U.S. Department of Transportation

FY 2026 ANNUAL PERFORMANCE PLAN

Secretary of Transportation
Sean P. Duffy

About the U.S. Department of Transportation

The U.S. Department of Transportation oversees and administers programs, policies, and regulations to ensure that our transportation system contributes to the Nation's economic growth while keeping traveling Americans safe. Established in 1967 by Congress, the U.S. Department of Transportation consolidated more than 30 transportation agencies and functions. DOT employees work across the country in the Office of the Secretary of Transportation, the Office of Inspector General, and the operating administrations.

Federal Aviation Administration (FAA)

Federal Highway Administration (FHWA)

Federal Motor Carrier Safety Administration (FMCSA)

Federal Railroad Administration (FRA)

Federal Transit Administration (FTA)

Great Lakes St. Lawrence Seaway Development Corporation (GLS)

Maritime Administration (MARAD)

National Highway Traffic Safety Administration (NHTSA)

Pipeline and Hazardous Material Safety Administration (PHMSA)

Introduction and Leadership Team

In accordance with the Government Performance and Results Act of 1993, as amended by the GPRA Modernization Act of 2010, the U.S. Department of Transportation (DOT or the Department) presents its Fiscal Year (FY) 2026 Performance Plan (APP), which defines the level of performance to be achieved during FY 2025 and 2026. The Performance Plan spans the Department's Operating Administrations and the Office of the Secretary of Transportation, providing information on DOT's plans for continued progress to fulfill its mission.

SEAN DUFFY
Secretary of Transportation
Provides leadership for the Department and serves as the principal advisor to the President in all matters relating to federal transportation programs.

STEVEN G. BRADBURY
Deputy Secretary of Transportation
Oversees the Department's operating administrations and spearheads initiatives to ensure a safe, efficient, and modern transportation system that strengthens economic productivity and global competitiveness.

Read more about DOT's **Chief Financial Officer's Senior Management Team** who work to provide sound budget development, disciplined performance review, rigorous financial management, and responsible credit administration for the Department.

Performance Goals

The 36 performance goals will be carried out by the Department's operating administrations and the Office of the Secretary. The following tables include information about the performance goals' intended outcomes, target performance levels, and prior year results.

#	Performance Goal	Lead OA	FY 2024 Actual	FY 2025 Target	FY 2026 Target
1	Reduce the annual rate of total roadway fatalities per 100 million vehicle miles traveled VMT to 1.18 or fewer by CY 2026	NHTSA	1.20*	1.20**	1.18**
2	Reduce the annual number of total roadway fatalities to 36,458 or fewer by CY 2026	NHTSA	39,345*	36,458**	36,458**
3	Reduce the annual rate of passenger vehicle occupant fatalities per 100 million passenger vehicle miles traveled (PVMT) to 0.73 or fewer by CY 2026	NHTSA	0.77*	0.74**	0.73**
4	Reduce the annual number of large truck and bus related fatalities to 4,555 or fewer by FY 2029	FMCSA	5,039	4,938	4,839
5	Increase the annual vehicle recall completion rate to 59.6% or more by FY 2026	NHTSA	59.2%	59.4%	59.6%
6	Reduce the number of motor carriers in caution status to 64,460 or fewer by FY 2029	FMCSA	65,775	65,512	65,249
7	Increase the annual new entrant motor carrier pass rate to 93.0% or more by FY 2029	FMCSA	91.2%	91.5%	91.9%
8	Reduce the annual rate of fatalities and injuries per 100 million train/bus revenue miles from transit collision and derailment events to 278.3 or fewer by FY 2026	FTA	283.9	281.1	278.3
9	Reduce the annual rate of fatalities and injuries per 100 million train/bus revenue miles on transit from assaults on all persons to 79.4 or fewer by FY 2026	FTA	81.0	80.2	79.4
10	Reduce the annual number of railroad employee operational on-duty fatalities to zero by FY 2030	FRA	5	4	3
11	Reduce the annual number of activation failures at grade crossings by 25% to 198 or fewer by FY 2030	FRA	264	260	253
12	Reduce the number of incidents involving death or major injury resulting from the transportation of hazardous materials by pipelines to 25 or fewer by FY 2026	PHMSA	26	25	25
13	Reduce the number of incidents involving death or major injury resulting from the transportation of hazardous materials by air, motor carrier, rail, or vessel to 17 or fewer by FY 2026	PHMSA/ FRA/ FAA/ FMCSA	18***	17	17
14	Maintain the commercial air carrier fatality rate per million persons on board at 4.4 or below through FY 2026	FAA	0.0	4.4	4.4
15	Maintain the general aviation fatal accident rate per 100,000 flight hours at 0.91 or below through FY 2026	FAA	0.68	0.92	0.91

