2023	N/A	N/A
246	Open	OIG	MARAD	7/7/2021	ST2021028	1	MARAD's Actions To Address Congressionally Specified NAPA Recommendations	Develop a plan with milestones for completing those recommendations MARAD plans to implement.	9/30/2024	N/A	N/A
247	Open	OIG	MARAD	7/7/2021	ST2021028	2	MARAD's Actions To Address Congressionally Specified NAPA Recommendations	Track implementation of the plan with milestones.	9/30/2024	N/A	N/A
248	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

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249	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
250	Open	OIG	FMCSA	7/14/2021	ST2021030	6	FMCSA Has Gaps and Challenges in Its Oversight of CDL Disqualification Regulations	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.	12/31/2024	N/A	N/A
251	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.	9/30/2024	N/A	N/A
252	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.	12/30/2024	N/A	N/A
253	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.	9/30/2024	N/A	N/A
254	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.	1/31/2025	N/A	N/A
255	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.	3/31/2025	N/A	N/A
256	Open	OIG	FAA	8/11/2021	AV2021034	6	FAA Can Increase Its Inspector Staffing Model's Effectiveness by Implementing System Improvements and Maximizing Its Capabilities	Track progress on implementing the Office Workload List, including milestones to show when the Agency anticipates using information from the system to assist with inspector staffing decisions.	6/30/2025	N/A	N/A
257	Open	OIG	FAA	8/11/2021	AV2021034	7	FAA Can Increase Its Inspector Staffing Model's Effectiveness by Implementing System Improvements and Maximizing Its Capabilities	Update information regarding implementation of the Designee Management System, including milestones to show when FAA anticipates fully integrating individual designees into the system and how it intends to use the system's data to determine whether to adjust its inspector workforce staffing levels and responsibilities.	6/30/2025	N/A	N/A
258	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.	9/30/2024	N/A	N/A
259	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.	9/30/2024	N/A	N/A
260	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.	9/30/2024	N/A	N/A
261	Open	OIG	OST	8/31/2021	SA2021036	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending June 30, 2021	Determine the allowability of the questioned transactions and recover \$32,153,264, if applicable.	5/1/2025	N/A	N/A
262	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.	12/31/2024	N/A	N/A
263	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.	12/31/2024	N/A	N/A
264	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	The Secretary of Transportation should ensure that the agency assesses all relevant IT security controls and enhancements for the system that provides remote access for telework.	Pending GAO Closure - DOT submitted a request for closure in June 2024	N/A	N/A
265	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	The Secretary of Transportation should ensure that 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.	Pending GAO Closure - DOT submitted a request for closure in May 2024	N/A	N/A
266	Open	OIG	OST	10/6/2021	QC2022002	1	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.	10/1/2024	N/A	N/A

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Count	Status	GAO/OIG	OA	Report Date	Report Number	Rec #	Report Title	Recommendation Text	TAD as of 9/30/2024	Not Implemented Category	Justification for Not Implementing
267	Open	GAO	OST	10/14/2021	GAO-22-104677	20	Small Business Research Programs: Agencies Should Further Improve Award Timeliness	The Secretary of Transportation should evaluate the effectiveness of steps taken to improve SBIR award timeliness and take any necessary additional steps in order to consistently meet SBA award timeliness guidelines.	Pending GAO Closure - DOT submitted a request for closure in November 2023	N/A	N/A
268	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.	12/31/2024	N/A	N/A
269	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.	12/31/2024	N/A	N/A
270	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.	12/31/2024	N/A	N/A
271	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.	12/31/2024	N/A	N/A
272	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.	9/30/2025	N/A	N/A
273	Open	OIG	FTA	10/20/2021	IT2022005	13	FTA Does Not Effectively Assess Security Controls or Remediate Cybersecurity Weaknesses To Ensure the Proper Safeguards Are in Place To Protect Its Financial Management Systems	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.	1/31/2025	N/A	N/A
274	Open	OIG	OST	10/25/2021	QC2022006	1	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Develop and communicate an organization wide Supply Chain Risk Management strategy and implementation plan to guide and govern supply chain risks.	7/1/2025	N/A	N/A
275	Open	OIG	OST	10/25/2021	QC2022006	2	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Undertake a strategic analysis of the Inspector General FISMA Metrics and the weaknesses identified in the audit, to develop a multi-year strategy and approach to include objective milestones, and resource commitments by the Department and the CIO that address the corrective actions necessary to show steady, measurable improvements towards an effective information security program.	7/1/2025	N/A	N/A
276	Open	OIG	OST	10/25/2021	QC2022006	3	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with the Federal Aviation Administration's CIO and Federal Motor Carrier Safety Administration's Information Security System Manager (ISSM), to investigate and remediate cross-site scripting vulnerabilities identified in public facing web applications.	8/31/2022	N/A	N/A
277	Open	OIG	OST	10/25/2021	QC2022006	4	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work and coordinate with system owners to identify and remediate weak and default authentication mechanisms within their systems and the Common Operating Environment.	3/31/2023	N/A	N/A
278	Open	OIG	OST	10/25/2021	QC2022006	5	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Develop and implement a process to facilitate centralized monitoring, oversight (by ISSMs and their alternates) and escalation efforts to ensure the timely completion of required security awareness training and role based training for all DOT personnel leveraging an automated integrated solution(s) and dashboards.	7/1/2025	N/A	N/A
279	Open	OIG	OST	11/10/2021	SA2022010	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending September 30 2021	Determine the allowability of the questioned transactions and recover \$9,236,974, if applicable.	11/1/2024	N/A	N/A
280	Open	OIG	FAA	11/12/2021	QC2022013	2	Quality Control Review of the Independent Auditor's Report on the FAA's Audited Consolidated Financial Statements for Fiscal Years 2021 and 2020 (SSI)	KPMG recommends FAA design and implement procedures to consistently and timely perform and document user account access reviews as required by standards for effective internal control systems and/or internal policy.	12/31/2024	N/A	N/A
281	Open	OIG	OST	11/15/2021	QC2022015	2	Quality Control Review of the Independent Auditor's Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2021 and 2020	KPMG recommends that DOT management design and implement procedures to consistently and timely perform and document user account access reviews as required by standards for effective internal control systems and/or internal policy.	12/31/2024	N/A	N/A
282	Open	OIG	OST	11/15/2021	QC2022015	3	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.	12/31/2024	N/A	N/A
283	Open	OIG	OST	11/15/2021	QC2022015	4	Quality Control Review of the Independent Auditor's Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2021 and 2020	KPMG recommends that DOT management design and implement procedures related to the retention of appropriate supporting evidence of internal controls, including but not limited to, access administration, access recertification, audit log review, and patch management.	12/31/2024	N/A	N/A
284	Open	GAO	FHWA	1/10/2022	GAO-22-104299	1	Highway Trust Fund: Federal Highway Administration Should Develop and Apply Criteria to Assess How Pilot Projects Could Inform Expanded Use of Mileage Fee Systems	The Deputy Administrator of FHWA should develop and apply criteria to assess the scalability of the Surface Transportation System Funding Alternatives (STSA) pilot projects.	11/1/2024	N/A	N/A
285	Open	OIG	FAA	1/31/2022	QC2022018	6	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2021 and 2020	KPMG recommends that FAA ensure that policies and procedures for revoking access to the shared services center for separated users include: Timely notifying shared services center managers of FAA employees that have separated from the agency to ensure that access is removed; and Enforcing the timeline for removal of separated employees from shared services center, by reviewing active user listings on a periodic basis to ensure that no separated employees still have access.	12/31/2024	N/A	N/A
286	Open	OIG	OST	2/9/2022	SA2022021	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2021	Determine the allowability of the questioned transactions and recover \$5,409,880, if applicable.	10/31/2024	N/A	N/A

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287	Open	OIG	FHWA	2/15/2022	FS2022022	1	Outdated Policies Hinder FHWA's Ability To Oversee Unobligated Emergency Relief Funds	Direct the Office of Infrastructure to follow the FHWA Emergency Relief (ER) Manual regarding deallocations of unobligated funds.	10/1/2024	N/A	N/A
288	Open	OIG	FHWA	2/15/2022	FS2022022	3	Outdated Policies Hinder FHWA's Ability To Oversee Unobligated Emergency Relief Funds	Update the ER Manual's quick release procedures to clarify the documentation needed for funding approval and the responsibilities to maintain sufficient evidence of required approvals for quick release requests submitted in accordance with emergency relief policy and program requirements.	10/1/2024	N/A	N/A
289	Open	OIG	FHWA	2/15/2022	FS2022022	5	Outdated Policies Hinder FHWA's Ability To Oversee Unobligated Emergency Relief Funds	Update the ER Manual to incorporate the requirements in FHWA Order 5182.1, including the routine review of unobligated balances so that funds can be deallocated when no longer needed.	10/1/2024	N/A	N/A
290	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.	9/30/2025	N/A	N/A
291	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).	9/30/2025	N/A	N/A
292	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.	9/30/2025	N/A	N/A
293	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.	9/30/2025	N/A	N/A
294	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.	9/30/2025	N/A	N/A
295	Open	OIG	FAA	3/30/2022	AV2022026	1	While FAA Is Coordinating With Other Agencies on Counter-UAS, Delays in Testing Detection and Mitigation Systems Could Impact Aviation Safety	Conduct a UAS detection and C-UAS program assessment that includes a determination of future resource needs and organizational structure based on how to best align those resources.	1/31/2025	N/A	N/A
296	Open	OIG	FAA	3/30/2022	AV2022026	2	While FAA Is Coordinating With Other Agencies on Counter-UAS, Delays in Testing Detection and Mitigation Systems Could Impact Aviation Safety	Evaluate the UAS detection and C-UAS coordination request process to identify and correct inefficiencies to improve timeliness in anticipation of future program growth.	1/31/2025	N/A	N/A
297	Open	OIG	FAA	3/30/2022	AV2022026	3	While FAA Is Coordinating With Other Agencies on Counter-UAS, Delays in Testing Detection and Mitigation Systems Could Impact Aviation Safety	Finalize internal UAS detection and C-UAS request processing and document retention guidance.	1/31/2025	N/A	N/A
298	Open	GAO	NHTSA	4/26/2022	GAO-22-104635	1	Implementing Leading Practices Could Improve Management of Mandated Rulemakings and Reports	The NHTSA Deputy Administrator should update NHTSA's rulemaking procedures to require the use of leading project schedule management practices for the activities needed to draft a proposed rule	9/30/2024	N/A	N/A
299	Open	GAO	NHTSA	4/26/2022	GAO-22-104635	2	Implementing Leading Practices Could Improve Management of Mandated Rulemakings and Reports	The NHTSA Deputy Administrator should update NHTSA's procedures for developing reports to Congress to require the use of leading project schedule management practices for the activities needed to draft a report	9/30/2024	N/A	N/A
300	Open	GAO	NHTSA	4/26/2022	GAO-22-104635	3	Implementing Leading Practices Could Improve Management of Mandated Rulemakings and Reports	The NHTSA Deputy Administrator should provide additional information on incomplete rulemakings to Congress, including the substantive activities that NHTSA completed between rulemaking milestones. NHTSA could consider providing this information as part of the biannual reports required by the Infrastructure Investment and Jobs Act.	Pending GAO Closure - DOT submitted a request for closure in June 2024	N/A	N/A
301	Open	OIG	FAA	4/27/2022	AV2022027	5	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.	12/31/2024	N/A	N/A
302	Open	OIG	OST	5/18/2022	SA2022029	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending March 31, 2022	Determine the allowability of the questioned transactions and recover \$3,534,794, if applicable.	10/31/2024	N/A	N/A
303	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.	7/1/2024	N/A	N/A
304	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.	12/1/2024	N/A	N/A
305	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.	12/1/2024	N/A	N/A
306	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.	12/1/2024	N/A	N/A
307	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."	12/1/2024	N/A	N/A
308	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.	12/1/2024	N/A	N/A
309	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
310	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
311	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

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312	Open	GAO	FHWA	7/28/2022	GAO-22-104578	1	National Highways: Analysis of Available Data Could Better Ensure Equitable Pavement Condition	The Deputy Administrator of FHWA should analyze pavement condition data, such as Highway Performance Monitoring System data, to examine the concentration of poor pavement in specific areas within states and differences in pavement condition by community or other characteristics, which could include race and ethnicity, poverty, or population density. Such an analysis could also incorporate more recent pavement condition data, control for additional factors that may affect pavement condition, or include statistical modeling of pavement conditions within a state.	12/31/2025	N/A	N/A
313	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
314	Open	OIG	OST	8/3/2022	SA2022035	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3 Month Period Ending June 30, 2022	Determine the allowability of the questioned transactions and recover \$7,148,093, if applicable.	10/31/2024	N/A	N/A
315	Open	GAO	FAA	8/18/2022	GAO-22-104664	1	Aviation Safety: FAA Should Strengthen Efforts to Address the Illegal Practice of Intentionally Aiming Lasers at Aircraft	The FAA Administrator should determine what information from pilots and crewmembers would be most useful for investigating laser incidents, and how best to collect the information and to share it with law enforcement. (Recommendation 1)	12/31/2025	N/A	N/A
316	Open	GAO	MARAD	9/12/2022	GAO-22-105160	1	Actions Needed to Enhance Cargo Preference Oversight	Report publicly, on an annual basis, the cargo preference data it receives to provide information on the total cargo volumes and amounts shipped on U.S.- and foreign-flag vessels for each federal agency.	10/31/2024	N/A	N/A
317	Open	GAO	MARAD	9/12/2022	GAO-22-105160	2	Actions Needed to Enhance Cargo Preference Oversight	Develop regulations to oversee and enforce compliance with cargo preference requirements. These steps should include evaluating options for overcoming challenges to developing such regulations, such as: (1) using a negotiated rulemaking as a means to address challenges achieving consensus on how to implement cargo preference requirements, and (2) developing and communicating a legislative proposal to address statutory challenges MARAD has identified.	10/31/2024	N/A	N/A
318	Open	OIG	OST	9/20/2022	ST2022037	3	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.	1/31/2025	N/A	N/A
319	Open	GAO	OST	9/22/2022	GAO-22-105065	1	Privacy: Dedicated Leadership Can Improve Programs and Address Challenges	The Secretary of Transportation should 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. (Recommendation 33)	10/1/2024	N/A	N/A
320	Open	GAO	OST	9/22/2022	GAO-22-105065	2	Privacy: Dedicated Leadership Can Improve Programs and Address Challenges	The Secretary of Transportation should incorporate privacy into an organization-wide risk management strategy that includes a determination of risk tolerance. (Recommendation 34)	10/1/2024	N/A	N/A
321	Open	OIG	OST	9/28/2022	QC2022042	1	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	The Department should ensure that adequate resources are made available and are prioritized to validate the accuracy and completeness of asset inventory counts prior to submission to the Department of Homeland Security (DHS) as part of CIO FISMA Metrics.	9/30/2023	N/A	N/A
322	Open	OIG	OST	9/28/2022	QC2022042	2	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Coordinate with the components to develop or revise their plans to fully transition the remaining information systems to enable and enforce PIV, except those that are subject to exclusions that are documented and approved.	9/30/2023	N/A	N/A
323	Open	OIG	OST	9/28/2022	QC2022042	3	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	FAA should develop and implement procedures to perform periodic reviews of mobile devices to ensure non-compliant mobile devices are upgraded to the current operating system release.	9/30/2023	N/A	N/A
324	Open	OIG	OST	9/28/2022	QC2022042	4	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Strengthen processes to ensure privileged account reviews are completed and privileged account activities are logged and periodically reviewed, in accordance with DOT policy	7/1/2025	N/A	N/A
325	Open	OIG	OST	9/28/2022	QC2022042	5	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	In coordination with the OA system owners, complete DOT's plans to implement existing solutions where possible and create a plan to address all exceptions where there is not a current solution for encryption of data at rest and in transit.	7/1/2025	N/A	N/A
326	Open	OIG	OST	9/28/2022	QC2022042	6	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	In coordination with the OA system owners, complete the deployment of DOT's data loss prevention controls to include the utilization or activation of enhanced DLP features available within existing tools and to develop and implement policies and procedures which eliminate or restrict the ability of users to connect mass storage devices to DOT networks and systems.	9/30/2023	N/A	N/A
327	Open	OIG	OST	9/28/2022	QC2022042	7	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Enhance current procedures to implement and require the retention of records to track when computer media are sanitized prior to disposal or reuse and implement procedures to validate the remediation of computer media that have failed media sanitization upon return to DOT.	7/1/2025	N/A	N/A
328	Open	OIG	OST	9/28/2022	QC2022042	8	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	In coordination with the OA system owners, strengthen DOT's oversight of the contingency planning processes to ensure contingency planning documentation is developed, updated, and tested in a timely manner, in accordance with policy.	9/30/2024	N/A	N/A
329	Open	OIG	FTA	10/12/2022	ST2023001	1	FTA Can Enhance Its Controls To Mitigate COVID-19 Relief Funding Risks	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 Subrecipients d. Limited Capacity of Current Oversight Contracts	12/31/2024	N/A	N/A
330	Open	OIG	FAA	11/14/2022	QC2023007	1	Quality Control Review of the Independent Auditor's Report on the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends FAA design and implement procedures to consistently and timely perform and document user account access reviews as required by standards for effective internal control systems and/or internal policy.	12/31/2024	N/A	N/A
331	Open	OIG	FAA	11/14/2022	QC2023007	2	Quality Control Review of the Independent Auditor's Report on the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends FAA design and implement procedures to consistently and timely notify account administrators of separations as required by internal policy.	12/31/2024	N/A	N/A