#	Performance Goal	Lead OA	FY 2024 Actual	FY 2025 Target	FY 2026 Target
16	Maintain the weighted surface safety risk index at or below 0.38 per million operations for Commercial Aviation through FY 2026	FAA	0.08	0.38	0.38
17	Maintain the weighted surface safety risk index at or below 1.39 per million operations for Non-Commercial Aviation through FY 2026	FAA	0.58	1.39	1.39
18	Reduce the Northeast Corridor state of good repair backlog of $71.40B by 60% to $25.56B or less by FY 2035	FRA	$71.39B	$68.39B	$64.39B
19	Reduce the state of good repair backlog for transit revenue vehicles to 20.2% or below by FY 2030	FTA	22.4%	22.0%	21.7%
20	Maintain the percentage of Interstate pavement in fair or better condition at or above 95% through FY 2026	FHWA	97.2%**	95%	95%
21	Maintain the percentage of National Highway System bridges' deck area in fair or better condition at or above 95% through FY 2026	FHWA	96%	95%	95%
22	Maintain the percentage of paved runways in fair or better condition at 93% through FY 2026	FAA	97.4%	93%	93%
23	Ensure reliable freight movement by maintaining a Truck Travel Time Reliability Index (TTTR) at 1.43 or lower through FY 2026	FHWA	1.35	1.40	1.43
24	Start intercity passenger rail service on at least three new corridors by FY 2035	FRA	0	1	1
25	Reduce the Number of Transit Rail Stations Inaccessible to Persons with Disabilities to 891 or fewer by FY 2030	FTA/DOCR	961	945	918
26	Reduce the number of Amtrak-served stations that are Inaccessible to Persons with Disabilities from 86 to zero by FY 2030	FRA/DOCR	86	71	52
27	Maintain 99% Commercial use availability rate for the U.S. portion of the St. Lawrence Seaway	GLS	99%	99%	99%
28	Increase the annual outlay of Port Improvement Development Program (PIDP) project funds to $3.3 million or more by FY 2026	MARAD	$2.7M	$2.9M	$3.3M
29	Increase the number of U.S. Flag vessels in international service from 94 vessels to 96 vessels or more by FY 2026	MARAD	94	95	96
30	Increase the United States Merchant Marine Academy (USMMA) graduating class size to 220 or more by FY 2029	MARAD	214	216	218
31	Decrease the annual number of findings to remedy per checked vessel hosting cadets from the USMMA to 2 or fewer by FY 2026	MARAD	4.0	3.0	2.0
32	Increase the annual number of air traffic controllers trained to at least 1,900 or more in FY 2026	FAA	1,576	1,800	1,900
33	Maintain the National Airspace System On-Time Arrival Rate at Core Airports at 88% or above through FY 2026	FAA	90.6%	88%	88%
34	Publish a final rule reducing the regulatory cost of the Corporate Average Fuel Economy (CAFE) Standards regulation by 2026	OST	N/A	N/A	Publish Final Rule
35	Increase the DOT Federal Information Security Management Act (FISMA) Cybersecurity Score to 95/100 or more by FY 2027	OCIO	87	89	91
36	Increase the Percentage of DOT's IT budget that uses shared services to 46% or more by FY 2026	OCIO	45%	45%	46%

* Calendar Year 2024 estimate

** Calendar Year Target

*** Fiscal Year 2023 Actual

DOT's performance goals cover our major program activities and investments, and align to the priorities of the Administration and Secretary. The next section provides a description of how DOT will achieve the performance goals, including key definitions of performance goals and indicators, and investments, programs and resources that contribute to accomplishing the goals.