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332	Open	GAO	OST	11/15/2022	GAO-23-104956	3	Disaster Recovery: Actions Needed to Improve the Federal Approach	The Secretary of Transportation should, in consultation with the Recovery Support Function Leadership Group, identify and take steps to better manage fragmentation between its disaster recovery programs and other federal programs, including consideration of the options identified in this report. If DOT determines that it needs authority for actions that it seeks to implement, it should request that authority from Congress. (Recommendation 3)	Pending GAO Closure - DOT submitted a request for closure in December 2023	N/A	N/A
333	Open	GAO	OST	11/17/2022	GAO-23-105639	1	Discretionary Transportation Grants: DOT Should Better Communicate Federal Share Requirements to Applicants	The Secretary of Transportation should enhance DOT's internal procedures to ensure that DOT's RAISE NOFOs clearly communicate how DOT calculates the federal share for eligibility purposes, in alignment with OMB Guidance, and ensure that DOT's supplementary materials for applicants are consistent with the information in the RAISE NOFOs. (Recommendation 1)	10/1/2024	N/A	N/A
334	Open	GAO	OST	11/17/2022	GAO-23-105639	2	Discretionary Transportation Grants: DOT Should Better Communicate Federal Share Requirements to Applicants	The Secretary of Transportation should enhance DOT's internal procedures to ensure that DOT discloses in its RAISE NOFOs whether an applicant's federal share will or will not be used as a criterion for selecting RAISE grants, and if so, how it will be considered. Such procedures could include a checklist to help ensure that NOFOs align with OMB Guidance for communicating federal share requirements. (Recommendation 2)	10/1/2024	N/A	N/A
335	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	The Secretary of Transportation should 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. (Recommendation 1)	Pending GAO Closure - DOT submitted a request for closure in September 2024	N/A	N/A
336	Open	GAO	OST	12/1/2022	GAO-23-105327	7	Critical Infrastructure: Actions Needed to Better Secure Internet-Connected Devices	The Secretary of Transportation should direct the Director, Office of Intelligence, Security and Emergency Response to jointly work with the Administrator of DHS's Transportation Security Administration and the Commandant of the U.S. Coast Guard, as co-SRMAs for the transportation systems sector, to use the National Plan to develop a sector-specific plan that includes metrics for measuring the effectiveness of their efforts to enhance the cybersecurity of their sector's IoT and OT environments. (Recommendation 7)	9/30/2025	N/A	N/A
337	Open	GAO	OST	12/1/2022	GAO-23-105327	8	Critical Infrastructure: Actions Needed to Better Secure Internet-Connected Devices	The Secretary of Transportation should direct the Director, Office of Intelligence, Security and Emergency Response to jointly work with the Administrator of DHS's Transportation Security Administration and the Commandant of the U.S. Coast Guard, as co-SRMAs for the transportation systems sector, to include IoT and OT devices as part of the risk assessments of their sector's cyber environment. (Recommendation 8)	12/1/2024	N/A	N/A
338	Open	GAO	OST	12/15/2022	GAO-23-105335	1	GPS Disruptions: DOT Could Improve Efforts to Identify Interference Incidents and Strengthen Resilience	The Secretary of DOT should ensure the Assistant Secretary for Research and Technology documents DOT's process to identify GPS interference incidents affecting transportation safety across modes, including identifying the necessary controls and data sources to ensure that the process results in complete and accurate information. (Recommendation 1)	Pending GAO Closure - DOT submitted a request for closure in May 2024	N/A	N/A
339	Open	GAO	OST	12/15/2022	GAO-23-105335	2	GPS Disruptions: DOT Could Improve Efforts to Identify Interference Incidents and Strengthen Resilience	The Secretary of DOT should ensure the Assistant Secretary for Research and Technology 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. (Recommendation 2)	11/1/2024	N/A	N/A
340	Open	OIG	OST	12/19/2022	FS2023010	1	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.	10/31/2024	N/A	N/A
341	Open	OIG	OST	12/19/2022	FS2023010	2	The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Develop and implement procedures for timely collection of servicing fees and advisor fees in accordance with TIFIA program requirements.	12/31/2024	N/A	N/A
342	Open	OIG	OST	12/19/2022	FS2023010	3	The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Develop an accurate reporting system to identify and monitor payments not received on the date they are due.	12/31/2024	N/A	N/A
343	Open	OIG	OST	12/19/2022	FS2023010	4	The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Reimburse the \$200,000 advisor fee overpayment referenced in this report.	12/31/2024	N/A	N/A
344	Open	OIG	OST	12/19/2022	FS2023010	5	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.	10/31/2024	N/A	N/A
345	Open	OIG	OST	12/19/2022	FS2023010	6	The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Develop and implement a uniform policy identifying what documentation borrowers must submit with requisition request and disseminate to Operating Administrations.	12/31/2024	N/A	N/A
346	Open	OIG	OST	12/19/2022	FS2023010	8	The Build America Bureau Has Not Established Adequate Controls To Oversee Its TIFIA Program	Develop and implement a process for revoking access to Bureau systems for separating Bureau employees.	12/31/2024	N/A	N/A
347	Open	GAO	OST	12/20/2022	GAO-23-105562	6	Information Management: Agencies Need to Streamline Electronic Services	The Secretary of Transportation should establish a reasonable time frame for when the Department of Transportation will be able to accept remote identity proofing with authentication, digitally accept access and consent forms from individuals who were properly identity proofed and authenticated, and post access and consent forms on the department's privacy program website. (Recommendation 6)	2/28/2025	N/A	N/A
348	Open	OIG	FHWA	1/17/2023	ST2023012	1	FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Revise the October 2015 guidance on structures subject to the national tunnel inspection standards to clarify which structures align with the definition of a tunnel and explain how potential non-tunnel structures conflict with the definition.	1/1/2025	N/A	N/A
349	Open	OIG	FHWA	1/17/2023	ST2023012	2	FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Issue guidance for FHWA Divisions on how to verify that State DOTs, Federal agencies, and tribal governments have reported all highway tunnels to the national tunnel inventory; and for informing those stakeholders of methods they could employ to identify all structures considered to be highway tunnels.	1/1/2025	N/A	N/A
350	Open	OIG	FHWA	1/17/2023	ST2023012	7	FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Assess the process for conducting compliance reviews of other Federal agencies and implement any recommended changes to ensure the reviews are effectively staffed and sufficiently independent.	12/31/2024	N/A	N/A
351	Open	OIG	FHWA	1/17/2023	ST2023012	9	FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Update the tunnel safety program compliance review manual to incorporate existing review process flexibilities, such as when unusual or unique circumstances impact tunnel inspection intervals.	1/1/2025	N/A	N/A

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352	Open	OIG	FHWA	1/17/2023	ST2023012	10	FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	As part of the next update to the tunnel safety program compliance review manual, solicit and consider external stakeholder input on the Agency's review procedures to include States, Federal agencies, and interested and knowledgeable private organizations and individuals.	1/1/2025	N/A	N/A
353	Open	OIG	FHWA	1/17/2023	ST2023012	11	FHWA Has Made Progress Implementing a Tunnel Safety Program, but Work Remains To Complete a Reliable Inventory, Fully Assess Compliance, and Effectively Monitor Critical Risks	Update the guidance for the national critical findings database to clarify its scope and incorporate comprehensive controls for ensuring the quality of the reported data. Solicit external stakeholder input in developing the updated guidance and communicate it to all stakeholders.	12/31/2024	N/A	N/A
354	Open	OIG	FAA	1/25/2023	PT2023013	1	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	9/30/2024	N/A	N/A
355	Open	OIG	FAA	1/25/2023	PT2023013	2	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
356	Open	OIG	FAA	1/25/2023	PT2023013	4	FAA's Office of Audit and Evaluation Adheres to Investigative Practice Standards but Lacks Comprehensive Standard Operating Procedures	Revise FAA Order 1100.167B to readjust duties that are inconsistent with the limitations established by the Aircraft Certification, Safety, and Accountability Act of 2020.	12/31/2024	N/A	N/A
357	Open	GAO	FAA	1/26/2023	GAO-23-105189	1	DRONES: FAA Should Improve Its Approach to Integrating Drones into the National Airspace System	The FAA Administrator should develop a drone integration strategy that includes all seven elements of a comprehensive strategy.	6/30/2025	N/A	N/A
358	Open	GAO	FAA	1/26/2023	GAO-23-105189	2	DRONES: FAA Should Improve Its Approach to Integrating Drones into the National Airspace System	The Administrator of FAA should evaluate its current documentation to identify options to more clearly communicate how applicants can satisfy drone operational request requirements, and communicate FAA's internal process for reviewing and approving operational requests.	12/31/2024	N/A	N/A
359	Open	GAO	FAA	1/26/2023	GAO-23-105189	3	DRONES: FAA Should Improve Its Approach to Integrating Drones into the National Airspace System	The Administrator of FAA should develop and document a formal lessons-learned process for its drone integration activities that includes all six key practices for a lessons-learned process.	12/31/2024	N/A	N/A
360	Open	GAO	FAA	1/26/2023	GAO-23-105189	4	DRONES: FAA Should Improve Its Approach to Integrating Drones into the National Airspace System	The Administrator of FAA should implement the formal lessons-learned process it develops for its ongoing drone integration activities, including Part 107 waiver reviews and the BEYOND program.	12/31/2024	N/A	N/A
361	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.	11/1/2024	N/A	N/A
362	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
363	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.	11/1/2024	N/A	N/A
364	Open	OIG	FHWA	2/1/2023	ZA2023014	5	DOT's Oversight Is Not Sufficient To Ensure the City of Seattle Meets Requirements for Managing Federal Transportation Funds	Direct the FHWA WA Division to review WSDOT's established process of reviewing subrecipients' supporting documentation for internal staffing charges (e.g., billing records, invoices, timecards) to ensure compliance with 2 CFR 200.403.	11/1/2024	N/A	N/A
365	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.	12/31/2024	N/A	N/A
366	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.	10/31/2024	N/A	N/A
367	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.	2/28/2025	N/A	N/A
368	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.	12/31/2024	N/A	N/A
369	Open	OIG	OST	2/8/2023	QC2023016	1	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.	12/31/2024	N/A	N/A
370	Open	OIG	OST	2/8/2023	QC2023016	2	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.	12/31/2024	N/A	N/A
371	Open	OIG	OST	2/8/2023	QC2023016	3	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.	12/31/2024	N/A	N/A
372	Open	OIG	OST	2/8/2023	QC2023016	4	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.	12/31/2024	N/A	N/A
373	Open	OIG	FAA	2/8/2023	QC2023016	5	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that ESC management create monitoring procedures over the existing management review of the JV control logs monthly reconciliation to ensure the consistent operation of the control, as defined within policy.	12/31/2024	N/A	N/A
374	Open	OIG	OST	2/8/2023	QC2023016	6	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.	12/31/2024	N/A	N/A
375	Open	OIG	OST	2/8/2023	QC2023016	7	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.	12/31/2024	N/A	N/A

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376	Open	OIG	FAA	2/8/2023	QC2023018	3	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management perform a risk assessment to consider the potential impact of discrepancies between vendor-submitted invoice web portal amounts and the vendor-submitted supporting documentation, and respond to the level of risk identified as appropriate.	12/31/2024	N/A	N/A
377	Open	OIG	FAA	2/8/2023	QC2023018	12	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management design and implement controls to ensure that the population generated to support the disclosure of future minimum lease payments is complete and accurate.	12/31/2024	N/A	N/A
378	Open	OIG	FAA	2/8/2023	QC2023018	14	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management design and implement control activities to monitor the effective operation of its process controls related to provisioning new payroll shared service center access requests.	12/31/2024	N/A	N/A
379	Open	OIG	FAA	2/8/2023	QC2023018	15	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management develop policies and procedures for maintaining completed and authorized payroll shared service center access forms for new user access requests in a secure centralized location.	12/31/2024	N/A	N/A
380	Open	OIG	FAA	2/8/2023	QC2023018	16	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management design and implement control activities to monitor the effective operation of its process controls related to monitoring FAA employees' payroll shared service center access.	12/31/2024	N/A	N/A
381	Open	OIG	FAA	2/8/2023	QC2023018	17	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2022 and 2021	KPMG recommends that FAA management take measures to ensure that FAA has sufficient control operator personnel available to support the annual recertification of FAA employees with payroll shared service center access within the reporting timeline prescribed by DOT.	12/31/2024	N/A	N/A
382	Open	OIG	OST	2/15/2023	SA2023019	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3 Month Period Ending September 30, 2022	Determine the allowability of the questioned transactions and recover \$3,546,767, if applicable.	1/31/2025	N/A	N/A
383	Open	OIG	FAA	2/28/2023	FS2023020	1	FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Develop and implement procedures to verify that airport sponsors have provided evidence satisfactory to FAA that the airport sponsor has or will obtain good title to land, prior to requesting reimbursement for costs associated with noise compatibility land acquisition. Implementing this recommendation could put up to \$2,077,796 in funds to better use by requiring that only costs associated with completed noise land acquisitions are reimbursed.	12/30/2024	N/A	N/A
384	Open	OIG	FAA	2/28/2023	FS2023020	2	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.	12/31/2024	N/A	N/A
385	Open	OIG	FAA	2/28/2023	FS2023020	3	FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Update the Noise Land Management and Requirements for Disposal of Noise Land or Development Land Funded with AIP policy to establish a reasonable schedule for FAA Airport District Offices and Regional Offices to review Noise Land Inventory and Reuse Plans for accuracy and consistency with FAA policy.	12/30/2024	N/A	N/A
386	Open	OIG	FAA	2/28/2023	FS2023020	4	FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Update and implement procedures to require airport sponsors to maintain Noise Land Inventory and Reuse Plans in electronic format available for FAA review, upon request.	12/31/2024	N/A	N/A
387	Open	OIG	FAA	2/28/2023	FS2023020	5	FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Require all airport sponsors that have acquired noise land to identify noise land eligible for disposal via sale and verify that noise land sales revenues are used in accordance with Federal law. Based on our review of five airports, implementing this recommendation could put up to \$38,530,768 in funds to better use by generating revenue that could be reinvested in the program.	12/31/2024	N/A	N/A
388	Open	OIG	FAA	2/28/2023	FS2023020	6	FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Update guidance to clarify for airport sponsors when noise land should be considered no longer needed for eligible current or planned airport purposes and disposed of in accordance with FAA policy.	12/31/2024	N/A	N/A
389	Open	OIG	FAA	2/28/2023	FS2023020	7	FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Update guidance for Noise Land Inventory and Reuse Plans to require that the Noise Land Inventory include original acquisition dates, estimated or final completion dates for proposed or completed methods of disposal, and the date of FAA approval.	12/31/2024	N/A	N/A
390	Open	OIG	FAA	2/28/2023	FS2023020	8	FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Update guidance for Noise Land Inventory and Reuse Plans to require that the Noise Land Inventory include the Federal share of the sale price at the time of sale and how sales proceeds were used. Implementing this recommendation could put up to \$66,160 in funds to better use by properly accounting for noise land disposal proceeds in accordance with Federal law.	12/31/2024	N/A	N/A
391	Open	OIG	FAA	2/28/2023	FS2023020	9	FAA Can Strengthen Its Oversight of the AIP Acquired Noise Compatibility Land Program	Require the Rhode Island T.F. Green International Airport, Phoenix Sky Harbor International Airport, and Harry Reid International Airport to develop and submit for FAA's approval current Noise Land Inventory and Reuse Plans after implementation of recommendations 4, 7, and 8.	12/31/2024	N/A	N/A
392	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. (Recommendation 1)	Pending GAO Closure - DOT submitted a request for closure in March 2024	N/A	N/A
393	Open	OIG	OST	3/22/2023	SA2023023	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2022	Determine the allowability of the questioned transactions and recover \$5,538,037, if applicable.	10/31/2024	N/A	N/A
394	Open	GAO	FAA	3/23/2023	GAO-23-105300	1	Sustainable Aviation Fuel: Agencies Should Track Progress Toward Ambitious Federal Goals [Reissued with Revisions May 17, 2023]	The Secretary of Transportation should 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. (Recommendation 1)	9/30/2024	N/A	N/A
395	Open	OIG	FAA	4/12/2023	AV2023024	2	FAA's Office of Investigations and Professional Responsibility Needs To Enhance Internal Controls for Conducting Administrative Investigations	Revise Security and Hazardous Materials Safety Order 1600.20 guidance to avoid overlap or contradiction with similar procedures contained in FAA Order 1600.38.	6/30/2025	N/A	N/A
396	Open	OIG	FAA	4/12/2023	AV2023024	5	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