Performance Goals Descriptions

1. **Reduce the annual rate of total roadway fatalities per 100 million vehicle miles traveled VMT to 1.18 or fewer by CY 2026**
   This performance goal counts the number of reported fatalities occurring within 30 days of a crash involving a motor vehicle on a trafficway customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico. A roadway fatality is the death of any vehicle occupant (any driver, passenger, or person riding on the exterior of a motor vehicle), any motorcycle (two- or three-wheeled motor vehicle) riders or passengers, and any non-occupants (e.g., a pedestrian or pedalcyclist) involved in a motor vehicle crash. VMT includes all vehicle miles traveled by all types of vehicles. We examine roadway fatalities scaled to the total amount of vehicle miles traveled (VMT) on the Nation's roads.

2. **Reduce the annual number of total roadway fatalities to 36,458 or fewer by CY 2026**
   Roadway fatalities include any death occurring within 30 days of a crash of a motor vehicle occupant inside or on the exterior of a motor vehicle traveling on a trafficway customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico. DOT reduces these fatalities through interventions to make crashes more survivable, such as increasing the widespread use of seat belts, as well as interventions to reduce the number of crashes, including impaired driving laws and improvements to roadway design and traffic operation practices.

3. **Reduce the annual rate of passenger vehicle occupant fatalities per 100 million passenger vehicle miles traveled (PVMT) to 0.73 or fewer by CY 2026**
   In 2023, passenger vehicle occupants accounted for 59% of all traffic fatalities. This performance goal includes all types of passenger vehicles but excludes motorcycles and commercial vehicles (large trucks and buses). It scales passenger vehicle fatalities to the total number of passenger vehicle miles traveled.

4. **Reduce the annual number of large truck and bus related fatalities to 4,555 or fewer by FY 2029**
   Five million truck and bus drivers share the road with more than 250 million motorists. In FY 2024, the number of fatalities because of a large truck or bus crash was 5,039. FY 2024 fatalities were a 9% reduction from FY 2023 (5,502). FMCSA reduces these fatalities through a focus on investigations and traffic enforcement. FMCSA grant programs supplement States' Commercial Motor Vehicle (CMV) safety, enforcement, and outreach efforts, and contribute to efforts to reduce large truck and bus crashes.

5. **Increase the annual vehicle recall completion rate to 59.6% or more by FY 2026**
   Safety recalls are issued if the manufacturer or NHTSA determines that a vehicle or its equipment (such as air bags, tires, or car seats) pose either a safety risk or otherwise do not meet motor vehicle safety standards. A manufacturer must report to NHTSA the number of recalled products that have been remedied by the manufacturer following a recall. NHTSA uses these completion rates to identify recalls that are underperforming. We ensure these risks are mitigated as quickly as possible, reducing the potential harm they may cause, by requiring manufacturers to implement an improvement plan that includes sending renotification letters to owners, and tracking recall completion rates.

6. **Reduce the number of motor carriers in caution status to 64,460 or fewer by FY 2029**
When FMCSA cites a carrier either for regulatory violations or else for demonstrating behaviors that may cause or increase the severity of crashes, the carrier is placed in caution status. As of September 30, 2024, out of approximately 2 million registered motor carriers nationwide, 65,775 were in caution status. FMCSA's Compliance, Safety, Accountability (CSA) program uses FMCSA's Safety Measurement System (SMS) to assess motor carriers according to seven Behavior Analysis and Safety Improvement Categories (BASICs): Unsafe Driving, Crash Indicators, Hours of Service Compliance, Vehicle Maintenance, Controlled Substances/Alcohol Compliance, Hazardous Materials Compliance (HM), and Driver Fitness. FMCSA uses the SMS to group carriers that have similar BASICs scores. Carriers that are placed in caution status are prioritized for interventions and investigations. FMCSA also uses a motor carrier's safety data that is transmitted by state and federal enforcement to the Motor Carrier Management Information System.

7. **Increase the annual new entrant motor carrier pass rate to 93.0% by FY 2029**
New entrants accounted for a rising Percent of Fatal Large Truck and Bus Crashes Involving New Entrant Carriers, 2017-2022 with the rate increasing from 4.6% to 7.4%. FMCSA uses this performance goal to measure new entrant safety audit pass rates to ensure compliance with applicable Federal Motor Carrier Safety Regulations (FMCSRs), Hazardous Materials Regulations (HMRs), and related record-keeping requirements. FMCSA's New Entrant Program monitors motor carriers' compliance with safety regulations for their first 18 months to help carriers operate safely on the Nation's roads. Within this program, FMCSA and State partners assess safety performance by collecting data about carriers through safety audits, roadside inspections, investigations, and crash reports. FMCSA uses this performance goal to demonstrate new entrant carriers' safety audit pass rates to ensure compliance with applicable FMCSRs, HMRs, and related record-keeping requirements.

8. **Reduce the annual rate of fatalities and injuries from transit collision and derailment events per 100 million train/bus revenue miles to 278.3 or fewer by FY 2026**
While transit is the safest surface transportation method, FTA works to reduce the risks of fatalities and injuries from transit collisions and derailments by improving safety standards and strengthening transit worker protections. Revenue miles are the distance traveled when a transit train or bus is available to carry public passengers. In FY 2025, FTA will establish minimum safety standards for transit workers on or along rail tracks. In FY 2025 and FY 2026, FTA will deliver technical assistance to help transit agencies comply with federal requirements and to advance their Safety Management Systems processes. FTA will also continue efforts to offer recommendations to improve transit worker safety and strengthen training.

9. **Reduce the annual rate of fatalities and injuries on transit from assaults on all persons per 100 million train/bus revenue miles to 79.4 or fewer by FY 2026**
While transit is the safest surface transportation method, FTA works to protect passengers and transit workers from crime on transit systems by improving safety standards and strengthening transit worker protections. Revenue miles are the distance traveled when a transit train or bus is available to carry public passengers. In FY 2025, FTA is committed to restore safety for the travelling public and will direct transit agencies to address the significant and continuing national-level safety risk related to assaults on transit workers. In FY 2025 and FY 2026, FTA will address challenges to mitigating health and safety risks that affect transit safety through FTA's Safety Risk Management program and safety training for transit employees, benefitting urban and rural transit riders.

10. **Reduce the annual number of railroad employee operational on-duty fatalities to zero by FY 2030**
    Over the last ten years, operational fatalities made up about 55% of total railroad worker fatalities, peaking at 16 in 2021. FRA defines an operational fatality as a fatality to a railroad worker that results directly from incidents related to rail operations. When FRA receives fatality reports from a railroad, the fatality is categorized as operational (e.g., death from a moving train), natural causes (e.g., heart attack), or other causes (e.g., slip and fall). FRA will reduce railroad worker operational injuries and fatalities through identification and resolution of safety violations that result from safety inspections, investigations, and audits.

11. **Reduce the annual number of activation failures at grade crossings by 25% to 198 or fewer by FY 2030**
    An "activation failure" occurs when an active highway-rail grade crossing warning system fails to indicate the approach of a train at least 20 seconds prior to the train's arrival at the crossing or fails to indicate the presence of a train occupying the crossing. If warning devices fail to activate, there is a substantial increase in risk that an accident will occur at that crossing. FRA reduces activation failures through identification and resolution of safety violations that result from safety inspections, investigations, and audits. FRA's grant programs also support this goal by providing federal assistance dollars to fund the replacement of warning devices at grade crossings.