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Count	Status	GAO/OIG	OA	Report Date	Report Number	Rec #	Report Title	Recommendation Text	TAD as of 9/30/2024	Not Implemented Category	Justification for Not Implementing
397	Open	OIG	FAA	4/12/2023	AV2023024	10	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.	11/30/2024	N/A	N/A
398	Open	OIG	FAA	4/12/2023	AV2023024	11	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
399	Open	OIG	FAA	4/26/2023	AV2023025	2	FAA Has Completed 737 MAX Return to Service Efforts, but Opportunities Exist To Improve the Agency's Risk Assessments and Certification Processes	Revise the Transport Airplane Risk Assessment Methodology (TARAM) handbook to incorporate current safety data, including available international data when appropriate.	3/31/2025	N/A	N/A
400	Open	OIG	FAA	4/26/2023	AV2023025	3	FAA Has Completed 737 MAX Return to Service Efforts, but Opportunities Exist To Improve the Agency's Risk Assessments and Certification Processes	Review the TARAM handbook's quantitative safety guidelines to determine if they still meet the Agency's needs, and implement identified corrections as appropriate.	3/31/2025	N/A	N/A
401	Open	OIG	FAA	4/26/2023	AV2023025	4	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
402	Open	OIG	FAA	4/26/2023	AV2023025	5	FAA Has Completed 737 MAX Return to Service Efforts, but Opportunities Exist To Improve the Agency's Risk Assessments and Certification Processes	Review the TARAM and Transport Airplane Safety Manual (TASM), address any identified key differences the two documents, and integrate TASM into TARAM when appropriate.	3/31/2025	N/A	N/A
403	Open	OIG	FAA	4/26/2023	AV2023025	6	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
404	Open	OIG	FAA	4/26/2023	AV2023025	7	FAA Has Completed 737 MAX Return to Service Efforts, but Opportunities Exist To Improve the Agency's Risk Assessments and Certification Processes	Identify lessons learned related to the application of the 737 MAX recertification and the Continued Operational Safety process that have not yet been addressed and include them into airplane certification and safety evaluation processes.	9/30/2024	N/A	N/A
405	Open	OIG	FAA	5/2/2023	AV2023027	1	Opportunities Exist for FAA To Strengthen Its Workforce Planning and Training Processes for Maintenance Technicians	Establish and implement a maintenance technician workforce plan that considers factors such as average training time, training requirements, and staffing turnover for a period longer than 1 year.	1/31/2025	N/A	N/A
406	Open	OIG	OST	5/3/2023	SA2023026	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending March 31, 2023	Determine the allowability of the questioned transactions and recover \$14,886,138, if applicable.	5/1/2025	N/A	N/A
407	Open	GAO	OST	5/15/2023	GAO-23-106031	1	Cybersecurity: DOT Defined Roles and Responsibilities, but Additional Oversight Needed	The Secretary of Transportation should 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. (Recommendation 1)	Pending GAO Closure - DOT submitted a request for closure in September 2024	N/A	N/A
408	Open	GAO	OST	5/15/2023	GAO-23-106031	2	Cybersecurity: DOT Defined Roles and Responsibilities, but Additional Oversight Needed	The Secretary of Transportation should direct the DOT CIO to collaborate with human resources officials to develop and implement a policy requiring that OA senior IT managers' performance plans include cybersecurity-related performance expectations. (Recommendation 2)	Pending GAO Closure - DOT submitted a request for closure in September 2024	N/A	N/A
409	Open	GAO	OST	5/15/2023	GAO-23-106031	3	Cybersecurity: DOT Defined Roles and Responsibilities, but Additional Oversight Needed	The Secretary of Transportation should ensure that the DOT CIO participates in the performance reviews of OA CIO equivalents. (Recommendation 3)	12/15/2024	N/A	N/A
410	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	The Secretary of Transportation should establish performance measures for the Reconnecting Communities Pilot program. Such performance measures should indicate DOT's progress in meeting the pilot program's objectives. (Recommendation 1)	10/1/2024	N/A	N/A
411	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	The Secretary of Transportation should develop and implement a plan to collect and analyze data and evaluate results of the Reconnecting Communities Pilot program. Such a plan should detail the specific data to be collected, a methodology for assessing this data, and a plan for evaluating the pilot program's results with timelines for completion. (Recommendation 2)	1/1/2025	N/A	N/A
412	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	The Secretary of Transportation should 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. (Recommendation 3)	1/1/2026	N/A	N/A
413	Open	OIG	OST	5/24/2023	ZA2023030	2	Fragmented Processes Weaken DOT's Accountability for Contractor Employee PIV Cards	Establish, document, and implement a process for the Department to track contractor employees' PIV cards and record the dates the cards are collected and deactivated.	11/1/2024	N/A	N/A
414	Open	OIG	OST	5/24/2023	ZA2023030	3	Fragmented Processes Weaken DOT's Accountability for Contractor Employee PIV Cards	Designate in writing points of accountability for overseeing the entirety of contractor employee PIV card collection and deactivation processes.	11/1/2024	N/A	N/A
415	Open	OIG	OST	5/24/2023	ZA2023030	4	Fragmented Processes Weaken DOT's Accountability for Contractor Employee PIV Cards	Update or supplement the DOT PIV Card Program Order to define "promptly" in all uses throughout the Order.	12/31/2024	N/A	N/A
416	Open	OIG	OST	5/24/2023	ZA2023030	5	Fragmented Processes Weaken DOT's Accountability for Contractor Employee PIV Cards	Develop and implement required annual training for all staff involved in contractor employee PIV card processes and a procedure to verify the training has occurred. The training attendees should include all staff listed in the DOT PIV Card Program Order who could potentially be involved and anyone else an individual OA assigns to this task.	11/1/2024	N/A	N/A
417	Open	OIG	OST	5/24/2023	ZA2023030	6	Fragmented Processes Weaken DOT's Accountability for Contractor Employee PIV Cards	Update or supplement the DOT PIV Card Program Order to address the deactivation process in all instances where PIV cards are no longer needed. This should include establishing the accountable officials as well as concrete metrics when deactivation should occur from when the card is no longer needed.	12/31/2024	N/A	N/A

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418	Open	OIG	NHTSA	5/31/2023	ST2023031	3	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.	12/31/2024	N/A	N/A
419	Open	OIG	NHTSA	5/31/2023	ST2023031	4	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: 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.	12/31/2024	N/A	N/A
420	Open	OIG	NHTSA	5/31/2023	ST2023031	5	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.	12/31/2024	N/A	N/A
421	Open	OIG	NHTSA	5/31/2023	ST2023031	6	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.	12/31/2024	N/A	N/A
422	Open	OIG	OST	6/20/2023	ST2023034	1	DOT Should Enhance Its Fraud Risk Assessment Processes for IJUA-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
423	Open	OIG	OST	6/20/2023	ST2023034	2	DOT Should Enhance Its Fraud Risk Assessment Processes for IJUA-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
424	Open	OIG	FAA	6/21/2023	AV2023035	2	FAA Faces Controller Staffing Challenges as Air Traffic Operations Return to Pre-Pandemic Levels at Critical Facilities	Implement a new labor distribution system that includes features such as timekeeping, overtime and Controller-in-Charge tracking, and real-time leave balances.	12/31/2024	N/A	N/A
425	Open	OIG	FAA	6/21/2023	AV2023036	3	FAA Has Deployed a Prototype System for Monitoring Commercial Space Operations but Faces Integration Challenges	Determine the workload impact of commercial space operations at air traffic facilities, and take action as needed.	12/31/2024	N/A	N/A
426	Open	OIG	FAA	6/21/2023	AV2023036	4	FAA Has Deployed a Prototype System for Monitoring Commercial Space Operations but Faces Integration Challenges	Identify the specific direct tasks associated with commercial space operations, determine if they should be included in the en-route controller workload model, and if so, incorporate them in the next updated model.	12/31/2024	N/A	N/A
427	Open	OIG	FAA	6/21/2023	AV2023037	1	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.	12/31/2024	N/A	N/A
428	Open	OIG	FAA	6/21/2023	AV2023037	3	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.	12/31/2024	N/A	N/A
429	Open	OIG	FAA	7/12/2023	AV2023038	1	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.	10/31/2024	N/A	N/A
430	Open	OIG	FAA	7/12/2023	AV2023038	2	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.	12/31/2024	N/A	N/A
431	Open	OIG	OST	8/15/2023	SA2023041	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending June 30, 2023	Determine the allowability of the questioned transactions and recover \$2,892,004, if applicable.	1/31/2025	N/A	N/A
432	Open	OIG	OST	8/30/2023	IT2023043	1	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.	1/31/2025	N/A	N/A
433	Open	OIG	OST	8/30/2023	IT2023043	2	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Incorporate the required standard cloud security clauses in the Department's enterprise cloud service contracts as well as other cloud services contracts for FAA, MARAD, and OST to ensure the cloud services are secure.	11/1/2024	N/A	N/A

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434	Open	OIG	OST	8/30/2023	IT2023043	3	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Working with the appropriate DOT procurement officials for FAA, FMCSA, FHWA, MARAD, FRA, NHTSA, PHMSA, and OST, set up service level agreements as required, with each of their cloud service providers to define and set agency expectations and cloud service provider-specific responsibilities.	11/1/2024	N/A	N/A
435	Open	OIG	OST	8/30/2023	IT2023043	4	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.	1/31/2025	N/A	N/A
436	Open	OIG	OST	8/30/2023	IT2023043	5	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from OST's cloud-based system owner for the Federal Human Resources Navigator—Software-as-a-Service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as required by FedRAMP. b. Use personal identity verification cards as the primary authentication mechanism to ensure secure system login. c. Develop a Privacy Impact Analysis to help identify and manage personally identifiable information and privacy risks. d. Identify a security official to review system audit log files. e. Develop and implement a process to remove extracted data containing sensitive information within 90 days of extraction in accordance with DOT requirements.	1/31/2025	N/A	N/A
437	Open	OIG	OST	8/30/2023	IT2023043	6	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.	1/31/2025	N/A	N/A
438	Open	OIG	OST	8/30/2023	IT2023043	7	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
439	Open	OIG	OST	8/30/2023	IT2023043	8	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from MARAD's cloud-based system owner for US Merchant Marine Academy/Campus Labs—Software-as-a-Service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization, as required by FedRAMP. b. Complete an annual security authorization process and obtain a full authorization to operate for its Software-as-a-Service cloud information system to ensure all system risks have been properly identified and accepted in accordance with departmental cybersecurity policies. c. Update its privacy threshold assessment and, if applicable, Privacy Impact Analysis to protect privacy, personally identifiable information, and other sensitive information stored in the cloud.	1/31/2025	N/A	N/A
440	Open	OIG	OST	8/30/2023	IT2023043	9	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.	1/31/2025	N/A	N/A
441	Open	OIG	OST	8/30/2023	IT2023043	10	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from FRA's cloud-based system owner for its Cloud Application Services—Software-as-a-Service—to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as, required by FedRAMP. b. Update the Privacy Impact Analysis for the Railroad Compliance System to ensure the proper privacy controls are in place to identify and protect personally identifiable information and other sensitive information.	11/1/2024	N/A	N/A
442	Open	OIG	OST	8/30/2023	IT2023043	11	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from NHTSA's cloud-based system owner for the Web System—Platform-as-a-Service and Infrastructure-as-a-Service—to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as required by FedRAMP. b. Develop and implement a process to review audit logs and analyze vulnerability scan reports on its Platform-as-a-Service on a weekly basis to check for various risks, including software flaws per NHTSA's audit and accountability plan.	12/2/2024	N/A	N/A

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443	Open	OIG	OST	8/30/2023	IT2023043	13	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from PHMSA's cloud-based system owner for the Pipeline Risk Management Information System—Infrastructure-as-a-service—and PHMSA Data Mart—Infrastructure-as-a-service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as FedRAMP requires for Pipeline Risk Management Information System. b. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as FedRAMP requires for PHMSA Data Mart.	1/31/2025	N/A	N/A
444	Open	OIG	OST	8/30/2023	IT2023043	14	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from FMCSA's cloud-based system owner for the Cloud Environment—Infrastructure-as-a-service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its review of cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use as required by FedRAMP. b. Complete its annual security authorization process and obtain a full Authorization to Operate for its cloud information system to ensure all systems risks have been properly identified and accepted in accordance with departmental cybersecurity policies. c. Develop and implement a process to enforce multifactor authentication for privileged and non-privileged network accounts. d. Update the Privacy Threshold Assessment and Privacy Impact Analysis to protect the privacy of its system users' personally identifiable information and other sensitive information.	1/31/2025	N/A	N/A
445	Open	OIG	OST	8/30/2023	IT2023043	15	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.	1/31/2025	N/A	N/A
446	Open	OIG	OST	8/30/2023	IT2023043	16	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct and require confirmation of completion from OST's cloud-based system owner for the Infrastructure and Operations Common Operating Environment (COE)—Software-as-a-Service, Infrastructure-as-a-service, and Platform-as-a-Service to: a. Include in its executive summary/Authorization to Operate letter to the Authorizing Official proof of its cloud service provider's continuous monitoring activities to ensure its cloud system security posture remains sufficient for its own use and supports its ongoing authorization as required by FedRAMP. b. Develop security baseline configuration settings and a checklist and assess whether the COE cloud-based system is properly configured and the network secure. c. Develop and implement a process to conduct reviews of the system audit logs to enhance its ability to identify suspicious, inappropriate, unusual, or malevolent activity. d. Develop and implement a process that requires timely updates to security patches that address software flaws which mitigate the risks associated with mission-related operating system patches and data exfiltration. e. Develop a Privacy Impact Analysis to identify and protect personally identifiable information and other sensitive information hosted in the COE cloud.	1/31/2025	N/A	N/A
447	Open	OIG	OST	8/30/2023	IT2023043	17	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.	1/31/2025	N/A	N/A
448	Open	OIG	OST	8/30/2023	IT2023043	18	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Direct departmental security officials working with appropriate procurement officials to verify that service level agreements contain a requirement to report security incidents to DOT's Security Operations Center and require confirmation of completion.	11/1/2024	N/A	N/A
449	Open	OIG	OST	8/30/2023	IT2023043	19	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Develop and implement a process that enables FAA's Security Operations Center to receive the necessary log data for ensuring proper cybersecurity incident monitoring for all departmental cloud-based systems.	1/31/2025	N/A	N/A
450	Open	OIG	OST	8/30/2023	IT2023043	20	DOT's Cloud-Based Systems' Security Weaknesses Hinder Its Transition to a Zero Trust Architecture	Report DOT plans for fully adopting multifactor authentication and encryption for data at rest and in transit in accordance with Executive Order 14028.	1/31/2025	N/A	N/A
451	Open	OIG	OST	8/30/2023	IT2023043	21	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
452	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	The FMCSA Administrator should make data on all categories of complaints available to the public, as appropriate, and in line with DOT's Data Management Policy.	6/30/2025	N/A	N/A