12. **Reduce the number of incidents involving death or major injury resulting from the transportation of hazardous materials by pipelines to 25 or fewer by FY 2026**
    PHMSA's programs focus on preventing incidents before they occur. In FY 2026, PHMSA will continue working with the Common Ground Alliance to reduce excavation damages to underground facilities and analyze additional excavation damage data collected from pipeline operators. PHMSA will collaborate with both state pipeline safety partners and with pipeline operators to identify remedial measures to improve safety.

13. **Reduce the number of incidents involving death or major injury resulting from the transportation of hazardous materials by air, motor carrier, rail, or vessel to 17 or fewer by FY 2026**
    In FY 2026, PHMSA will enhance the Freight and Fuel Transportation Optimization Tool (FTOT) to minimize routing risks and promote safety outcomes. PHMSA is also rolling out the Hazardous Materials Commodity Flow project to provide monitoring data to local governments for emergency preparedness.

14. **Maintain the commercial air carrier fatality rate per million persons on board at 4.4 or below through FY 2026**
    FAA defines a commercial air carrier fatality as a death that occurs during a commercial airline flight as a result of flight operations, including both scheduled and non-scheduled flights of U.S. passenger and cargo air carriers. FAA uses data from the National Transportation Safety Board (NTSB) to measure fatalities and collaborates with industry stakeholders to reduce risk through safety management systems.

15. **Maintain the general aviation fatal accident rate per 100,000 flight hours at 0.91 or below through FY 2026**
    FAA defines a general aviation fatality as a death that occurs during or up to 30 days after a general aviation flight. General aviation covers diverse activities like single-seat homebuilt aircraft, helicopters, balloons, and turbojets. The data for general aviation fatal accidents is sourced from the NTSB's Aviation Accident Database and annual flight hours from the FAA's General Aviation and Part 135 Activity Survey. FAA improves general aviation safety by identifying accident precursors, understanding human factors, and implementing safety risk mitigations.

16. **Maintain the weighted surface safety risk index at or below 0.38 per million operations for Commercial Aviation through FY 2026**
    Runway incursions involve any aircraft, vehicle, person, or object on the ground in the airport runway environment that creates a collision hazard or loss of required separation with an aircraft taking off, landing, or intending to do so. FAA categorizes these incursions by severity, Category A and B runway incursions have significant potential for a collision or require extreme action to avoid a collision. Monitoring runway incursions allows the FAA and other stakeholders to track the effectiveness of safety programs and interventions aimed at reducing these incidents. Based on the data, FAA implements various mitigation strategies, including physical modifications to the airport layout, improved training for pilots and controllers, and enhanced communication protocols.

17. **Maintain the weighted surface safety risk index at or below 1.39 per million operations for Non-Commercial Aviation through FY 2026**
    Non-commercial aviation accounts for the majority of runway incursions, making this a critical safety metric due to the potential for collisions or near misses. While commercial aviation faces higher scrutiny, the risk posed by non-commercial aircraft highlights the need for consistent safety practices across all sectors. Tracking these incursions helps identify trends and contributing factors, such as pilot errors or operational mistakes. Analyzing this data allows the FAA to implement targeted strategies to improve safety. Mitigation efforts include physical changes to airport layouts, better signage, and training for pilots and ground personnel, all aimed at preventing collisions and reducing risks.

18. **Reduce the Northeast Corridor state of good repair backlog of $71.40B by 60% to $28.56B or less by FY 2035**
    As of September 2024, the Northeast Corridor (NEC) needs public and private investment of at least $71.40B to bring infrastructure assets into a state of good repair. The baseline comprises 15 major backlog projects, 15 defined capital renewal projects, and routine programmatic capital renewal maintenance needs. The Department provides grants to NEC partners to address these infrastructure needs through the Federal-State Partnership for Intercity Passenger Rail (FSP) grant program, among others. When construction starts on grant projects, dollars are expended by NEC partners for infrastructure improvement, FRA reimburses those dollars, and the dollar value of the backlog decreases.