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Count	Status	GAO/OIG	OA	Report Date	Report Number	Rec #	Report Title	Recommendation Text	TAD as of 9/30/2024	Not Implemented Category	Justification for Not Implementing
453	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	The FMCSA Administrator should ensure FMCSA updates its complaint review guidance to define each category of complaint (i.e., ADA, coercion, harassment, hazardous materials, household goods, safety, and other commercial complaints) and link allegations to these categories.	12/31/2024	N/A	N/A
454	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	The FMCSA Administrator should ensure FMCSA updates its complaint review guidance to define the characteristics a complaint must have, such as who submitted the complaint and the nature of the incident, to qualify as a motorist complaint.	12/31/2024	N/A	N/A
455	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	The FMCSA Administrator should ensure FMCSA updates its complaint review guidance to define the complaint status options and provide instructions on when to use the complaint status and activity type options.	12/31/2024	N/A	N/A
456	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	The FMCSA Administrator should ensure FMCSA updates its complaint review guidance to provide clear and comprehensive procedures on how to review all categories of complaints, such as step-by-step instructions or flow charts.	12/31/2024	N/A	N/A
457	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	The FMCSA Administrator should ensure FMCSA updates its complaint review guidance to require that key determinations are documented in complaint case files.	12/31/2024	N/A	N/A
458	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	The FMCSA Administrator should ensure FMCSA updates its complaint review guidance to require that FMCSA staff and managers enable auto-notifications for complaints for which they are responsible.	12/31/2024	N/A	N/A
459	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	The FMCSA Administrator should ensure FMCSA updates its complaint review guidance to require managers to review reports on the status of complaints as part of their oversight of complaint review.	6/30/2025	N/A	N/A
460	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	The FMCSA Administrator should ensure the National Consumer Complaint Database website is consistently mobile-friendly.	6/30/2025	N/A	N/A
461	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	The FMCSA Administrator should ensure the National Consumer Complaint Database website appropriately targets key audiences, including by defining acronyms and technical terms, and providing more detailed or relevant examples of complaints that may be filed by truck and bus drivers.	6/30/2025	N/A	N/A
462	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	The FMCSA Administrator should ensure the National Consumer Complaint Database website contains information that is appropriately accessible for users with limited English proficiency.	12/31/2024	N/A	N/A
463	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	The FMCSA Administrator should ensure the National Consumer Complaint Database website has performance standards, such as goals and measures, and that the website is assessed against the performance standards.	6/30/2025	N/A	N/A
464	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	The FMCSA Administrator should ensure the National Consumer Complaint Database website is tested with external users on a regular basis.	6/30/2025	N/A	N/A
465	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	The FMCSA Administrator should develop an outreach plan for its National Consumer Complaint Database website that aligns with leading practices for outreach.	6/30/2025	N/A	N/A
466	Open	OIG	OST	9/27/2023	QC2023047	1	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security System Program and Practices	Develop and implement DOT's zero trust architecture plan for network traffic that cannot be routed through traditional Trusted-Internet Connections (TIC) access points as required by OMB M-19-26, Update to the TIC Initiative.	8/31/2024	N/A	N/A
467	Open	OIG	OST	9/27/2023	QC2023047	2	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security System Program and Practices	In coordination with Federal Aviation Administration (FAA), complete the pilot and testing of TIC 3.0 use cases and revise FAA policies to reflect requirements in OMB M-19-26, Update to TIC Initiative.	8/31/2024	N/A	N/A
468	Open	OIG	OST	10/30/2023	IT2024001	2	DOT Needs To Improve Its High-Value Assets Governance Program To Effectively Identify, Prioritize, and Secure Its Most Critical Systems (CUI/SSI)	Review the 21 DOT HVAs listed on the Homeland Security Information Network at the time of our review and determine if any new HVAs should be added, remove assets that are no longer HVAs, and confirm that HVAs are properly listed. At a minimum, the review should: (a.) Identify and prioritize its HVAs based on informational value, mission-essential function, and/or critical function to the Federal civilian enterprise. (b.) Consider the interconnectivity and dependencies of its systems when determining which ones should be HVAs. (c.) Develop a methodology for prioritizing HVAs based on criticality and mission importance.	11/1/2024	N/A	N/A
469	Open	OIG	OST	10/30/2023	IT2024001	3	DOT Needs To Improve Its High-Value Assets Governance Program To Effectively Identify, Prioritize, and Secure Its Most Critical Systems (CUI/SSI)	Develop and implement an assessment approach for the Department's HVAs based on prioritization based on OMB Memorandum M-19-03 and DHS Binding Operational Directive 18-02.	11/1/2024	N/A	N/A
470	Open	OIG	OST	10/30/2023	IT2024001	6	DOT Needs To Improve Its High-Value Assets Governance Program To Effectively Identify, Prioritize, and Secure Its Most Critical Systems (CUI/SSI)	Require DOT's Senior Agency Officials for Privacy to review the Department's HVAs and identify those that create, collect, use, process, store, maintain, disseminate, disclose, or dispose personally identifiable information; verify all required privacy documentation and materials are complete, accurate, and up to date; and provide confirmation upon completion.	1/31/2025	N/A	N/A

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471	Open	OIG	OST	10/30/2023	IT2024001	7	DOT Needs To Improve Its High-Value Assets Governance Program To Effectively Identify, Prioritize, and Secure Its Most Critical Systems (CUI/SSI)	Update and test the contingency plans for the Department's HVAs and confirm whether they can be recovered within a maximum tolerable downtime of 12 hours or less.	9/1/2025	N/A	N/A
472	Open	GAO	OST	11/6/2023	GAO-24-106280	1	Discretionary Transportation Grants: DOT Should Better Align Its Application Evaluation Process with Federal Guidance	The Secretary of Transportation should review what additional resources and flexibilities would best address challenges applicants face developing a benefit-cost analysis and take steps to implement them.	Pending GAO Closure - DOT submitted a request for closure in February 2024	N/A	N/A
473	Open	GAO	OST	11/6/2023	GAO-24-106280	2	Discretionary Transportation Grants: DOT Should Better Align Its Application Evaluation Process with Federal Guidance	The Secretary of Transportation should ensure RAISE officials implement oversight steps to assess the consistency of ratings across evaluation teams in the merit review phase and document these steps in the RAISE evaluation plan.	10/1/2024	N/A	N/A
474	Open	GAO	OST	11/6/2023	GAO-24-106280	3	Discretionary Transportation Grants: DOT Should Better Align Its Application Evaluation Process with Federal Guidance	The Secretary of Transportation should ensure RAISE officials develop an enhanced process to verify that DOT documents all decisions to include projects with a negative benefit-cost analysis rating on the Highly Rated List prior to sending the Highly Rated List to the Secretary of Transportation.	10/1/2024	N/A	N/A
475	Open	GAO	OST	11/6/2023	GAO-24-106280	4	Discretionary Transportation Grants: DOT Should Better Align Its Application Evaluation Process with Federal Guidance	The Secretary of Transportation should ensure that the RAISE NOFO identifies all selection factors, such as those used when creating a selection portfolio or other process to facilitate award decisions.	Pending GAO Closure - DOT submitted a request for closure in March 2024	N/A	N/A
476	Open	GAO	OST	11/6/2023	GAO-24-106280	5	Discretionary Transportation Grants: DOT Should Better Align Its Application Evaluation Process with Federal Guidance	The Secretary of Transportation should ensure that RAISE officials document a specific rationale explaining why all non-awarded Highly Rated projects were not selected for an award.	N/A	Impasse	The Department non-concurred. The Department believes that its portfolio process adequately documents why projects are not selected and that no further documentation is necessary.
477	Open	GAO	FAA	11/9/2023	GAO-24-105254	1	AIR TRAFFIC CONTROL MODERNIZATION: Program Management Improvements Could Help FAA Address NextGen Delays and Challenges	The FAA Administrator should develop an updated life-cycle cost estimate for NextGen, measure FAA's performance against it, and create a schedule for updating the life-cycle cost estimate regularly. (Recommendation 1)	9/30/2024	N/A	N/A
478	Open	GAO	FAA	11/9/2023	GAO-24-105254	2	AIR TRAFFIC CONTROL MODERNIZATION: Program Management Improvements Could Help FAA Address NextGen Delays and Challenges	The FAA Administrator should develop and document a detailed risk mitigation plan focused on NextGen, which outlines how FAA identifies and prioritizes high-level risks to the NextGen program, provides alternatives for mitigation, and provides a rationale for the selected mitigation approaches. (Recommendation 2)	12/31/2024	N/A	N/A
479	Open	GAO	FAA	11/9/2023	GAO-24-105254	3	AIR TRAFFIC CONTROL MODERNIZATION: Program Management Improvements Could Help FAA Address NextGen Delays and Challenges	The FAA Administrator should ensure that its Acquisition Management System policy includes a requirement to conduct root cause analyses on individual NextGen programs that exceed a specific threshold of cost, schedule, or performance variance and when the program is rebaselined. (Recommendation 3)	9/30/2024	N/A	N/A
480	Open	GAO	FAA	11/9/2023	GAO-24-105254	4	AIR TRAFFIC CONTROL MODERNIZATION: Program Management Improvements Could Help FAA Address NextGen Delays and Challenges	The FAA Administrator should include information in future NextGen Performance and Accountability reports to make clear which individual programs within NextGen are awaiting or have received revised cost, schedule, and performance goals, as well as those that FAA does not intend to rebaseline. (Recommendation 4)	12/31/2024	N/A	N/A
481	Open	OIG	GLS	11/13/2023	QC2024005	1	Quality Control Review of the Independent Auditor's Report on the Great Lakes St. Lawrence Seaway Development Corporation's Audited Financial Statements for Fiscal Years 2023 and 2022	GLS should amend its procedures relating to the annual count and valuation of OM&S to include verification of unit and total costs. This should include locating or reconstructing source documentation for the total quantity on hand for each item and matching the costs entered in the system to the source documents.	12/31/2024	N/A	N/A
482	Open	OIG	GLS	11/13/2023	QC2024005	2	Quality Control Review of the Independent Auditor's Report on the Great Lakes St. Lawrence Seaway Development Corporation's Audited Financial Statements for Fiscal Years 2023 and 2022	GLS should determine how average costs are calculated within the inventory tracking system. If the average cost in the system for specific inventory items does not represent the average cost of inventory on hand, the average cost in the system should be periodically adjusted when the annual inventory is performed or at year-end.	12/31/2024	N/A	N/A
483	Open	OIG	FAA	11/14/2023	QC2024006	1	Quality Control Review of the Independent Auditor's Report on the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that FAA management design and perform procedures to consistently approve and document new or modified user account and recertification requests and timely remove separated users as required by internal policy and standards for effective internal control systems.	3/31/2025	N/A	N/A
484	Open	OIG	FHWA	11/15/2023	QC2024007	2	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	FHWA management consider the increased IJA funding and subsequent increase in expenses and develop an estimation methodology responsive to fluctuations in future expenses.	12/31/2024	N/A	N/A
485	Open	OIG	FHWA	11/15/2023	QC2024007	3	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	FHWA management review and update accounting policies and operating procedures to capitalize costs for the construction and procurement of non-heritage fixed assets on behalf of FLMA partners.	12/31/2024	N/A	N/A
486	Open	OIG	FHWA	11/15/2023	QC2024007	4	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	FHWA management establish and maintain communications channels with FLMA partners and establish protocols for communicating asset-level detail for projects required by each agency's property accountants.	12/31/2024	N/A	N/A
487	Open	OIG	FHWA	11/15/2023	QC2024007	5	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	FHWA management perform an assessment of costs expended for completed fixed asset construction projects to determine materiality and record correcting accounting entries as needed.	12/31/2024	N/A	N/A
488	Open	OIG	OST	11/15/2023	QC2024007	6	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	DOT management perform procedures to consistently approve and document new or modified user account and recertification requests and timely remove separated users as required by internal policy and standards for effective internal control systems.	12/31/2024	N/A	N/A
489	Open	OIG	OST	11/15/2023	QC2024007	7	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	DOT management update policies and procedures to assign backup responsibilities for control operators.	12/31/2024	N/A	N/A
490	Open	OIG	OST	11/15/2023	QC2024007	8	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	DOT management provide training to system administrators on documented procedures.	12/31/2024	N/A	N/A