19. **Reduce the state of good repair backlog for transit revenue vehicles to 20.2% or below by FY 2030**
    Transit revenue vehicles are the buses, trains, and ferries that carry transit customers. Like all transit capital assets, vehicles are in a state of good repair when they can operate at a full level of performance. Assets that are not in a state of good repair have lower reliability, increased safety risks, higher maintenance costs, and reduced performance. FTA makes formula and discretionary grants to transit operators to replace and rehabilitate transit vehicles, as well as occasionally purchase vehicles for transit fleet expansion. FTA also supports transit agencies by providing technical assistance on best practices in asset management.

20. **Maintain the percentage of pavement in fair or better condition at or above 95% through FY 2026**
    Pavement condition is evaluated based on the International Roughness Index (IRI) and surface characteristics such as faulting, cracking, and rutting. A good condition rating suggests no major investment is needed immediately while a poor condition rating suggests major rehabilitation or reconstruction investment is needed. Pavements that fall between these two ranges are considered “fair.” The National Highway Performance Program (NHPP) and the Surface Transportation Block Grant (STBG) Program provide most of the federal funding for pavement upkeep and related infrastructure improvements.

21. **Maintain the percentage National Highway System bridges' deck area in fair or better condition at or above 95% through FY 2026**
    Each bridge is evaluated based on four key components: the deck, superstructure, substructure, and culverts. Classifications of the bridge condition is weighted by bridge deck area; in general, larger bridges are costlier to rehabilitate or replace than smaller bridges. Maintaining bridges in good or fair condition ensures the safety and reliability of the transportation network. Federal funding for bridge replacement, rehabilitation, and other improvements is primarily provide through the Bridge Formula Program (BFP), National Highway Performance Program (NHPP) and the Surface Transportation Block Grant (STBG) Program.

22. **Maintain the percentage of paved runways in fair or better condition at 93% through FY 2026**
    Runway pavement conditions are essential for aircraft safety and efficiency, requiring regular maintenance, rehabilitation, and upgrades. Deterioration occurs due to weather, heavy use, faulty construction, or substandard materials. A comprehensive maintenance program preserves runways. Projects are carefully timed to avoid impacting system-wide capacity, with no more than 7% of runways under reconstruction simultaneously to meet a 93% capacity goal. While FAA funds capital development at most National Plan of Integrated Airport Systems (NPIAS) airports, ongoing maintenance is generally the airport's responsibility, with major projects funded through Airport Improvement Program grants, Passenger Facility Charge revenues, airport revenues, and other sources.

23. **Ensure reliable freight movement by maintaining a Truck Travel Time Reliability Index (TTTR) at 1.43 or lower through FY 2026**
    The Truck Travel Time Reliability (TTTR) index for interstate highways is a key indicator of day-to-day travel reliability, indicating on average how much additional buffer time a truck driver needs to include in a typical trip to ensure 95% on-time delivery. An index of 1.5 indicates that at the 95% percentile, travel time is 1.5 times longer (50% slower) than the median travel time. FHWA supports State DOTs and Metropolitan Planning Organizations (MPOs) with implementation of transportation system management and operations (TSMO) strategies that can improve highway reliability and congestion. Enhancements to the highway system reduce user costs, such as travel time and vehicle operating expenses per mile. The National Highway Freight Program (NHFP) provides most of the federal funding for pavement upkeep and related infrastructure improvements.

24. **Start intercity passenger rail service on at least three new corridors by FY 2035**
    Expansion of rail service across the Nation will provide new transportation options to the American people. FRA is identifying potential corridors, selecting corridors for implementation funding, and providing oversight for construction grants. In 2025, FRA expects service to restart on the Gulf Coast corridor, which stopped service after Hurricane Katrina. Other corridors are in development and are planned to start service between 2027 and 2035.

25. **Reduce the number of transit rail stations inaccessible to persons with disabilities to 891 or fewer by FY 2030**
    Approximately 25 percent of transit rail stations and facilities are still inaccessible to persons with disabilities. The *1990 Americans with Disabilities Act (ADA)* requires that when transit stations or facilities are altered, the altered areas—and often the paths of travel to them—be made accessible as part of the alteration. FTA supports accessibility improvements through the All-Stations Accessibility Program (ASAP). Transit agencies may also make accessibility improvements using other eligible FTA grants, in addition to using local funding.

26. **Reduce the number of Amtrak-served stations that are inaccessible to persons with disabilities from 86 to zero by FY 2030**
    Of the 520 total stations along Amtrak routes, Amtrak has sole responsibility for compliance with the Americans with Disability Act (ADA) at 142 stations of which 86 were not fully accessible as of FY 2025. FRA's Office of Railroad Development oversees Amtrak's progress toward bringing these stations into compliance through funding and oversight of grant agreements with Amtrak. Amtrak plans to bring the 86 inaccessible stations into compliance by 2030.

27. **Maintain 99% Commercial use availability rate for the U.S. portion of the St. Lawrence Seaway**
    The binational St. Lawrence Seaway consists of 15 locks (13 Canadian; 2 U.S.) that raise and lower vessels more than 600 feet from Montreal, Quebec, to Lake Superior. Each year, more than 35 million metric tons of cargo valued at $14 billion move through the Seaway. This waterborne trade supports 147,350 U.S. jobs and generates $26 billion in economic activity. Much like an interstate highway or commercial rail route, the U.S. locks and waters of the Seaway need to be open and safe to ensure the continuous, reliable, and efficient movement of commercial trade. The Seaway reliability rate is impacted by all delays to commercial shipping, including vessel incidents, adverse weather conditions, or lock unavailability.

28. **Increase the annual outlay of Port Infrastructure Development Program (PIDP) project funds to $3.3 million or more by FY 2026**
    MARAD makes grants through the Port Infrastructure Development Program (PIDP) to improve the capacity and resiliency of the Nation's supply chains. As grantees complete projects funded by PIDP grants, they will be able to seek reimbursement for their costs, increasing program outlays. MARAD provides technical assistance and oversight to grantees in administering this program to ensure that PIDP grants meet the program's goals.

29. **Increase the number of U.S. Flag vessels in international service from 94 vessels to 96 vessels or more by FY 2026**
    Increasing the number of commercial U.S.-flag vessels operating in international trade, promotes the national security and economic growth of the United States. The Maritime Security Program and the Tanker Security Program will both contribute to this performance goal. Additionally, EO 14269 "Restoring America's Maritime Dominance" includes elements which, upon implementation, will further support the internationally-trading U.S.-flagged fleet.

30. **Increase the United States Merchant Marine Academy (USMMA) graduating class size to 220 or more by FY 2029**
    The U.S. Merchant Marine Academy (USMMA) contributes to resilient supply chains by increasing the number of available, qualified crew members to support Department of Defense (DoD) requirements for merchant marine shipping. USMMA will develop an academic program that increases the retention rate of first year students and improves licensure pass rates for graduating students.

31. **Decrease the annual number of findings to remedy per checked Vessel Hosting Cadets from the USMMA to 2 or fewer by FY 2026**
    MARAD has established Every Mariner Builds A Respectful Culture (EMBARC) Standards for U.S.- flag vessel commercial operators hosting cadets from the US Merchant Marine Academy (USMMA) to ensure that every cadet mariner is treated with dignity and respect during their training. These standards strengthen a culture of sexual assault and sexual harassment (SASH) prevention and support appropriate responses to incidents of sexual violence and harassment. MARAD regularly inspects vessels hosting USMMA cadets on compliance with the EMBARC standards and is seeking to lower the annual number of findings to achieve universal compliance.

32. **Increase the annual number of air traffic controllers trained to at least 1,900 or more in FY 2026**
A trained controller has graduated from the FAA Academy and is ready for placement at an Air Traffic Control Tower or other FAA facility to begin the process of becoming a Certified Professional Controller. Entry-level applicants must complete the required training courses and spend several months at the FAA Academy in Oklahoma City. After graduating from the academy, individuals are placed in locations across the country and must gain 1-3 years on-the-job experience before becoming a certified professional controller.