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491	Open	OIG	OST	11/15/2023	QC2024007	9	Quality Control Review of the Independent Auditors' Report on the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	DOT management conduct monitoring to assess whether control operators are performing control activities in accordance with policy.	12/31/2024	N/A	N/A
492	Open	OIG	OST	11/20/2023	FS2024008	1	DOT's Policies and DNP Portal Use Are Not Sufficient To Comply With the DNP Initiative	Assess the appropriateness of the databases in the DNP portal and document a reasonable justification for any databases that OST determines are not appropriate.	3/31/2025	N/A	N/A
493	Open	OIG	OST	11/20/2023	FS2024008	2	DOT's Policies and DNP Portal Use Are Not Sufficient To Comply With the DNP Initiative	For those DNP portal databases that OST deems appropriate, develop, and implement policies and procedures to ensure recipient eligibility is verified in the DNP portal prior to making payment.	8/1/2025	N/A	N/A
494	Open	OIG	OST	11/21/2023	SA2024009	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending September 30, 2023	Determine the allowability of the questioned transactions and recover \$6,464,590 if applicable.	10/31/2024	N/A	N/A
495	Open	GAO	OST	12/4/2023	GAO-24-105658	1	Cybersecurity: Federal Agencies Made Progress, but Need to Fully Implement Incident Response Requirements	The Secretary of Transportation should ensure that the agency fully implements all event logging requirements as directed by OMB guidance. (Recommendation 12)	9/30/2024	N/A	N/A
496	Open	GAO	FAA	12/7/2023	GAO-24-105561	1	Commercial Space Transportation: FAA Should Improve Its Mishap Investigation Process	The Administrator of FAA should direct the Office of Commercial Space Transportation to develop criteria for determining when the agency will authorize a launch operator to lead a mishap investigation on FAA's behalf. (Recommendation 1)	4/1/2025	N/A	N/A
497	Open	GAO	FAA	12/7/2023	GAO-24-105561	2	Commercial Space Transportation: FAA Should Improve Its Mishap Investigation Process	The Administrator of FAA should direct the Office of Commercial Space Transportation to comprehensively evaluate the effectiveness of the office's mishap investigation process. (Recommendation 2)	9/30/2024	N/A	N/A
498	Open	GAO	OST	12/12/2023	GAO-24-105980	25	Artificial Intelligence: Agencies Have Begun Implementation but Need to Complete Key Requirements	The Secretary of Transportation should ensure that the department updates its AI use case inventory to include all the required information, at minimum, and takes steps to ensure that the data in the inventory aligns with provided instructions. (Recommendation 25)	Pending GAO Closure - DOT submitted a request for closure in May 2024	N/A	N/A
499	Open	OIG	FAA	12/13/2023	AV2024010	2	FAA Has Made Progress Verifying Compliance With Aviation Fuel Tax Requirements, but Challenges Remain With Testing and Enforcement	To improve FAA's oversight policies and procedures for preventing and detecting airport revenue diversion, we recommend that the Federal Aviation Administrator develop and implement a testing plan to assess whether jurisdictions are following FAA's requirements for compliance with the Amendment to the Revenue Use Policy.	12/31/2024	N/A	N/A
500	Open	OIG	FAA	12/13/2023	AV2024010	3	FAA Has Made Progress Verifying Compliance With Aviation Fuel Tax Requirements, but Challenges Remain With Testing and Enforcement	To improve FAA's oversight policies and procedures for preventing and detecting airport revenue diversion, we recommend that the Federal Aviation Administrator establish a plan of action to bring California, Kentucky, Nevada, Tennessee, and Guam into compliance with the Amendment to the Revenue Use Policy.	12/31/2024	N/A	N/A
501	Open	OIG	FAA	12/13/2023	AV2024011	1	FAA Addresses Resiliency in IJIA Aviation Programs but Lacks Data and a Framework for Prioritizing Climate Change Projects	Develop and implement a methodology to measure IJIA discretionary projects' contributions to meeting DOT's and FAA's strategic goals to reduce greenhouse gas emissions from transportation.	9/30/2024	N/A	N/A
502	Open	OIG	FAA	12/13/2023	AV2024011	2	FAA Addresses Resiliency in IJIA Aviation Programs but Lacks Data and a Framework for Prioritizing Climate Change Projects	Update FAA advisory circulars on long-term aviation infrastructure as necessary to address resiliency and climate change effects in airport infrastructure projects.	9/30/2025	N/A	N/A
503	Open	GAO	NHTSA	1/9/2024	GAO-24-106356	1	Vehicle Safety: Opportunities to Improve Repair Rates for Recalled Vehicles	The Administrator of NHTSA should develop a plan for regularly conducting research to identify the factors that influence vehicle remedies in response to recalls. (Recommendation 1)	12/31/2024	N/A	N/A
504	Open	GAO	NHTSA	1/9/2024	GAO-24-106356	2	Vehicle Safety: Opportunities to Improve Repair Rates for Recalled Vehicles	The Administrator of NHTSA should more fully implement a lessons-learned process to identify lessons from its own and manufacturers' collaborative efforts with third parties that could help to improve recall completion rates. (Recommendation 2)	12/31/2024	N/A	N/A
505	Open	GAO	FAA	1/10/2024	GAO-24-106040	1	Aviation Certification: FAA Should Evaluate Effectiveness of the International Validation Process	The Administrator of FAA should establish quantifiable goals for the international validations process. (Recommendation 1)	9/30/2024	N/A	N/A
506	Open	GAO	FAA	1/10/2024	GAO-24-106040	2	Aviation Certification: FAA Should Evaluate Effectiveness of the International Validation Process	The Administrator of FAA should identify the quality information and performance metrics the agency needs to track progress toward the goals it identifies for the international validations process and how it will collect that information, which may include changes to agency data systems or dashboards. (Recommendation 2)	4/30/2025	N/A	N/A
507	Open	GAO	FAA	1/10/2024	GAO-24-106040	3	Aviation Certification: FAA Should Evaluate Effectiveness of the International Validation Process	The Administrator of FAA should use the information FAA collects to assess the results of and inform decisions about any needed improvements to the international validations process. (Recommendation 3)	9/30/2025	N/A	N/A
508	Open	GAO	FAA	1/10/2024	GAO-24-106040	4	Aviation Certification: FAA Should Evaluate Effectiveness of the International Validation Process	The Administrator of FAA should establish a time frame and develop an action plan for FAA's efforts to develop its approach for assessing the international validations process. (Recommendation 4)	12/31/2024	N/A	N/A

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509	Open	GAO	OST	1/10/2024	GAO-24-106378	2	Discretionary Transportation Grants: DOT Should Improve Transparency in the Infrastructure for Rebuilding America Program	The Secretary of Transportation should clearly define, in the Multimodal Project Discretionary Grant program evaluation plan and Notice of Funding Opportunity, how an application may qualify as an exemplary project of national or regional significance that generates significant benefits in one of the project outcome areas.	N/A	Impasse	The Department non-concurred. Per the evaluation guidelines, the Senior Review Team has the discretion to determine, based on the pool of applications, which projects are exemplary projects of national or regional significance that generate significant benefits in one of the project outcome areas. Furthermore, the direction to identify highly recommended projects based on their categorization of being "exemplary" is a statutory mandate from Congress for the Mega program that the Department determined was also suitable to evaluate INFRA grants under the same NOFO and evaluation process. Accordingly, as authorized by statute, the determination of exemplary is at the discretion of the Secretary (and his delegated advisors). The records from the Senior Review Team meetings document these determinations and explain how they relate to the program criteria. Based on the discretion of the Secretary (and his or her delegated advisors on the Senior Review Team), the Department does not believe further clarification in the NOFO regarding how a project may be exemplary is necessary.
510	Open	GAO	OST	1/25/2024	GAO-24-106122	2	Federal Regulations: Selected Emerging Technologies Highlights the Need for Legislative Analysis and Enhanced Coordination	The Secretary of Transportation should provide the public with information on the NETT Council's completed and planned efforts to evaluate relevant emerging technologies. (Recommendation 2)	12/31/2024	N/A	N/A
511	Open	GAO	FAA	1/25/2024	GAO-24-106122	3	Federal Regulations: Selected Emerging Technologies Highlights the Need for Legislative Analysis and Enhanced Coordination	The Administrator of the FAA should publicize the ETC and establish a mechanism for regulated entities to communicate with the ETC to obtain assistance with applicable drone requirements. (Recommendation 3)	6/30/2025	N/A	N/A
512	Open	GAO	OST	1/30/2024	GAO-24-106221	1	Critical Infrastructure Protection: Agencies Need to Enhance Oversight of Ransomware Practices and Assess Federal Support	The Secretary of Transportation should, in coordination with CISA, co-SRMAs, and sector entities, assess ransomware risks to the transportation systems sector. (Recommendation 9)	9/30/2025	N/A	N/A
513	Open	GAO	OST	1/30/2024	GAO-24-106221	2	Critical Infrastructure Protection: Agencies Need to Enhance Oversight of Ransomware Practices and Assess Federal Support	The Secretary of Transportation should, in coordination with CISA, co-SRMAs, and sector entities, determine the extent to which the transportation systems sector is adopting leading cybersecurity practices that help reduce the sector's risk of ransomware. (Recommendation 10)	N/A	Impasse	The Department non-concurred. Determining measures of adoption would provide a snapshot in time, reflecting voluntarily provided information that the Department and co-SRMAs can neither verify nor cite as comprehensive—the same challenges the Department raised with GAO based on prior experience measuring sector adoption of the National Institute of Standards and Technology's cybersecurity framework. While coordinating ongoing NSM-22 implementation efforts with its co-SRMA partners, DOT will propose and pursue collective co-SRMA activities that align with NSM-22 efforts. Whether an entity is applying best practices or not does not change the composition of the best practices themselves, which is why DOT seeks to center its efforts on encouraging such cyber hygiene.
514	Open	GAO	OST	1/30/2024	GAO-24-106221	3	Critical Infrastructure Protection: Agencies Need to Enhance Oversight of Ransomware Practices and Assess Federal Support	The Secretary of Transportation should, in coordination with CISA, co-SRMAs, and sector entities, develop and implement routine evaluation procedures that measure the effectiveness of federal support in helping reduce the risk of ransomware to the transportation systems sector. (Recommendation 11)	N/A	Impasse	The Department partially concurs. As this recommendation applies broadly to non-SRMA federal support (e.g., from CISA and the Federal Bureau of Investigation (FBI), DOT contends that, for a more comprehensive evaluation, an appropriate cross-sector lead would be DHS/CISA, in coordination with the FBI and SRMAs. In discussions with DHS, there is an avenue for the DHS/CISA to spearhead the effort and the Department agrees to collaborate with CISA, co-SRMAs, and sector entities to address the recommendation.
515	Open	OIG	GLS	1/30/2024	QC2024014	1	Quality Control Review of the Management Letter for the Great Lakes St. Lawrence Seaway Development Corporation's Audited Financial Statements for Fiscal Year 2023	GLS develop written policies and procedures for the annual monitoring of all user accounts. For user accounts relating to service organization systems, GLS should proactively generate or request a listing of user accounts, if one is not already provided by the service organization, and perform a review of the current system users and their permissions. The reviews should be documented and evidence of the review for each system should be retained according to the agency's document retention policy.	12/31/2024	N/A	N/A
516	Open	OIG	GLS	1/30/2024	QC2024014	2	Quality Control Review of the Management Letter for the Great Lakes St. Lawrence Seaway Development Corporation's Audited Financial Statements for Fiscal Year 2023	GLS should amend its policies and procedures to require the review and retention of external source documentation, such as original receipts, purchase confirmations, and other purchase verification for all purchase card transactions, so that this information can be compared to the purchase order, purchase card log, and other internally-created documentation during the approval process, and the information is readily available for external review.	12/31/2024	N/A	N/A
517	Open	OIG	FAA	1/31/2024	QC2024015	1	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that FAA management require privileged users on the Windows virtual machine environment to authenticate using MFA. If it is not technically feasible, then we recommend that Windows security settings are updated to require a minimum password length for privileged accounts to 16 characters and maximum password age to be updated to 60 days.	12/31/2024	N/A	N/A
518	Open	OIG	FAA	1/31/2024	QC2024015	2	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that FAA management design and implement documented control activities to monitor the effective operation of its existing process controls related to: Provisioning of new access requests for the service organization's system; and Monitoring FAA employees' access to the service organization's system.	12/31/2024	N/A	N/A
519	Open	OIG	FAA	1/31/2024	QC2024015	3	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that FAA management take measures to ensure that FAA has sufficient control operator personnel available to support the annual recertification of FAA employees with system access within the reporting timeline prescribed by DOT.	12/31/2024	N/A	N/A
520	Open	OIG	FAA	1/31/2024	QC2024015	4	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that FAA design and implement a procedure to identify and timely record contracting actions within the general ledger that were executed outside of the standard business process (i.e., CO authorizations documented outside of the procurement system).	12/31/2024	N/A	N/A

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521	Open	OIG	FAA	1/31/2024	QC2024015	5	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that FAA update its procurement policy to define the period of time permitted to document a contractor's oral agreement.	12/31/2024	N/A	N/A
522	Open	OIG	FAA	1/31/2024	QC2024015	6	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that FAA reinforce existing controls, to review individual lease payment schedules upon lease commencement or modification to ensure that the schedules are consistent with the underlying terms of the lease.	12/31/2024	N/A	N/A
523	Open	OIG	FAA	1/31/2024	QC2024015	7	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that FAA design and implement procedures within its existing PP&E Accrual to obtain a complete listing of trailing costs related to completed assets and accrue for such assets that have remaining CIP balances as of the period-end.	12/31/2024	N/A	N/A
524	Open	OIG	FAA	1/31/2024	QC2024015	8	Quality Control Review of the Management Letter for the Federal Aviation Administration's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that management design and implement procedures to verify the completeness and accuracy of the non-LOI accrual average billing cycle data input used in the estimate calculation.	12/31/2024	N/A	N/A
525	Open	OIG	OST	1/31/2024	QC2024016	1	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that 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.	12/31/2024	N/A	N/A
526	Open	OIG	OST	1/31/2024	QC2024016	2	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that DOT OCIO management should document any Departmentwide tailoring decisions within the appropriate security documentation, as required by NIST.	12/31/2024	N/A	N/A
527	Open	OIG	OST	1/31/2024	QC2024016	3	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that DOT OCIO management should define and document control tailoring requirements for the Department and Operating Administrations.	12/31/2024	N/A	N/A
528	Open	OIG	FAA	1/31/2024	QC2024016	4	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that ESC management enforce its existing policy and provide additional training to personnel involved in the manual journal voucher process, specifically the appropriate timing and documentation related to segregation of duties in addition to reviewing each journal voucher to ensure its completeness and consistency with the supporting documentation.	12/31/2024	N/A	N/A
529	Open	OIG	FAA	1/31/2024	QC2024016	5	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that ESC management review and update the journal voucher control log reconciliation process to ensure it is properly designed to identify all potential deviations from policy throughout the fiscal year.	12/31/2024	N/A	N/A
530	Open	OIG	FAA	1/31/2024	QC2024016	6	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that ESC management create monitoring procedures over the journal voucher control log to ensure complete and accurate documentation over manual journal vouchers is maintained.	12/31/2024	N/A	N/A
531	Open	OIG	MARAD	1/31/2024	QC2024016	7	Quality Control Review of the Management Letter for the Department of Transportation's Audited Consolidated Financial Statements for Fiscal Years 2023 and 2022	KPMG recommends that MARAD management, in conjunction with their accounting service provider, ESC, develop a PP&E roll forward control that contains all activity within the relevant PP&E accounts by disclosure category, including additions, annual cost adjustments, year to date depreciation, capitalizations from construction in progress to other categories, and retirements.	12/31/2024	N/A	N/A
532	Open	OIG	FAA	2/21/2024	ZA2024018	1	FAA Did Not Fully Follow Its Processes When Awarding and Administering CARES Act-Funded Airport Development Grants and Contracts	Revise procedures for reviewing and approving grant application packages to add steps to verify that the applications are complete and accurate.	1/31/2025	N/A	N/A
533	Open	OIG	FAA	2/21/2024	ZA2024018	2	FAA Did Not Fully Follow Its Processes When Awarding and Administering CARES Act-Funded Airport Development Grants and Contracts	Assess the CARES Act-funded airport development grants identified in this report that did not meet award requirements and recover the \$27 million or identify the rationale for acceptance of these costs.	1/31/2025	N/A	N/A
534	Open	OIG	FAA	2/21/2024	ZA2024018	4	FAA Did Not Fully Follow Its Processes When Awarding and Administering CARES Act-Funded Airport Development Grants and Contracts	Strengthen internal controls to verify that all reimbursement requests comply with FAA's two-tier manual review process for CARES Act funds. This may include requiring Delphi controls are correctly established and maintained.	11/30/2024	N/A	N/A
535	Open	OIG	FAA	2/21/2024	ZA2024018	5	FAA Did Not Fully Follow Its Processes When Awarding and Administering CARES Act-Funded Airport Development Grants and Contracts	Assess the 35 invoices—comprising \$18.7 million in questioned costs—that did not receive sufficient review under the CARES Act guidance and seek recovery of any portion that is determined to be improper and/or unallowable or provide justification for approving the payments.	1/31/2025	N/A	N/A
536	Open	OIG	FAA	2/21/2024	ZA2024018	6	FAA Did Not Fully Follow Its Processes When Awarding and Administering CARES Act-Funded Airport Development Grants and Contracts	Require FAA field offices to collect, review, and maintain required price and cost analyses before making grant awards. Implementation of this recommendation could result in funds put to better use of \$10.6 million.	1/31/2025	N/A	N/A
537	Open	OIG	FAA	2/21/2024	ZA2024018	7	FAA Did Not Fully Follow Its Processes When Awarding and Administering CARES Act-Funded Airport Development Grants and Contracts	Revise the Agency's policies for collecting, reviewing, and approving Buy American Preferences waivers to require the waiver requests to be timely, complete, and accurate, and define the "extraordinary circumstances" that would allow grant recipients to deviate from Buy American requirements. Implementation of this recommendation could result in funds put to better use of \$49.6 million.	1/31/2025	N/A	N/A
538	Open	OIG	FAA	2/21/2024	ZA2024018	8	FAA Did Not Fully Follow Its Processes When Awarding and Administering CARES Act-Funded Airport Development Grants and Contracts	After revising Buy American policies, develop and implement Buy American Preferences waiver training for field offices.	1/31/2025	N/A	N/A
539	Open	OIG	FAA	2/26/2024	ZA2024019	1	FAA's Information Technology and Telecommunications Contracting Practices Limit Best Value Outcomes	Implement a written process for verifying compliance with Agency requirements for maintaining electronic, centralized files that include all documented contractual actions and determinations.	10/31/2024	N/A	N/A
540	Open	OIG	FAA	2/26/2024	ZA2024019	3	FAA's Information Technology and Telecommunications Contracting Practices Limit Best Value Outcomes	Implement a written process for verifying that any extension of a contract's performance period—including exercising an option period—is awarded prior to the contract expiring.	10/31/2024	N/A	N/A
541	Open	OIG	FAA	2/26/2024	ZA2024019	4	FAA's Information Technology and Telecommunications Contracting Practices Limit Best Value Outcomes	Update the Acquisition Management System (AMS) to specify what program offices are required to provide as part of an IT and telecom procurement request package. This documentation should include standard lead times for obtaining the Chief Financial Officer's approval, submitting complete procurement packages, and references to guidance on how to develop sound IGCEs and complete requirements.	1/31/2025	N/A	N/A
542	Open	OIG	FAA	2/26/2024	ZA2024019	5	FAA's Information Technology and Telecommunications Contracting Practices Limit Best Value Outcomes	Update AMS to include limitations on how long contracts can be extended.	1/31/2025	N/A	N/A