33. **Maintain the National Airspace System On-Time Arrival Rate at Core Airports at 88% or above through FY 2026**
Each of the Nation's 30 core airports either has one percent or more of total U.S. passenger enplanements (boardings) or else handles 0.75% or more of the total U.S. non-military itinerant operations. The NAS on-time arrival rate is measured by dividing the number of flights arriving on or before 15 minutes of flight plan arrival time by the total number of completed flights for the core airports. The on-time arrival calculation uses the latest carrier flight plan filed with the FAA and excludes minutes of delay attributed by air carriers to extreme weather, carrier action, security delay, and prorated minutes for late arriving flights at the departure airport as defined by the DOT Airline Service Quality Performance System.

34. **Publish a final rule reducing the regulatory cost of the Corporate Average Fuel Economy (CAFE) Standards regulation by FY 2026**
DOT is committed to reducing the burden of regulations on American consumers and businesses. The Corporate Average Fuel Economy (CAFE) Standards regulation is the most economically significant regulation within DOT's regulatory portfolio. DOT is committed to publishing a final rule in 2026 that will reduce the burden of these regulations and make automobiles more affordable for the average American family.

35. **Increase the DOT Federal Information Security Management Act (FISMA) Cybersecurity Score to 95/100 or more by FY 2027**
The Federal Information Security Modernization Act (FISMA) of 2014 requires DOT to ensure the protection and resilience of Information Technology (IT) supporting DOT's mission and business functions. The Departmental Chief Information Security Officer (CISO) follows the National Cybersecurity Strategic Plan, Office of Management and Budget policy, and directives issued by the Cybersecurity and Infrastructure Security Agency (CISA). The CISO uses DOT's risk management processes to identify and manage risks. Key priorities supporting the target goal include continued implementation of zero trust, automation in cybersecurity processes, and improving DOT's abilities to detect and remove counterfeit or malicious products.

36. **Increase the percentage of DOT's IT budget that uses shared services to 46% or more by FY 2026**
Shared services help organizations reduce unnecessary spending on information technology and often result in better products and services for customers. They are an important tool for DOT to help reduce costs, eliminate serious cybersecurity and privacy vulnerabilities, and enable better use of limited resources. The Chief Information Officer (CIO) partners with the Office of the Senior Procurement Executive and the Chief Financial Officer to increase the use of shared services for managing IT investments. Key shared services priorities for DOT currently include cybersecurity, human resources, and increasing the use of shared services by DOT grant-issuing programs.

DOT Operating Administrations and Leadership

Operating Administration	Lead
Federal Aviation Administration	Christopher Rocheleau, Acting Administrator
Federal Highway Administration	Gloria M. Shepherd, Acting Administrator
Federal Motor Carrier Safety Administration	Jesse Elison, Chief Counsel
Federal Railroad Administration	Drew Feeley, Acting Administrator
Federal Transit Administration	Tariq Bokhari, Acting Administrator
Great Lakes Saint Lawrence Seaway Development Corporation	Anthony Fisher, Acting Administrator
Maritime Administration	Elizabeth O'Connor, Chief Counsel
National Highway Traffic Safety Administration	Jack Danielson, Acting Administrator
Pipeline and Hazardous Materials Safety Administration	Benjamin Kochman, Acting Administrator

Major Management Priorities and Challenges

DOT reviewed the FY 2025 Top Management Challenges Report prepared by DOT Office of the Inspector General, the current High-Risk List published by GAO in 2025 and DOT's own FY 2025 Enterprise Risk Profile to identify its Major Management Priorities and Challenges. DOT identified thirteen major management challenges for FY 2026, including:

1. Aviation Safety
2. Surface Safety
3. Surface Transportation Infrastructure
4. Grantee Technical Capacity
5. Programs Serving Tribes
6. Data Quality Issues
7. IT Acquisitions and Operations
8. Grant and Contract Fund Stewardship
9. Financial Management & Fraud
10. Information Security
11. Aviation Governance and Modernization
12. Transportation Transformation
13. Transportation Sector Cybersecurity

DOT's portfolio of performance goals measure progress toward resolving the challenges.

U.S. Department of Transportation

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