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543	Open	OIG	FAA	2/26/2024	ZA2024019	6	FAA's Information Technology and Telecommunications Contracting Practices Limit Best Value Outcomes	Implement written guidance to explain what authorities are appropriate to use to extend contracts beyond their initial performance periods, including any limitations associated with using each authority.	10/31/2024	N/A	N/A
544	Open	OIG	FRA	3/27/2024	ST2024020	1	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Finalize and implement the draft HOS complaints SOP to provide details on the HOS SME's evaluation, investigation procedures, and tracking.	12/31/2024	N/A	N/A
545	Open	OIG	FRA	3/27/2024	ST2024020	2	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Develop, document, and implement a process to routinely analyze HOS complaint data to identify trends and communicate results to enforcement staff.	12/30/2024	N/A	N/A
546	Open	OIG	FRA	3/27/2024	ST2024020	3	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Develop, document, and implement a process for analyzing excess service reports, identifying trends, and communicating results to enforcement staff.	2/28/2025	N/A	N/A
547	Open	OIG	FRA	3/27/2024	ST2024020	4	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Improve how excess service reports are submitted by railroads or processed by FRA to facilitate data collection and analysis.	2/28/2025	N/A	N/A
548	Open	OIG	FRA	3/27/2024	ST2024020	5	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Formally document the HOS audit process, including factors to consider when selecting railroads for audit (such as complaints, excess reports, and/or other factors), in a compliance manual or SOP.	2/28/2025	N/A	N/A
549	Open	OIG	FRA	3/27/2024	ST2024020	7	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Evaluate inspector and SME staffing needs based on data to effectively perform HOS oversight, including audits, and document the results.	12/31/2024	N/A	N/A
550	Open	OIG	FRA	3/27/2024	ST2024020	8	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Update the OP Compliance Manual, the Signal Compliance Programs and Policies, and/or General Manual to clarify the definitions of HOS-related activity codes for OP and S&TC disciplines so that inspectors can accurately record activities that do not result in findings of noncompliance and include specific guidance to inspectors completing HOS-related inspection reports, including the correct use of source codes for specific HOS activities, and when multiple same-day HOS reports should be created.	3/31/2025	N/A	N/A
551	Open	OIG	FRA	3/27/2024	ST2024020	9	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Modify the Railroad Inspection System for Personal Computers (RISPC) to only accept correct HOS-related inspection report entries and add activity codes to record defects and violations of 49 C.F.R. § 228.407.	3/31/2025	N/A	N/A
552	Open	OIG	FRA	3/27/2024	ST2024020	10	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Develop and implement training for OP and S&TC Division specialists and inspectors on reporting HOS-related inspections correctly, including the mandatory use of activity code 228 in conjunction with either HSL or 228P, and the meaning of those activity codes.	3/31/2025	N/A	N/A
553	Open	OIG	FRA	3/27/2024	ST2024020	11	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Develop, document, and implement a review process that includes the HOS SME to check the accuracy of HOS-related inspection reports.	12/31/2024	N/A	N/A
554	Open	OIG	FRA	3/27/2024	ST2024020	12	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Document and implement HOS oversight planning processes, including guidance on data sources that should be used to inform planning.	3/31/2025	N/A	N/A
555	Open	OIG	FRA	3/27/2024	ST2024020	15	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Document the current RCS configuration that shows formulas for calculations performed by the system and data sources.	12/31/2025	N/A	N/A
556	Open	OIG	FRA	3/27/2024	ST2024020	16	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Formalize existing RCC enforcement process guidance in a standard operating procedure, memo, or manual and provide training for users of RCS, including data quality steps.	12/30/2024	N/A	N/A
557	Open	OIG	FRA	3/27/2024	ST2024020	17	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Develop, document, and implement guidance on producing Annual Enforcement Reports, including parameters for what information is included or updated, and validating the accuracy of reported data.	12/30/2024	N/A	N/A
558	Open	OIG	FRA	3/27/2024	ST2024020	18	FRA Lacks Written Procedures and Formal Planning for Oversight of Railroad Hours of Service Compliance and the Passenger Railroad Fatigue Management Requirements	Finalize the process document for conducting a baseline review of all passenger railroads subject to 49 C.F.R. § 228.407 and complete the baseline review.	7/31/2025	N/A	N/A
559	Open	GAO	NHTSA	3/28/2024	GAO-24-106255	1	Driver Assistance Technologies: NHTSA Should Take Action to Enhance Consumer Understanding of Capabilities and Limitations	The Administrator of NHTSA should communicate to the public on NHTSA's website for vehicle rating information the test conditions and performance criteria NHTSA uses to determine if a vehicle's crash avoidance technologies qualify for a checkmark on the website. (Recommendation 1)	12/31/2024	N/A	N/A
560	Open	GAO	NHTSA	3/28/2024	GAO-24-106255	2	Driver Assistance Technologies: NHTSA Should Take Action to Enhance Consumer Understanding of Capabilities and Limitations	The Administrator of NHTSA should provide more information on NHTSA's public website about partial driving automation systems to clarify the scope of intended use and the driver's responsibility to monitor the system and the driving environment while such a system is engaged. (Recommendation 2)	12/31/2024	N/A	N/A
561	Open	GAO	NHTSA	3/28/2024	GAO-24-106255	3	Driver Assistance Technologies: NHTSA Should Take Action to Enhance Consumer Understanding of Capabilities and Limitations	The Administrator of NHTSA should finalize NHTSA's roadmap for NCAP as soon as possible and include updated and realistic near-term and long-term time frames for changes to NCAP. (Recommendation 3)	12/31/2024	N/A	N/A
562	Open	GAO	NHTSA	3/28/2024	GAO-24-106255	4	Driver Assistance Technologies: NHTSA Should Take Action to Enhance Consumer Understanding of Capabilities and Limitations	The Administrator of NHTSA should communicate progress on meeting time frames established in its roadmap for recommending four additional crash avoidance technologies and provide updated milestones and reasons for delays as needed. (Recommendation 4)	12/31/2024	N/A	N/A
563	Open	GAO	NHTSA	3/28/2024	GAO-24-106255	5	Driver Assistance Technologies: NHTSA Should Take Action to Enhance Consumer Understanding of Capabilities and Limitations	The Administrator of NHTSA should communicate progress on meeting time frames established in its roadmap for developing a system for rating the technologies and redesigning the new car sticker and provide updated milestones and reasons for delays as needed. (Recommendation 5)	3/31/2025	N/A	N/A

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564	Open	OIG	FHWA	4/1/2024	ST2024021	1	Opportunities Exist To Improve FHWA's Oversight of STIPs Including Those With IJUA-Funded Projects	Provide FHWA Division Offices and State DOTs with all planned IJUA guidance areas and associated targeted completion dates.	12/31/2024	N/A	N/A
565	Open	OIG	FHWA	4/1/2024	ST2024021	2	Opportunities Exist To Improve FHWA's Oversight of STIPs Including Those With IJUA-Funded Projects	Identify a list of any outstanding technical assistance requests from Division Offices and State DOTs for IJUA guidance clarifications and fulfill them.	6/30/2024	N/A	N/A
566	Open	OIG	FHWA	4/1/2024	ST2024021	3	Opportunities Exist To Improve FHWA's Oversight of STIPs Including Those With IJUA-Funded Projects	Develop and implement a policy to require Headquarters' concurrence when Division Offices are making procedural revisions to their standard operating procedures for reviewing and approving STIPs to ensure continued alignment with the Agency's standards prescribed in its template.	6/30/2024	N/A	N/A
567	Open	GAO	PHMSA	4/3/2024	GAO-24-106690	1	Gas Pipeline Safety: Better Data and Planning Would Improve Implementation of Regulatory Changes	The Administrator of PHMSA should, as PHMSA considers possible changes to the potential impact radius calculation, evaluate what additional data are needed from operators to better understand the actual impact of pipeline incidents.	12/31/2026	N/A	N/A
568	Open	GAO	PHMSA	4/3/2024	GAO-24-106690	2	Gas Pipeline Safety: Better Data and Planning Would Improve Implementation of Regulatory Changes	The Administrator of PHMSA should develop an implementation plan for the remaining activities for the 2022 final rule that includes clear objectives, timelines, and an outreach strategy.	Pending GAO Closure - DOT submitted a request for closure in July 2024	N/A	N/A
569	Open	GAO	PHMSA	4/3/2024	GAO-24-106690	3	Gas Pipeline Safety: Better Data and Planning Would Improve Implementation of Regulatory Changes	The Administrator of PHMSA should update the 2019 and 2022 Gas Transmission Final Rule Implementation web pages to increase accessibility to rule implementation information.	Pending GAO Closure - DOT submitted a request for closure in July 2024	N/A	N/A
570	Open	GAO	NHTSA	4/4/2024	GAO-24-106216	1	Roadside Safety: DOT Should Update Public Awareness Materials on Move Over Laws	The NHTSA Administrator should update NHTSA's public awareness materials on states' Move Over laws, such as banners and other graphics, to more fully reflect the range of vehicles that states' laws cover, such as highway maintenance or construction, utility, trash, and disabled vehicles. (Recommendation 1)	6/30/2025	N/A	N/A
571	Open	GAO	FAA	4/17/2024	GAO-24-107195	1	Aviation Safety: Federal Efforts to Address Unauthorized Drone Flights Near Airports	As part of ongoing efforts to develop an overarching strategy for drone integration, the Administrator of FAA should ensure that the strategy reflects plans for assessing how drone detection and mitigation technology will affect technologies aimed at allowing increased and routine drone traffic, particularly at airports.	9/30/2025	N/A	N/A
572	Open	OIG	FAA	4/30/2024	AV2024023	1	FAA's Report on Air Traffic Modernization Presents an Incomplete and Out-of-Date Assessment of NextGen	An update on the status and future milestones of NextGen programs and their capabilities, including Trajectory Based Operations.	3/31/2025	N/A	N/A
573	Open	OIG	FAA	4/30/2024	AV2024023	2	FAA's Report on Air Traffic Modernization Presents an Incomplete and Out-of-Date Assessment of NextGen	Current total NextGen modernization expenditures from all FAA budget sources.	11/30/2024	N/A	N/A
574	Open	OIG	FAA	4/30/2024	AV2024023	3	FAA's Report on Air Traffic Modernization Presents an Incomplete and Out-of-Date Assessment of NextGen	The most current projection of NextGen benefits for completed and planned implementations.	11/30/2024	N/A	N/A
575	Open	OIG	OST	5/8/2024	SA2024024	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2023	Determine the allowability of the questioned transactions and recover \$29,997 if applicable.	12/10/2024	N/A	N/A
576	Open	OIG	OST	5/8/2024	SA2024024	3	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending December 31, 2023	Works with FHWA to determine the allowability of the questioned tribal transactions and recover \$10,210,603, if applicable.	12/10/2024	N/A	N/A
577	Open	OIG	FTA	5/20/2024	FS2024025	1	FTA's Oversight of Federally Funded Real Property Is Insufficient To Ensure Grant Recipients Meet Federal Reporting and Disposal Requirements	Develop and implement processes to identify grant awards since FTA's implementation of the Transit Award Management System that provide Federal funding for reportable real property and use this information to improve oversight of real property reporting.	6/30/2025	N/A	N/A
578	Open	OIG	FTA	5/20/2024	FS2024025	2	FTA's Oversight of Federally Funded Real Property Is Insufficient To Ensure Grant Recipients Meet Federal Reporting and Disposal Requirements	Develop and implement a process to identify and provide oversight of real property to active recipients with new grants that do not receive a triennial or State management review.	12/31/2025	N/A	N/A
579	Open	OIG	FTA	5/20/2024	FS2024025	3	FTA's Oversight of Federally Funded Real Property Is Insufficient To Ensure Grant Recipients Meet Federal Reporting and Disposal Requirements	Update FTA's Contractors Manual to require contractors to request a current and complete real property inventory that complies with FTA Circular 5010.1E reporting requirements and require contractors to review and verify that the real property inventory complies with FTA reporting requirements.	12/31/2025	N/A	N/A
580	Open	OIG	FTA	5/20/2024	FS2024025	4	FTA's Oversight of Federally Funded Real Property Is Insufficient To Ensure Grant Recipients Meet Federal Reporting and Disposal Requirements	Update FTA Circular 5010.1E to increase clarity for grant recipients regarding FTA's requirements for real property reporting, including a requirement to report on all real property to which FTA retains an interest, regardless of when the grant for the real property was awarded.	12/31/2024	N/A	N/A
581	Open	OIG	FTA	5/20/2024	FS2024025	5	FTA's Oversight of Federally Funded Real Property Is Insufficient To Ensure Grant Recipients Meet Federal Reporting and Disposal Requirements	Update FTA Circular 5010.1E to increase clarity for grant recipients regarding FTA's requirements for real property reporting, including the requirement to track all FTA-funded improvements and renovations to real property.	12/31/2024	N/A	N/A
582	Open	OIG	FTA	5/20/2024	FS2024025	6	FTA's Oversight of Federally Funded Real Property Is Insufficient To Ensure Grant Recipients Meet Federal Reporting and Disposal Requirements	Update FTA Circular 5010.1E to require that grant recipients submit a complete real property inventory in accordance with 2 Code of Federal Regulations § 200.330.	12/31/2024	N/A	N/A
583	Open	OIG	FTA	5/20/2024	FS2024025	7	FTA's Oversight of Federally Funded Real Property Is Insufficient To Ensure Grant Recipients Meet Federal Reporting and Disposal Requirements	Develop and implement a process to require grant recipients to annually certify, when applicable, adherence to FTA's requirements for the approval of disposed real property funded with Federal grant assistance.	12/31/2025	N/A	N/A
584	Open	OIG	FTA	5/20/2024	FS2024025	8	FTA's Oversight of Federally Funded Real Property Is Insufficient To Ensure Grant Recipients Meet Federal Reporting and Disposal Requirements	Establish and implement a process to verify that FTA's financial interest in real property dispositions is managed in accordance with FTA Circular 5010.1E. Implementing this recommendation could put up to \$996,877 in funds to better use.	12/31/2025	N/A	N/A
585	Open	OIG	FTA	5/21/2024	ZA2024026	1	FTA's Oversight of Its Region 9 Recipients Is Insufficient To Confirm Compliance With CARES Act Funding Requirements	Implement written procedures to test recipients' CARES Act payments using methodologies to sufficiently validate that costs are supported and eligible. These procedures should include guidance for determining the extent of transaction level testing needed to sufficiently validate recipient's payment.	12/31/2025	N/A	N/A
586	Open	OIG	FTA	5/21/2024	ZA2024026	2	FTA's Oversight of Its Region 9 Recipients Is Insufficient To Confirm Compliance With CARES Act Funding Requirements	Implement written procedures to test recipients' financial system controls to prevent duplicate payments from Federal, State, and local sources.	12/31/2025	N/A	N/A
587	Open	OIG	FTA	5/21/2024	ZA2024026	3	FTA's Oversight of Its Region 9 Recipients Is Insufficient To Confirm Compliance With CARES Act Funding Requirements	Implement a written policy requiring that FTA officials develop and implement enhanced oversight processes to specifically mitigate identified risks associated with any funding appropriation, when applicable.	12/31/2025	N/A	N/A

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Count	Status	GAO/OIG	OA	Report Date	Report Number	Rec #	Report Title	Recommendation Text	TAD as of 9/30/2024	Not Implemented Category	Justification for Not Implementing
588	Open	OIG	FTA	5/21/2024	ZA2024026	4	FTA's Oversight of Its Region 9 Recipients Is Insufficient To Confirm Compliance With CARES Act Funding Requirements	For FTA funds identified at elevated risk for misuse, implement written procedures to strengthen the Agency's ability to assess expense eligibility prior to recipients receiving payments. Implementing this recommendation could put up to \$446.9 million in Region 9 funds to better use by improving FTA's ability to identify unsupported costs and ineligible expenses before issuing CARES Act payments. This could also result in hundreds of millions in Agency funds put to better use among the other nine FTA regions.	12/31/2026	N/A	N/A
589	Open	GAO	FAA	6/6/2024	GAO-24-106158	1	Drones: Actions Needed to Better Support Remote Identification in the National Airspace	The Administrator of FAA should develop resources to help tribal, state, and local law enforcement use Remote ID. (Recommendation 1)	11/30/2025	N/A	N/A
590	Open	GAO	FAA	6/6/2024	GAO-24-106158	2	Drones: Actions Needed to Better Support Remote Identification in the National Airspace	The Administrator of FAA should develop a plan and timeline for deploying FAA's interface in collaboration with DHS and DOJ. (Recommendation 2)	5/31/2025	N/A	N/A
591	Open	GAO	FAA	6/6/2024	GAO-24-106158	4	Drones: Actions Needed to Better Support Remote Identification in the National Airspace	The Administrator of FAA should identify a path forward for how to provide real-time, networked data about the location and status of drones. This could include identifying and assessing short-term and long-term options and clarifying roles and responsibilities. (Recommendation 4)	5/31/2025	N/A	N/A
592	Open	OIG	OST	7/2/2024	FS2024030	1	DOT's Working Capital Fund Oversight and Management Are Insufficient To Achieve Cost Recovery for IT Services	OCIO to update and publish billing rates to approximate cost recovery in accordance with 49 U.S. Code (U.S.C.) § 327. Implementing this recommendation could put up to \$194 million in funds for better use.	12/31/2025	N/A	N/A
593	Open	OIG	OST	7/3/2024	FS2024030	2	DOT's Working Capital Fund Oversight and Management Are Insufficient To Achieve Cost Recovery for IT Services	OFM to develop procedures to prevent future overbillings such as the \$16,949.05 overbilled and identified in this report as a questioned cost.	12/31/2025	N/A	N/A
594	Open	OIG	OST	7/3/2024	FS2024030	3	DOT's Working Capital Fund Oversight and Management Are Insufficient To Achieve Cost Recovery for IT Services	OCIO to develop and implement a review process to validate the charges in its Financial Management System are accurate prior to providing OFM documentation used to bill customers.	12/31/2025	N/A	N/A
595	Open	OIG	OST	7/3/2024	FS2024030	4	DOT's Working Capital Fund Oversight and Management Are Insufficient To Achieve Cost Recovery for IT Services	OCIO to follow the procedures for reporting WCF transactions to OFM, including the \$14.7 million identified in this report in accordance with DOT Order 2300.3B.	10/1/2026	N/A	N/A
596	Open	OIG	OST	7/3/2024	FS2024030	6	DOT's Working Capital Fund Oversight and Management Are Insufficient To Achieve Cost Recovery for IT Services	OCIO to develop a process for identifying severable services on IAAs to ensure that billing occurs in the correct fund year in accordance with the DOT Order and the Principles of Federal Appropriations Law.	12/31/2025	N/A	N/A
597	Open	OIG	OST	7/3/2024	FS2024030	7	DOT's Working Capital Fund Oversight and Management Are Insufficient To Achieve Cost Recovery for IT Services	OFM to develop and implement policies and procedures for collecting advance payments before products or services are provided in accordance with law.	12/1/2024	N/A	N/A
598	Open	OIG	OST	7/3/2024	FS2024030	8	DOT's Working Capital Fund Oversight and Management Are Insufficient To Achieve Cost Recovery for IT Services	OCIO to follow OFM policies and procedures for collecting advance payments prior to providing products or services and review the \$29.5 million in questioned costs identified in this report after implementing recommendation 7.	12/31/2025	N/A	N/A
599	Open	OIG	OST	7/3/2024	FS2024030	9	DOT's Working Capital Fund Oversight and Management Are Insufficient To Achieve Cost Recovery for IT Services	OFM to develop and implement written procedures for determining if the WCF is recovering costs and identifying advances and excess funds that should be returned to Treasury.	12/31/2025	N/A	N/A
600	Open	OIG	FAA	7/17/2024	AV2024031	1	FAA Has Begun To Deploy TFDM, but Cost Growth Has Resulted in Significant Program Changes and Delayed Benefits	Develop a cost-benefit analysis to assess whether FAA should reconsider the decision to remove the Data Comm requirement for a two-way interface between TFDM and TDLS.	3/31/2025	N/A	N/A
601	Open	OIG	FAA	7/17/2024	AV2024031	2	FAA Has Begun To Deploy TFDM, but Cost Growth Has Resulted in Significant Program Changes and Delayed Benefits	Evaluate and resolve human factors issues within TFDM to improve how the system provides critical flight information to controllers.	10/31/2024	N/A	N/A
602	Open	OIG	FAA	7/17/2024	AV2024031	3	FAA Has Begun To Deploy TFDM, but Cost Growth Has Resulted in Significant Program Changes and Delayed Benefits	Perform an assessment to determine if more scenario-based exercises are needed to improve future training and if so, implement revised TFDM training.	5/31/2025	N/A	N/A
603	Open	OIG	FAA	7/23/2024	AV2024032	1	FAA's Acquisition and Fiscal Law Division's Work Environment Impacts Its Ability To Provide Legal Advice in Support of a Safe National Airspace System	Require a leadership assessment be performed for each member of the AGC-500 management team, followed by tailored professional development.	6/30/2025	N/A	N/A
604	Open	OIG	FAA	7/23/2024	AV2024032	2	FAA's Acquisition and Fiscal Law Division's Work Environment Impacts Its Ability To Provide Legal Advice in Support of a Safe National Airspace System	Require an independent workplace survey of AGC-500 be conducted and expand to all AGC as needed.	6/30/2025	N/A	N/A
605	Open	OIG	FAA	7/23/2024	AV2024032	3	FAA's Acquisition and Fiscal Law Division's Work Environment Impacts Its Ability To Provide Legal Advice in Support of a Safe National Airspace System	Implement an action plan to address needs identified in the independent workplace survey.	6/30/2025	N/A	N/A
606	Open	OIG	FAA	7/23/2024	AV2024032	4	FAA's Acquisition and Fiscal Law Division's Work Environment Impacts Its Ability To Provide Legal Advice in Support of a Safe National Airspace System	Provide training to all AGC-500 attorneys on the capabilities and use of the modified Case Document Management System.	8/23/2024	N/A	N/A
607	Open	OIG	FAA	7/23/2024	AV2024032	5	FAA's Acquisition and Fiscal Law Division's Work Environment Impacts Its Ability To Provide Legal Advice in Support of a Safe National Airspace System	Develop a management control that ensures that the attorneys use the Case Document Management System to input, track, and monitor their work, including all case-related communications.	8/23/2024	N/A	N/A
608	Open	OIG	FAA	7/23/2024	AV2024032	6	FAA's Acquisition and Fiscal Law Division's Work Environment Impacts Its Ability To Provide Legal Advice in Support of a Safe National Airspace System	Finalize and distribute revised AGC-500 business rules that emphasize employees' rights to contact OIG without reporting it to FAA management.	8/23/2024	N/A	N/A
609	Open	GAO	OST	7/23/2024	GAO-24-105652	1	Transportation Equity: DOT Could Improve Some Performance Goals to Better Assess Progress	The Secretary of Transportation should ensure each equity performance goal has a target or target milestone for the current and subsequent year in DOT's annual performance plan.	Under 180-day Letter Review Process	N/A	N/A
610	Open	GAO	OST	7/23/2024	GAO-24-105652	2	Transportation Equity: DOT Could Improve Some Performance Goals to Better Assess Progress	The Secretary of Transportation should clarify the performance measures or associated methodology descriptions for the equity performance goals we identified as being inconsistent with the practice of clarity.	Under 180-day Letter Review Process	N/A	N/A
611	Open	GAO	OST	7/23/2024	GAO-24-105652	3	Transportation Equity: DOT Could Improve Some Performance Goals to Better Assess Progress	The Secretary of Transportation should revise the descriptions of accuracy and reliability in DOT's annual performance report for the equity performance goals we identified as not having a sufficient description.	Under 180-day Letter Review Process	N/A	N/A
612	Open	OIG	FTA	7/31/2024	ZA2024033	1	FTA's Oversight of SEPTA's Compliance With Buy America Rolling Stock Requirements Faced Several Challenges	Initiate actions to establish requirements for recipients (or third-party auditors) for how manufacturers' rolling stock documentation will be reviewed when conducting pre-award and post-delivery audits.	9/30/2026	N/A	N/A

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613	Open	OIG	FTA	7/31/2024	ZA2024033	2	FTA's Oversight of SEPTA's Compliance With Buy America Rolling Stock Requirements Faced Several Challenges	Initiate actions to establish requirements for recipients (or third-party auditors) to maintain pre-award and post-delivery audit documentation in a manner that protects manufacturers' sensitive data while also providing supporting evidence of the work described in the audit.	9/30/2026	N/A	N/A
614	Open	OIG	FTA	7/31/2024	ZA2024033	4	FTA's Oversight of SEPTA's Compliance With Buy America Rolling Stock Requirements Faced Several Challenges	Initiate actions to establish requirements for recipients (or their auditors) to document their verification of suppliers' Buy America information.	9/30/2026	N/A	N/A
615	Open	OIG	FTA	7/31/2024	ZA2024033	5	FTA's Oversight of SEPTA's Compliance With Buy America Rolling Stock Requirements Faced Several Challenges	Develop and implement Buy America policies or guidance as to how to account for hardware and domestic shipping costs when computing domestic content percentages.	9/30/2026	N/A	N/A
616	Open	OIG	FTA	7/31/2024	ZA2024033	6	FTA's Oversight of SEPTA's Compliance With Buy America Rolling Stock Requirements Faced Several Challenges	Develop and implement Buy America policies or guidance detailing when to initiate Buy America rolling stock compliance reviews and apply the corrective actions (i.e., specific conditions and remedies for noncompliance) described in the Uniform Grant Guidance. \$30,800,000	7/31/2025	N/A	N/A
617	Open	OIG	FTA	7/31/2024	ZA2024033	7	FTA's Oversight of SEPTA's Compliance With Buy America Rolling Stock Requirements Faced Several Challenges	For the \$30.8 million in questioned costs relating to CRRC MA suppliers' certificates, work with SEPTA to confirm Buy America compliance for those suppliers and determine if any amount is unsupported or unallowable under Buy America rules. Should any amount be found to be unsupported or unallowable, provide a justification for accepting the costs or take appropriate corrective actions.	12/31/2024	N/A	N/A
618	Open	OIG	FTA	7/31/2024	ZA2024033	8	FTA's Oversight of SEPTA's Compliance With Buy America Rolling Stock Requirements Faced Several Challenges	Complete FTA's enhanced Buy America review and take correction actions as deemed necessary to address any instances of noncompliance with Buy America rolling stock requirements on the CRRC MA contract, including but not limited to deobligating unexpended funds. Implementing this recommendation could put up to \$35.5 million in funds to better use.	12/31/2024	N/A	N/A
619	Open	GAO	MARAD	8/6/2024	GAO-24-106875	1	U.S. Merchant Marine Academy: Actions Needed to Sustain Progress on Facility and Infrastructure Improvements	The Administrator of the Maritime Administration should take steps to ensure that the U.S. Merchant Marine Academy maintains continuous leadership in the Academy's Office of Facilities and Infrastructure. Such steps should include establishing a dedicated leadership and implementation team in the Office of Facilities and Infrastructure and succession planning for leadership positions in that office.	Under 180-day Letter Review Process	N/A	N/A
620	Open	GAO	MARAD	8/6/2024	GAO-24-106875	2	U.S. Merchant Marine Academy: Actions Needed to Sustain Progress on Facility and Infrastructure Improvements	The Administrator of the Maritime Administration should ensure that the U.S. Merchant Marine Academy conducts strategic workforce planning to determine the needed resources, capabilities, and any skill gaps in the Office of Facilities and Infrastructure.	Under 180-day Letter Review Process	N/A	N/A
621	Open	GAO	MARAD	8/6/2024	GAO-24-106875	3	U.S. Merchant Marine Academy: Actions Needed to Sustain Progress on Facility and Infrastructure Improvements	The Administrator of the Maritime Administration should ensure that the U.S. Merchant Marine Academy develops and implements cost estimating policies and procedures for facility and infrastructure projects that align with best practices for cost estimating.	Under 180-day Letter Review Process	N/A	N/A
622	Open	GAO	OST	8/12/2024	GAO-24-106882	1	Discretionary Transportation Grants: DOT Should Fully Document Key Selection Decisions for Its Rural Program	The Secretary of Transportation should ensure Rural program officials fully document the rationale behind key decisions related to advancing and selecting applications for award. (Recommendation 1)	Under 180-day Letter Review Process	N/A	N/A
623	Open	OIG	OST	8/14/2024	SA2024034	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending March 31, 2024	Determine the allowability of the questioned transactions and recover \$2,576,852 if applicable.	3/15/2025	N/A	N/A
624	Open	OIG	OST	8/14/2024	SA2024034	3	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending March 31, 2024	Work with FTA to determine allowability of the questioned tribal transactions and recover \$105,674, if applicable.	3/15/2025	N/A	N/A
625	Open	OIG	GLS	8/21/2024	FS2024036	1	GLS Lacks Effective Controls To Reliably Estimate Seaway Infrastructure Program Costs	Develop and implement a formal cost-estimating process that incorporates, as applicable, the best practices in the Government Accountability Office Cost Guide to better ensure that SIP project estimates are reliable.	1/31/2025	N/A	N/A
626	Open	OIG	GLS	8/21/2024	FS2024036	2	GLS Lacks Effective Controls To Reliably Estimate Seaway Infrastructure Program Costs	Establish controls to ensure independent Government cost estimates are performed in accordance with Federal regulations.	1/31/2025	N/A	N/A
627	Open	OIG	GLS	8/21/2024	FS2024036	3	GLS Lacks Effective Controls To Reliably Estimate Seaway Infrastructure Program Costs	Develop and implement policies and procedures to document and retain copies of all independent Government estimates for SIP projects in contract files.	1/31/2025	N/A	N/A
628	Open	OIG	GLS	8/21/2024	FS2024036	4	GLS Lacks Effective Controls To Reliably Estimate Seaway Infrastructure Program Costs	Develop and implement a formal written process for capturing total costs and associated support for completed SIP projects to ensure accurate and timely reporting.	1/31/2025	N/A	N/A
629	Open	OIG	OST	8/28/2024	SA2024037	2	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending June 30, 2024	Determine the allowability of the questioned transactions and recover \$919,266, if applicable.	3/31/2025	N/A	N/A
630	Open	OIG	OST	8/28/2024	SA2024037	3	Summary Report on Significant Single Audit Findings Impacting DOT Programs for the 3-Month Period Ending June 30, 2024	Work with FTA to determine the allowability of the questioned tribal transactions and recover \$116,487, if applicable.	2/28/2025	N/A	N/A
631	Open	GAO	OST	9/20/2024	GAO-24-106137	1	Cloud Computing: Agencies Need to Address Key OMB Procurement Requirements	The Secretary of Transportation should ensure that the CIO of Transportation develops guidance to put a cloud SLA in place with every vendor when a cloud solution is deployed. The guidance should include language that addresses OMB's four required elements for SLAs, including: continuous awareness of the confidentiality, integrity, and availability of its assets; a detailed description of roles and responsibilities; clear performance metrics; and remediation plans for non-compliance. (Recommendation 21)	Under 180-day Letter Review Process	N/A	N/A
632	Open	GAO	OST	9/20/2024	GAO-24-106137	2	Cloud Computing: Agencies Need to Address Key OMB Procurement Requirements	The Secretary of Transportation should ensure that the CIO of Transportation updates its guidance regarding standardizing cloud SLAs. (Recommendation 22)	Under 180-day Letter Review Process	N/A	N/A
633	Open	GAO	OST	9/20/2024	GAO-24-106137	3	Cloud Computing: Agencies Need to Address Key OMB Procurement Requirements	The Secretary of Transportation should ensure that the CIO of Transportation develops guidance to require that contracts affecting the agency's high value assets that are managed and operated in the cloud include language that provides the agency with continuous visibility of the asset. (Recommendation 23)	Under 180-day Letter Review Process	N/A	N/A
634	Open	GAO	OST	9/20/2024	GAO-24-106137	4	Cloud Computing: Agencies Need to Address Key OMB Procurement Requirements	The Secretary of Transportation should ensure that the CIO of Transportation updates its existing contracts for HVAs that are managed and operated in the cloud to meet OMB's requirement once guidance from the CIO Council is available on language that provides the agency with continuous visibility of the asset. If modifying the existing contract is not practical, the agency should incorporate language into the contract that will meet OMB's requirement upon option exercise or issuance of a new award. (Recommendation 24)	Under 180-day Letter Review Process	N/A	N/A

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Count	Status	GAO/OIG	OA	Report Date	Report Number	Rec #	Report Title	Recommendation Text	TAD as of 9/30/2024	Not Implemented Category	Justification for Not Implementing
635	Open	GAO	FAA	9/23/2024	GAO-24-107001	1	Air Traffic Control: FAA Actions Are Urgently Needed to Modernize Aging Systems	The Administrator of FAA should report to Congress on how it is mitigating risks of all unsustainable and critical systems that are identified in the annual operational risk assessments.	Under 180-day Letter Review Process	N/A	N/A
636	Open	GAO	FAA	9/23/2024	GAO-24-107001	2	Air Traffic Control: FAA Actions Are Urgently Needed to Modernize Aging Systems	The Administrator of FAA should establish a time frame for developing and implementing guidance to increase JRC oversight of pre-baselined investments that require additional resources or time prior to establishing a baseline.	Under 180-day Letter Review Process	N/A	N/A
637	Open	GAO	FAA	9/23/2024	GAO-24-107001	3	Air Traffic Control: FAA Actions Are Urgently Needed to Modernize Aging Systems	The Administrator of FAA should ensure that ATC modernization investments, including FENS and Aeronautical Information Management Modernization Enhancement 1, establish baselines in an expeditious manner.	Under 180-day Letter Review Process	N/A	N/A
638	Open	GAO	FAA	9/23/2024	GAO-24-107001	4	Air Traffic Control: FAA Actions Are Urgently Needed to Modernize Aging Systems	The Administrator of FAA should establish a time frame for developing and implementing guidance that the JRC ensures that ATC system modernization investments are organized as manageable segments.	Under 180-day Letter Review Process	N/A	N/A
639	Open	GAO	FAA	9/23/2024	GAO-24-107001	5	Air Traffic Control: FAA Actions Are Urgently Needed to Modernize Aging Systems	The Administrator of FAA should ensure that the Joint Resources Council consistently review all high risks facing ATC modernization investments.	Under 180-day Letter Review Process	N/A	N/A
640	Open	GAO	FAA	9/23/2024	GAO-24-107001	6	Air Traffic Control: FAA Actions Are Urgently Needed to Modernize Aging Systems	The Administrator of FAA should require that the program offices for FENS, E-IDS Phase 1, and NWP and the Joint Resources Council each ensure that the acquisition management documentation are finalized prior to the council approving the investments to proceed to future phases of the investments' lifecycles.	Under 180-day Letter Review Process	N/A	N/A
641	Open	GAO	FAA	9/23/2024	GAO-24-107001	7	Air Traffic Control: FAA Actions Are Urgently Needed to Modernize Aging Systems	The Administrator of FAA should ensure that the Chief Information Officer, Chief Financial Officer, and Acquisition Executive annually document approval of the business case for the FENS, E-IDS phase 1, and NWP investments before submission to OMB and the IT Dashboard.	Under 180-day Letter Review Process	N/A	N/A
642	Open	OIG	OST	9/25/2024	FS2024039	1	DOT's Internal Controls for Capitalized Equipment Management Are Outdated and Ineffective	Update DOT Orders 4410.4 and 4600.2B to incorporate the requirements of Public Law Number (Pub. L. No.) 115-419.	12/30/2024	N/A	N/A
643	Open	OIG	OST	9/25/2024	FS2024039	2	DOT's Internal Controls for Capitalized Equipment Management Are Outdated and Ineffective	Direct the Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA), Maritime Administration (MARAD), and Federal Railroad Administration (FRA) to update the relevant orders or guidance to incorporate the requirements of Pub. L. No. 115-419 and require confirmation of completion. These orders and guidance are FHWA Order 4300.1; NHTSA Order 440-1D; MARAD's Property, Plant, and Equipment Desk Guide; and FRA Order 4601.1E.	6/30/2025	N/A	N/A
644	Open	OIG	OST	9/25/2024	FS2024039	3	DOT's Internal Controls for Capitalized Equipment Management Are Outdated and Ineffective	Direct the Federal Motor Carrier Safety Administration to implement policies and procedures for the management of capitalized equipment that incorporate the requirements of Pub. L. No. 115-419 and provide confirmation of completion.	6/30/2025	N/A	N/A
645	Open	OIG	OST	9/25/2024	FS2024039	4	DOT's Internal Controls for Capitalized Equipment Management Are Outdated and Ineffective	Direct FRA's Office of the Chief Financial Officer to capitalize FRA's eligible equipment in accordance with DOT Order 2700.13 and provide confirmation of completion.	3/31/2025	N/A	N/A
646	Open	OIG	OST	9/25/2024	FS2024039	5	DOT's Internal Controls for Capitalized Equipment Management Are Outdated and Ineffective	Update DOT Order 2700.13 to direct Operating Administrations to develop and implement a process to validate and reconcile capitalized equipment listings with DOT's Delphi financial system and provide confirmation of completion.	3/31/2025	N/A	N/A
647	Open	OIG	OST	9/25/2024	FS2024039	6	DOT's Internal Controls for Capitalized Equipment Management Are Outdated and Ineffective	Implement object class code(s) to enable MARAD to separately record vessels from equipment.	9/30/2025	N/A	N/A
648	Open	OIG	OST	9/25/2024	FS2024039	7	DOT's Internal Controls for Capitalized Equipment Management Are Outdated and Ineffective	Update DOT Order 2700.13 to clarify when Operating Administrations deviations from established DOT capitalization thresholds must be approved by the Office of the Secretary and implement a requirement for documentation justifying higher or lower thresholds.	3/31/2025	N/A	N/A
649	Open	OIG	NHTSA	9/25/2024	FS2024040	1	NHTSA Lacks Adequate Internal Controls To Comply With ONDCP's Requirements for Drug Control Fund Reporting	Develop and implement standard operating procedures to identify and calculate reliable drug control-related obligations.	6/30/2025	N/A	N/A
650	Open	OIG	NHTSA	9/25/2024	FS2024040	2	NHTSA Lacks Adequate Internal Controls To Comply With ONDCP's Requirements for Drug Control Fund Reporting	Develop and implement a methodology that can be applied to data in NHTSA's financial system to track drug control-related obligations, by budget decision unit and drug control function.	6/30/2025	N/A	N/A
651	Open	OIG	NHTSA	9/25/2024	FS2024040	4	NHTSA Lacks Adequate Internal Controls To Comply With ONDCP's Requirements for Drug Control Fund Reporting	Develop a budget formulation methodology that provides a reasonable basis for consistent estimation of NHTSA's drug control budget that fairly quantifies its financial commitment to drug control activities and provides the methodology to the Office of National Drug Control Policy for approval.	12/31/2024	N/A	N/A
652	Open	GAO	FTA	9/25/2024	GAO-24-106847	1	Nonemergency Medical Transportation: Leading Practices Would Help the Federal Transit Administration Evaluate Its Pilot Program	The Administrator of FTA should develop a plan to evaluate the Pilot Program for Innovative Coordinated Access and Mobility that includes an appropriate program assessment methodology and criteria to assess the scalability of the program.	Under 180-day Letter Review Process	N/A	N/A
653	Open	GAO	FTA	9/25/2024	GAO-24-106847	2	Nonemergency Medical Transportation: Leading Practices Would Help the Federal Transit Administration Evaluate Its Pilot Program	The Administrator of FTA should ensure that FTA consolidates and publishes information about using FTA funding for NEMT. This may include developing resources through the CCAM national technical assistance center that identify which FTA programs are relevant, provide examples of FTA-funded projects, and direct applicants, recipients, and other stakeholders to related NEMT resources using embedded links.	Under 180-day Letter Review Process	N/A	N/A
654	Open	OIG	OST	9/30/2024	IT2024041	1	DOT Uses Continuous Monitoring Tools To Automate Cybersecurity Monitoring But Needs To More Effectively Detect, Prevent, and Report Cybersecurity Threats	OCIO to implement a process to verify that DOT's operating systems comply with applicable Departmental and Defense Information Systems Agency Security Technical Implementation Guides configuration settings.	12/30/2024	N/A	N/A
655	Open	OIG	OST	9/30/2024	IT2024041	2	DOT Uses Continuous Monitoring Tools To Automate Cybersecurity Monitoring But Needs To More Effectively Detect, Prevent, and Report Cybersecurity Threats	OCIO to remediate vulnerabilities or develop other compensating controls in systems supporting DOT's Continuous Diagnostic and Mitigation program, tools, and network endpoints in accordance with the timeframes set forth in Cybersecurity and Infrastructure Security Agency's managed catalog of known exploited vulnerabilities.	12/30/2024	N/A	N/A
656	Open	OIG	OST	9/30/2024	IT2024041	3	DOT Uses Continuous Monitoring Tools To Automate Cybersecurity Monitoring But Needs To More Effectively Detect, Prevent, and Report Cybersecurity Threats	FAA's Air Traffic Organization System Owners and National Airspace System (NAS) Cyber Operations to implement procedures to perform near real-time cyber monitoring activities on the remaining 62 NAS systems in accordance with DOT and FAA cybersecurity requirements and provide a timeline for completion.	6/30/2025	N/A	N/A
657	Open	OIG	OST	9/30/2024	IT2024041	4	DOT Uses Continuous Monitoring Tools To Automate Cybersecurity Monitoring But Needs To More Effectively Detect, Prevent, and Report Cybersecurity Threats	FAA's System Strategy & Performance Service division to develop and implement software asset management policies, including a software inventory reconciliation process.	6/30/2025	N/A	N/A

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658	Open	OIG	OST	9/30/2024	IT2024041	5	DOT Uses Continuous Monitoring Tools To Automate Cybersecurity Monitoring But Needs To More Effectively Detect, Prevent, and Report Cybersecurity Threats	FAA's Research and Development division to implement a process to verify that FAA's operating systems comply with applicable Departmental, FAA, and Defense Information Systems Agency Security Technical Implementation Guides configuration settings.	6/30/2025	N/A	N/A
659	Open	OIG	OST	9/30/2024	QC2024042	1	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Work with the Cyber Security Assessment and Management (CSAM) system owner to resolve the technical issues to ensure the CSAM Plan of Action and Milestones (POA&M) reporting function is accurate and conduct oversight of the Operating Administrations to ensure that the POA&M entries meet the requirements of Information Technology (IT) Implementation Memorandum 2023-010A, DOT Supplemental Requirements for IT Security POA&M Management.	8/31/2025	N/A	N/A
660	Open	OIG	OST	9/30/2024	QC2024042	2	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Strengthen procedures for maintaining a comprehensive and accurate cloud system inventory, which includes reconciling CSAM data to the listing of cloud service providers submitted by the Operating Administrations.	8/31/2025	N/A	N/A
661	Open	OIG	OST	9/30/2024	QC2024042	3	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Enforce password policies to ensure passwords are harder to guess and extend the timeframe in which individuals can enter the next password. Further, use cryptographically protected channels to transmit passwords.	8/31/2025	N/A	N/A
662	Open	OIG	OST	9/30/2024	QC2024042	4	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Document and implement procedures to review on a periodic basis users with administrative rights and privileged groups with access to domain controllers.	8/31/2025	N/A	N/A
663	Open	OIG	OST	9/30/2024	QC2024042	5	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Implement protections to restrict access to system tools used to create and manage shadow copies of the hard drive.	8/31/2025	N/A	N/A
664	Open	OIG	OST	9/30/2024	QC2024042	6	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Document and implement procedures to analyze user account passwords against lists of commonly used and compromised passwords and require users to reset weak or compromised passwords.	8/31/2025	N/A	N/A
665	Open	OIG	OST	9/30/2024	QC2024042	7	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Direct the DOT Information Assurance and Privacy Management Office and Breach Assessment and Response Team to implement annual testing of the Breach Notification Controls, as required by DOT Order 1351.19, Personally Identifiable Information Breach Notification Controls.	8/31/2025	N/A	N/A
666	Open	OIG	OST	9/30/2024	QC2024042	8	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Complete the DOT workforce assessment, which includes the entire DOT IT and cybersecurity workforce.	8/31/2025	N/A	N/A
667	Open	OIG	OST	9/30/2024	QC2024042	9	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Update the Office of Chief Information Officer Cybersecurity Incident Response Plan to incorporate lessons learned from the security incident and ensure that it reviews and updates the plan annually.	8/31/2025	N/A	N/A
668	Open	OIG	OST	9/30/2024	QC2024042	10	Quality Control Review of the Independent Auditor's Report on the Assessment of DOT's Information Security Program and Practices	Document and implement a plan to issue policy, implementation instructions, procedures, and configuration guidance to support Departmental enterprise event logging in accordance with OMB M-21-31, Improving the Federal Government's Investigative and Remediation Capabilities Related to Cybersecurity Incidents.	8/31/2025	N/A	N/A

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